

Joint Committee on Strategic Planning and Transport

Friday, 22 March 2013 at 10:00

County Hall, County Hall, West Bridgford, Nottingham NG2 7QP

AGENDA

- | | | |
|---|--|---------|
| 1 | Minutes of the previous meeting 21 sept 12 | 3 - 6 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Greater Nottingham Joint Planning Advisory Board | 7 - 20 |
| 5 | Waste Core Strategy | 21 - 26 |
| 6 | Nottinghamshire Minerals Local Plan and Local Aggregates Assessment - Update | 27 - 32 |
| 7 | Transport Issues - Update | 33 - 36 |
| 8 | Rail Issues - Update (including presentation on HS2) | 37 - 60 |

- 9 Proposed Future Meetings;-
Friday 21 June 2013
Friday 20 September 2013
Friday 13 December 2013
Friday 21 March 2014
(all the above meetings will be held at Nottingham City Council, Loxley House
commencing at 10.00 am)

Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.
- (2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

- (3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Procedure Rules. Those declaring must indicate the nature of their interest and the reasons for the declaration.

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Sarah Ashton (Tel. 0115 977 3962) or a colleague in Democratic Services prior to the meeting.

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.



JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

**MINUTES OF MEETING HELD ON FRIDAY 21 SEPTEMBER 2012 AT
COUNTY HALL, WEST BRIDGFORD, NOTTINGHAM FROM 10.00 AM TO
11.10 AM**

NOTTINGHAMSHIRE COUNTY COUNCIL

- ✓ Councillor Butler
- A Councillor Greaves
- ✓ Councillor Heptinstall
- ✓ Councillor Jackson

NOTTINGHAM CITY COUNCIL

- ✓ Councillor Clark
- ✓ Councillor Malcolm
- A Councillor Neal
- ✓ Councillor Urquhart

- ✓ Indicates present at meeting

MINUTES

RESOLVED 2012/011

That the item relating to the Local Sustainable Transport Fund – Update in the minutes of the last meeting on 22 June 2012 were amended to read:-

“Chris Carter, Transport Strategy Manager, Development, Nottingham City Council updated the Committee on the outcome and progress with Local Sustainable Transport Fund bids. He stated that progress was being made on delivery of smart card, pilot travel hub in Bulwell and other projects relating to the successful £5m Nottingham Urban Area Key Component bid. He informed the Committee that an announcement on the £11m Main Nottingham Urban Area bid was imminent. Kevin Sharman , Team Manager, Transport Plans and Programmes, Environment and Resources Department, Nottinghamshire County Council confirmed that the separate County 4 urban towns bid had not been successful.”.

The minutes were then signed by the Chair.

APOLOGIES FOR ABSENCE

An apology was received from County Councillor Kevin Greaves who was on other County Council business.

DECLARATIONS OF INTEREST BY MEMBERS AND OFFICERS

None

AGENDA ORDER

With the consent of the Committee, the Chair agreed to take Item No. 6 (Rail Issues Update) as the first item to enable the presenting office to be present.

RAIL ISSUES - UPDATE

Jim Bamford, Rail Officer for the authorities, gave an update on rail issues. He reported that the Government had announced the High Level Output Statement for the Midland Mainline with the 5 year investment details which are due to be delivered 2014-2019. Jim Bamford stated that the 2 Councils had been lobbying for a reduction in journey time from Nottingham to London and outlined how this could be achieved. He informed the Committee that upgrading of the track needed to be completed before the electrification of the south coast to Sheffield line could be finalised. Work was continuing to secure the improvements at Market Harborough.

With regards to the Nottingham to Birmingham line, Jim Bamford reported that after continued lobbying over recent years track upgrades were to be progressed at Nottingham, Derby, and Trent Junction.

Councillor Urquhart suggested a joint letter be sent from herself and Councillor Jackson to the new Secretary of State as a reminder of priorities relating to outstanding rail issues and also a letter to other stakeholders to encourage the final element of the improvements to be completed.

Jim Bamford informed the Committee that £240m further enhancements to the East Coast Main Line programme were currently underway.

An update was given on the Nottingham Station Hub scheme by Chris Carter, Transport Strategy Manager, Development, Nottingham City Council. He stated that the Nottingham Station would be closed for 37 days in the summer of 2013 for work to be carried out. It was agreed that the public should be informed of the reason for this closure and what the benefits would be. A further update would be provided at the next meeting.

RESOLVED 2012/012

That the report be noted.

JOINT WASTE DEVELOPMENT PLAN – PREPARATION FOR SUBMISSION OF THE CORE STRATEGY

Sally Gill, Group Manager, Policy, Planning and Corporate Services, Nottinghamshire County Council introduced the report by giving an update on the consultation which had taken place earlier in the year regarding the Waste Core Strategy. Officers had examined the public representations which had been received from 5 March to 30 April 2012. Main changes to the Strategy, after the introduction to the National Planning Policy Framework in March 2012, will be considered by the Inspector as part of the Submission Draft Plan. Minor changes will be published but not considered at the Examination of the Plan. These changes will be published for a 6 week consultation and findings brought to both Nottinghamshire County Council and Nottingham City Council in December. Sally Gill stated that any previous comments which have been considered will be carried forward.

RESOLVED 2012/013

That the report be noted.

TRANSPORT ISSUES UPDATE

Chris Carter, Transport Strategy Manager, Development, Nottingham City Council updated the Committee on key transport issues. He stated that the Department for Transport had published a consultation document on local major transport scheme prioritisation and investment for the next spending period of 2015-19. He reported that the Department are now inviting local partners to confirm Local Transport Body boundaries and membership with the deadline for confirming these arrangements set at 28 September. County Councillor Jackson stated that it was unlikely that Bassetlaw area would be ready by that date. The outcome of this situation would be reported to the next meeting. Chris Carter reported that indicative financial allocations for each area would be announced in October.

Chris Carter outlined the transport measure being supported through the Nottingham City Deal which were:-

- Up to £8 million for public realm and transport infrastructure in the Creative Quarter.
- Up to £1 million for transport behaviour change test bed to support people into employment.
- Department for Transport to facilitate discussion between Nottingham and Traffic Commissioners to support the enforcement of the Statutory Bus Quality Partnership standards in the City to ensure the smooth operation of local public transport.
- Explore devolving powers to the local authority to better manage traffic and tackle congestion through extended control over illegal traffic manoeuvres (eg ignoring banned turns/yellow boxes to improve traffic flow and public transport reliability).

Chris Carter stated that the Government had announced large scale bid allocation for the Local Sustainable Transport Fund. This consisted of the following:-

- Smartcard Development
- Community Smarter Travel Hubs
- WorkSmart
- Active Travel partnerships
- Programme management

RESOLVED 2012/014

That the report be noted.

GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE

Matt Gregory, Greater Nottingham Growth Point Planning Manager, Nottingham City Council updated the Committee on the work of the Joint Planning Advisory Board. He reported that a large number of representations had been made on the recently published Core Strategies for Broxtowe, Gedling, Nottingham City and Erewash.

Matt Gregory reported that Joint Planning Advisory Board had requested a Briefing on findings of the 2011 census in terms of population and housing, and that members would receive an invitation to a Briefing session relating to these findings. Members were concerned about how the relaxation of planning laws would affect the delivery of housing figures proposed through the Core Strategies covering the area. Matt Gregory agreed to present an update report to the next Committee.

RESOLVED 2012/015

That the report be noted.

DATE OF NEXT MEETING

The next meeting of the Joint Committee will be held on Friday 14th December commencing at 10.00 am at County Hall.

The meeting closed at 11.10 am.

CHAIRMAN

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

Date **22 MARCH 2013** agenda item number **4**

From **JOINT OFFICER STEERING GROUP**

GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE

Summary

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

Background

- 2 Since the last Joint Committee, Meetings of JPAB have been held on 18th October 2012, 20th December and 21 February 2013. The minutes of the meetings of 18th October 2012 and 20th December are attached to this report, as appendix 1 and 2.

- 3 The main item of business for the meeting of 21 February 2013 was consideration of the Greater Nottingham Core Strategies, summarised as follows:

Ashfield Borough Council

- 4 Ashfield are preparing a 10 year Local Plan covering the whole of their District, and following consultation on a 'Preferred Option' are considering representations with a view to publishing a revised plan in the spring.

Erewash Borough Council

- 5 Erewash submitted its Core Strategy for independent examination on 30th November 2012. The Inspector has issued a letter and a follow up request for further clarification to which Erewash has responded. The key issue from a Greater Nottingham perspective on which clarification is required is considered to be the objectively assessed housing needs of the area, and how this compares to the 2008-based Household Projections.

Rushcliffe Borough Council

- 6 Following the submission of Rushcliffe's Core Strategy on 31st October, the Inspector convened an Exploratory Meeting on 31st January. Representatives from other Councils were invited to attend, and key

issues of common interest included the objective assessment of housing need, the Duty to Cooperate (housing numbers and plan period) and Green Belt policy. The Inspector has outlined her views on the future of the examination in a letter published on 14 February 2013. She concludes that “I have seen scant evidence that the HMA’s projected needs have fallen so much since the Regional Plan was adopted, or that local constraints are so severe, that Rushcliffe is justified in reducing its housing target from 15,000 to 9,600.” She advises that the Council should either withdraw the submitted Plan or, if it can complete necessary remedial work within 6 months, seek a temporary suspension. Rushcliffe Borough have replied, requesting the Inspector suspend the examination for 6 months.

Broxtowe, Gedling and Nottingham City

- 7 Gedling Borough Council and Nottingham City Council have approved the submission of the draft Aligned Core Strategies at their February meetings, together with list of minor Proposed Changes for consideration by the examination.
- 8 However, due to the recent announcement that a station to serve High Speed Rail 2 is to be located at Toton Sidings, Broxtowe Borough will be undertaking a short focused consultation to ensure the draft Core Strategy adequately reflects the implications for their area, including:-
 - Safeguarding the station site;
 - Identifying a broad ‘strategic location’ for mixed use development at Toton;
 - Consequential changes to vision/objectives/transport policies as they relate to Broxtowe.
- 9 The consultation is programmed to begin on 18 February 2013, for 6 weeks. It will include changes to the Core Strategy, as formal Proposed Modifications, which should enable the plan to be approved by the Borough and be submitted quickly after consultation has concluded. An approval date in mid May is anticipated, with submission to follow as soon as practical thereafter.
- 10 Items on the Programme of Development, High Speed Rail 2 and the Local Sustainable Transport Fund were also considered.

