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NOTTINGHAM CITY COUNCIL

JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

MINUTES of the meeting held at Ground Floor Committee Room - Loxley House, Station Street, Nottingham, NG2 3NG on 9 March 2018 from 10.03 am - 11.11 am

Membership

Present

Councillor Jane Urquhart (Chair)
Councillor Gordon Wheeler (Vice Chair)
Councillor Andrew Brown
Councillor Jim Creamer
Councillor Chris Gibson
Councillor Eric Kerry
Councillor Neghat Khan
Councillor Sally Longford

Absent

Colleagues, partners and others in attendance:

James Ashton	-	Transport Strategy Manager (Nottingham City Council)
Chris Carter	-	Head of Transport Strategy (Nottingham City Council)
Matt Gregory	-	Growth Point Planning and Planning Policy Manager (Nottingham City Council)
Stephen Pointer	-	Planning Policy Officer (Nottinghamshire County Council)
Kevin Sharman	-	Transport Strategy (Nottinghamshire County Council)
Zena West	-	Governance Officer (Nottingham City Council)

25 APOLOGIES FOR ABSENCE

None.

26 DECLARATIONS OF INTEREST

None.

27 MINUTES

The minutes of the meeting held 8 December 2017 were agreed as a correct record and signed by the Chair.

28 AIR QUALITY PRESENTATION

James Ashton, Transport Strategy Manager at Nottingham City Council, gave a presentation on air quality monitoring in Nottingham and Nottingham's approach to the Clean Air Zone (attached with the original distribution of the minutes), highlighting the following points:

- (a) Nottingham City Council has been working on an approach to improvement in air quality for the last 2 years. Problems of air quality affect everybody

throughout life, disproportionately young people. It is important to try to tackle these issues;

- (b) levels of all pollutants have been decreasing but nitrogen dioxide levels remain stubbornly high, and regulations don't cover all emissions sources;
- (c) the UK plan for tackling roadside nitrogen dioxide concentrations, published by the Department for Environment Food and Rural Affairs (DEFRA) and the Department for Transport named 33 local authorities with exceedances, set out pollutant limits, and gave options such as clean air zones. Detailed modelling was used to create the plan, using the government's pollution climate mapping model. The area which are predicated to be over the limits are around crown island and the ring road, which does not match actual monitoring conducted by Nottingham City Council;
- (d) air quality monitoring conducted by Nottingham City Council shows the city centre has greater pollution problems, so there is an ongoing issue reconciling the government's modelling of air quality problems with the City Council's measurement of air quality problems;
- (e) Nottingham City Council has provisionally decided upon a Clean Air Zone type and a geographical area to be covered. Data has been collected regarding the types of vehicles currently using Nottingham's roads. As Nottingham already has a number of options to discourage car use and encourage public transport, it is not necessary to target cars any further, and only minor changes will be required to fall within acceptable emission limits;
- (f) as data for the last 16 years has shown traffic levels dropping and public transport use increasing, we can assume that the government's future modelling (which shows an increase in traffic volume) is a worst case scenario. Even given the worst case scenario traffic growth assumptions and no changes introduced, Nottingham would be on target to be compliant with emissions standards by 2024;
- (g) Nottingham has introduced a number of measures to encourage greater public transport use already, such as the introduction and extension of the tram, electric buses, gas buses, integrated ticketing systems, the workplace parking levy, a taxi and private hire strategy, a cycle ambition programme, a behaviour change programme, and using Go Ultra Low to encourage greater use and take-up of electric vehicles. Proposed additional measures being investigated include bidding for funding to retrofit older buses to the highest emissions standards, greater cycle infrastructure, introduction of an ultra-low emissions taxi project, and ensuring the fleet of City Council vehicles are switched to electric vehicles or those with the lowest emission levels possible;
- (h) the outline plan was completed at the end of February 2018, demonstrating how Nottingham City Council would bring emissions levels into compliance. The preferred option presented was for class B vehicles, with a very small zone in the city centre. The outline is not the final confirmed scheme, as modelling and reviewing of other options is ongoing;

- (i) consultation regarding the proposals will start at the end of March 2018, with a second phase in summer 2018 outlining more detailed plans. The deadlines to submit the final business case to the Secretary of State for sign off is in February 2019.

There followed a number of questions and comments from the Committee, and some further information was provided:

- (j) there are 5 real-time pollution monitoring sensors across Nottingham which monitor and collect data minute by minute, and a larger network of diffusion tubes which collect weekly or monthly data. Districts and boroughs are responsible for their own monitoring;
- (k) sensors near to Nottingham railway station indicate that it is a cause of some pollution issues, however the government guidance indicates this project is purely related to road based emissions. There is a disconnect between announcement of abandonment of railway electrification, and pushing hard on clean air zone;
- (l) the government will soon be announcing the Clean Air Fund, £225m available nationally, with further possible funding streams for other authorities to improve their fleet of vehicles;
- (m) whilst traffic light phasing can be changed if necessary to reduce congestion and pollution, monitoring would be required to assess whether it would help or if it is just assumed it would help. Often re-phasing of traffic lights alleviates localised congestion, yet moves the issue elsewhere on the transport system. Previous modelling has shown that the only way to reduce congestion is to encourage fewer vehicles and greater uptake of public transport options;
- (n) the project is being driven by DEFRA, who are funding the works, and it is possible that they may not agree with Nottingham City Council's proposals. Plans will be submitted, but will then have to be approved by DEFRA. The assessment of the proposals will be based purely on improving air quality as quickly as possible, not on any other criteria such as cost.

RESOLVED to thank James Ashton for the presentation and note the contents.

