

Communities and Place Committee

Thursday, 05 October 2017 at 10:30

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

AGENDA

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3	Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	
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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 Martin Gately (Tel. 0115 977 2826) 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.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting Communities and Place Committee

Date 7 September 2017 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

John Cottee (Chairman)
Kevin Rostance (Vice-Chairman)
Gordon Wheeler (Vice-Chairman)

Pauline Allan
Jim Creamer
Kevin Greaves
Tony Harper
Tom Hollis

Errol Henry JP
Bruce Laughton
John Ogle

OTHER COUNCILLORS IN ATTENDANCE

Maureen Dobson

OFFICERS IN ATTENDANCE

Adrian Smith	-	Place Department
Sally Gill	-	Place Department
Joanne Fletcher	-	Place Department
Cathy Harvey	-	Place Department
Steve Osborne-James	-	Place Department
Kevin Sharman	-	Place Department
Doug Coutts	-	VIA
Derek Higton	-	Children, Families and Cultural Services
Paul McKay	-	ASCH&PP
Mark Walker	-	ASCH&PP
Vicky Cropley	-	ASCH&PP
Martin Gately	-	Resources Department
Dave Hennigan	-	Resources Department

APOLOGIES FOR ABSENCE

None.

CHANGES OF MEMBERSHIP

Councillor Jim Creamer and Councillor Errol Henry JP replaced Councillors Gilfoyle and Knight for this meeting only.

DECLARATIONS OF INTEREST

None.

PROPOSED BUS STOP CLEARWAYS, STAPLEFORD

RESOLVED 2017/028

That the bus stop clearways proposed at stop references BR0139 and BR0125 on New Eaton Road and BR0494, BR0092 and BR0474 on Melbourne Road be implemented and the objectors informed accordingly.

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL

RESOLVED 2017/029

That the proposed actions be approved, and the lead petitioners informed accordingly.

COMMUNITY SAFETY BUDGET UPDATE: REQUEST FOR FUNDING

RESOLVED 2017/030

That £26,500 of funding from the Community Safety Initiatives Budget for 2018/18 for the proposed projects outlined in the report be approved.

UPDATE REPORT ON THE USE OF THE REGULATION OF INVESTIGATORY POWERS ACT

RESOLVED 2017/031

That:

- 1) A further update report be on the use of RIPA techniques in the service be brought to the committee in three months, and that this be included in the work programme
- 2) The findings of the most recent inspection conducted by the Office of the Surveillance Commissioner be endorsed.

REPORT ON COMMERCIAL PERFORMANCE OF THE TRADING STANDARDS AND COMMUNITY SAFETY SERVICE

RESOLVED 2017/032

That:

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- 1) A quarterly update be received in order to allow scrutiny of commercial performance, as set out within the CDU process, and that this be included in the work programme.

- 2) Actions in relation to issues contained within the report be considered.

UPDATE ON KEY TRADING STANDARDS MATTERS

RESOLVED 2017/033

That:

- 1) A follow up report be received at every second meeting of the committee on Key Trading Standards Matters, in the same format as the report considered by the committee at this meeting, and that this be included on the work programme.
- 2) Updates on progress be received regarding the specific key threats of Illicit Tobacco, Mass Marketing Scams, and Doorstep Crime as part of these follow-up reports, a frequency of not less than once every fourth committee meeting.

GRANT AID SPORTS FUND: TALENTED ATHLETES 2017-2018

RESOLVED 2017/034

That:

- a) The spend as outlined in paragraph 8 to this report be approved.
- b) Further work be undertaken to improve the number of applications in future years from under-represented areas and that a further report be brought to the committee.

MINERALS AND WASTE DEVELOPMENT SCHEME UPDATE 2017

RESOLVED 2017/035

That the revised Minerals and Waste Development Scheme be approved.

STRATEGIC PLANNING OBSERVATIONS

RESOLVED 2017/036

That the responses to consultations as set out in Appendix 1 be ratified.

WORK PROGRAMME

RESOLVED 2017/037

That the Committee's work programme be agreed, and consideration be given to any changes which the Committee wishes to make.

- 1) The committee added a report on the Nottinghamshire Parking Partnership to the work programme.

The meeting concluded at 12.14 pm [Page 5 of 110](#)

Chairman

5 October 2017**Agenda Item: 5**

REPORT OF CORPORATE DIRECTOR, PLACE

HIGHWAYS WINTER SERVICE

Purpose of the Report

1. To seek endorsement of the procedures associated with provision of the Winter Maintenance Service and the preparation for Winter 2017/18.

Information and Advice

Background to service

2. The Highways Act 1980 places a duty of care upon Highway Authorities “to ensure, as far as reasonably practicable, that safe passage along a highway is not endangered by snow or ice”. It also states that it is a duty to remove obstructions arising from an accumulation of snow on the highway. The Council meets these statutory duties through the provision of both a planned and reactive winter service, which meets the national standards that are set out in the Code of Practice: Well Managed Highway Infrastructure (October 2017) and associated documents.
3. Currently, three key documents provide the basis of the service delivered to the public by the County Council in response to winter weather, these are:
 - **Winter Weather Plan**, published by the Council’s Emergency Planning team.
 - **Highway Network Management Plan**, which sets out the policies associated with the provision of the winter service.
 - **Winter Service Operational Plan**, sets out operational arrangements, procedures, routes, equipment associated with delivering the highway winter maintenance services.
4. In accordance with the above documents and the Code of Practice: Well Managed Highway Infrastructure, each year the Council publishes on its web site information about the winter service including the routes where precautionary gritting is undertaken, and general advice to the travelling public and to motorists. There have been very few changes to these routes over recent years, except to include minor changes to the highway network. The overall size of the County Council’s gritting network is considered average given the geography of the County and currently 35% (approx. 1,560km) of the network is treated as

precautionary measure. This compares with the audit commission's recommendation of 24%-38% for treated network length.

5. Via will make and circulating the daily gritting decision by e-mail to all interested stakeholders as for previous seasons and NCC communications team will be using this information to inform all stakeholders through the County Council website and social media. Previously Members of the County Council have individually opted-in to receive by email the daily winter maintenance forecast and decision. This list is presently being updated, and Members will be contacted shortly to confirm if they wish to opt-in or out of this email notification.
6. All Members of the County Council are provided with a document which explains winter service arrangements in October/November of each year. This document includes useful information, advice, contact telephone numbers for constituents and specific contact information for Members only. This document is being updated for the coming season in conjunction with the County Council communications team and will be published shortly.

Service Improvements and changes for the 2017/18 winter season

7. Service improvements implemented for the coming season are as follows:
 - Three gritting vehicles have been replaced by new vehicles for the 2017/18, thereby maintaining the age and condition of the winter service fleet.
 - Roadside weather stations at A614 Perlethorpe and A611 Coxmoor have been refurbished and upgraded during the summer to replace sensors and add CCTV cameras. These improvements will support the quality of forecasting information available to the winter service decision makers.
 - The contract for the provision of winter maintenance road forecasting services expired at the end of the 2016/17 winter season, and a tender process is underway to replace this. The new forecasting service / provider will be in place prior to commencement of the 2017/18 season.

Decision Making Process

8. Precautionary gritting runs are undertaken where the forecast road surface temperatures are predicted to fall below zero degrees centigrade.
9. The daily forecast is issued around midday by weather forecast service provider. This is interrogated by the day Duty Controller and the gritting decision made which will take into account predicted temperatures, rainfall, and timings. In the event of a marginal or extraordinary forecast, another member of staff having received the appropriate training will verify the decision.
10. In addition to the forecast, Ice Prediction software will be utilised which will show in graphical form the predicted road surface temperatures and road surface condition. This will be monitored throughout the forecast period.

11. The Duty Controller is responsible for issuing the gritting instruction via e-mail and to organise the gritting shift as necessary. From 20:00hrs each night, the Night Shift Controller will take over and is responsible for verifying the weather forecast. The Night Shift Controller will act on the instruction issued by the day Controller, but has the discretion to amend the instruction in order to respond to changing weather conditions.
12. The weather forecast service provider will contact the Duty Night Shift Controller with any amendment to the forecast. In severe weather, salting treatment will be extended to Priority 2 Routes as resources allow once Priority 1 Routes are in a satisfactory and passable condition.
13. Snow fall of less than 25mm will normally be treated with precautionary salting rather than ploughing. Where moderate snowfall occurs (25mm-100mm), consideration will be given to ploughing. Lower amounts will usually be treated by slush blades fitted to gritting vehicles. This can be supplemented by additional lorry mounted ploughs where conditions dictate. During heavy snowfall (>100mm), gritting routes will be augmented by additional ploughs. Only once main routes are passable will resources be transferred to other parts of the network.