Recommendation

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

Background Papers referred to in compiling this report

Greater Nottingham Joint Planning Advisory Board papers for 20th December and 21 February 2013.

Contact Officer

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Greater Nottingham Growth Point Planning Manager
Nottingham City Council
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APPENDIX 1

MINUTES OF THE GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD HELD ON THURSDAY 18 OCTOBER 2012 AT THE OLD COUNCIL CHAMBER, TOWN HALL, BEESTON

PRESENT

Broxtowe: Councillor Steve Barber (Chair);
Erewash: Councillor G Smith;
Gedling: Councillor R Allan;
Nottingham City: Councillor A Clark;
Nottinghamshire County: Councillor R Butler; Councillor R Jackson;
Rushcliffe: Councillor D Bell

Officers in Attendance

Ashfield: Ms Christine Sarris;
Broxtowe: Mrs Ruth Hyde;
Derbyshire: Mr Jim Seymour;
Erewash: Mr Steve Birkinshaw;
Gedling: Mr Peter Baguley; Mr Darrell Pulk
Growth Point: Ms Dawn Alvey, Mr Matt Gregory;
Nottinghamshire County: Mrs Sally Gill
Rushcliffe: Mr Paul Randle

Observers

Growth Point: Mr Matthew Grant;
Broxtowe: Mr Martin Rich;
General public: Mr Potter
Nottingham City: Councillor Ian Malcolm;
Signet Planning: Mr Paul Stone

Apologies:

Broxtowe: Mr Steve Dance
Nottingham City: Mrs Sue Flack; Councillor Jane Urquart

1. **Welcome and Apologies**

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

2. **Declarations of Interests**

There were no declarations of interest.

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

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

4. **Greater Nottingham Core Strategies**

4.1 MG advised the Board that Broxtowe, Gedling and Nottingham City were close to completing an assessment of all representations made on the Core Strategies which will be consolidated into a report of the main issues raised. The report will contain a summary of responses to be submitted alongside the Core Strategies. This will assist the Planning Inspectorate in understanding the key issues and areas on which they wish to focus during Examination. Some changes to the Plan may be necessary to respond to representations.

4.2 Both Gedling and Nottingham City have established council approval dates although Broxtowe still needs to arrange a date to allow submission at the end of February/or beginning of March 2013.

4.3 Erewash, through their representations, are taking a slightly different approach and will look to submit their Plan early. The onus will be on the Inspector to deal with any changes to be considered appropriate to be made to the Plan. This may entail early Examination for Erewash.

4.4 **PINs Advisory Visit**

Following a PINs advisory visit of the four councils (Broxtowe, Erewash, Gedling and Nottingham City) in August, meeting notes have been published with the agenda papers.

4.5 **Ashfield and Rushcliffe Councils**

ADC recently published their Preferred Option consultation draft plan. RBC is looking for an early submission date for their core strategy.

4.6 Census 2011

Councillors from the Greater Nottingham area were invited to a Housing Provision and Census 2011 Seminar in October. Officers concluded that the census did not provide any further evidence to support a lower housing figure.

4.7 Evidence Base

A Programme Officer appointment has been made. MVA are close to concluding the Transport Modelling which is required to support the plan. Findings of the transport modelling will be reported and presented to JPAB.

4.8 AC referred to item 7 note of the PINs visit. He thought it was useful to review against previous targets for the new plan but different projects could reduce or increase targets.

4.9 MG advised that the NPPF would allow for a 5-year land supply and buffer of 5% or 20%. If the council is found to be under delivering housing then should apply a larger (20%) buffer. PINs advised the councils to demonstrate how we have delivered housing against current statutory plans. If councils have a strong argument then this could lower the buffer to 5%.

4.10 RJ – would hope that the government announcement on including higher windfall allowances would help to reduce the housing figures.

4.11 MG – announcements are targeted at boosting supply rather than reducing provision eg flats above commercial premises. Potentially possible that may form part of an argument to justify a lower windfall allowance, depends whether developments receive planning permission. Government is attempting to simplify the system by removing need for planning permission. Each councils needs to justify its approach to the land supply buffer.

4.12 SB - need to develop brownfield sites.

4.13 MG - funding of Nottinghamshire Enterprise Zone will help at Boots.

It was resolved that JPAB NOTE the progress of the Greater Nottingham Core Strategies.

5. Programme of Development

5.1 Jim Seymour (DCC) made a presentation on the proposed Ilkeston Railway Station which was shown to be the only town in the country without access to a railway network/services. DCC has tried for the past 10 years to reopen the station but engaging a franchise operator to make stops at Ilkeston has proved difficult. An advantage of the site

is the Awsworth Link Road which lies adjacent to the location. Signals are to be rescheduled next year so there is a possibility that operators could make a stop. JS explained that revenue forecasts within the business case were positive. Capital cost is close to £5m which includes site assembly. DCC will commit to matching support offered by the Board's £1m capital.

- 5.2 GRIP4 design work is progressing and covers platform details and how the station will be constructed. Further dialogue required with Broxtowe Borough Council on provision of a car park. Subject to funding, construction runs to April 2014. JS reported on potential for funding gap to be met via a new rail fund from the Department of Transport.
- 5.3 AC – need to ensure stopping services at Ilkeston Station are within new rail franchise specifications.
JS - DCC believes DfT on behalf of North Rail Executive may choose to do that.
SB – Had spoken to Network Rail, Network Rail were enthusiastic and keen one year ago for an Heanor/Eastwood tram/train too. SB requested presentation to be circulated.
- 5.4 DP - It would make a good business case to save £1m until 31 March to avoid missing this opportunity even if it does not come to fruition. It affects 40,000 people living in the Ilkeston area therefore we should give support. Car park element requires further development.
- 5.5 DA set out progress on the Programme of Development and reported quarter grant claims were being progressed. The Strategic Green Infrastructure Projects have been highlighted in trade journals as good practice examples of cross-boundary working.

It was resolved that JPAB

- (a) **NOTE the revenue and capital update.**
- (b) **SAFEGUARD the allocation of £1million Growth Point capital funding for Ilkeston Station until 31 March 2013.**

Recommendation proposed by Councillor Steve Barber, seconded by Darell Pulk and carried.

This Board welcomes the enthusiasm shown by Derbyshire County Council towards Ilkeston Station to be signed off by February 2013 and calls upon the Department for Transport to include a stopping service at Ilkeston within the next franchise agreement and to continue to reserve £1 million of Growth Point funding to support the station's development until 31 March 2013.

6. **Recent Government Announcements**

- 6.1 MG gave an update on the government's recent announcements to help the housing market by giving developers the right of appeal against 106 if development is unviable and to support major infrastructure projects and alleviate the demise of building new homes by underwriting the debt on them. It is also planned to provide £300m to build affordable homes and bring 5,000 homes back into use. An additional 5,000 homes to be made available for rent and to retain financial assistance for the first time buyers scheme. A time limit for relaxation of permitted development rights is imminent. Further details are awaited from DCLG on proposals for large commercial or residential applications to be decided via a fast track process. Proposals also for tackling poor performing councils.

AC – No definition of poor performing local planning authorities has been provided.

MG – Confirmed details were awaited.

RH – It refers to slow performing authorities

PB – Major applications should not take more than a year to determine

SBk - No clear time line on fees.

MG – Consultation on relaxation of permitted development rights expected soon

DP – Queried the rationale of removing PD rights – time limited approach is questionable.

It was resolved that JPAB NOTE the report.

7. **Any other Business**

Future JPAB dates circulated.

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

Future meeting dates were circulated as follows:

<u>Date</u>	<u>Time</u>	<u>Venue</u>
Thursday 20 December 2012	2.00 pm	Old Council Chamber, Town Hall, Beeston
Thursday 21 February 2013	2.00 pm	Old Council Chamber, Town Hall, Beeston
Thursday 25 April 2013	2.00 pm	Attenborough Visitor Centre
Thursday 27 June 2013	2.00 pm	Old Council Chamber, Town Hall, Beeston
Thursday 29 August 2013	2.00 pm	Old Council Chamber, Town Hall, Beeston

Thursday 31 October 2013	2.00 pm	Old Council Chamber, Town Hall, Beeston
Thursday 19 December 2013	2.00 pm	Old Council Chamber, Town Hall, Beeston

APPENDIX 2

MINUTES OF THE GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD HELD ON THURSDAY 20 DECEMBER AT THE OLD COUNCIL CHAMBER, TOWN HALL, BEESTON

PRESENT

Broxtowe: Councillor Steve Barber (Chair);
Erewash: Councillor G Smith;
Gedling: Councillor D Pulk;
Nottingham City: Councillor Alex Ball;
Rushcliffe: Councillor D Bell

Officers in Attendance

Ashfield: Ms Christine Sarris;
Broxtowe: Mr Steve Dance;
Erewash: Mr Steve Birkinshaw;
Gedling: Mr Peter Baguley;
Growth Point: Ms Dawn Alvey, Mr Matt Gregory;
Nottingham City: Mrs Sue Flack; Mr David Jones
Nottinghamshire County: Mrs Sally Gill
Rushcliffe: Mr Richard Mapletoft; Mr Paul Randle

Observers

General public: Mr John Hancock;
Growth Point: Mr Matthew Grant;
Nottingham City: Councillor Ian Malcolm;
Nottinghamshire County: Mr David Pick
Signet Planning: Mr Paul Stone

Apologies:

Broxtowe: Mrs Ruth Hyde
Highways Agency: Mr Kamaljit Khokhar
Nottingham City: Councillor Jane Urquart
Nottinghamshire County: Councillor Richard Butler; Councillor Richard Jackson

1. **Welcome and Apologies**

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

2. **Declarations of Interests**

There were no declarations of interest.