29 NOTTINGHAMSHIRE MINERALS LOCAL PLAN AND NOTTINGHAMSHIRE AND NOTTINGHAM WASTE LOCAL PLAN UPDATES

Stephen Pointer, Planning Policy Officer at Nottinghamshire County Council, presented a report on the Nottinghamshire Minerals Local Plan and the Nottinghamshire and Nottingham Waste Local Plans, highlighting the following points:

- (a) public consultation on the plan has been completed, and comments are still being considered. Individual representations were received from approximately 800-900 people. Some of the key issues debated in the issue options stage are highlighted in the report;

- (b) a level of provision will be made for sand and gravel aggregates, which is a key controversial issue. As expected the industry has said the proposed basis for provision is artificially depressed due to the recession, with industry not being in the same position to open new quarries over the last decade, whilst local residents think the level is too high;
- (c) whilst there are benefits to extending existing quarries rather than building new ones, each project has to be assessed on its own merits. There is a clear preference for a spread of geographical mineral sites across the county;
- (d) 24 sites have been submitted from a range of potential mineral sites. These sites are now being considered, which includes carrying out flood risk assessments, and transport and landscaping assessments;
- (e) there is no change to the position on the waste planning, both councils have agreed to defer planning, and have jointly agreed timescales to recommence work in 2019.

RESOLVED to note the report and thank Stephen Pointer for the update.

30 TRANSPORT UPDATE

Chris Carter, Head of Transport Strategy at Nottingham City Council, presented a report on transport, highlighting the following points:

- (a) the government has announced the results of bids to the Housing Infrastructure Fund. Nottingham City Council's bid was not successful; however Rushcliffe Borough Council has been awarded £9.9million for the site south of Clifton;
- (b) Nottingham City Council and Nottinghamshire County Council have both been successful in bids to the Clean Bus Technology Fund, using a coordinated approach with good cross boundary working. The fund will help to retrofit some of the buses currently in operation which will still be in operation in 2020;
- (c) work is taking place relating to future ring fencing of the Road Fund License for improvements to major roads. Councils are required to designate a major route network, and Nottingham City Council has been working closely with all Midlands Councils and Midlands Connect, in order to coordinate a Midlands response. Both Nottingham City Council and Nottinghamshire County Council have agreed to use the Midlands response as the basis for their individual responses;
- (d) there is an upcoming issue related to the doubling of routes on the Thameslink service south of Bedford. This will result in a greater number of trains on the line south of Bedford, with a potential knock-on effect on the speed or frequency of faster inter-urban Midland Mainline services. Some planned infrastructure works to the route may mitigate the effect, but these improvements will not be completed by the time the new Thameslink services are introduced. As there are only 4 platforms at St Pancras station for East Midlands services, some trains may be split. One possible positive outcome

may be a reduction in overcrowding for services south of Bedford on the Midland Mainline. Overall it is not particularly good news, but Councils continue to fight to protect services and fight for improvements;

- (e) station improvement works are planned at Derby station over the summer, which will have a knock on effect for Nottingham. This will need appropriate communication to Nottingham citizens and rail users. Once the works are complete there will be journey time improvements, it is a positive scheme overall;
- (f) in February 2018, the Secretary of State gave approval for improvements on the Hope Valley line on the route to Manchester and Sheffield. This will allow better connectivity on the line and better connectivity on continued services through to Leeds. Rail North has now formally merged with Transport for the North;
- (g) the recent fire at Nottingham railway station was a considerable event with significant disruption. It was a fairly major fire with a large amount of damage. The damage was contained to the toilet block and connecting bridge, so services were running again by the Monday after the fire. East Midlands Trains and the emergency services did an excellent job getting the station up and running again so quickly.

There followed a number of questions and comments from the Committee, and some further information was provided:

- (h) a concerted effort will be required from all politicians along the Midland Mainline, to work together to give the Midland Mainline a voice and make the case for line improvements;
- (i) the 3 local villages closest to the airport are not serviced by the SkyLink bus. 14,000 local jobs are being created, yet local residents cannot reach them by public transport. As it is a commercial service, requests can be made by the relevant councils, but the company can run whichever route they choose. Pollution levels on the surrounding roads are worse than those at the airport.

RESOLVED to thank Chris Carter for the report and note its contents.

31 GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE

Matt Gregory, Growth Point Planning and Planning Policy Manager at Nottingham City Council, summarised the meeting of the Greater Nottingham Joint Planning Advisory Board which was held on Thursday 8 March 2018, highlighting the following points:

- (a) the most interesting element of the meeting related to the recent publication of a National Planning Policy Framework draft, with a number of changes which will impact strategic planning:
 - objective needs of an area have to be met unless there's a strong reason;
 - plans will be tested in terms of containing an appropriate strategy for growth rather than the most appropriate strategy for growth;

- plans will be reviewed on a 5 year cycle;
- objective need will be prepared in line with standard methodology (not yet published);
- duty to cooperate – new tests of soundness will be introduced, with a statement of common ground;
- a more flexible approach to plan making – currently there is one plan per council, the new policy is more flexible about how councils and groups of councils plan for their areas;
- the government is proceeding with delivery test for local plans, with local authorities potentially being penalised if housing isn't delivered in line with the expectations of the local plan. 75% or less will result in penalties, and a presumption in favour of development will kick in;
- the guidance on green belt land has been amended. Local authorities can change green belt boundaries in exceptional circumstances, as a last resort when all other options have been considered first;

The next step is to delegate a joint response from the Joint Planning Advisory Board to the Executive Steering Group;

- (b) work is being commissioned to endorse the current geographic basis for the first step in revising the core strategies. The next milestone is the household projections published in summer;
- (c) the Nottingham City Land and Planning Policies Development Plan Document went to the meeting of Council on Monday 5 March 2018 and can now be submitted for independent examination.