Preparation for Winter 2017/18

14. Arrangements are being made for Parish and District Councils to be supplied with a quantity of rock salt in advance of the winter season to allow for some local resilience to amenity infrastructure and self-help among local communities.
15. Contact is also being made with farmers who have previously volunteered to undertake ploughing of local roads using their own resources to ascertain their continued involvement in the scheme. Currently 63 farmers Countywide take part in this.
16. Over the summer months of 2017 the County Council's salt stocks were replenished to 19,961 tonnes against a countywide capacity of 20,000 tonnes
17. The stock held is more than is used during an average winter and more than 10,000 tonnes over the nationally recommended minimum stock level which is taken from the Code of Practice. This prescribes that Highway Authorities should hold sufficient salt stocks at the beginning of the winter season to deliver 12 days or 48 gritting 'runs', which for Nottinghamshire equates to 10,000 tonnes. As a consequence, the Council is in an excellent position to respond, operate and maintain around-the-clock treatment in severe weather conditions. Salt supplies will be replenished over the winter period as required.
18. Via's frontline gritter drivers operate on a night-shift basis from the beginning of November through to the end of March each year in order to provide a guaranteed flexible response to differing weather conditions. The drivers are supported and coordinated by a night controller who monitors the weather conditions from the forecast provided by the weather service forecast provider and through a bespoke arrangement that includes data from the Council's own weather stations, located at:

- A606 Tollerton
- A611 Coxmoor
- A60 Costock
- A631 Beckingham
- B6045 Blyth
- A614 Perlethorpe
- A614 Burntstump
- A608 Annesley

19. In addition, the Council has shared access to four weather stations owned by other authorities, located at:

- A1 Claypole
- A57 Newton
- A453 Clifton
- A52 Saxondale

20. Gritting vehicles operated by Via have a GPS tracking system installed that enables the whereabouts of each vehicle to be monitored centrally during the gritting operations and this provides and records the time, location, gritting activity, vehicle speed etc. Additionally, all vehicles are now equipped with on-board CCTV system.

21. All drivers are trained and assessed annually to achieve the City and Guilds qualification in Winter Maintenance Operations. All winter action decision makers will undertake training to fully understand forecasts provided by the weather forecast service provider. In addition, all decision makers have completed the IHE Professional Certificate in Winter Service which is now the benchmark qualification amongst practitioners. All decision makers have between 4 and 26 years' experience in the role.

22. Operations take place from four depots Countywide in Gamston, Markham Moor, Bilsthorpe and Newark. There are a total of 30 gritting lorries in the fleet ensuring adequate availability throughout the season to cover the 23 routes. In addition, there are two gritting tractor units and two towable gritting units which can be mobilised during severe weather

23. 1,382 grit bins are located across Nottinghamshire providing a resource to enable members of the public to self-help in the event of snow and ice. These bins are placed at highway junctions, where there is a steep gradient or in heavily pedestrian traffic areas, predominantly on roads not subject to routine precautionary gritting. The grit bins are inspected and refilled at the beginning of each season, and maintained throughout the winter.

24. Communications strategy is agreed between Via, highways officers and communications teams at the start of each season including operational arrangements, publication of key facts and figures and out of hours contact numbers and contact with local media. During the winter communications are managed through Council's communication team using social media to advise on conditions and activities.

Other Options Considered

25. Ensuring, as far as reasonably practical, that safe passage along a highway is not endangered by snow and ice is a statutory duty under section 41(1A) of the Highways Act 1980. Removing any obstructions arising from an accumulation of snow on the highway is also a statutory duty under section 150 of the Highways Act 1980. As such the County Council as highway authority is responsible for the fulfilment of these duties.

Reason/s for Recommendation/s

26. The manner in which the service is provided, the routes, operational, management and recording arrangements have been developed over a number of years to provide the best balance of service against costs against risk. Whilst the highway officers continue to review operations and routes no significant alternative options for the delivery of the service are considered suitable at this time.

Statutory and Policy Implications

27. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, sustainability and the environment and ways of working and appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

It is **recommended** that Committee:

- 1) That Members endorse the procedures and communications approach relating to the highways winter service contained within the report

Adrian Smith
Corporate Director, Place

Name and title of report author

Dave Tebbett, Head of Operations, Via East Midlands Ltd
Gary Wood, Group Manager Highways and Transport

For any enquiries about this report please contact

Kevin Heathcote, Team Manager, 0115 804 2131

Constitutional Comments – (LMcC 04/09/17)

The Communities and Place Committee is the appropriate body to consider the content of the report. If Committee resolves that any actions are required, it must be satisfied that such actions are within the Committee's terms of reference

Financial Comments – (SES 08/09/17)

There are no specific financial implications arising directly from this report.

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Winter Weather Plan
- Highway Network Management Plan
- Winter Service Plan

Electoral Division(s) and Member(s) Affected

All

5th October 2017**Agenda Item: 6****REPORT OF CORPORATE DIRECTOR OF PLACE DEPARTMENT****EAST MIDLANDS RAIL FRANCHISE CONSULTATION****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the proposed East Midlands rail franchise response as detailed in this report and in the attached appendix.

Information and Advice

2. Nottinghamshire is currently served by four rail franchises (Cross Country, East Coast, East Midlands, and Northern). The East Midlands franchise currently offers 470 services each weekday and provides 26 million passenger journeys each year. The franchise is made up of four distinct passenger markets:
 - Intercity long distance services between Nottingham, Derby, Leicester, Sheffield, and London
 - Inter-urban services between Norwich and Liverpool calling at a number of major towns and cities including Nottingham, Manchester, Sheffield, Grantham and Peterborough (as well as local centres in Nottinghamshire such as Mansfield, Newark, Bingham, Radcliffe and Netherfield)
 - Local and regional services centred on Nottingham, Derby and Lincoln providing connections to a range of regionally important destinations, as well as a large number of smaller rural locations. These services include the Robin Hood Line, the Poacher Line to Skegness and the Nottingham to Lincoln lines
 - London commuter services (using the same trains as the intercity routes) carrying commuters into London St Pancras by trains stopping at Corby, Kettering, Wellingborough, Bedford, Luton and Luton Airport Parkway.

East Midlands rail franchise timetable

3. Each franchise has a separate schedule and the East Midlands franchise was originally due to end in March 2015. The franchise has, however, been extended several times and is now planned to end in August 2019 (a proposed timetable for the franchise is shown in the table below). Consultation on the proposed East Midlands rail franchise from August 2019 until at least March 2026 was published by the Department for Transport (DfT) on 20th July 2017. The consultation period runs for 12 weeks from 20th July to 11th October 2017 and is seeking views on the East Midlands franchise network now as well as how to improve it in the years to come, covering topics such as:

- Changes to existing services
- Service enhancements (such as routes operated, frequency of services; journey time improvements; on-board capacity; and on-board facilities)
- Access to stations
- Ticketing and information
- Community rail partnerships.

Date	Activity
20 th July 2017	Start of public consultation
11 th October 2017	End of public consultation
April 2018	Issue invitation to tender to bidders
July 2018	Receipt of bids
Autumn/Winter 2018/19	Assessment of bids
Spring 2019	Contract award to winning bidder
August 2019	Start of new franchise

Consultation response

4. East Midlands Councils (EMC) commissioned specialist transport consultants to work with all of the councils to develop EMC's response. The work undertaken by these consultants, particularly on potential changes to services, has helped inform the County Council's response.
5. A summary of the County Council's response to the consultation is attached as appendix 1 but the following paragraphs highlight some of the key issues included in the Council's response.

Electrification of the Midland Mainline route

6. Government has suggested that the introduction of bi-mode trains (running on diesel and an unspecified non-diesel source) by 2022 which are to be required as part of the East Midlands Rail Franchise would mean that electrification of the Kettering to Nottingham and Sheffield section of the route is no longer required. Whilst there is no direct question relating to the electrification of the Midland Mainline route; a response to Government's decision to withdraw funding for this project in line with the 'High Speed 2 and wider rail issues' Policy Committee report of 13th September 2017 and the County Council Motion agreed at the 21st September 2017 meeting of the Full Council has been included in the consultation response.

Transfer of routes between franchises

7. The DfT is proposing to include the transfer of two routes from the Cross Country franchise to the East Midlands franchise:
 - Birmingham to Nottingham – as this could facilitate the restoration of some through trains, e.g. Birmingham to Lincoln
 - Birmingham to Leicester/Stansted – as this would allow bidders flexibility to offer new services, e.g. East Midlands Stations to Cambridge/Stansted Airport.
8. The DfT is also proposing to include the transfer of part of the existing Liverpool to Nottingham service from the East Midlands franchise to the TransPennine Express franchise, potentially including a split of the services at Nottingham or Sheffield. Transferring this service could offer more flexible journey opportunities within each franchise area; a more efficient, cohesive

service between cities (particularly on the north-western section of the route); and a more consistent on-board service.

9. The County Council would support these changes but only on the understanding that they will provide improved rail links and/or improved rail services for Nottinghamshire residents and businesses to help support local economic growth.

New, or changed routes

10. The consultation seeks views on a number of changed or new routes some of which would benefit the county, but one of which would negatively impact services to London.
11. There are various options available to change the existing Liverpool to Norwich line to offer improvements to this service, such as through splitting it to create two separate services, having the services spread at different more regular intervals (e.g. every 30mins), and/or missing out some of the local stations (outside Nottinghamshire). The service currently suffers from a lack of capacity between Liverpool and Nottingham, slow journey times, sharing the Sheffield to Manchester section with other operators and not connecting the East Midlands to the key market of Cambridge. The County Council would support the introduction of any of the options available to address these issues.
12. The County Council support the proposal to vary the current service to Norwich to call at Cambridge and Stansted as this has the potential to improve economic links with these two areas but would require alternative services to Norwich (such as a diverted Birmingham to Stansted service which could travel to Norwich instead).
13. The County Council does not support additional longer distance services, between London and Nottingham or Sheffield, stopping at Luton Airport Parkway station as this will add additional journey times to these services. Instead an enhanced, faster and suitably branded Thameslink service is seen as the better solution to meet the needs of the airport to serve the London market or utilising commuter services to Corby.
14. The consultation includes a specific question about support for the proposal to reopen the rail line between Shirebrook and Ollerton to passenger trains. It also asks what sources of investment could be identified to fund this proposal. The County Council has already invested over £200,000 on feasibility work to help progress its opening (no other organisation has funded any of these works). It is estimated that it will cost a further £1m to undertake the remaining feasibility works which the Council is unable to fund. The feasibility work to date has identified the capital costs at over £20m and likely ongoing revenue costs approaching £1m per year to reopen the line and again the Council is unable to fund these itself. The Council therefore considers that it is up to Central Government, if it supports the scheme, to lead on the identification and pooling of funding resources for the remaining feasibility work, as well as the capital works and ongoing running costs. The County Council supports the reopening of the line but only should a funding package be assembled by the Department for Transport that does not require the County Council to fund the majority of the capital costs, and does not require the County Council to fund the ongoing revenue liability.