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

Amendment under 5.5 recommendation seconded by Councillor Clark. The Minutes of the last meeting were then approved by the Chair and seconded by Councillor Pulk. There were no matters arising.

4. **Programme of Development**

- 4.1 DA gave an update on the staffing and administration report to support submission of the Core Strategies through to Examination. Originally the posts were contacted to end April 2013 but to ensure effective support it is proposed that Growth Point Planning Manager's time is charged to the Growth Point budget from beginning April 2013 to end April 2014. The secondment from Nottinghamshire County Council to be extended in agreement with NCC until end of August 2013. The Commissioning and Delivery Manager's post to be reduced to part time until end April 2014 to assist with the capital programme.

4.2 **Capital**

- 4.2.1 It is expected to complete the majority of projects by end of March 2013. Although there may be some slippage the programme will finish by 2013/14. The proposed staffing arrangements will help to manage programme closedown and the annual audit.
- 4.2.2 A review of the work programme for the team will be undertaken following financial year end to focus on joint work required after submission of the Core Strategies such as reviewing the Strategic Housing Market Assessment and Community Infrastructure Levy.

It was resolved unanimously that JPAB

- (a) **APPROVED** the proposed staffing arrangements set out in the report, subject to formal agreement with Nottinghamshire County Council and Nottingham City Council,
- (b) **NOTED** the revenue and capital update as set out in the report;
- (c) **NOTED** the proposal to review the Growth Point work programme early in 2013.

5. Transport Modelling and GL Hearn Report

- 5.1 DA introduced David Pick and David Jones from Nottinghamshire County Council and Nottingham City Council. Along with Derbyshire County Council they have assisted the Growth Point team in progressing transport modelling. DA introduced the presentation and handed over to DJ to present the key conclusions.
- 5.2 DJ outlined the methodology of the study and approach to applying mitigation measures to a base case to review the impact of housing growth. Although the model predicted increased congestion and journey times, the overall conclusion was that the level of housing growth was deliverable but with a continued focus on sustainable transport.
- 5.3 SB was concerned with the impact on public transport compared to increase in carbon emissions for a slight increase in journey time. Keen to explore options of moving towards electrification in the future for prime lines and to bring carbon and travel time down, and made specific reference to reusing the Cotgrave and Calverton colliery lines.
- 5.4 DJ advised that a new local transport body is to be formed with potential funding for the future. LA investments and measures linked with planning applications would be focused on resolving transport issues.
- 5.5 SF suggested that although there were opportunities for tram, train and bus routes some of these could not be assumed in the model as they were not in a sufficiently advanced stage.
- 5.6 Cllr DP reported that it would be cheaper to use existing tracks of the old colliery line and Midland line. He was also interested in journey times and measures which were regarded acceptable. He thought 15 minutes to travel to work did not carry much weight. All models produced some increase in carbon but perhaps should be looking at more priority towards carbon than minutes on journey time. Study should be more aspirational
- 5.7 Cllr DB would like a strategy for A5 and A606 near Widmerpool, A1 south Nottingham to be expanded but no mention of any form of improvement although probably after A453 has been completed they could be considered as they are single carriageway roads.
- 5.8 DJ said A453 is in the model and as a committed scheme.
- 5.9 DA explained that the purpose of the model is to demonstrate to the Inspector at Examination that the Core Strategies proposals can be delivered in the context of reasonable assumptions on resources. Realistically other more innovative schemes are likely to come forward but we cannot at this stage assume we have funding for them and

therefore the model takes a conservative approach to transport investment..

- 5.10 MG presented GL Hearn's findings which forms part of the evidence base. The consultants compared national trends against the Greater Nottingham housing market. The report predicted a gradual housing market recovery with macro economic conditions being a key restraint on delivery. The report commented on the general deliverability of each council's proposals and the HMA as a whole with a conclusion that proposals were ambitious but deliverable assuming a fairly swift economic recovery.

SB's observation is that Nottingham City proposals are the most challenging as they have a higher rate for completions.

6. Recent Government Announcements

- 6.1 DA revisited the recently announced proposals including the ability for developers to renegotiate requirements for affordable housing, allow some major applications to be dealt with directly by the Planning Inspectorate and for the Planning Inspectorate to directly determine applications in failing planning authorities. Consultation has been issued on technical matters including the criteria to measure failing planning authorities. Consultation ends on 17 January 2013. Consultation on proposals to extend permitted development rights end on 24 December 2012. Responses were required by 19 December 2012 on the revised draft Strategic Environmental Assessment to enable revocation of the East Midlands Regional Spatial Strategy.

PR - may include determination of large housing sites

SBk - specific housing schemes may not change Act of Parliament.

- 6.2 DA reported that LEPs are to develop strategic growth plans to include housing and transport which may be material considerations at public examination. There are a number of areas to consider which are relevant to this Board.

It was resolved that JPAB NOTE the report.

7. Greater Nottingham Core Strategies

- 7.1 MG gave an update on Core Strategy progress.

ADC - has published its 10-year Local Plan and is currently considering responses.

EBC - recently submitted its Core Strategy, awaiting formal communication from Inspectorate.

RBC - Submitted its Core Strategy in October. Planning Inspector has written to them with regards to scale and distribution of housing and complying with the Duty to Co-operate.

Points raised by Inspector are available on the website.

- 7.2 Item 2.4 should read Broxtowe, Gedling and Nottingham City.

Councils have considered all representations received and have prepared a schedule of key issues on that basis. If all three plans approved then their Core Strategies are in a position to submit to Secretary of State in early March 2013. If changes are significant during the course of Examination the Planning Inspector may require further consultation.

- 7.3 The evidence base should be complete by submission. An Addendum to the Housing Background Paper, 2012 is in preparation which explains how the 2011 Census figures have a bearing on the housing provision in the Core Strategy and addresses some points raised by representations.

- 7.4 Cllr Bell - RBC has made responses to the Inspector. Comments made in the press by some authorities in the partnership have been noted and are not helpful. It is clear that there has just been a total reliance on the RSS to protect individual interests rather than a willingness to co-operate on housing distribution. However, the RSS should be abolished in the next couple of months, so although overall housing numbers will still be an issue, all the other policies including distribution between authorities will have gone. Despite the criticism received, Rushcliffe is still making more of a contribution to the needs of the City and providing far more houses in total than any other borough. The Inspector's further response is now awaited.

SB - asked if RBC were still going ahead with the same figures?

DB - yes.

It was resolved that JPAB NOTE the progress of the Greater Nottingham Core Strategies.

8. Any other business

The Chair wished everyone a Happy Christmas.

9. Date and venue of Next Meeting

The next meeting will be held on Thursday 21 February 2013 in the Old Council Chamber, Town Hall, Beeston at 2.00 pm.

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

Date: **22 March 2013**

agenda item number: **5**

From: **JOINT OFFICER STEERING GROUP**

WASTE CORE STRATEGY UPDATE

Purpose of report

1. To update the Committee on the progress of the Nottinghamshire and Nottingham Waste Core Strategy.

Information and Advice

2. The preparation of the Waste Core Strategy has gone through a number of key stages as part of developing the final Plan. This has included several stages of formal and informal consultation as follows:
 - Issues and Options (2006);
 - Further Issues and Options (2010);
 - Preferred Approach (2011);
 - Proposed Submission Draft (March 2012); and
 - Schedule of Proposed Changes (October 2012).
3. The Proposed Submission Draft consultation stage coincided with the introduction of the new National Planning Policy Framework (NPPF) and the Councils subsequently prepared a Schedule of Proposed Changes to the Waste Core Strategy which took account of both the representations received and significant national policy changes. A further 6 week period for formal representations on these changes ended on 12 November 2012.
4. A total of 49 representations were received from 15 organisations and individuals. Of these, there were 25 objections to Proposed Changes and 24 supporting representations (a summary of the representations received is contained in Appendix 1). Late objections were received from Nottinghamshire Wildlife Trust and have been considered. Two members of the public submitted new representations that do not relate to the Proposed Changes but these have been accepted in order to address the concerns raised. Two representations from the previous Draft Waste Core Strategy stage have now been withdrawn unconditionally and a number of parties have also indicated that they would be willing to withdraw some or all of their representations subject to further, minor changes.

5. Approval was obtained from Nottingham City and Nottinghamshire County Councils in December to submit the draft Waste Core Strategy to the Secretary of State, along with the Schedule of Proposed Changes, additional minor modifications and responses to consultations. These formed part of a bundle of submission documents which included the Sustainability Appraisal, Habitats Regulation Assessment screening, Strategic Flood Risk Assessment and other relevant evidence, statements and background papers.
6. The draft Waste Core Strategy was formally submitted to the Secretary of State for Communities and Local Government for independent examination on 14th January 2013 and the Planning Inspectorate have now appointed Inspector Susan Holland to conduct the examination. To assist the Inspector, the Councils have appointed Mandy Chatterton as the Programme Officer for the Waste Core Strategy examination.
7. The pre-hearing meeting was held on the 8th March 2013 and the hearing will commence on the 8th May 2013.
8. Following the Examination, the Inspector will publish a report which will set out whether or not the Plan is sound. Where it is not considered to be sound she will suggest any further changes, agreed at the hearing, which should be made to make it so. These will subsequently need to be approved by both Councils before the Plan can be adopted formally. It is anticipated that, if the plan is found sound, the Councils will adopt the Waste Core Strategy in the Autumn 2013.

Other Options Considered

9. Not applicable as preparation of the Waste Core Strategy and other development plan documents is a statutory function of both authorities.