There followed a number of questions and comments from the Committee, and further information was provided:

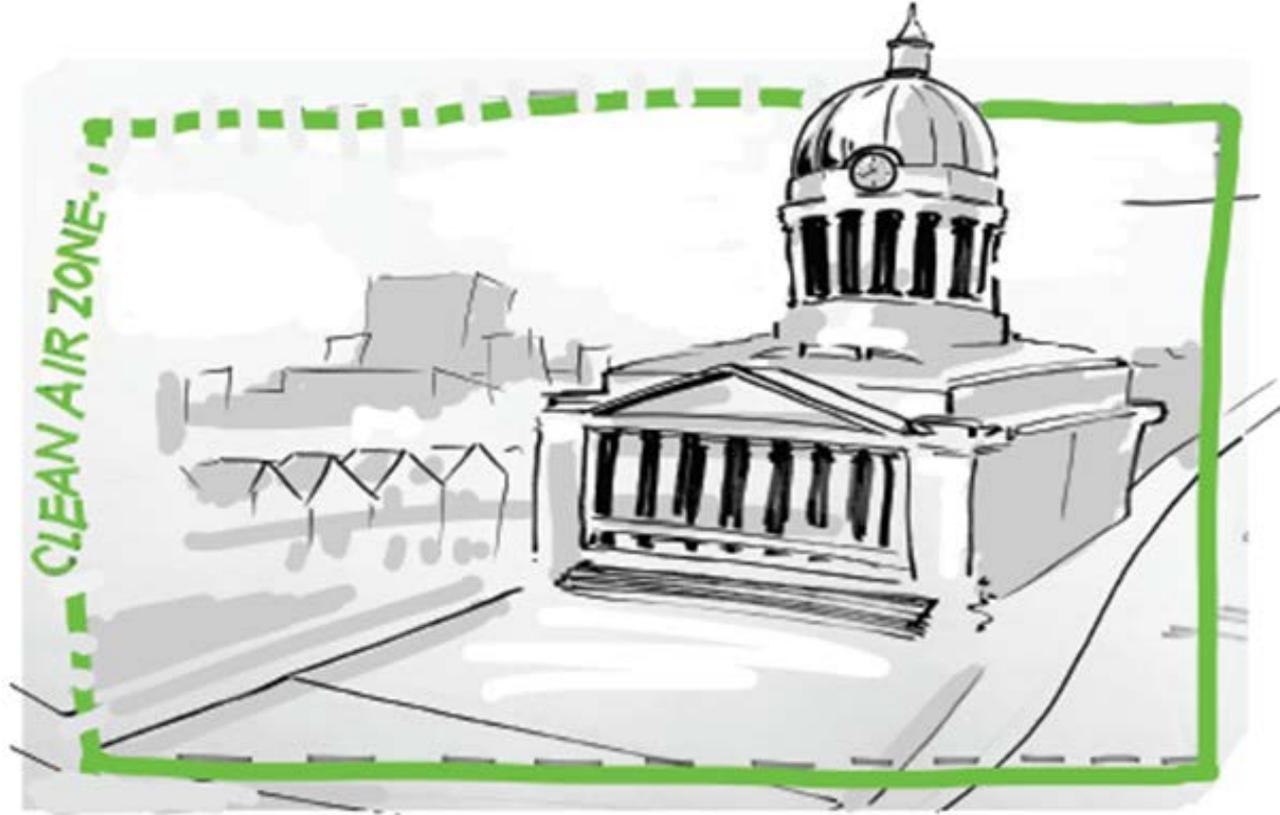
- (d) the National Planning Policy framework draft contains very limited powers to discourage land banking by developers. New planning permissions are proposed to be lapsed if development is not started within 2 years;
- (e) with a new plan produced every 5 years, colleagues will be implementing existing plans whilst creating new ones. It is anticipated that the preparation timescale will be reduced, with a focus on those elements which have to be joint, delegating all other issues, to result in a more slim line strategic plan.

RESOLVED to thank Matt Gregory for the update and note the contents.

32 JOINT COMMITTEE WORK PROGRAMME

The Committee requested a further update on air quality closer to the submission of the final business case. Dates for the 2018/19 meetings will be confirmed as soon as possible, and Nottinghamshire County Council will administer the meeting for 2 years during the 2018/19 and 2019/20 municipal years.