Service enhancements

15. A number of questions relate to service enhancements, including increased frequency of services, line speed improvements, overcrowding/capacity/rolling stock, and on-board facilities.

16. The County Council has identified that most routes require improvements to help ensure that services support economic growth, deliver continued improved performance of rail services, and have a passenger focused approach. Such improvements include:

- Improved journey times (particularly to regional and local centres where we would want to secure at least 60mph overall journey speed, meaning rolling stock must be able to travel at 90mph or faster for most of the journey)
- Service enhancements to increase the frequency of services (including later departure and arrival times)
- Either additional services, or increased rolling stock to reduce overcrowding on services throughout the day (including seasonal services)
- Better integration between services, especially between local and regional services
- Improved on-board facilities, such as baggage storage, information provision and Wi-Fi.

Access to stations

17. To improve the door-to-door journey, stations also need to be easy to access by all modes of travel and perceived as safe by users. Our rail network should be accessible for all people regardless of ability. The needs of people living with disabilities needs consideration both in accessing the rail network and also travelling on the rail network.

18. Therefore, all stations in Nottinghamshire should be accessible for all rail users and station investment funding should be made available to make access improvements at rail stations; prioritised on delivering step-free access without crossing tracks.

Ticketing

19. Ticketing options need to be easy to understand and clearly communicated. 'Smart' ticketing should be made available allowing multi-modal travel to/from the station as well as rail travel. Such smart ticketing should also be available on a pay-as-you-go and/or capped basis to encourage its use. Ticket machines at rail stations need to recognise all ticket types available.

20. Ticket options also need to be reviewed to help people access jobs and training, such as new ticket options for passengers who travel fewer than five days a week; and/or discounted ticket options offered for those in training, apprentices or those attending job interviews.

Community rail partnerships

21. There are currently two East Midlands Trains community rail partnerships (CRPs) within Nottinghamshire. CRTs and specifically community rail officers, could be utilised to increase patronage and community involvement elsewhere in the future. Funding of CRPs is, however, difficult and given that it is the rail operator that benefits from such patronage growth it is considered that they should therefore be funded by the successful franchisee should CRPs meet specific previously agreed criteria.

Other Options Considered

22. The other option is to not respond to the consultation. This, however, has been discounted as it is thought that the County Council should respond to the consultation to help ensure that the rail improvements believed to be necessary to support delivery of the Council Plan, and the emerging Place Plan, are considered as part of the next East Midlands rail franchise.

Reason/s for Recommendation/s

23. The responses detailed within this report and its appendix have been developed to reflect a balance of member, public and stakeholder requests and priorities, evidence of need (including technical analysis) and to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives.

Statutory and Policy Implications

24. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Public Sector Equality Duty implications

25. The report and response to the rail franchise consultation has considered the potential implications of the rail services offered to all people including those with protected characteristics; and the proposals in the consultation response will not have a differential impact on a person/service user with a protected characteristic.

Implications for Sustainability and the Environment

26. The report and response to the rail franchise consultation includes specific references to the need for the environmental impact of all the services and facilities delivered by the operator to be considered by them and that they should be carried out in such a way that they consider environmental impacts and deliver environmental improvements (e.g. improve air quality, minimise waste and pollution, and improve the built environment).

RECOMMENDATION

It is recommended that Committee:

- a) Approve the response to the East Midlands Rail Franchise consultation as detailed within this report and its appendix.

Adrian Smith - Corporate Director Place Department

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager

Constitutional Comments (SJE 26/09/17)

27. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for consultation responses regarding the exercise of the Authority's

functions relating to the provision of passenger transport services, including rail initiatives, has been delegated.

Financial Comments (GB 25/09/17)

28. There are no direct financial implications arising from this report.

Background Papers and Published Documents

- East Midlands Rail Franchise Public Consultation – Department for Transport, July 2017
- East Midlands Councils' draft East Midlands Rail Franchise response
- High Speed 2 and wider rail issues report to 13th September 2017 Policy Committee

Electoral Division(s) and Member(s) Affected

- All

Appendix 1 – Draft East Midlands Rail Franchise consultation response

Q1. How do you think closer co-operation between staff in Network Rail and the operator of the next East Midlands franchise can be achieved?

As the railway in the UK is split between those who provide and maintain the tracks and those who operate the services, it is important that these organisations work collaboratively to deliver services. It is also important that the different franchisees work collaboratively.

This collaboration/co-operation is required to ensure that the franchise delivers continued performance improvement, with a passenger focused approach to service delivery and maintenance/enhancement works.

Ultimately it is for the DfT, as procurer of these services, to determine how to ensure that the most effective co-operation takes place but this may be achieved through co-location of these organisations; and a greater role for those with a responsibility for the local transport and economic strategies to ensure that decisions concerning balancing the needs to maintain/improve the infrastructure and operate services are made that support such strategies and retain a passenger focus as the highest priority.

Q2. How can the operator of the next East Midlands franchise engage with community rail partnerships or heritage railways to support the local economy to stimulate demand for rail services in the region?

DfT's National Community Rail Steering Group research suggests that CRPs can increase annual rail patronage by 2.8% (above the equivalent annual background rail growth) by promoting and marketing the rail offer. Station supporter/friend groups and CRPs can also help make the railways safer and more welcoming.

Within Nottinghamshire there is the Poacher Line CRP; and a recently formed North Notts and Lincs CRP; and these, as well as potential future CRPs should be encouraged and facilitated by the future East Midlands franchise operator, working in partnership with local authorities and the D2N2 Local Enterprise Partnership.

Funding of CRPs should not, however, fall to the local authorities in which the CRPs operate. Given that it is the rail operator that benefits financially from such patronage growth it is considered that they should therefore be funded wholly by the successful franchisee (but recognise that there should be agreed criteria that a CRP should meet to be eligible for such funding).

Q3. Do you think that the operator of the train service, stations and support services should take the following into consideration when they run the franchise:

- *The environment?*
- *Equality?*
- *Communities in the areas they operate?*

If so, how should they do this?

Government and the operator should consider all of the above when carrying out their business.

The environment

The environmental impact of all the services and facilities delivered by the operator should be considered by the operator and they should be carried out in such a way that they:

- Improve air quality and reduce emissions (of carbon and all other particulates) through both its day to day business activities and by offering an attractive alternative to the car
- Minimise waste and pollution, including procurement, maintenance, operation and cleaning
- Improve the built environment especially at and around station environments

Where any operations would adversely impact the above they should be offset with appropriate and proportionate mitigating measures.

One of the most important potential impacts on the environment is the decision, without consultation, to abandon the procurement of electric rolling stock and electrification of the Midland Mainline which passes through a number of air quality management areas (AQMA), including those at Nottingham, London, Sheffield, Derby and Leicester, and close to the AQMA in Trowell. Government's own publication "Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities" states "Electric trains are zero-emission at the point of

use, which makes them ideal for areas at risk of air quality problems". Government has missed the opportunity to show leadership through train specification to help tackle these air quality issues.

Equality

The operator should ensure that the jobs, services, information, ticketing (including costs), and all infrastructure within its operations/on its network are accessible and available to all users. The operator, when making decisions concerning the above, should demonstrate that they have shown due regard to:

- eliminate discrimination, harassment, victimisation
- advance equality of opportunity between people who share a protected characteristic and those who do not
- foster good relations between people who share a protected characteristic and those who do not.

Protected characteristics include age, disability, gender reassignment/identity, marriage and civil partnership, pregnancy and maternity, race/ethnicity, religion or belief, gender, and sexual orientation.

Equality impact assessments should be undertaken when necessary to assess the potential impact that proposed decisions or changes to services could have on the community and those with protected characteristics; and to identify potential ways to reduce any impact that a decision/change in service could have.

Communities in the areas they operate

The winning bidder can make a real difference to communities and businesses by conducting business responsibly and in a way which engages with and supports its neighbours, communities and customers. For example, through:

Employment opportunities

Rail can support local businesses, connect to workforce and customers, share industry learning to other industry and engage with schools and colleges to promote the industry.

Operators should be incentivised to engage with the business and education sectors across the regions within which they operate by setting targets for:

- working with local schools and colleges to promote a career in the rail industry and rail safety
- apprentices and local employment – especially from backgrounds which find it harder to access the job market (e.g. people with disabilities, from deprived or disadvantaged backgrounds)
- seeking to address diversity gaps through recruitment
- local work placements and graduate trainee positions
- ensuring that apprenticeships lead to permanent jobs and a career in the rail industry
- paying the living wage as a minimum and not use zero-hour contracts

Training

In addition to the training offered through apprenticeships and graduate trainee positions the operator should seek to upskill its existing workforce.