Reason/s for Recommendation/s

10. To ensure that members are aware of the progress of the Waste Development Framework.

Statutory and Policy Implications

11. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION

- 1) It is recommended that Members of the Committee discuss and note the above report

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Summary of Key Responses to Schedule of Proposed Changes Consultation

- The main objections to the Proposed Changes maintain previous concerns about the underlying waste data, the role of energy recovery, and the degree of environmental protection provided. No modifications are proposed in response to the issue of waste data as advice has been sought from the Environment Agency at all key stages, and the data that is presented is the most up to date and relevant that is available. There is also a clear undertaking to update this through regular monitoring as and when new data is published. Objections from People Against Incineration (PAIN) continue to argue that the Waste Core Strategy approach to energy recovery is not in line with the waste hierarchy and would 'maximise' the amount of waste used for energy at the expense of recycling. PAIN are seeking a further detailed wording change which is not considered necessary as the Waste Core Strategy gives a very strong and clear commitment to the waste hierarchy. Policy WCS2 establishes the very high aspirational recycling target of 70% for all waste and this is reinforced within the vision, strategic objectives, and supporting text which all clearly refer to the principles of re-use and recycling before energy recovery and finally disposal.
- The Nottinghamshire branch of the Campaign to Protect Rural England (CPRE) and Nottinghamshire Wildlife Trust and have maintained their objections to Policy WCS12 as they do not consider that the Proposed Change goes far enough to address their concerns about the need to reference specific environmental assets such as biodiversity and landscape within the policy. As this is a strategic policy that will be supported by a range of separate, more detailed, development management policies, it is not considered appropriate to provide an exhaustive list of environment assets within Policy WCS12. Changes were made at the previous stage to improve the supporting text to the policy to address these concerns and no further changes are considered necessary at this stage.
- Peel Environmental Limited has objected to the re-wording of Policy WCS11 and its supporting text. They feel that the policy is unclear as to what meant by 'non-local' waste and that the sustainability requirements set out in the policy criteria are more onerous to a developer than those contained in national policy. In response, a minor modification is proposed to clarify that non-local is intended to cover any waste from outside the plan area i.e. Nottinghamshire and Nottingham. However, it is not considered that policy imposes an unreasonable burden on developers. The Waste Core Strategy has a role to play in interpreting national policy at the local level and it is therefore reasonable for Policy WCS12 to set out what factors will be

considered in assessing the sustainability of proposals. This provides an appropriate level of clarity and does not impose any additional burden beyond that already set out in the National Planning Policy Framework and Planning Policy Statement 10 (PPS10) 'Planning for Sustainable Waste management'.

- The addition of the new 'model' policy WCSSD on the presumption in favour of sustainable development has been generally welcomed but one objector (PAIN) is seeking a further statement of presumption against unsustainable development. This is not considered necessary as it is not required by national policy and would duplicate the effect of the other Waste Core Strategy policies, which should be read as a whole.
- Both Northamptonshire County Council and Leicestershire County Council have indicated that the Proposed Changes have met their concerns in relation to hazardous waste disposal and managing waste from outside the plan area.
- In response to this most recent consultation stage, thirteen minor additional modifications are proposed which will be put forward at the independent Examination. These modifications are a combination of factual updates and clarification to the supporting text. This includes a minor change to reflect the new Green Belt policy wording in the National Planning Policy Framework. No further changes to the plan policies are proposed. As these are minor changes, there is no requirement for further consultation.

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

Date: **22 March 2013**

agenda item number: **6**

From: **JOINT OFFICER STEERING GROUP**

NOTTINGHAMSHIRE MINERALS LOCAL PLAN AND LOCAL AGGREGATES ASSESSMENT

Purpose of report

1. To update the Committee on the progress of the Nottinghamshire Local Aggregates Assessment and Minerals Local Plan.

Information and Advice

Nottinghamshire Local Aggregates Assessment (LAA)

2. As part of the preparation of the new Minerals Local Plan, apportionment figures for aggregate minerals need to be set to ensure that a steady and adequate supply of minerals can be provided over the plan period. The National Planning Policy Framework (NPPF) and new Government guidance: 'Guidance on the Managed Aggregate Supply System' (DCLG, 2012) set out the requirements for calculating future aggregate provision.
3. The new guidance requires each Minerals Planning Authority to calculate their own apportionments on the basis of average aggregate sales over a ten year rolling period and other relevant local information. These new guidelines have marked a shift away from the previous 'historic shares' sub-regional approach to apportionment creation where a nationally prescribed regional apportionment figure was sub-divided proportionality within the region.
4. By far the greatest planning issue for Nottinghamshire is the long term provision of sand and gravel over the plan period. Nottinghamshire is a nationally and regionally important source of high quality mineral, exporting just over half of all extracted. Sherwood Sandstone and limestone is also worked.
5. Draft apportionment figures for all aggregates were agreed in 2009 through the East Midlands Aggregate Working Party and it was intended to include these in the revised Regional Spatial Strategy (RSS). However the RSS was never progressed. The figures used to calculate those apportionments

were based on a period of economic growth which produced high future apportionment figures.

6. Since the beginning of the recession in 2007, sand and gravel production has fallen sharply, both nationally and locally. In Nottinghamshire sand and gravel production fell to 1.59 million tonnes in 2010, its lowest level since records began in 1973. This has resulted in the LAA apportionment figure (2.58 million tonnes) being much lower than the previous Draft RSS figure (3.25 million tonnes).
7. Sherwood Sandstone production is much lower than sand and gravel as it is used in more specialist markets. Production has slowly declined since the mid 1990s and is below the 2009 apportionment of 0.57 million tonnes. As with sand and gravel, production fell significantly from 2007 due to the recession. The new apportionment is proposed to be 0.46 million tonnes. Given the declining output of Sherwood Sandstone, adopting the lower LAA figure would mean that the apportionment is figure is much better matched to actual production levels. The shortfall over the plan period would fall from 4.56 million tonnes (2009 apportionment) to 2.36 million tonnes (LAA apportionment).
8. Limestone is only worked from one quarry in Nottinghamshire at Nether Langwith. Production has been very low partly due to the seasonal working of the site and the abundance of limestone in Derbyshire and Leicestershire. The LAA figure of 0.08 million tonnes is lower than the 2009 figure of 0.1 million tonnes and would result in there being no shortfall over the plan period.
9. Alternative aggregates comprise of recycled and secondary materials and include construction and demolition waste, asphalt road planings and Desulphogypsum (DSG) from power stations. Since 1980 there has been a significant national increase in alternative aggregate production rising from 20 million tonnes to 71 million tonnes by 2007. It is estimated that alternative aggregates make up around 25% of total aggregate use – three times higher than the European average. The LAA includes data on national and regional figures although comprehensive local figures are very limited. National guidance promotes the use of alternative aggregates however there are no requirements to set a local apportionment figure.
10. To ensure that the figures contained in the LAA adequately reflect local circumstances, consideration also needs to be made to future growth, population forecasts and major infrastructure projects in the area.
11. Targeted consultation has taken place with other Minerals Planning Authorities, the Industry and the East Midlands Aggregates Working Party.

The draft LAA has been updated in line with comments received and it is anticipated that approval for the document will be sought in June 2013.

Nottinghamshire Minerals Local Plan

12. The preparation of the revised Minerals Local Plan to 2030 is underway and is being prepared in line with the National Planning Policy Framework (NPPF). An Issues & Options consultation took place between 27th January and 30th March 2012.
13. A timetable for the production of the Minerals Local Plan was previously agreed by the County Council in September 2012. The agreed approach would set out the vision and objectives, development management policies and would only identify non-sand and gravel site allocations, with the sand and gravel sites being identified in a separate site allocations document at a later stage, in line with previous Government guidance.
14. However, to ensure consistency with the National Planning Policy Framework (NPPF), in particular the requirement to produce one Local Plan unless additional development plan documents can be clearly justified (paragraph 153), agreement has been reached to produce a combined Plan with all sites identified, rather than the production of two Plans, this will mean that amendments to the previously agreed timetable were required to allow for additional work to assess the sand and gravel sites but the time to take the Minerals Local Plan through to examination would be shorter overall.
15. The next stage of the process will be the Preferred Approach which will identify the Council's spatial vision and objectives for Minerals extraction to 2030, the Development Management policies on which all future planning applications for minerals development will be determined and the preferred future extraction sites. It is anticipated that this will take place in September 2013.
16. The revised timetable for the production of the Minerals Local Plan is as follows:
 - Preferred Approach Consultation – September 2013;
 - Submission Draft Consultation – April 2014;
 - Submission – August 2014;
 - Examination – December 2014;
 - Adoption – March 2015.

Minerals planning in Nottingham City

17. The Nottingham City Aligned Core Strategy states that minerals matters within the City Council area will be dealt with in its Land and Planning

Policies Development Plan Document, which will include site allocations and development management policies. The Preferred Option version of the Land and Planning Policies Development Plan Document is expected to be published for consultation in May 2013. It will include policies addressing Minerals Safeguarding Areas, prior extraction of minerals, applications for new minerals workings, reclamation of minerals workings and former mining legacy.

18. The timetable for preparing the Land and Planning Policies Development Plan Document is as follows:

- Preferred Option consultation – May 2013
- Submission Draft consultation – April 2014
- Submission – December 2014
- Examination – April 2015
- Adoption – August 2015

19. As noted above, the NPPF requires each Minerals Planning Authority to prepare a Local Aggregates Assessment which includes apportionments on the basis of average aggregate sales over a ten year rolling period and other relevant local information. Although Nottingham City Council is tightly bounded, with limited opportunities for minerals development, a LAA covering its area will still need to be prepared.

Other Options Considered

20. None, the NPPF requires Mineral Planning Authorities to produce a Local Aggregates Assessment and Minerals Local Plan.

Reason/s for Recommendation/s

21. To ensure that members are aware of the progress of the Nottinghamshire Local Aggregates Assessment and Minerals Local Plan.