Nottingham's approach to the Clean Air Zone



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Minute Item 28

Nottingham City Council



Nitrogen Dioxide & the law

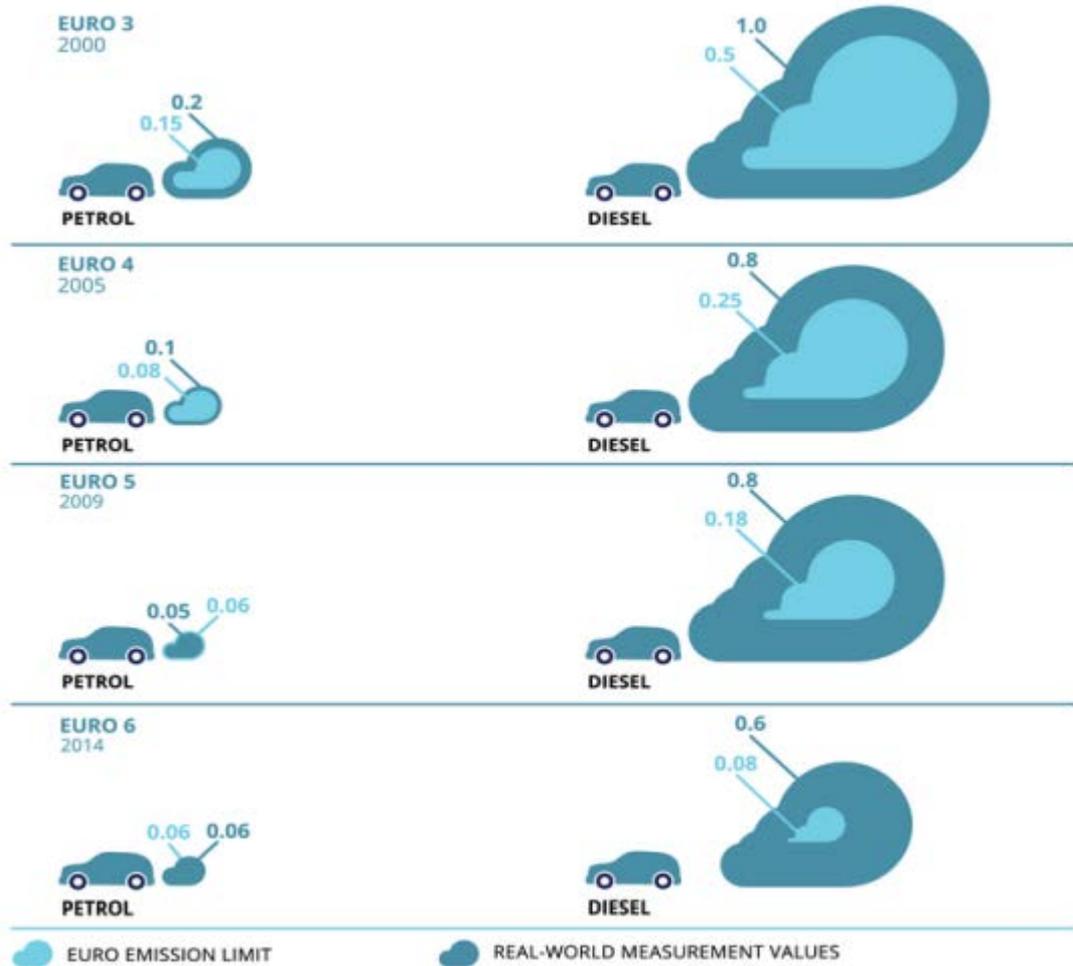
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Legislation	Hourly	Annual
EU First Daughter Directive (99/30/EC)	200 $\mu\text{g m}^{-3}$ With No more that 18 exceedences per year	40 $\mu\text{g m}^{-3}$
Air Quality Strategy (2000)	200 $\mu\text{g m}^{-3}$ With No more that 18 exceedences per year	40 $\mu\text{g m}^{-3}$

Nitrogen Dioxide – Emissions

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Emissions not reducing as fast as expected.



Interpretation of the New Plan

- Published in July 2017
- Additional Local Authority areas now identified as requiring improvements to Air Quality
- Less detail than the old plan
- Emphasis on Local Authorities to resolve the problem
- Nottingham will continue to develop a CAZ in line with the 2015 plan.

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Department
for Environment
Food & Rural Affairs


Department
for Transport

UK plan for tackling roadside
nitrogen dioxide
concentrations

Detailed plan

July 2017



Scottish Government
Blioghaltais na h-Alba
gov.scot



Department of
Agriculture, Environment
and Rural Affairs
www.dera.gov.uk



Llywodraeth Cymru
Welsh Government

Nottingham



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Legend
NO₂ concentrations
(2020 µg/m³)