Investing locally

The rail industry has a strong base in the East Midlands, this directly and indirectly supports many jobs within Nottinghamshire. We would like to see the operator support and grow the local economy by for example, active engagement with the D2N2 LEP, investing in the local economy by using local suppliers whenever possible (also reducing the impact of travel on the environment and creating local social value), and paying suppliers promptly.

Community engagement

The operator should take responsibility for their customers and the impact of services on communities who live adjacent to the railway and near stations. The operator should work with local communities to add value to these communities and at the same time promote the railway, the industry and messages of safety. The operator should actively engage with communities on any plans that may impact on the community (including non-rail users); and to resolve issues caused by the railway and its operations.

Q4. Do you agree with our proposed approach, which could reduce journey times on long distance services and increase the likelihood of getting a seat?

In order to support the continued economic growth by increasing connectivity, for residents and businesses across the county and the East Midlands there needs to be investment during the franchise to:

- improve intercity connectivity from Nottinghamshire to the major cities in the UK, especially London, Birmingham, Manchester and Liverpool, Leeds and Sheffield, Cambridge and Scotland, as well as to key air and sea ports
- improve services between Nottinghamshire stations (including Nottingham) and the East Midlands regional cities of Derby, Leicester and Lincoln
- enhance local services providing access for outlying communities into the key towns and East Midlands regional cities.

This requirement to improve intercity, regional hub and local rail services is consistent with both the Midlands Engine and Midlands Connect initiatives. These improvements to routes, capacity and quality will help make travel attractive to people and increase use of the regions railway, not only for commuter and business trips, but also leisure, retail and other trip purposes which support the regional economy.

The County Council therefore supports the proposed approach to reduce peak journey times on long distance services between Nottingham and London and increase the likelihood of getting a seat. As the consultation document points out, there are two key markets on the Midland Mainline – the long distance intercity market and the commuter market from stations closer to London. It is important that the long distance intercity market is not disadvantaged to benefit the London commuter market and that the County Council is consulted on any proposed changes to such services.

Midland Mainline intercity services are essential to support the economic vitality of the region, this is because it is important to connect businesses to their customers and core markets. Nottinghamshire depends on good (i.e. fast, efficient and comfortable) links to London and the south, but also the West Midlands, the north (including Yorkshire, Lancashire, and further afield), and the east (including Lincoln, Cambridge and Norwich).

Faster journeys are essential to make the region economically efficient and competitive as well as ensure rail journeys are car competitive. In terms of journey times we would like to see the following achieved:

- Nottingham to London in 90mins
- On limited stop services to the key economic centres of Birmingham, Cambridge, Leeds, Liverpool and Manchester we are looking to secure at least 60mph overall journey speed, meaning rolling stock must be able to travel at 90mph or faster for most of the journey.

The journey speed improvements should be secured by procuring/utilising rolling stock with improved performance and through infrastructure investment. The County Council does not wish to see the journey speed improvements achieved through the removal of existing stops due to the detrimental impact this will have on the communities affected, unless robust mitigation measures are planned and put in place. It is therefore assumed that existing calling patterns would be retained, although the spacing of some service calling patterns could be improved and made more regular.

We feel that the franchisee is best placed to make the operational and commercial decisions regarding calling patterns, provided that when considering changes they:

- Survey passenger flows to inform decision making
- Consider the impact of any change on all station pairings
- Ensure that services are well timed for connections in both directions and convenient for travellers to interchange
- Align their proposals to Network Rail's improvement plans, so that this investment benefit is fully unlocked
- Demonstrate that the service has adequate capacity to accommodate predicted and future passenger numbers
- That mitigation is put in place for disadvantaged passengers, and that services they are displaced onto similarly has adequate capacity, especially important are time sensitive education trips, and
- Consult with the County Council, and others, before making a decision on any change.

The services into and out of London require later departure and arrival times into London, and on Sundays increased frequency which would allow the slow journey time to be addressed, avoiding every train having to call at every station.

Q5. *What are your suggestions about how to mitigate the potential loss of some direct services between Oakham, Melton Mowbray and London?*

No comment.

Q6. *What are the particular services, routes and times of day when you think additional space for passengers are most needed?*

Ensuring the network has sufficient capacity to address both the existing problems of over-crowding and be able to accommodate the anticipated growth of each town/City throughout the life of the franchise is a primary strategic objective as failure to deliver the required capacity will harmfully hold back economic growth.

Existing problems

Below is a list of the existing services that are regularly overcrowded which are in need of increased capacity, longer trains or (preferably) more frequent services:

- Nottingham to London – commuter services
- Nottingham to Liverpool – this service is frequently over-crowded, especially when two-car units are deployed rather than four-car units
- Nottingham to Birmingham – along the length of Cross-Country service (appropriate if this service is re-mapped)
- Nottingham to Derby – weekday am-peak
- Nottingham to Matlock – weekday am-peak
- Matlock to Nottingham – weekday pm-peak
- Nottingham to Leicester – weekday am-peak
- Nottingham to Skegness (direct services and via Grantham) – all school holiday periods (including bank holidays), particularly Mondays, Fridays and Saturdays, peak demands are driven by holiday accommodation change over. Currently buses are used to increase capacity, as a solution this is less than ideal, but is clearly better than leaving large numbers of passengers behind. Very large quantities of luggage add to capacity issue
- Newark to Grimsby – weekday-am and pm-peaks (luggage also an issue)
- Grimsby to Newark – weekday Mid-morning and pm-peak (luggage also an issue)
- Nottingham to Worksop – weekday pm-peak
- Nottingham to Mansfield – weekday pm-peak

Solutions to existing problems

To address the capacity issues above we would like to see the following service enhancements as a minimum to address current overcrowding:

- Increased Sunday frequency enhancements to services to/from London
- Funding the two trains per hour between Nottingham and Lincoln currently supported by stakeholders; and faster journeys from Lincoln and Newark to Leicester with limited stops south of Nottingham
- A new Nottingham to Grantham stopping service to provide at least peak hour stops at all stations, and ideally throughout the day too. This would help free up capacity on the overcrowded existing services, which could be accelerated to become semi-fast limited stop trains
- Longer trains on the other services listed.

Future capacity issues

The potential growth across the county (and East Midlands) will likely cause additional overcrowding on many services. Therefore the franchise specification should model the anticipated growth by line of route. We understand that East Midlands Councils has provided the DfT with details of employment and housing growth sites in the proximity of stations to enable them to do so. Such modelling should consider the growth impacts and suitability of services on the different types of rail users including commuters, business travellers, family groups, leisure/retail users, people with disabilities and those travelling with luggage such as to airports or on holiday.

Special events

The operator should also work with event organisers and the police to provide adequate services to enable people access events by rail (e.g. sports events, such as football, rugby and test cricket matches; horse races; and other annual events). This could include service enhancements (regularity, later/earlier services etc.) to extend the service offer so people can travel to or from the event by rail.

Q7. Which on-board facilities in order of preference (these are listed in the response form), are most important to you:

- On short distance journeys (up to 60 minutes)
- On long distance journeys (over 60 minutes)

Short-distance services:

Baby changing facilities 4

Catering 12

CCTV 2

Cycle storage 7

First class areas 13

Free wi-fi 6

Luggage space 3

Power sockets 9

Pushchair space 5

Seat-back tables 10

Table seating 11

USB sockets 8

Wheelchair space 1

Long-distance services:

Baby changing facilities 2

Catering 9

CCTV 3

Cycle storage 11

First class areas 13

Free wi-fi 6

Luggage space 4

Power sockets 10

Pushchair space 5

Seat-back tables 7

Table seating 12

USB sockets 8

Wheelchair space 1

Q8. Which other on-board facilities should be:

- Introduced?
- Improved?

Well maintained, clean and operational toilets should be provided on all trains.

Prior to procuring new rolling stock, luggage storage solutions need to be explored to provide secure luggage/pushchair/cycle space for users. Overhead luggage facilities need to be able to accommodate cabin-sized luggage accepted on all popular airlines as a minimum (and potentially larger bags) as is already the case on mainland European rail services.

In the procurement of new trains it is worth noting that issues about speeding up boarding and wheelchair access through the use of on-board seat availability information and wider doors should also be considered.

With new intercity rolling stock not expected until 2022, it is essential that a refurbishment programme is put in place to upgrade the existing high speed train fleet.

Q9. How could your local train services be changed to better meet your current and future needs? (a number of options are listed in the response form)

At peak and/or off peak periods?

- All Nottingham to London services to be 90mins or less
- Limited stop services to the key economic centres of Birmingham, Cambridge, Leeds, Liverpool and Manchester to secure at least 60mph overall journey speed, meaning rolling stock must be able to travel at 90mph or faster for most of the journey
- Address capacity issues as detailed in the answer to question 6

During the early mornings, late evenings, or at weekends?

There is a need to enhance Sunday train services across the region, reflecting modern leisure, retail and short break markets. These services should mirror the weekday offer and address capacity concerns on services to/from London. The services into and out of London require later departure and arrival times into London, and on Sundays increased frequency which would allow the slow journey time to be addressed, avoiding every train having to call at every station.

At Christmas and New Year periods?

Services need to be able to accommodate the increased passenger and luggage space demands on intercity and regional services.

During the Summer period?

Services need to be able to accommodate the increased passengers and luggage space demands on services to popular holiday destinations, airports, and on intercity and regional services.