Statutory and Policy Implications

22. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION

- 1) It is recommended that Members of the Committee discuss and note the above report

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

Date: **MARCH 2013** Agenda item number: **7**

From: **JOINT OFFICERS STEERING GROUP**

TRANSPORT ISSUES UPDATE

Purpose of report

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

Local Transport Bodies

2. The two authorities are working closely with Derby and Derbyshire to progress arrangements for a D2N2 Local Transport Board consistent with the Department for Transport's (DfT) proposals to devolve local major transport scheme funding for delivery post 2015.
3. The intention is to put local transport authorities and Local Enterprise Partnerships (LEP) in influential roles in the decision making arrangements of local transport bodies over which transport schemes are delivered.
4. In a statement issued on 23rd January 2013 the DfT set out indicative funding allocations for the D2N2 Local Transport Board of about £46.8 million over a 4 year period, i.e. £11.7 million/year. Because local agreement for overlapping areas of D2N2 and the Sheffield City Region LEPs is still to be reached, for planning purposes, the allocation for the four districts within the overlapping LEP areas has been shared 50:50 until formal agreement on boundaries is achieved. This will likely be post the completion of Sheffield City Region's Governance Review.
5. The next stage is to formally agree an assurance framework. The Department has stated that assurance frameworks must meet minimum standards as set out in published guidance. A draft assurance framework has been submitted to the DfT as required in their guidance. The deadline for submitting prioritised lists of schemes for funding for the period from 2015 is by the end of July 2013.

Major Scheme Coordination

6. An unprecedented amount of transport construction work is currently taking place within the Greater Nottingham area. This investment in expanding the tram system, station hub, A453 widening and other projects is helping to drive the local economy, is increasing local employment, attracting inward investment and helping to regenerate key areas of the conurbation.
7. As with any construction projects on this scale, some disruption is inevitable. The authorities are working hard with the delivery partners to minimise these impacts as much as possible.
8. To minimise disruption and keep Nottingham 'Open for Business' the Councils are working together to:
 - Coordinate the work programmes of the various organisations involved to avoid conflicts wherever possible.
 - Inform in advance when disruption is most likely to occur.
 - Ensure alternative travel options are available and promoted.
 - Ensure contact details are available to report any problems.
9. Additional staff members are being appointed to increase capacity to respond. Information strategies are being developed for target audiences.
10. Senior representatives from Nottingham Express Transit, Network Rail, East Midlands Trains and the Highways Agency have come together with the councils to share programme information and have agreed to cooperate.
11. Communication channels including, web site information, printed material and social media are being used to keep people informed. Variable message screens are also to be located at key sites to provide real time information messages.

Local Sustainable Transport Fund (LSTF) update

12. Following the announcement of funding in July 2012, the Nottingham LSTF programme has received widespread national coverage and a workshop on creating behavioural change through smarter travel, is being held in Nottingham in April 2013. The LSTF programme consists of five main workstrands and progress is described below:

Smartcard development and integrated ticketing

13. Linked to funding secured by the City Deal process, a range of travel support schemes are on offer to residents. Most recently a Job Seekers

Kangaroo Citycard travel support scheme was launched in January, offering half price travel for job seekers and long term unemployed from April 2013. The scheme is being delivered in partnership with Job centre Plus.

14. Plans for establishing a smartcard retail network are being progressed. This will consist of ticket vending machines at all NET tram platforms, a range of smartcard top up stations available at local centres and community hubs, and card validators available at key bus stops. These retail units will allow for Citycard value top ups and card issuing. The network will be fully established in late 2014 in line with the introduction of the Lines 2 and 3 of the tram.

Community Smarter Travel Hubs

15. Local funding contributions have been secured from NHS Nottingham City and Gedling and Broxtowe Borough Councils developer contribution monies to fund a further four Neighbourhood Smarter Travel Coordinators which will help expand the number of Community Smarter Travel Hubs in place. These will be located in the Mary Potter Centre, and at the Clifton Cornerstone Joint Service Centres within the city, with a further two Hubs in in Arnold and Beeston to serve Gedling and Broxtowe residents respectively.
16. A grant award to third sector/community organisations to set up and recruit these travel coordinators is being offered. The successful organisations will have access to a separate intervention budget to commission locally focused travel services to promote low carbon travel options.

WorkSmart

17. The work of the Greater Nottingham Transport Partnership (GNTP) continues to support local businesses with sustainable travel guidance and support. The Business Liaison officer at the GNTP has recently provided support to the Environment Agency in Rushcliffe and Boots sites within the City and Broxtowe.
18. The ECO Stars scheme which has been successfully operating in Gedling since 2011 was launched across the conurbation with a business masterclass in March 2013. The scheme offers recognition, free guidance and advice to local businesses and fleet operators to improve their fleet management practices, save costs and help reduce emission levels.

Active travel

19. The Ucycle Nottingham project is continuing to encourage increased cycling levels. Dr Bike and maintenance classes in particular are proving successful

with events booked at the University of Nottingham, Nottingham University Hospital Trust, New College Nottingham, Central (South Notts) College and Bilborough College.

20. The Ridewise cycle training providers are delivering Cycling for All events from the Queens Drive Park and Ride site and in Broxtowe (funded by NHS Broxtowe Lifestyle). The project utilises specialist bikes for those with physical, mental and learning difficulties purchased using LSTF funds.

Cycle funding announcements

21. The Department for Transport has made £15 million nationally available through a Cycle Safety Fund with the specific purpose of improving cycle safety at road junctions. An announcement is awaited of whether bids totalling up to £0.5m to upgrade the cycle facilities around the Dunkirk roundabout, Mansfield Road in Nottingham and North Road / Amcott Way, Retford have been successful.
22. A bid to the separate Linking Places Fund was made for the construction of a section of multi-user path alongside the River Leen between Church Street and Wilkinson Street, Nottingham. In total £150,000 has been made available supported by £100,000 match funding from the Local Sustainable Transport Fund.
23. Nottingham has also been invited to bid for a Cycle City Ambition Grant available to Cities who have secured City Deals. The bidding round is expected to be extremely competitive with large levels of funding, potentially £10 per head of population per year for two years available, but will be limited to just two or three cities. The guidance states partnership and joint funding opportunities with Public Health should be explored and set out how the work will achieve increased physical activity levels.

Recommendation

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

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

Date **22 March 2013** Agenda item number **8**

From **JOINT OFFICER STEERING GROUP**

RAIL ISSUES UPDATE

Purpose of the report

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

Network Rail Strategic Business Plan (2014-2019).

2. On 15th January 2013 Network Rail (NR) published its Strategic Business Plan for 2014-2019. This sets out (inter alia) how NR intends to deliver enhancements to the rail network over that period.
3. A small number of key enhancements were stipulated by the Government in July 2012 through its 'High Level Output Statement' (HLOS). These included
 - an enhanced layout at Leicester, with 4 tracks between Syston and Wigston, and a flyover to separate the east-west trains from the Midland Main Line (MML) trains, thereby allowing MML trains (including those to/from Nottingham) to travel at optimum times and without having to slow down or be delayed;
 - an enhanced layout at Derby, with extra track and platforms, to raise speeds, increase capacity and reduce conflicting movements, thereby allowing trains to run faster, at optimum times, and without delay; and
 - electrification of the Midland Main Line.These 3 schemes are included in the Strategic Business Plan, as the HLOS requires them to be.
4. The Leicester scheme will benefit Nottingham – London trains, and will assist reliable operation and the reduction of journey time towards 90 minutes. The Derby scheme will benefit Nottingham – Beeston – Birmingham trains which should be enabled to be nearly ten minutes faster as well as more reliable (it will also benefit Sheffield – Derby – London trains).
5. The Strategic Business Plan also states that additional capacity interventions required to deliver the Electrification scheme *“are still in development but options may include:*
 - *doubling of the line between Kettering – Corby*
 - *an additional line or loops between Sharnbrook and Kettering*
 - *between Kettering – Wigston, loops or realignment in the Desborough / Market Harborough area;*

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- *line speed increases on the slow lines between Bedford and Harrowden, and*
- *remodelling of the Bedford station area”.*

All of these would be beneficial, particularly the loops and re-alignment in the Desborough / Market Harborough area, for which the Councils have long campaigned. The need for this was raised at the Office of Rail Regulation’s (ORR) national workshop about the Strategic Business Plan on 13th February. Officers will continue to liaise with NR and the ORR until approval has been secured for the full works at Market Harborough.

6. The Strategic Business Plan also set out plans for Midland Main Line train lengthening and associated platform extensions to cater for growth in patronage, which is currently around 5% per annum.
7. The Strategic Business Plan lists 8 other East Midlands Enhancement Schemes. These 8 enhancement schemes are not yet funded, but are being developed as candidates for funding from the monies that the HLOS gave for use on whichever schemes NR determines will provide the best value for money. Across England most of these discretionary enhancement schemes have been generated by the rail industry, with only a couple of rare examples of local authority schemes. However, of the 8 East Midlands schemes, 3 are ones which were initiated by the County Council:-
 - *“Increase linespeed to 75mph between Lowdham and Newark Castle, to take advantage of passive provision included in the East of Nottingham signalling renewal scheme planned in CP4;*
 - *Increase linespeed to 90mph between Netherfield and Allington, to take advantage of passive provision included in the East of Nottingham signalling renewal scheme planned in CP4; and*
 - *Nottingham – Sheffield – Leeds journey time improvements, to improve the linespeed in the Radford Jn area. More significant infrastructure interventions on the Sheffield – Leeds section of this corridor have been included in the London North East Route Plan”.*
8. The Lowdham – Newark scheme is based on the Nottingham - Lincoln linespeed study, and the Netherfield – Allington scheme is based on the Nottingham - Skegness linespeed study, both of which have been briefly reported to previous Joint Committee meetings. It is gratifying that those studies are at last bearing fruit, and that the modest Council expenditure looks poised to trigger a much more substantial NR investment in our local rail infrastructure.
9. The Lowdham – Newark scheme is part of a 5-stage strategy for improvement on the Nottingham – Newark – Lincoln line that would lead to increased frequency (approx. doubling) of service and big reductions in journey times. BUT, the first step in the strategy requires £2.1million in funding over an initial 3-year period to kick-start the whole strategy, and whilst a potential source of funding has been identified for part of this, significant further contributions are required, including from the eastern end of the route.
10. The Netherfield – Allington scheme is also one of a series of measures that the Council is pursuing to allow a significant increase in the frequency of train

service at Netherfield, Radcliffe and Aslockton. It should also allow a reduction in journey time and/or an improvement in reliability between Nottingham and East Anglia (Peterborough, Norwich and Cambridge).