- >40
- 38-40

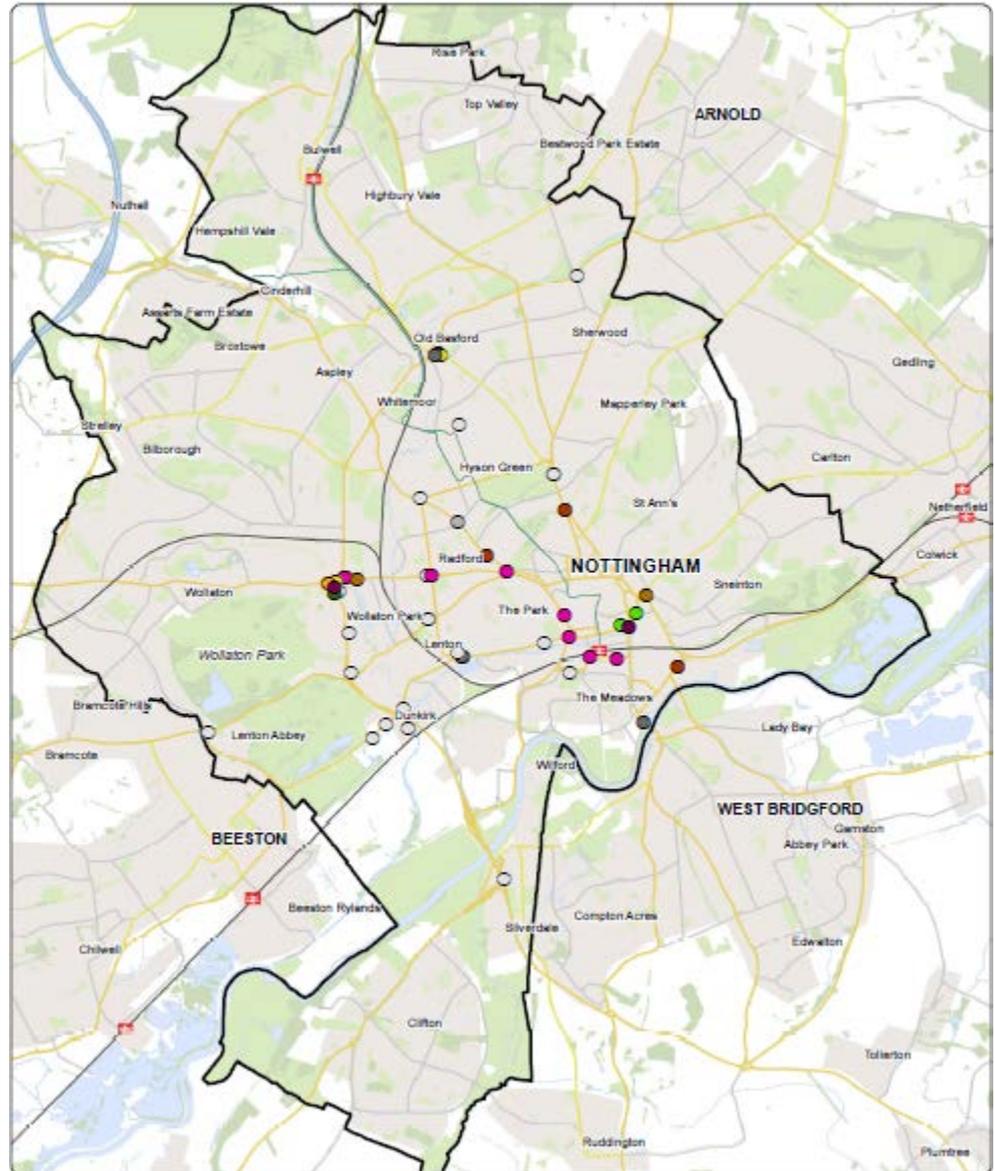
Air Quality Monitoring

- The City Council monitors Air Quality

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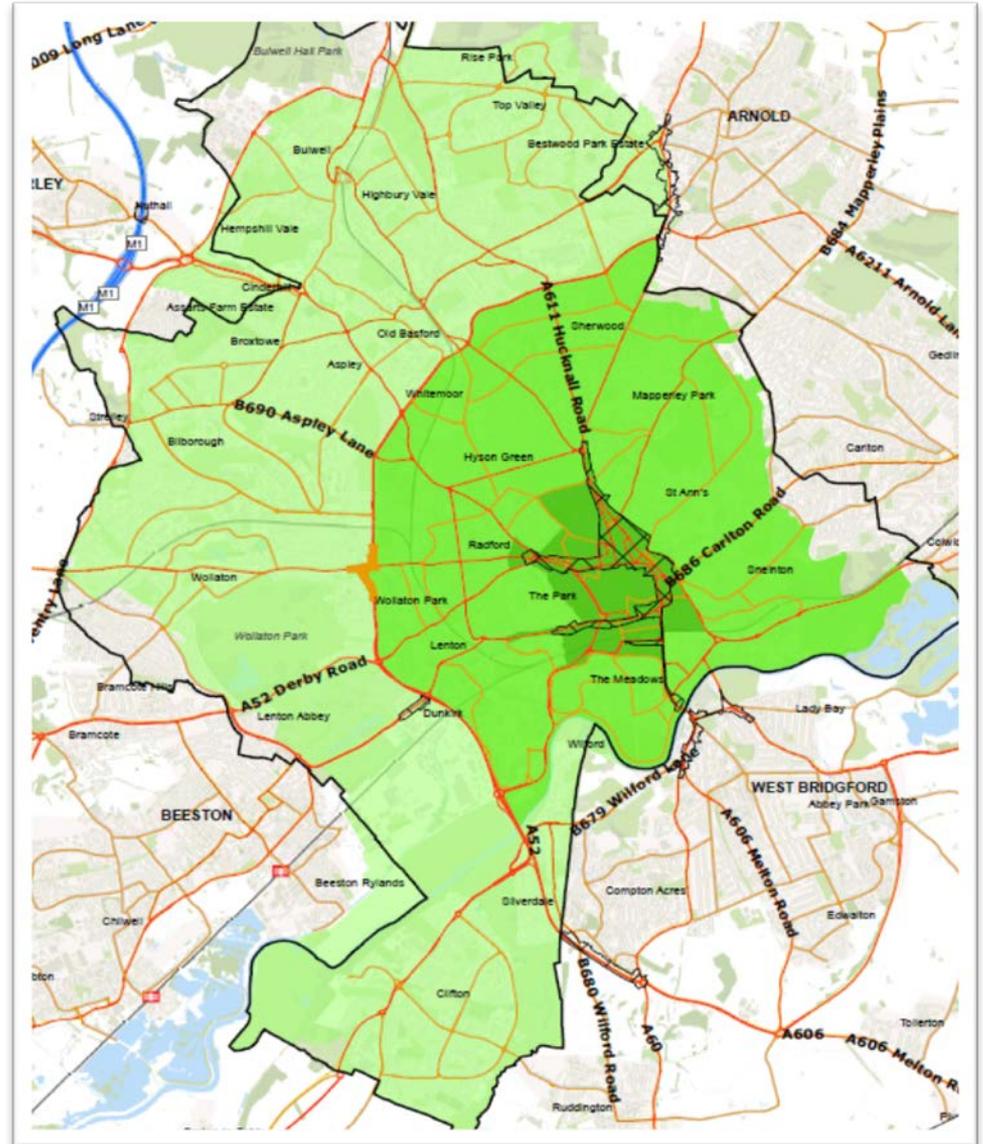
Monitors placed at key points throughout the City