There are particular seasonal peaks on the Nottingham to Skegness service. The operator also needs to engage with Butlin's for Skegness services to develop a joint plan to manage holiday travel patterns and create a positive combined customer experience. Overcrowding takes place at the following times, and needs addressing by special services and existing service strengthening:

- Easter Holiday
- May Bank Holidays
- Summer half term holiday
- Summer period. Typically the summer period could be deemed as being weekend from the beginning of July to mid-September, as it extends beyond the school holiday.
- Autumn half term holiday; and
- During the week at the busier times of the year.

For students travelling to local schools?

No comment.

To special events? (and let us know which events you are thinking of)

The operator should also work with event organisers and the police to provide adequate services to enable people access events by rail (e.g. sports events, such as football, rugby and test cricket matches; horse races; and other annual events). This could include service enhancements (regularity, later/earlier services etc.) to extend the service offer so people can travel to or from the event by rail

New housing, employment or retail developments?

The potential growth across the county (and East Midlands) will likely cause additional overcrowding on many services. Therefore the franchise specification should model the anticipated growth by line of route. We understand that East Midlands Councils has provided the DfT with details of employment and housing growth sites in the proximity of stations to enable them to do so. Such modelling should consider the growth impacts and suitability of services on the different types of rail users including commuters, business travellers, family groups, leisure/retail users, people with disabilities and those travelling with luggage such as to airports or on holiday.

On journeys where interchange is poor?

Consider changing the timings/scheduling of local services to better connect with regional and intercity services to maximise the accessibility of the services (but not to the detriment of existing service standards).

Q10. What additional services would you wish to see provided in the next franchise?

The County Council would like to see the following additional services (further details and the reasons for the following requests can be provided if required):

Intercity

To London:

- The journey time between Nottingham and London to be reduced to 90 minutes
- An hourly service between Lincoln and Newark Northgate focused on enhancing connections at Newark to/from London. This might be done by providing an hourly service from Grimsby (possibly Cleethorpes). The service should be integrated with VTEC's proposed Lincoln to London service. Similarly timings at other north and south bound East Coast stations should be planned to enable interchange

To other regions:

The network should have a target of 60mph average speed for journeys between key East Midland cities and to key economic centres outside the region operated by rolling stock capable of achieving 90mph

Manchester/Trans-Pennine

- An hourly service between Leicester/Derby extended to Manchester, to run via Dore South Curve to minimise journey time. This could be linked to a new service from Cambridge (possibly Stansted Airport) to Leicester and Nottingham
- Improving the speed and timetable connectivity of the existing hourly Norwich to Liverpool service, including a review of the current stopping pattern and timetabling. Any proposal to split this service should be subject to joint user and stakeholder consultation, and full and meaningful dialogue with EMC, who do not wish to see detriment through a split service (for example)
- For capacity reasons, providing two trains per hour between Derby and Crewe, potentially by restoring an hourly limited stop service of through trains between Nottingham, Stoke-on-Trent and Crewe via Derby.

Birmingham and the West Midlands

- An hourly limited stop service of through trains between Lincoln and Birmingham via Derby, this would be in addition to the stopping service. This might be via the restoration of an hourly service between Lincoln, Newark and Birmingham via Nottingham and Derby but with limited stops
- An hourly service between Nottingham and Coventry via Leicester with limited stops. This might potentially be linked to a second Lincoln to Nottingham service to provide faster Lincoln and Newark journeys to/from Leicester).

Yorkshire and the North

- Improved journey times to Leeds from Nottingham.

Regional hubs

The network should have a target of 60mph average speed for journeys between key East Midland cities and to key economic centres outside the region operated by rolling stock capable of achieving 90mph.

- Funding the two trains per hour between Nottingham and Lincoln currently supported by stakeholders; and faster journeys from Lincoln and Newark to Leicester with limited stops south of Nottingham.
- An increase in service frequency and therefore capacity between Nottingham and Derby; Nottingham and Leicester; and Nottingham and Lincoln.

Local

We wish to see enhanced local services to enable communities to access employment, training, retail and leisure opportunities in larger urban areas to help improve economic activity in the county and the region. Newer rolling stock with better acceleration would help offset the increased journey times resulting from stopping at intermediate stations. Improved signalling and crossing upgrades should also allow for increases in journey times. We would wish the franchisee to:

- Reduce journey times
- Increase frequency
- Introduce newer rolling stock

- Increase capacity.

To increase capacity, strengthened trains, or better additional hourly peak-hour services in each direction should be provided between:

- Nottingham to Grantham stopping service to provide at least peak hour stops at all stations, and ideally throughout the day too
- To increase capacity, there is a need for additional vehicles on some services to/from Skegness during the summer and at bank holidays to support the tourism based economy of the Lincolnshire Coast.

Q11. *Do you support the proposal to reopen the line between Shirebrook and Ollerton to passenger trains? If so, what sources of investment could be identified to fund this proposal?*

The County Council has already invested over £200,000 on feasibility work to help progress the opening of the line between Shirebrook and Ollerton (no other organisation has funded any of these works). It is estimated that it will cost a further £1m to undertake the remaining feasibility works which the Council is unable to fund. The feasibility work to date has identified the capital costs at over £20m and likely ongoing revenue costs approaching £1m per year to reopen the line and again the Council is unable to fund these itself. The Council therefore considers that it is up to Central Government, if it supports the scheme, to lead on the identification and pooling of funding resources for the remaining feasibility work, as well as the capital works and ongoing running costs. The County Council therefore supports the reopening of the line but only should a funding package be assembled by the DfT that does not require the County Council to fund the majority of the capital costs, and does not require the County Council to fund the ongoing revenue liability.

Q12. *Do you think that the current number of services on the Midland Main Line to and from Luton Airport Parkway is adequate?*

Access to international markets for people and goods is important to Nottinghamshire businesses. Research undertaken by East Midlands Chamber (Derbyshire, Nottinghamshire, Leicestershire), however, suggests that businesses in the region mostly use East Midlands airport, followed by Birmingham airport, and Luton airport is only the 7th most important airport. The story is similar for freight.

Given the relative lower importance of Luton airport to businesses in the East Midlands, when compared to other airports, additional stops at Luton Airport Parkway station by services to/from London is in conflict with the County Council and regional aspiration to improve journey speed to London from Nottingham.

Faster trips to London is expected to have a greater impact on economic growth across the county and the East Midlands and as such Nottinghamshire County Council does not support the airport's aspirations which if implemented would either extend journey times or result in a reduced calling pattern to offset the new call at the airport. The need for faster journey times from Nottingham to London is especially important in the medium term, mindful that the West Midlands will secure an economic advantage by being connected to HS2 before the East Midlands.

Luton airport is well served by services from London, although would benefit from more frequent and faster journey times from London and the proposed 1.4 mile rail shuttle service which the local Council is proposing will improve connectivity between Luton Airport Parkway station and the airport terminal building.

The London to airport improvement is best delivered through the Thameslink franchise and the plans that Thameslink are currently developing, the Council promoted rail shuttle service, rather than through increased stops on Midland Mainline services. The criticality of a 15 minute journey time saving to the airport needs to be put in the context of the requirement to then transfer between the station and the airport, plus the check-in time, these trips are much less time sensitive than business trips between the East Midlands region and London.

Q13. *Would you like additional fast trains from London each hour to call at Luton Airport Parkway if this meant that, as a trade-off:*

- *Some services are withdrawn from other stations, such as Luton?*
- *Journey times to other stations may increase?*
- *Freight capacity and/or frequency is reduced?*

The County Council does not support additional fast services stopping at Luton Airport Parkway station as this will impact on journey times. Instead an enhanced, faster and suitably branded Thameslink service is seen as the better solution to meet the needs of the airport to serve the London market.

Q14. *How could the train service be better at meeting the needs of passengers travelling to and from airports within the East Midlands Franchise*

There is a need to provide better connectivity to airports served by the East Midlands franchise – East Midlands, Birmingham, Luton and Manchester airports. These routes include the Nottingham to London (East Midlands Parkway and Luton); Nottingham to Birmingham; and the Nottingham to Liverpool-Norwich service which is used as access to Manchester Airport, albeit involving a change at Manchester Piccadilly. The improvements to these services are detailed elsewhere in this response but includes regularly spaced services; faster, more reliable services; capacity improvements; and luggage space improvements on services to these destinations. Increased stops at airports should, however, only be provided where they do not reduce existing journey times, or stops at stations on existing services.

Q15. *What ideas do you have for improving the current service on the Liverpool – Norwich route?*

The Liverpool to Norwich service provides a key link between Nottingham and a number of cities. There are, however, a number of problems on the route that need to be addressed:

- Lack of capacity between Liverpool and Nottingham, particularly when the operator provides shorter trains (i.e. two carriages rather than four as is often the case currently). This should be improved by firstly providing services with sufficient capacity, as well as new rolling stock with significantly increased capacity
- Slow journey times – Journey times and average speeds along the route are poor. The journey from Nottingham to Manchester is an 80mile journey but takes 109minutes undertaken at an end to end speed of only 44mph despite the trains operating on the route being capable of 90mph; and their being long distances between a number of stops. Options to improve journey times should include the investigation of:
 - missing out local stations on these services, with these lost stops being replaced by a local service at the same frequency (or better)
 - working with Network Rail to identify and implement line speed improvements
 - better/more efficient co-ordination of services
- Not connecting the East Midlands to the key market in Cambridge. Passengers travelling east from Nottingham currently have to change at Ely for connections to Cambridge and Stansted Airport. Cambridge is rapidly growing in importance as a centre for high technology and a direct rail link would be of benefit to Nottinghamshire. A direct rail link to Stansted Airport would also be of benefit. Such links could potentially be achieved by alternating trains either going on to Norwich or via Cambridge to Stansted Airport
- The service is also complicated along the Hope Valley where it shares the Sheffield to Manchester route with other operators; and by the fact that the current route is extended by 9½ miles (and 17 minutes), by trains leaving the direct route at Dore to go into Sheffield and then retracing their steps back out again to Dore.

