



**Nottinghamshire
County Council**



**Nottingham
City Council**

JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

**MINUTES OF MEETING HELD ON FRIDAY 23 MARCH 2012 AT LOXLEY HOUSE,
FROM 9.47 AM TO 10.51 AM**

NOTTINGHAMSHIRE COUNTY COUNCIL

- ✓ Councillor Butler (Vice-Chair)
- Councillor Greaves
- Councillor Heptinstall
- Councillor Jackson

NOTTINGHAM CITY COUNCIL

- ✓ Councillor Urquhart (Chair)
- ✓ Councillor Clark
- ✓ Councillor Longford
- Councillor Malcolm

- ✓ Indicates present at meeting

28 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Jackson and Malcolm.

29 DECLARATIONS OF INTERESTS

No declarations of interests were made.

30 MINUTES

RESOLVED that the minutes of the meeting held on 16 December 2011, were agreed as a true record and signed by the Chair.

**31 STRATEGIC PLANNING AND GREATER NOTTINGHAM JOINT PLANNING
ADVISORY BOARD UPDATE**

Further to minutes 24 and 25 dated 16 December 2011, consideration was given to reports of the Joint Officer Steering Group, copies of which had been circulated.

Mr Gregory summarised the reports and drew councillors' attention to the following issues:

- the most recent meeting of the Greater Nottingham Joint Planning Advisory Board(JPAB) had taken place in December 2011. Copies of the most recent

available minutes, dating from October 2011, were attached to the report for information;

- the local planning authorities of Broxtowe, Erewash, Gedling and Nottingham City were to publish a 'Publication draft of the Aligned Core Strategies, for a further period of Representation, scheduled to start in June 2012;
- Rushcliffe Borough Council, having determined a housing provision different to that in the Option for Consultation document, had prepared a separate Core Strategy, albeit aligned in most respects, and intended publishing on 23 March 2012. Arrangements at Ashfield Borough Council, which also producing a separate document, were less advanced;
- the Government's National Public Planning Framework was scheduled for publication on 27 March 2012. Colleagues would scrutinise the implications of the Framework on the Aligned Core Strategies and advise accordingly.

RESOLVED that the reports be noted.

32 JOINT WASTE DEVELOPMENT PLAN – PROGRESS REPORT AND OTHER WASTE PLANNING ISSUES

Further to minute 18 dated 23 September 2011, consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated.

Ms Gill summarised the report and drew councillors' attention to the following issues:

- responses to the consultation had been fully considered but had not led to fundamental changes to the Plan, and a draft Submission Document was approved by both Councils in January 2012;
- the formal Representation period had commenced on 5 March 2012 and was due to end on 30 April 2012. Depending on the significance of representations received and the need for modifications, formal submission to the Department for Communities and Local Government (DCLG) was expected in June/July 2012;
- there was nothing further to report on Veolia Ltd's legal challenge against the Secretary of State's refusal to grant planning permission for the Energy Recovery Facility at the former Rufford colliery, Rainworth.

Councillors welcomed the progress made in respect of the Joint Waste Development Plan, acknowledging the hard work and long lead-in times required to get to the current position.

RESOLVED that the report be noted.

33 TRANSPORT ISSUES - UPDATE

Further to minute 26 dated 16 December 2011, consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated.

Mr Carter summarised the report and drew councillors' attention to the following issues:

- the Department for Transport had published consultation on devolving Local Major Transport Schemes decision making for prioritisation and investment for the next Spending Review period of 2015 to 2019. The deadline for responses was 2 April 2012. The proposals included:
 - the establishment of Local Transport Bodies (LTBs), involving Local Enterprise Partnerships (LEPs) and local authorities, to be responsible for establishing a prioritised programme of schemes for investment;
 - Consortia of LTBs could be established manage decision-making across LEP boundaries for some large major schemes;
 - a population based formula to allocate funding;
 - a locally led assessment process for prioritising schemes;
 - the removal of the £5 million major scheme threshold;
- negotiations continued with central government in respect of the City Deal process which was expected to be signed off by the end of April 2012. The Nottingham Deal had a strong transport flavour, including improving inter-city rail links, funding for the Joint Strategic Transit and Growth Plan Review, local transport funding, further Quality Bus Partnership working and increased powers to manage traffic and tackle congestion;
- in respect of the Local Sustainable Transport Fund, examples of early project delivery included:
 - the Kangaroo monthly travel ticket was now available for tram, train and bus travel;
 - travel assistance for 1,500 16-19 year-old college students was now operational;
 - the tendering process to operate a pilot Community Smarter Travel Hub in Bulwell was underway;
 - the Big Wheel Business Club travel planning resource tool had been relaunched;
 - the Ucycle project was being expanded to Further Education colleges
- the A453 widening scheme was now awaiting the Secretary of State's decision on the necessary statutory orders following the public inquiry. The main