- 5 Real Time analysers and lots of diffusion tubes

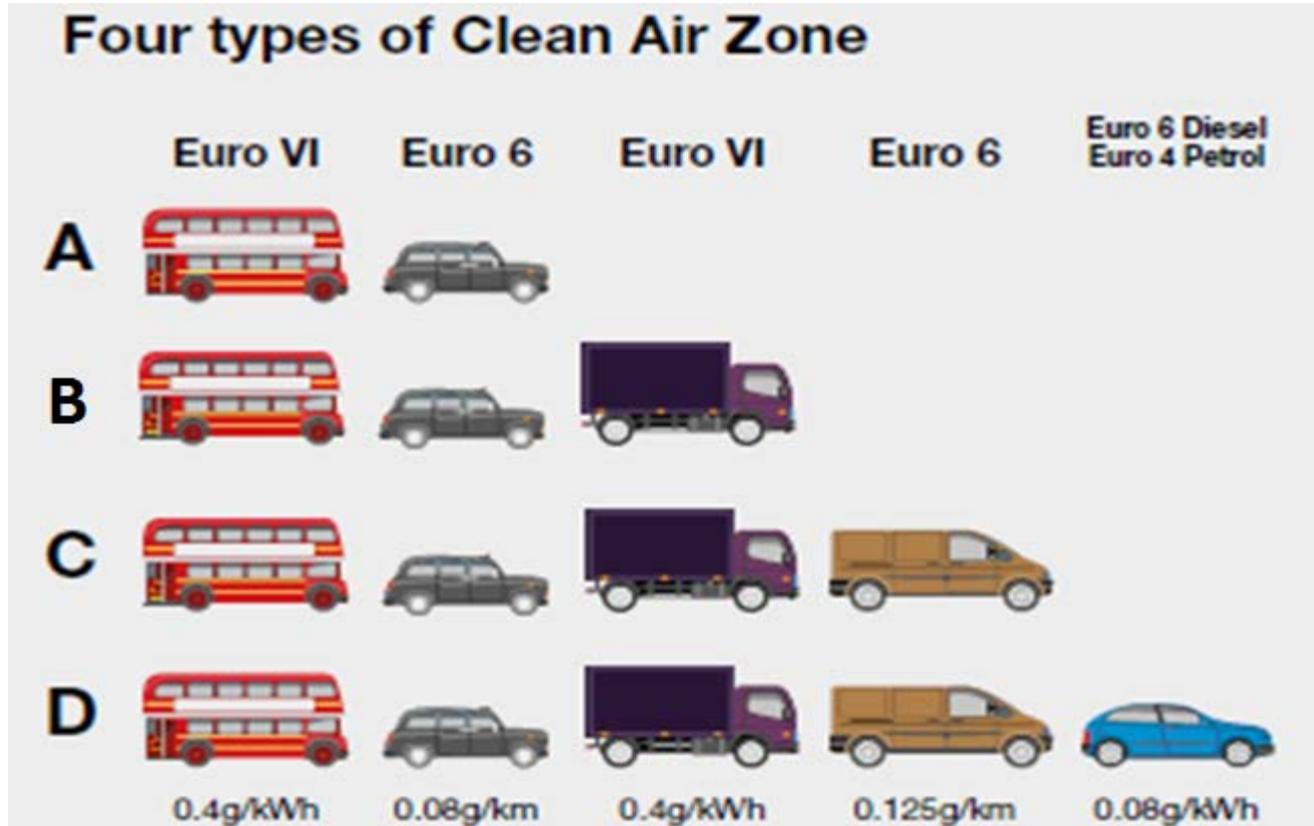


Modelling - Options

- City Centre
- Ring Road
- Entire City
- Possibly into neighbouring authorities



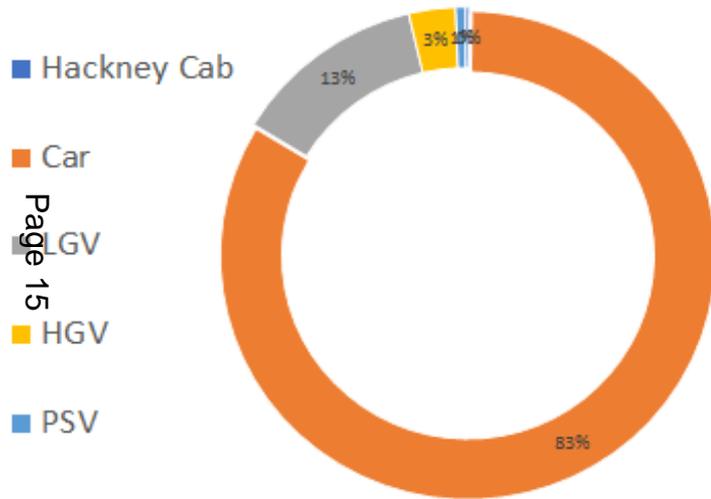
Vehicular CAZ Options?



Sources of Nitrogen Dioxide

- Transport Is Responsible for 80% of emissions at the roadside
- The majority of the vehicle fleet in Nottingham are cars.

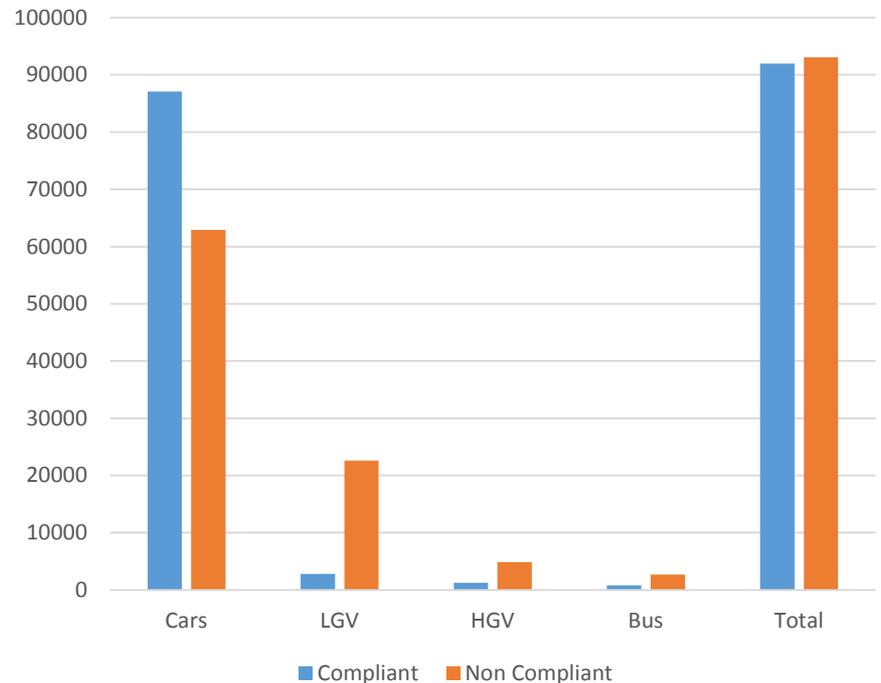
Percentage of vehicles captured by class