Any option for improving the route must help address the issues listed above.

Q16. *Would you support changing the destinations served by the existing Birmingham – Stansted Airport service, such as serving Norwich instead of Stansted Airport?*

In order to provide strong economic links between Nottinghamshire and Cambridge, as well as the international gateway via the airport, the County Council support the proposal to vary the current service to Norwich to call at Cambridge and Stansted delivered by splitting the Liverpool – Norwich service at Ely, rather than replacing it by a diverted Birmingham to Stansted service.

Any changes to the services should be designed with conveniently timed interchange at Ely. It is our understanding that the improvements being planned for Ely North Junction would provide service resilience to this and other existing services as well as facilitate the enhanced services being sought by the East Anglia regional partners.

Q17. Are you in favour of these route changes?

- *Liverpool – Norwich*
- *Birmingham – Nottingham*
- *Birmingham – Leicester/Stanstead*

Liverpool to Norwich

See the answer to Q15 above.

The Liverpool to Norwich service crosses a number of regions, and therefore could fall into a number of franchises. Our view is that it is best left in the EM franchise due to its central location with other regions and because the majority its length (both miles and time) are within the Peterborough to Sheffield area. It allows for similar ticketing through a single operator arrangement for much of the route; in contrast to the northern route which is served by three operators (East Midlands, Transpennine and Northern). Improving the speed and timetable connectivity of the existing hourly Norwich to Liverpool service, including a review of the current stopping pattern and timetabling, is however required. Any proposal to split this service should be subject to joint user and stakeholder consultation, and full and meaningful dialogue with interested parties.

If there is to be a split to this service (including a split between operators) then this needs to reflect the existing capacity needs between Nottingham and Sheffield/Manchester.

It is, however, important that there is no deterioration of existing services for rail users through a split service or split operators. Whoever the operator, it is important that they offer a co-ordinated, competitive and high quality intercity service; and that the route should have an integrated ticketing offer, improved/sufficient rolling stock and improved journey times.

Birmingham to Nottingham

The role of the services on these lines need to fit in with the regional (semi-fast) and local (commuter) services set out in EMC's Strategic Statement.

Although this route is currently not part of the East Midlands franchise rail services to and through Birmingham are extremely important for Nottinghamshire business and leisure travellers. New Street Station, as well as being the principal gateway to Birmingham from Nottingham also offers critical interchange opportunities for onward services, in particular to the South West and to Birmingham International (for the airport and NEC). This route, connecting the largest urban areas in the east and west Midlands, is therefore extremely important and should be maintained and enhanced to ensure the continued economic prosperity of the connected regions.

The current rail service between Nottingham and Birmingham is slow and we would like to see journey times between Birmingham and Nottingham reduced to at least 60 minutes, to allow it to be competitive with the same car journey. Services are also frequently over-crowded at peak times, with passengers having to stand for at least 15 to 20 minutes on a number of sections of the Birmingham to Nottingham route on pm peak services.

We believe that this route should be brought within the East Midlands franchise and this route treated as an inter-city route between two core cities rather than a slow regional route; with the introduction of new rolling stock with significantly increased capacity and reduced journey times.

If the above arrangement is accepted, a further reason for the Nottingham to Birmingham regional service transferring to the EM franchise from Cross-Country is that this would facilitate the restoration of through trains between Lincoln and Birmingham, by providing the option to coordinate the timetable or potentially even convert the two services into a single through service.

Q18. Would you like to see any other routes transferred to or from the East Midlands franchise? If so, which routes?

None

Q19. Do you support increasing the frequency of train services in Lincolnshire despite the impact this may have on level crossing users?

No comment

Q20. How can we improve all aspects of your door-to-door journey experience?

Rail stations need to be accessible by all modes of transport, how this is done depends on the station location and scale of use, it is recommended that the operator develops 'station travel plans' where necessary in partnership with the local highway/transport authority that has responsibility for the local road and bus network. Key to this is providing better integration between the rail station/train services and all other modes of transport:

- **Bus/tram** – up to 25% of rail users access the station by bus (or tram). Bus and tram options need to be well signposted in the stations, describing which bus to catch, where to catch it, and the hours/days of operation. Where a rail station is not visible from the nearest bus/tram stop then the rail station needs to be sign-posted too. Multi-modal ticketing on a standard ticket platform is key to improving the door-to-door experience; and delivering seamless journeys
- **Cycling and walking** – well lit, safe, sign-posted walking and cycle routes should be provided wherever possible (including within station grounds), with adequate cycle parking provided in a secure environment, ideally staffed, but at the very least overlooked by staff at the larger stations, and covered by CCTV at all stations. Cycle hire schemes at train station could also be considered where there is a business case for such schemes (and where private scheme operators are prepared to fund such schemes). Adequate cycle facilities also need to be provided on trains to enable cyclists to complete their 'door to door' journey by bicycle
- **Car parking** - needs to be managed to promote its use for rail users, but the pricing of car parking (if any) needs to be no higher than nearby town or city centre parking. Car parks should be safe and secure, this can be achieved by installing CCTV and through good maintenance. Car parking provision should also ensure that parking does not negatively impact on local communities
- **Ticketing** – Ticketing options need to be easy to understand and clearly communicated. 'Smart' ticketing should be made available allowing multi-modal travel to/from the station as well as rail travel. Such smart ticketing should also be available on a pay-as-you-go and/or capped basis to encourage its use. Ticket machines at rail stations need to recognise all ticket types available. Ticket options also need to be reviewed to help people access jobs and training, such as new ticket options for passengers who travel fewer than five days a week; and/or discounted ticket options offered for those in training, apprentices or those attending job interviews
- **Information** – real-time information and staff support is needed for every leg of a customer journey, not just the train leg (or legs). The rail industry needs to provide information and help beyond its boundary (e.g. people who miss their specified train should be able to travel on the next train without penalty if they can show that this was due to the failure of another public transport mode or operator)

Q21. What more could be done to improve access to, and provide facilities at stations, including for those with disabilities or additional needs?

The rail network should be accessible for all people regardless of ability/disability. The needs of people living with disabilities need consideration both in accessing the rail network and also travelling on the rail network. To improve the door-to-door journey, stations also need to be easy to access by all modes of travel and perceived as safe by users.

Therefore, all stations in Nottinghamshire should be accessible for all rail users and station investment funding should be made available to make access improvements at rail stations; prioritised on delivering step-free access without crossing tracks. A station investment programme needs to be put in place and adequately funded through the franchise to achieve satisfactory station standards as detailed below. This is important to improve safety and the attractiveness of rail. Key barriers to address include:

- step free access to platforms (e.g. Kirkby in Ashfield and Netherfield stations both have stepped access to the platforms; and access between the two platforms is difficult at Beeston and Bingham stations)
- appropriate safer, covered waiting facilities
- accessible ticket office or ticket vending machines
- set down points and parking for people with disabilities
- provision of car parking facilities at rail stations outside urban areas to assist in the modal shift from road to rail; and to prevent intrusive commuter parking
- appropriate safe, secure cycle parking

- visible staff to assist passengers
- information assistance available in different formats, including about onward journeys.

Q22. How could the next franchisee operator make better use of stations for community and commercial purposes?

Community use of disused station buildings can add real value to the railway. Rather than allow station buildings to remain empty, it is considered better to bring them back into use creating a community asset and at the same time creating activity at the station which increases the stations welcome and perception of safety.

Stations generate footfall and this presents an opportunity which the franchisee should encourage the local community to embrace. Ideally the use of station buildings will add value to the station user (e.g. coffee shop, post office or corner shop, taxi office etc.), but could alternatively offer other community uses (e.g. community group meeting place).

Many stations are now unmanned and changes in technology and ticketing has the potential to enable a reduction in space given over to the ticket office where these are still provided which could be utilised for alternative uses.

Q23. What could be done to improve the way tickets are sold and provided?

Fares need to be easily understood by customers and offer an appropriate range of ticket options so that ticketing provides affordable, value for money travel for commuters, passengers making business trips, plus leisure and social trips. This means that ticket options need to be very well communicated to help simplify the options.

Tickets need to be easy for customers to research and purchase; and be available through a wide range of retail channels, including ticket offices, machines, and mobile/internet channels.

Smart ticketing should be provided across the whole Midlands Connect area and be comparable with the Greater London scheme with smart ticketing used on the regions buses, trams and all other TOCs services.

Station barriers must also be capable of recognising all available ticket types.

Q24. What changes to the fares structure would be of benefit to you?

The key challenge with fares is to make them value for money in terms of their costs, the journey distance/time and the comparable costs of travel (e.g. car use). Operators need to get the right balance between cheaper advanced fares and walk-up fares as it is not uncommon for walk-up fares to be expensive at times when many seats remain empty so more flexible and competitive fares could be considered at such times.

Information provision, designed to simplify the option message(s), must support the fares and ticketing offer. There is, however the need for products to meet different customer needs, for example those who work part-time, for whom a carnet solution may be more suitable. Smart ticketing, especially with pay-as-you-go and fare capping allows these options to be developed without the appearance of added ticket complexity, provided there is operator/customer trust.