engineering works were expected to commence in Winter 2012, with the scheme complete by late 2014 early 2015;

- work on Nottingham Express Transit (NET) Phase 2 had commenced in January 2012, with services on the new lines expected to be operational by late 2014. Communications had focussed mainly on those immediately affected by tram-related engineering works;
- the Workplace Parking Levy was due to go live on 1 April 2012.

During discussion the following issues were raised and additional information provided:

the Committee reached consensus on a position to take in respect of the Local Major Transport Schemes decision making consultation, in that there was support for maintaining existing LEP boundaries, and a commitment to work within the LEP model, with the proviso that LEPs could merge on specific projects on a case by case basis, where appropriate;

the view was expressed that current NET route plans and signs provided only partial information on transport interconnectivity between trams, buses and trains. The Committee requested that the Head of Service – NET address the issue of providing comprehensive information on interconnectivity to customers

RESOLVED

- (1) that the Committee's comments on devolving Local Major Transport Schemes decision making for prioritisation and investment be incorporated in both authorities' formal response to the Department for Transport consultation;**
- (2) that the Head of Service – Net be requested to address the Committee's comments on lack of comprehensive information on interconnectivity between the tram, bus and rail services;**
- (3) that the report be noted.**

34 RAIL ISSUES - UPDATE

Consideration was given to a report of the Joint Officer Steering Group, copies of which had been circulated. Mr Bamford acknowledged that the report focussed entirely on Midland Mainline (MML) issues, and undertook to provide a more general update on rail issues to the Committee's next meeting.

Mr Bamford highlighted the key points on MML progress, detailed in the report, and summarised below:

- the Initial Industry Plan (IIP) for the railway network had been published for the period 2014-19, and had included platform lengthening, linespeed works at Market Harborough, an improved layout at Leicester and Derby and

electrification from London to Nottingham, Sheffield and Derby. These proposed improvements did not currently have funding, but MML had, in Mr Bamford's view, a reasonable case;

- lobbying for rail improvements in the East Midlands had gained momentum, thanks in part to the efforts of Nottingham City Council and Nottinghamshire County Council, with other key stakeholders paying increasing attention to the need to improve and enhance the Line. Key stakeholders met in February 2012 and agreed to undertake a high profile campaign to lobby the Government to approve a number of enhancements, most of which had been captured in the IIP. A further event was scheduled for May 2012;
- the MP for Loughborough, Nicky Morgan, had been briefed on the MML and was both active and enthusiastic in being involved with further lobbying activity;
- both Councillors Jackson and Urquhart had written to the Minister of State for Transport, Theresa Villiers, in October and November 2011, in respect of investment in MML, and in particular the scheme at Market Harborough. Initial correspondence from the Minister of State indicated that she had been receptive to the councillors' submissions, but correspondence subsequently received from a senior civil servant was much less positive;
- further information in respect of East Midlands' linkage with the high-speed rail network between London and Birmingham would be made available to a future meeting of the Committee.

The Committee agreed that a further letter be sent to the Minister of State, seeking continuation of the support for MML investment previously expressed. The Committee also expressed its support for continuing lobbying efforts to secure MML improvements, and for improved rail links between Nottingham and Birmingham.

RESOLVED

- (1) that the report be noted;**
- (2) that a further letter from Councillors Jackson and Urquhart be sent to the Minister of State for transport, seeking a continuation of support for investment in the MML, and in particular the scheme at Market Harborough.**