Nottingham – Leeds linespeed scheme.

11. The Councils were instrumental in securing a direct Nottingham – Leeds service, which started in December 2008. It filled the biggest gap in the British rail network, and so was very welcome, but it has poor journey times – 2 hours for 80 miles. Since then, and as reported to past joint committee meetings, the Councils have been working to secure a 20 minute reduction in journey time.
12. The railway's Initial Industry Plan (IIP) for 2014 - 2019 was published in September 2011. It was the rail industry's formal assessment of what enhancements the rail industry needs for 2014 - 2019. It *"identifies two exemplar schemes to deliver journey time improvements between regional cities identified in response to stakeholder concerns. The two schemes cover the routes between Birmingham New Street and Stansted Airport, and between Nottingham and Leeds"*. The IIP did not specify a target reduction in journey time. Nor did it specify what was meant by *"exemplar"*.
13. The Strategic Business Plan sets out what is proposed to put the IIP into effect, bearing in mind the level of funding that the Government announced in July 2012. As noted in para 7 above, *"Nottingham – Sheffield – Leeds journey time improvements"* is one of 8 East Midlands enhancement schemes included in the Network Rail's Strategic Business Plan, although the Strategic Business Plan does not quantify any particular journey time reduction which it wishes to achieve.
14. An ultimate journey time target for Nottingham – Leeds would be 1 hour 20 minutes, at an average speed of 60mph. This is the target average-speed that has been adopted by Core Cities in the north for their rail inter-connectivity, and for which funding is being made available for an extensive programme of works (known as the 'Northern Hub' scheme). It would require a 40-minute reduction on the current journey time.
15. However, it would be difficult to achieve such a large reduction in one step, hence the Councils' short-term target of a 20-minute reduction which is believed to be achievable within a few years and to provide a worthwhile improvement for a first step.
16. The 20-minute reduction would have a further significant benefit, because it would allow the current level of service – a train every hour – to be operated with 1 less train set, which would produce a significant reduction in operating costs, of over £500,000 per annum. This substantial cost saving should strengthen the business case for whatever infrastructure works are necessary to reduce the journey time by 20 minutes.
17. The proposal in the IIP to develop Nottingham – Leeds as an *"exemplar"* linespeed/journey time scheme seemed very promising. Unfortunately the

detail in the Strategic Business Plan is rather limited, especially about what might be planned between Sheffield and Leeds, and it is not clear what scale of journey time reduction NR have in mind, nor whether there will be anything to actually make it 'exemplar'. We have therefore written to Network Rail's Director of Network Strategy and Planning setting out the case for the exemplar scheme adopting a formal target of a 20-minute reduction in journey time – a copy of which is set out in appendix 1. We have also raised the issue with the Office of Rail Regulation, stressing the potential for a 20-minute cut in journey time to reduce operating costs.

18. In 2011, at the Council's request, Network Rail set up a Stakeholder group for the Nottingham – Leeds scheme. This stakeholder group is proving a useful forum to receive information about the assessment work that Network Rail is undertaking. Network Rail has told the stakeholder group that the GRIP3 assessment work has established that a significant time saving – between 4 and 5 minutes – is realistically achievable between Barnsley and Leeds, with more modest time savings achievable south of Barnsley.
19. In addition, to fit in through congested locations – particularly Sheffield and Nottingham - the trains currently have to wait at a number of locations until there is a free 'path'. The enhancement works to the track at Nottingham this summer should enable trains to run at the optimum time, meaning that a couple of minutes of this spare time (called 'pathing allowances') should be eliminated from the Leeds - Nottingham schedule. Some further time could also be saved if a better 'path' could be found through the Sheffield area for Nottingham - Leeds trains.
20. The scheme referred to in the Strategic Business Plan "*to improve the linespeed in the Radford Jn area*" is being promoted by the Councils. Funding is being provided from the Growth Point for physical works on phase 1, which will be undertaken in 2013/4. The Growth Point is also funding development work on a second phase, which will firmly establish the cost of the physical works, though a source of funding for those phase 2 physical works has not yet been identified.
21. So, journey time reductions could be possible from
 - the enhanced layout at Nottingham station that will be installed during summer 2013,
 - the Growth Point works at Radford junction
 - a better 'path' through Sheffield,
 - the works Network Rail are identifying between Barnsley and Leeds, and
 - works at a few other locations that may be identified by further work

This combination of measures should produce a worthwhile improvement in the overall journey time.

22. However, it is not yet clear whether or not it would be sufficient to achieve a 20 minute reduction in journey time. The formal request that we have made of both Network Rail's Director of Network Strategy and Planning and the Office of Rail Regulation (see para 17 above) is that the current development work being undertaken should explicitly address this point.

Ilkeston station

23. Ilkeston has a population of around 40,000, but its stations closed in 1967. The re-opening of the Robin Hood Line to Mansfield and Kirkby has left Ilkeston as the biggest place in the East Midlands, and one of the ten biggest towns in England, without a train service.
24. Since the 1990s Derbyshire County Council has been pursuing a scheme to re-open a station at Ilkeston. A bid to the Rail Passenger Partnership fund in 1999/2000 was unsuccessful. Derbyshire has continued to pursue the scheme, but until recently without any apparent way of funding it in full.
25. The cost is believed to be around £5million. It is estimated that over 120,000 passenger journeys per annum would be made, generating revenue of over £500,000 per annum. The service would be served by the Nottingham - Leeds service, giving 1 train per hour to and from both Nottingham and Chesterfield/Sheffield and the north – plus a couple of additional trains in the morning and evening peak periods.
26. The main benefits for Nottingham and Nottinghamshire would be
 - for travel to&from Aysworth (population 2,600), both into Nottingham and to/from the north, and
 - by taking approximately 50,000 car journeys per annum off our roads, particularly the A6096/A610 and the A609
27. In 2009 the scheme was awarded £1million from the Growth Point fund, leaving around £4million still to be found.
28. On 25th January 2013 the Government announced a £20million 'New Stations' fund, stating that *"Because this fund is designed to support station proposals which are already well developed we expect bids to be received by the end of February 2013 with a recommendation from the panel before the end of March 2013."* Derbyshire has submitted a bid, and it is expected that an announcement will be made shortly as to whether it has been successful.

Rolling Stock

29. Electrification of the Midland Main Line (MML) will require the use of different trains – electric ones instead of the current diesel trains. Which type of electric train is allocated to the MML would make a difference to journey times.
30. Between the rail industry and DfT there is an ongoing debate about the provision of new Inter-City trains. DfT is promoting a new 'Inter-City Express Programme' (IEP) train. DfT is planning to stipulate introduction of the new IEP trains on the Great Western and the East Coast Main Lines by 2020. However, there is much criticism of IEP from within the rail industry, and there is an alternative view that the train operating companies should be free to choose which trains to use, including the re-use of existing trains.

31. Currently 2 types of diesel train are used on the MML
 - High-Speed Trains (HSTs), built in the 1970s, and
 - Meridians, built in 2003 – 04.

The Meridians are more powerful than the HSTs, and can accelerate more quickly away from station stops and speed restrictions. As a result the Meridians have quicker journey times than the HSTs by a few minutes between Nottingham and London, the exact time difference depending on how many stops a train is scheduled to make.
32. The MML has a relatively high number of station stops compared to other Inter-City routes. The current general pattern between Nottingham and London is
 - One 'fast' train per hour calling at 3 intermediate stations (East Midlands Parkway, Leicester and Market Harborough), and
 - One semi-fast train per hour calling at 8 stations (including Beeston).
33. On the MML it would be possible to use various electric trains :-
 - the existing electric trains currently used on the East Coast Main Line, once they have been displaced by new trains,
 - new IEP trains, and/or
 - other new electric trains.
34. The displaced East Coast Main Line trains are slightly quicker than the diesel HSTs, but not as quick as the diesel Meridians, so their use instead of Meridians would be retrograde step on the MML. The IEP trains would be quicker than HSTs and the same as or possibly a little quicker than Meridians. Other new trains could have a range of performance characteristics, but in general would be likely to be as good as or better than IEP – and so better than HSTs and a bit better than Meridians. IEP and most other new electric trains will have a top speed (140mph) that is faster than the MML track will be, even after the infrastructure upgrade works.
35. Whilst the decision will be taken by DfT and/or the next MML train operating company, the Councils should request that whatever electric rolling stock is chosen should have the most appropriate characteristics for the MML, with excellent acceleration being more important than the headline top-speed.
36. DfT currently expects the HSTs to be withdrawn, as they will be over 40 years old by the time the MML is electrified. The Meridians will only be halfway through their life, and will almost certainly be re-allocated to another service.
37. Currently most trains on the Cross Country franchise routes between England's Core Cities - except Nottingham - are Meridian type units which go at 125mph. Nottingham's Core City connections are
 - to Birmingham by 100mph 'Turbostars', and
 - to Sheffield, Manchester and Liverpool by 90mph Sprinters, and
 - to Sheffield and Leeds by 90mph Sprinters.

Nottingham is the only Core City not to be connected to other Core Cities by Meridian type 125mph trains.