The purchasing of tickets must be easy for customers and where refunds are payable, due to cancellation or delays, then ideally these should be repaid automatically.

Q25. What additional information would be useful to you when planning or making your journey, such as seat availability, journey times and connections? How would you like it to be communicated to you?

The need for additional information should ideally be linked to strategic objectives. The information should be issued through the full range of channels and adapted so that they are accessible for people of all abilities.

ECML have introduced platform indicators saying where available seating is on longer trains, this is a helpful innovation that supports efficient boarding. This could helpfully be utilised on the EM services and developed not just so that it reflects booked seats, but also seat utilisation in real-time. Such indicators could also be used on-board trains (as they are in other European countries) to help people find the exact location of available seats once on-board.

Providing customers with live information based on the customers' regular or expressed travel pattern could help customers plan their journeys more efficiently/effectively thereby reducing compensation payments, complaints and dissatisfaction.

Improved onward connectivity announcements and information is also needed, this includes rail connections, but also access to other public transport modes.

Q26. How could staff can be more effective in providing the service and assistance that passengers need on a modern railway network?

Customers value staff for many reasons, they are especially important for people with disabilities and at times of disruption and service problems. Their role varies from passenger assistance, information provision, tackling and reducing crime and reducing fear of crime. This is just as important on train as well as at stations. It is essential that staff are visible, well-trained and empowered to address passenger issues. It is also important that staff are briefed and knowledgeable on the performance of both East Midlands Trains services and other operators' services so that they can provide accurate up to date information on all operators' services that serve the station.

Q27. How would you prefer the next operator to engage with:

- You as an individual
- Your organisation (if applicable)?

The next operator should engage with local authorities through a partnership between the operator, DfT, East Midlands Councils and representatives from each of the local authorities to ensure effective franchise management, service/delivery improvements and performance overview.

Q28. What would make you feel safer and more secure on your journey in relation to:

- Trains?
- Routes?
- Stations?
- Other?

Feedback from passengers is that safety, and the perception of safety, is very important. TOC staff provide an important role at both deterring crime and moderating offensive behaviour as well as helping victims. It is therefore important that staff numbers are maintained and that they are visible to customers both on train and at stations, especially at times when customers can feel isolated or vulnerable (for example late evening trains or on isolated platforms).

A station investment programme needs to be put in place and adequately funded through the franchise to achieve the station standards described above. This is important to improve safety and the attractiveness of rail, measures such as CCTV (covering platforms, access routes and car/cycle parking areas) and the removal of Barrow Crossings along with appropriate investment such as a bridge/lift, to maintain station accessibility, will help improve safety, as will the reopening of disused station buildings by community groups.

On routes to stations, well-designed safe walking and/or cycling facilities will help people feel safer when making journeys on foot or by cycle.

On train, more thought needs to be given to the design and location of luggage storage to prevent theft (and/or concerns about theft), and the design needs to contain a degree of natural surveillance.

Q29. How do you think more investment might be put into the railways to match money already coming from government through Network Rail?

The County Council already commits funding to rail improvements through its capital programmes (e.g. integrated transport block funding), such as over £200k already spent on developing the business case for the opening of the rail line from Shirebrook to Ollerton. The limited funding available to the Council means that it is difficult to increase the levels already being allocated for such work.

The D2N2 Local Enterprise Partnership also already commits funding to rail improvements such as a contribution towards the MML improvements at Market Harborough.

Private sector/developer funding contributions could be sought from developments close to stations and rail lines (e.g. s106 developer contributions). There may also be the opportunity to secure funding from local major businesses/employers where there is a proven benefit of improvements for the business; and through 'business improvement districts' where these are in place and the improvements are considered a priority for them.

Q30. Are there any other areas that you think it is important for us to consider that have not already been discussed in this consultation?

Funding arrangements during the delayed award

The County Council, along with Nottingham City, Lincoln City, Lincolnshire County, Newark & Sherwood District and the D2N2 LEP are currently jointly contributing £205,000 per year towards the Castle Line (Nottingham to Lincoln) service enhancements. This funding contribution will expire in May 2018 (when the new EM Franchise was due to commence). As the delay in letting the franchise was outside the control of the LEP and councils it should not fall to them to continue to fund this line until the new franchise begins. The DfT will therefore need to fund any shortfall for the period from May 2018 until the new operator takes on these costs.

Midland Mainline Electrification

Nottinghamshire County Council is disappointed by the Government's decision to cancel the electrification of the Midland Main Line (MML), less than two years after the frequently delayed scheme was given the go-ahead. Decisions on investments like electrification should be taken in consultation with affected authorities and not simply led from London. The Council believes that the DfT is being short-sighted, as the proposed replacement bi-mode trains – designed to run on both existing lines and electric lines – are untested on such services, represent a poor replacement and are not as environmentally friendly. Furthermore, the Council believes that the Government's decision to cancel electrification of the MML, whilst continuing to fund the £30 billion Cross Rail 2 project in London, is unfair to the East Midlands and will limit our ability to capitalise on the investment opportunities linked to HS2. The County Council will therefore be writing to the Secretary of State for Transport asking him to recognise the importance of electrification of the MML to the Nottinghamshire economy and reconsider this decision as a matter of urgency; and will be seeking a meeting with the Secretary of State with the aim of delivering the electrification of the MML.

Planning for HS2

The franchisee must work with each of the local authorities (Nottinghamshire, Derbyshire, Derby city and Nottingham city councils) to ensure good future rail connections from across Nottinghamshire to the Toton HS2 station (e.g. developing plans for a frequent heavy rail shuttle service running direct from Nottingham station to Toton HS2 station; and the potential to operate services from Mansfield and Ashfield).

5 October 2017

Agenda Item: 7

REPORT OF THE SERVICE DIRECTOR SOUTH NOTTINGHAMSHIRE AND PUBLIC PROTECTION.

APPROVAL OF THE ENFORCEMENT POLICY AND PROSECUTION POLICY FOR THE TRADING STANDARDS AND COMMUNITY SAFETY SERVICE

Purpose of the Report

1. For Communities and Place Committee to approve a recommendation to endorse the policies and recommend their approval to Policy Committee.

Information and Advice

2. The role of the Service is to promote and maintain a fair and safe trading environment and to protect the interests of consumers and legitimate business. The Service enforces a wide range of business and consumer protection legislation relating to quality, quantity, safety, description and price of goods and services and carries out its duties in various ways including inspection, sampling, test purchasing, testing, investigation and legal proceedings, but also by informing, advising and educating businesses and consumers.
3. Whilst it is recognised that most businesses want to comply with the law, the effectiveness of legislation in protecting consumers and businesses depends on the compliance of those regulated.
4. The Enforcement Policy (**Appendix A**) sets out what those regulated can expect from the Service, providing guidelines on how it undertakes its duties. The Policies have always existed for the Service but do need to be periodically reviewed and approved to ensure they are up to date and still relevant.
5. The institution of legal proceedings can have a significant impact upon those who are brought before the Courts. Incorrectly made decisions to prosecute can also impact adversely upon the County Council.
6. The Prosecution Policy (**Appendix B**) sets out the factors to be taken into consideration before the institution of any legal proceedings. It sets out a robust framework for decision making. Both policies are often referred to by the defence and the Courts as to the approach the Officers have taken and the decision to prosecute.
7. Both policies have been developed to ensure that the approach Nottinghamshire County

Council Trading Standards and Community Safety Service takes in carrying out its enforcement duties and how it deals with noncompliance, are done so in an equitable, proportionate and consistent manner.

8. Both policies are public documents and are published on the Nottinghamshire County Council website at www.nottinghamshire.gov.uk

Other Options Considered

9. None

Reasons for Recommendations

10. The Trading Standards and Community Safety Service Enforcement and Prosecution policies have been reviewed and updated. They are both attached as appendix to this report, for the Committee to endorse and recommend their approval to Policy Committee.

Statutory and Policy Implications

11. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

12. This report contains no additional financial implications for the net budget of the service, with activity reported or that proposed being contained within existing service budget.

RECOMMENDATIONS

13. That the Committee
- 1) Approves the Enforcement Policy and the Prosecution Policy as set out in Appendix A and Appendix B to this report, and
 - 2) Recommends the policies are passed to Policy Committee for approval.

Paul McKay, Service Director, South Nottinghamshire & Public Protection.

For any enquiries about this report please contact:

Mark Walker
Group Manager, Trading Standards and Community Safety
Tel: 0115 977 2173
Email: mark.walker@nottsc.gov.uk

Constitutional Comments (SLB 29/08/2017)

14. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments (CT 30/08/2017)

15. The financial implications are contained within paragraph 11 of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- 'None'

Electoral Division(s) and Member(s) Affected

- 'All'

**Introduction**

This document sets out what businesses and others being regulated can expect from us and explains the Enforcement Policy of the Nottinghamshire County Council Trading Standards and Community Safety Service.

It provides information on:

1. The purpose of our Enforcement Policy
2. Our enforcement principles
3. How we can help consumers and businesses
4. Primary Authority Principles
5. Conduct of enforcement activity
6. Enforcement options available to us
7. Availability of policy
8. Commenting on this Policy and complaints

This Enforcement Policy is based on the principles of good regulation as provided by the Legislative and Regulatory Reform Act 2006, the Regulators' Code and the principles of good enforcement as set out in the Enforcement Concordat.