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Class	Count	%
Hackney Cab	197	0%
Car	62516	83%
LGV	9478	13%
HGV	2281	3%
PSV	482	1%

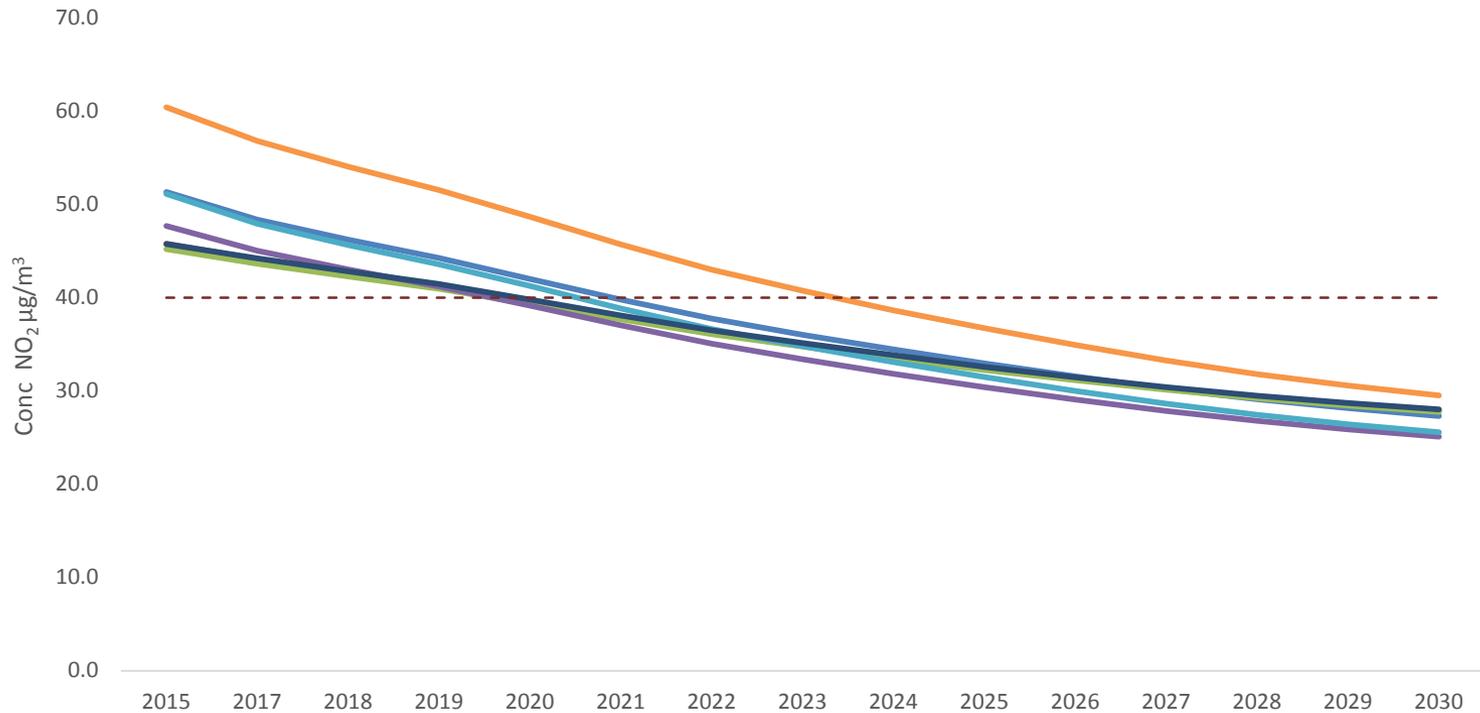
Compliance by Vehicle Type (ex taxis)



Streamlined PCM results

Streamlined PCM results for selected locations

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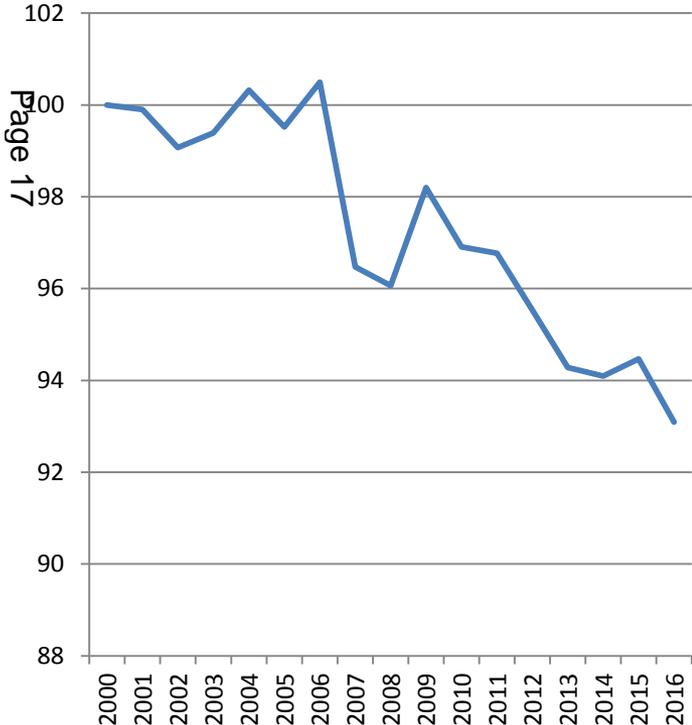
- Clifton Blvd (near showcase)
- A52 Between QMC and Uni
- North of BBC Island
- London Road N of Queens Rd
- Middleton Blvd near hawthawn Cres
- Compliance Limit
- Bridge over canal south of BBC island
- Crown Island