38. There would be a very strong case that the Meridians displaced by MML electrification should be re-allocated to Nottingham's Core City services because
- About half the Nottingham – Birmingham route (the bit west of Derby) already has a linespeed of 125mph so it is one of a few routes where the re-allocated Meridians could go at their top speed;
 - The Nottingham – Sheffield – Leeds line could also have the linespeed raised to over 100mph over some sections, possibly as part of the Nottingham – Leeds exemplar linespeed scheme; and
 - The Meridians' high power means that they climb hills very quickly, which would save time Chesterfield – Sheffield – Wakefield on the Leeds services, and across the Pennines from Chesterfield to Manchester.
39. To give an idea of the scale of the benefit from linespeed works plus trains that can take advantage of the higher linespeed, it is instructive to compare the 2 current East Midlands – Leeds services

	Derby - Leeds	Nottingham - Leeds
Linespeed	110, 100 or 90mph	80 or 75
Type of train	Meridian	Sprinter
Top speed of train	125mph	90mph
Distance	76	82
Journey time	1¼ hours¹	2 hours

40. Linespeed works and Meridians could allow very substantial reductions in journey times from Nottingham,
- To Birmingham in under an hour (20 minutes faster than at present),
 - To Leeds in 1 hour 20 minutes (40 minutes faster than at present), and
 - To Manchester in 1 hour 25 minutes (30 minutes faster than at present), though it would depend a lot on the number of intermediate stops.
41. However there will be a number of other routes across Britain on which they could be used, so the Councils will need to be proactive in raising the issue and requesting that the Meridians be re-allocated to Nottingham's Core City services.

Nottingham Station Hub scheme

42. Construction work commenced on the main station redevelopment in October 2012 with the main focus of early activity being around the partial demolition of the British Transport Police building and ground works in the South Concourse area. Erection of the Structural Steel frame for the new South Concourse is anticipated to commence in April 2013. Within the main station buildings strip out of the old travel centre and retail area is now complete and works to establish a new floor slab in the Porte Cochere have commenced. The contractor took possession of buildings on platform 4/5 in early March to enable building and canopy refurbishment works to progress. An additional £700,000 has been secured by East Midlands Trains through the Cycle Rail Integration Fund to upgrade and expand the Milk Dock cycle storage facility

and provide cycle hire complementary to other upgraded station facilities. Overall completion of the station redevelopment is anticipated in spring 2014.

43. In summer 2013, Network Rail will be undertaking major re-signalling works in and around Nottingham station to both improve train reliability and increase capacity. This will cause significant disruption to journeys between 20th July and 25th August. There will be no trains arriving or departing Nottingham Station to regular destinations including London, Leicester, Derby, Birmingham, Sheffield, Manchester, Liverpool, Leeds, Worksop, Mansfield and Matlock. On certain days there will be limited services leaving Nottingham Station to Newark (for Lincoln) and Grantham (for Skegness). Arrangements for bus replacement links to East Midlands Parkway, Derby, Beeston, Mansfield/Worksop, Newark and Grantham are in preparation. Train operators are working with other key partners to minimise inconvenience to rail users.

RECOMMENDATION

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

Contact Officers

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Appendix 1

Request to Richard Eccles, Director of Network Strategy and Planning , Network Rail, 22/2/13

Dear Richard,

Thank-you for our quick discussion last week at the ORR about the Nottingham – Leeds scheme. Given that the Council is asking for something substantial, I thought I ought to properly set out the Council's view and the reasons for it, and to address the points that you raised when we talked.

The Council has a long-standing concern that its Inter-City rail connectivity between Nottingham and Britain's other big cities is poor. Our speeds/journey times and frequencies to London and the other 'Core Cities' (Core City being the Government designation for the 8 largest English city conurbations) are far below that which is already enjoyed by the other Core Cities, yet the plans for improvement for Nottingham are less than for the other Core Cities. In a comparison of Core City connectivity, not only does Nottingham start as last-placed, but under current plans it will fall even further behind all the others. This matters for all the well-established reasons – from Eddington onwards - of the crucial importance of agglomeration of Britain's key centres of economic activity.

Nottingham – Sheffield – Leeds is a crucial corridor. It connects 3 of the 8 Core Cities (5 in railway terms, as it also includes the Nottingham to Manchester and Liverpool rail service). And it parallels the northern half of Britain's motorway number1, which carries well over 100,000 vehicles per day/ 50million people per annum. By any standards it is a big, important piece of railway. The Government has recognised the importance of this corridor with repeated allocations of funding, amounting now to around a billion pounds, to progressively enlarge the M1 between Nottingham and Leeds.

Nottinghamshire's Local Transport Plan (LTP) – i.e. our formal statement of transport policy – sets out our aspirations for improved journey times to Sheffield, Leeds and Manchester in particular. In adopting the targets we tried to mirror the methodology adopted for the Northern Hub, as set out in the Northern Hub Conditional Output Statement, to give us parity of connectivity & agglomeration benefits with those enjoyed by other Core Cities. i.e. "There are no absolute cut-offs or thresholds which define acceptability for the key journey times: quicker still, will always be advantageous. However, based on the need to achieve regular interval city centre to city centre times that are recognisably faster than by car, (we are) adopting 60 miles per hour as a benchmark to the principal *adjoining city regions*"^[1]

However, 60 mph would require Nottingham – Sheffield – Leeds in 80 minutes, compared to the 120 minutes (=40mph) now, and we recognised that there would be large practical difficulties in achieving that in one step. So, in an attempt to temper our aspirations with 'realism', we adopted the 'Northern Way' speed as a medium-term aspiration, but have set a compromise interim target of Nottingham – Leeds in 100 minutes (=48mph). We recognise that this less ambitious interim target would leave our economy at a connectivity disadvantage compared to the other Core Cities. (It is in fact the average speed achieved from Machynlleth to Shrewsbury over a curvaceous, steeply graded route, but at least it beats current average speed of 40mph which Nottingham – Leeds currently shares with Inverness – Wick/Thurso !!!)

This interim target had the significant advantage that it would, in theory, enable the current hourly service to be operated with one less unit, and thus at considerably lower operating

cost. This is perfectly in furtherance of the McNulty imperative to find ways to reduce the operating costs of the railway, although the Council accepts that when we adopted this it was before the McNulty report.

Over the years we have fed all this into all the formal process at every opportunity that we have had – DfT's Regional Planning Assessment and its DASTS process; the various RUSs (E Mids, Yorks & Humber, North West); franchise consultations etc. We have also raised it repeatedly – ad nauseum, I suspect it feels to some people – at any other forum we can think of: through the erstwhile RDAs; Network Rail stakeholder events, TOC stakeholder events, various DfT events, the Northern Rail summit, regional economic forums, the debate about Northern rail devolution etc.

Some years ago a GRIP1/2 study was undertaken of the Meadowhall – Leeds section. Unfortunately, that study was conceived of initially as being only of local (i.e. Yorkshire) interest, so Nottinghamshire only became aware of it towards its end. It was at that point that we first formally requested of Network Rail that an assessment should be done as to what works would be needed to enable a 100 minute Nottingham - Leeds journey time and for the service to be operated with one less unit.

We offered then – and have repeated the offer subsequently – to contribute towards the costs of such an assessment, subject of course to what the cost might be (we could not undertake to cover any cost until we knew exactly what that cost might be). We have also offered to contribute towards the costs of development work for various individual elements of work that would contribute towards the overall scheme. Richard Thompson thanked us for our initial offer but said that it was too late for the GRIP2 study. We discussed the possibility of the Council commissioning a separate GRIP study, but Richard advised against that, as he felt it would be much more efficient to consider it as part of the next stage of work that was expected to happen, and we agreed to abide by Richard's guidance.

Subsequently Network Rail has done further development work, to GRIP stage 3, as we understand it, to inform input into CP5, which led to Nottingham – Leeds being included in the IIP as an "exemplar" scheme. As part of this Network Rail has set up a stakeholder group including Nottinghamshire County Council, for which we are grateful. The Council has already put on record its appreciation of the manner in which this stakeholder group is being conducted, and we are happy to do so again here. It is genuinely inclusive, with good sharing of information and a palpable openness to genuinely consider points raised by stakeholders. For the avoidance of any doubt, nothing in this e-mail should be taken as criticism of the manifest good faith and genuinely collaborative manner with which the stakeholder group is operating.

The Council pressed for the earliest possible initial meeting of the stakeholder group at which we requested that the development work should include an assessment as to what works would be needed to enable a 100 minute Nottingham - Leeds journey time and for the service to be operated with one less unit. We raised the issue again at the subsequent meeting. However, unfortunately in answer we were told that the remit for the development work had already been set and that it did not specifically include assessment of what works would be needed to enable a 100 minute Nottingham - Leeds journey time and for the service to be operated with one less unit. On Wednesday you asked whether an explanation hadn't really been given. As I trust my explanation makes clear, we have been given a procedural explanation but not a substantive reason i.e. the development work was authorised without exploration of a 100 minute Nottingham - Leeds journey time being part of the remit - which explains that it doesn't form part of the work currently underway, but not why it doesn't form part of it.

Network Rail has shared with stakeholders the results of the GRIP3 work. We readily acknowledge that Network Rail is being much more ambitious in the GRIP3 work than was

the case with the GRIP2 study. Rather than limiting ambition to a pre-determined outcome speed of 70 or 75mph (as the GRIP2 study seemed to do), the GRIP3 study is considering how far the Linespeed could be raised without incurring excessive cost, and it appears that 90mph is achievable over significant sections. The Council strongly supports this positive approach, which we note applies to an increasing number of other schemes in the SBP, and which we would ask should be applied to all LSI schemes henceforth.

Network Rail has told the stakeholder group that the GRIP3 work has established that a significant time saving – between 4 and 5 minutes – is realistically achievable between Barnsley and Leeds, with more modest time savings achievable south of Barnsley.

We are aware from Kerry Collingwood that funding approval has been given for work to raise linespeeds on a section of the Erewash valley during 2013/4 (which we understand has a very strong BCR). The Nottingham resignalling will both reduce SRTs and, according to the TOCs, should reduce but not eliminate the need for recovery time on the approach to Nottingham. It will also ease pathing constraints at that point. And the scheme that the Council is funding at Radford junction could also reduce SRTs, now that NR has corrected the estimates given in the GRIP2 report to a level that makes work at Radford affordable.

Taken together, all this could reduce the Nottingham – Leeds SRT & dwell times (excluding pathing allowances, which are currently very substantial) from circa 105 minutes at present to circa 95 minutes, which, with 5 minutes for pathing, might give the desired 1 hour 40 minute journey time. It should also produce some worthwhile benefit for the Nottingham – Sheffield – Manchester – Liverpool service.

And, of course, during CP5 the Northern franchise will be re-let, and there will be a large cascade of diesel units following TPE electrification, so that by 2019 Leeds – Nottingham fast trains may be operated by rolling stock with better performance characteristics (acceleration, hill climbing etc) – class 185, or 170, or re-engined 158. And perhaps electric trains not too long afterwards ?

However, all this merely indicates a potential – it does not firmly establish whether or not 1 hour 40 is possible, nor whether or not the service could be operated with less rolling stock. It would be far better if the actual facts could be assessed and firmly established, so that there can be a properly informed discussion about how best to proceed, rather than relying (as at present) on assertion of what seems likely. It is for this reason that the Council would wish this to be formally assessed, preferably as part of the ongoing development work.

The Council recognises that this may incur some additional development cost, and we would be willing to contribute some (or possibly all) of that additional cost - we would need to know exactly how much it was before we could make a firm commitment.

We have been told that in the case of the MML LSI, the likely saving of a Meridian (from the Sheffield semi-fast service) was not included in the business case. In the case of Nottingham – Leeds, operation with one less unit could generate a substantial saving and significantly strengthen the business case for measures that reduce the journey time to our interim target. You will understand why we are anxious that this potential positive factor should not be omitted from consideration in the Nottingham - Leeds case.

So, thank-you very much for saying last week you would have a look at this issue. I fully understand that your offer contains no commitment as to whether or not there will be exploration of a 100 minute Nottingham - Leeds journey time, merely that you will consider whether it might be explored. But we trust that you will see why the Council believes that there is very strong reason to assess what works would be needed to enable a 100 minute Nottingham - Leeds journey time and for the service to be operated with one less unit.

Our understanding is that this would be compatible with Network Rail's emerging long-term planning process wherein the Core Cities such as Nottingham, Sheffield and Leeds are taken to justify connectivity of at least 60mph. We recognise that what we are asking for at present would fall well short of this LTPP target, but it does produce a significant shorter-term benefit and moves towards ultimate fulfilment of the LTPP target – and anyway, it is unlikely that fulfilment of all the LTPP targets can happen at once and likely that they will take some time to bring about. But, even if it isn't all we want (and that Nottingham needs), at least it would be a big improvement in its own right that would contribute towards the LTPP end point. And of course it is 100% in compliance with the McNulty imperative to reduce the costs of operating the rail industry.

I can, if you wish, let you have copies of the extensive e-correspondence with NR (and others), when we have raised this issue, and our various requests and offers to financially contribute. However, I have tried to cover all salient points here and so make this e-mail self-contained (hence its length), so I suspect that there is no point in drowning you with historic stuff – but just ask if you have any queries or if you need any more information.

Thank-you for considering all this. The Council looks forward keenly to receiving your response in due course.

Thanks

Jim

ⁱ Leeds depart xx.11, Derby arrive x1.25

High Speed 2

proposed network

22nd March 2013

Jim Bamford



Nottinghamshire County Council



Nottingham
City Council

Government plans

HS1 is international

- London – Channel tunnel – Paris & Brussels

HS2 is within Britain

- A 'Y'-shaped network
- Phase 1 London – Birmingham
- Phase 2

Birmingham – **E Midlands** – Sheffield – Leeds
and

Birmingham – Manchester



Nottinghamshire County Council



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The map illustrates the proposed High-Speed Rail (HS2) network in the United Kingdom. The network is divided into two main sections: the West Coast Main Line and the East Coast Main Line. The West Coast Main Line runs from Glasgow and Edinburgh in the north, through Carlisle, Preston, Manchester, and Birmingham, to London. The East Coast Main Line runs from York in the north, through Leeds, Sheffield, Nottingham, and Leicester, to London. The map also shows various connecting lines and stations, including Manchester Airport, Birmingham Interchange, and London (Euston). A legend in the top right corner defines the symbols used on the map.

- HS2 Station
- HS2 destination served by HS2 classic compatible services
- Core high speed network (Phases One & Two)
- HS2 connection to existing rail network
- Classic compatible services on West Coast Main Line
- Classic compatible services on East Coast Main Line
- Enabling Lines with potential for future connection to HS2



“An engine for growth”

“HS2 is a powerful investment that will

- bring Britain closer together,
- fuel regeneration in deprived areas, and
- add muscle to all parts of our national economy”



Nottinghamshire County Council



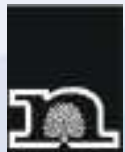
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Current status

Phase 1 London – Birmingham is a precise route that was adopted in 2012 following consultation.

For Phase 2 through the East Midlands

- Government is committed in principle to eastern arm of the route
- Has just published (26th January) its **initial proposal**, inc route and **station location at Toton**
- Will undertake full public consultation starting “summer” 2013 & ending March 2014



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Compensation

- Government committed to an 'Exceptional hardship' scheme
- Available in advance of statutory compensation
- Proposed scheme published for consultation, which closes on 29th April 2013



Next steps

- Summer 2013 - Formal proposed route published, & consultation period commences
- March 2014 - consultation closes
- Late 2014 - announcement of the chosen route for phase 2
- 2015 Target date for Royal Assent for the Hybrid Bill, containing legal powers to construct HS2
- 2019 onwards Construction period (starts and ends at different times and at different points along the route)
- 2026 phase 1 opens (London – Birmingham)
- **2033 phase 2 opens (inc East Midlands)**

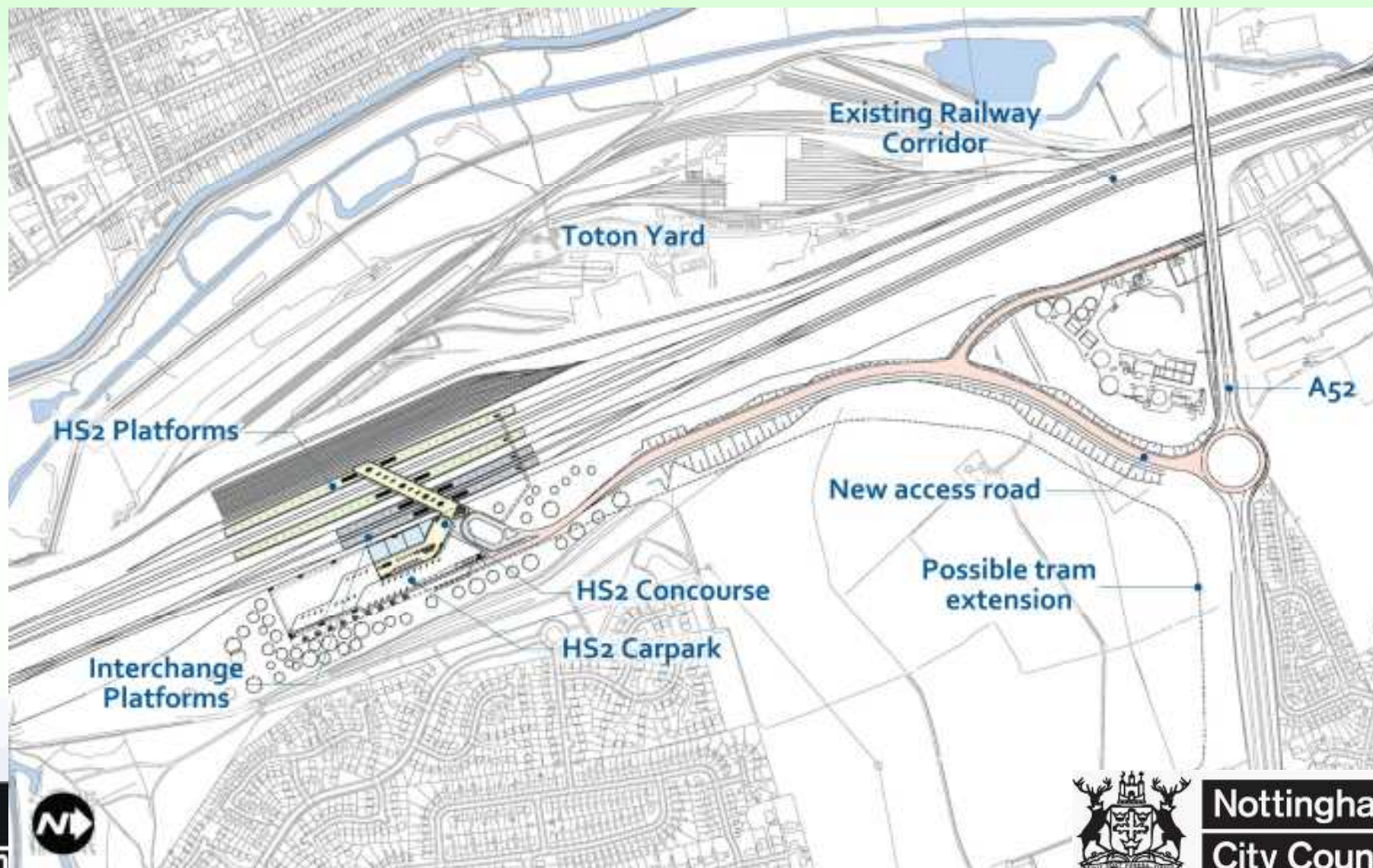


Sources of Information

- General is published on: www.hs2.org.uk/phase-two
- detailed maps are available on the DfT (Department for Transport) website
<https://www.gov.uk/hs2-phase-two-initial-preferred-route-plan-and-profile-maps>
- The Public Enquiries Team can be contacted on 020 7944 4908 or HS2enquiries@hs2.org.uk



Toton station map



**Nottingham
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Toton Station Map

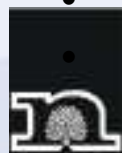


Toton station illustration



Station proposition includes;

- HS2 station, station facilities, carpark, etc
- Highway connection to A52
- Extension of NET from Toton Park & Ride
- Infrastructure to support classic interchange



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Key Issues for EM Hub

- NET extension to HS2 station
- A52 new junction for station access
- Railway Connectivity – NR to validate classic infrastructure assumptions
- Car Parking – fit with local transport policy
- Comments from Delivery Partners?



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