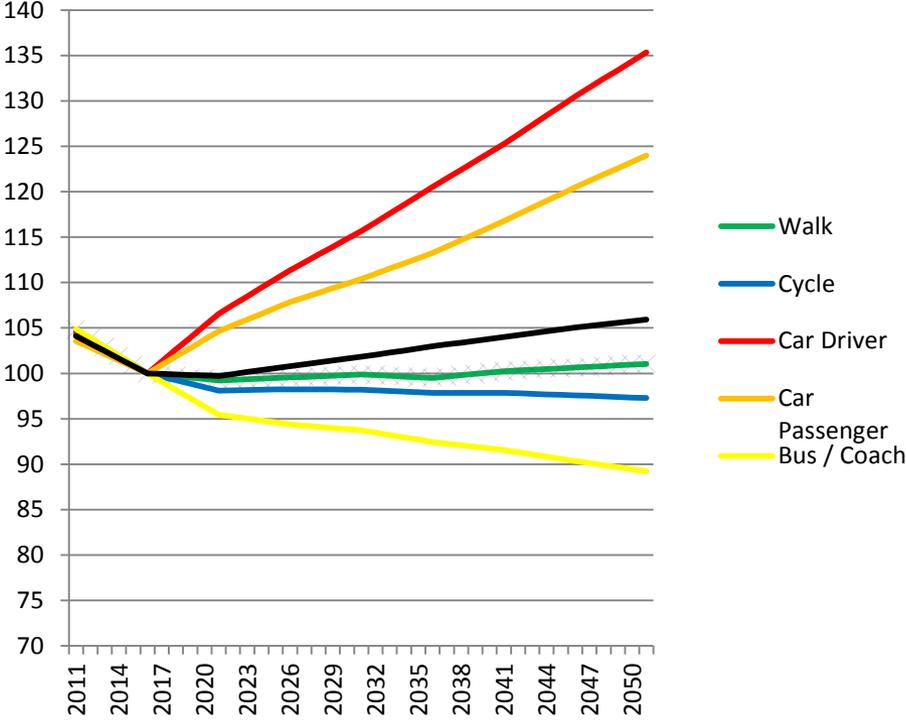
Traffic Growth in Nottingham

Discrepancy between modelled growth and historical growth

Traffic volumes change since 2000
(baseline: 100): Nottingham City.
(Data: AADF Traffic Count Data, DfT)



Predicted Percentage increase/decrease by mode in Nottingham (baseline 2016) (Data: DfT, TEMPRO 7.2)



‘Additional Measures’ - Existing

The City Council has a long record of promoting sustainable transport

- Tram Network and Electric link bus fleet, Gas Buses, Integrated Ticketing & Information
- Work Place Parking Levy (Inc Business Support Service)
- Taxi and Private Hire Strategy
- Cycle City Ambition Programme
- Behaviour change programme
- Go Ultra Low

‘Additional Measures’- Proposed

The City Council will continue to improve transport in the city and actively seek out new funding opportunities

- ULEV Taxi Demonstrator Project
- Cycle Infrastructure
- Try Before you buy LGV Scheme
- Bidding Through DEFRA Clean Bus Fund for Bus Retrofitting
- £2m from DEFRA – NCC Fleet Change & Smart Cities

Preferred Scheme

- City Centre
- Class B
- Incorporates:
 - Statutory Quality Partnership Scheme area
 - Clear Zone
 - City Centre AQMA
 - Broadmarsh Roadspace Transformation

Communications

The City Council is using a range of initiatives to promote the need for a reduction in Air Pollution

- Health and Wellbeing Strategy
- Joint Strategic Needs Assessment
- Sustainability Transformation Plans
- Air Quality Action Plans
- City Council Executive Publicly Supportive of Urgent Air Quality Improvements
- Two phase public consultation on CAZ

Progress to date

The City Council has started analysis of it's Clean Air Zone Options

- Modelling Methodology documents submitted and agreed with JAQU
- Validation of Transport Model Complete
- Base years 2016 and 2020 traffic models complete
- Air Quality Analysis commenced

Timescales

2017

- Early Consultation with Key Stakeholders (Feb - May)
- Revised Plan – Understanding impacts & Consultation (May/June)
- Procurement of consultants (June – Aug)
- Analysis to find Geographic extent of CAZ and complete final business case (Sept – Feb 18)

2018

- Draft Outline Business case (Feb)
- Option Modelling (Mar – Apr)
- Two stage Public Consultation (Mar & June)
- Exec Board Approval (July)
- Submit full Business Case (Sept)
- Secretary of State Sign off (Sept)

2019

- Detailed Design (Jan -Jul)
- Installation (signing and cameras)
- CAZ in place (Sept)

2020 CAZ operational 1st Jan

Thank you for listening!

<http://goultralownottingham.org.uk/>

[www.twitter/Transport_nottm](http://www.twitter.com/Transport_nottm)

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