1. The Purpose of Our Enforcement Policy

Trading Standards exists to promote and maintain a fair and safe trading environment, promote health and wellbeing throughout the community and protect the interests of consumers and legitimate businesses. We enforce a wide range of business and consumer protection legislation relating to quality, quantity, safety, description and price of goods and services. We carry out our duties in various ways including inspection, sampling, test purchasing, testing, investigation and legal proceedings, but also by informing, advising and educating businesses and consumers.

The effectiveness of legislation in protecting consumers and businesses depends on the compliance of those regulated. We recognise that most businesses want to comply with the law.

A list of Trading Standards legislation can be found in Appendix 1.

2. Our Enforcement Principles:**Targeting**

We aim to prioritise and direct our regulatory effort effectively. To achieve this, we will use comprehensive, intelligence led risk assessments to focus our resources to the areas of

most need. The vast amount of our formal enforcement activities will be focused on those who are criminally intent, flout the law or act irresponsibly.

Proportionality

We will ensure that enforcement action is proportionate to all the circumstances surrounding a particular breach of legislation and that the sanctions applied are meaningful.

Accountability

We will be accountable for the efficiency and effectiveness of our activities, whilst remaining independent in the decisions we take.

Fairness and Consistency

We will treat all consumers and businesses fairly. No decision, response or action by the Service will be affected by the race, politics, gender, sexual orientation or religious beliefs of any suspected offender, complainant, witness or officer of this Service.

We will ensure that our enforcement practices are consistent; we will adopt a similar approach in similar circumstances to achieve similar ends.

Openness and Transparency

We are committed to the open provision of information and advice in a format that is accessible, easily understood and implemented. We will also ensure that there is always a clear distinction between those actions necessary to comply with the law and those which we recommend as best practice and are not compulsory.

We may use publicity to raise awareness of those acting against the law, to improve compliance and to assist the monitoring of trading practices.

3. Provision of business advice

We will look to protect consumers and promote a modern, vibrant economy by supporting well-meaning enterprises of all sizes. We will provide a range of advice to help businesses and others to meet their legal obligations. Where more complex advice is sought we may make a charge. Information on our charging policy is available via the following link".

If a business is found to be non-complaint this does not mean we will take enforcement action against it, although consideration will need to be given in respect to the seriousness of the breach.

If there is a shared enforcement role with other agencies e.g. DEFRA, Food Standards Agency, Environment Health and the Police, we will endeavour to coordinate with these agencies to minimise unnecessary overlaps or time delays and to maximise our overall effectiveness.

4. Primary Authority Principle

The Regulatory Enforcement and Sanctions Act 2008 introduced Primary Authority Partnerships. A Primary Authority is a local authority registered by Regulatory Delivery as having responsibility for providing advice and guidance to a particular business or organisation which is subject to regulation by more than one local authority.

We support the Primary Authority Partnerships Scheme and will enter into such agreements with businesses to promote good enforcement practice and reduce unnecessary burdens.

If we come to a decision to take enforcement action against a business that has a Primary Authority Partnership with another regulator we will notify the Primary Authority of the action we propose to take or have taken.

The Primary Authority has the right to object to our proposed action and they or we may refer the matter to Regulatory Delivery for their adjudication.

5. Conduct of Enforcement Activity

All enforcement activity will be undertaken with due regard to the provisions of the Police and Criminal Evidence Act 1984, the Criminal Procedure and Investigations Act 1996, the Regulation of Investigatory Powers Act 2000 and the Human Rights Act 1998.

Officers have a variety of powers, including power to enter premises and inspect goods books and documents and to seize and detain such goods, books and documents which may be required for evidence. We will provide at least 48 hours' notice prior to inspection, unless such a notice will defeat the object of such a visit.

Officers may also take with them such other persons and/or equipment as may be necessary when exercising powers of entry. In certain cases they may exercise an entry warrant issued by a Magistrate, in order to gain access into premises. If individuals or businesses obstruct officers they may well be liable to prosecution for such obstruction.

We will at all times respect a person's right to a fair trial, right to respect for private and family life and the protection of property.

6. Enforcement options available to us

Where there is a breach of legislation we can take a variety of actions which include:

- **Indirect Action** – including referral to another authority or agency for information and/or action.
- **Verbal or written warning** – where a relatively minor offence has been committed but it is not thought appropriate to take any further action. The suggestive corrective action and timescale will be given.

- **Statutory Notice** – these are notices which are prescribed by legislation and may only be issued in accordance with specific statutory provisions.
- **Fixed Penalty Notice** – these may be issued to deal with minor offences.
- **Undertaking / Assurance** – these may be sought to correct or prevent future breaches of the law, they may be on a voluntary basis or a statutory basis through the Civil Courts.
- **Civil Injunctions** – these will be sought to prevent breaches of the law.
- **Simple Cautions** – these will be used to deal with criminal breaches where Court action is deemed to be inappropriate. We will have regard to the Crown Prosecution Service Code of Practice Details of which can be found at www.cps.gov.uk
- **Enforcement Orders** – these are used to deal with breaches of criminal and/or civil breaches of law in accordance with the Enterprise Act 2002 and are sought through the Civil Courts.
- **Prosecution** – criminal breaches may be dealt with by prosecution, after having regard to the Service's Prosecution Policy and the Code for Crown Prosecutors.

In appropriate circumstances the Service, sometimes working in partnership with other agencies, will seek other penalties/sanctions such as:

- **Action under the Proceeds of Crime Act 2002 to:**
 - Disrupt criminal enterprises through the recovery of criminally derived assets.
 - promote the use of financial investigation as an integral part of criminal investigation
 - pursue suitable cases with a view to applying to the courts for restraint and /or confiscation of criminally derived assets
- **Victim compensation**
As part of any prosecution process or Proceeds of Crime investigation we can apply to the court to award suitable compensation to any injured party.
- **Revocation and review of licences**
Where there is a requirement for a business to be licenced eg Licensing Act, a review of the licence may be sought where the activities and/or fitness of the licence holder is in question.
- **Forfeiture of infringing goods**
Some legislation allows us to apply to the Courts to seek forfeiture of goods, either in conjunction with a prosecution or separately.

We will also ensure that when any of the above notices are served the appeals process is explained to the recipient.

A list of all legislation currently enforced by the Trading Standards Service can be found at the end of this policy document.

7. Availability of this Policy

This Enforcement Policy is made available to anyone and is published on the Nottinghamshire County Council website at www.nottinghamshire.gov.uk. The Service's Prosecution Policy is also available at www.nottinghamshire.gov.uk.

8. Commenting on this Policy and Complaints

Anyone wishing to make any comments about the content of this Policy or the manner of its application is invited to send them to us by any of the methods shown below.

These comments will assist us in the continual monitoring and annual review of this Policy. This is important to help ensure that the Policy remains up to date and reflects the views of our community and changes in legislative requirements.

Please contact us should you require any further information on how we can carry out our work or can be of any further assistance to you. If you have a complaint about the provision of our service please feel free to contact us.

If you remains dissatisfied or feel that you cannot talk to us you may wish to complain direct to Nottinghamshire County Council. You may do this by any of the methods shown at www.nottinghamshire.gov.uk.

Contacting us:

E-mail: trading.standards@nottscc.gov.uk
Telephone: 0115 8041147
Fax: 01623 452059
Post: Trading Standards, County House,
100 Chesterfield Road South, Mansfield NG19 7AQ
Internet: www.nottinghamshire.gov.uk

This information can be made available in other languages and formats.

For further information please contact 0115 804 1147

Appendix 1: List of Trading Standards legislation – August 2017

Administration of Justice Act 1970	Hallmarking Act 1973
Agriculture Act 1970	Health and Safety at Work etc Act 1974
Agricultural Produce (Grading and Marking) Acts 1928 and 1931	Housing Act 2004
Animal Health Acts 1981 and 2002	Insolvency Act 1986
Animal Health and Welfare Act 1984	Licensing Act 2003
Animal Welfare Act 2006	Medicines Act 1968
Anti Social Behaviour Act 2003	Motor Cycle Noise Act 1987
Cancer Act 1939	Motor Vehicles (Safety Equipment for Children) Act 1991
Celluloid and Cinematographic Film Act 1922	Olympic Symbol etc (Protection) Act 1995
Children and Young Persons Act 1933	Performing Animals (Regulation) Act 1925
Children and Young Persons (Protection from Tobacco) Act 1991	Pesticides Act 1998
Clean Air Act 1993	Petroleum (Consolidation) Act 1928
Companies Acts 1985 and 2006	Petroleum (Transfer of Licences) Act 1936
Consumer Credit Acts 1974 and 2006	Poisons Act 1972
Consumer Protection Act 1987	Prices Act 1974
Control of Pollution Act 1974	Proceeds of Crime Act 2002
Copyright, Designs and Patents Act 1988	Property Misdescriptions Act 1991
Courts and Legal Services Act 1990	Protection from Harassment Act 1997
Criminal Attempts Act 1981	Public Health Acts 1936 and 1961
Criminal Justice Act 1988	Road Traffic Acts 1988 and 1991
Customs and Excise Management Act 1979	Road Traffic (Foreign Vehicles) Act 1972
Development of Tourism Act 1969	Road Traffic Regulation Act 1984
Education Reform Act 1988	Scotch Whisky Act 1988
Energy Act 1976	Solicitors Act 1974
Enterprise Act 2002	Telecommunications Act 1984
Estate Agents Act 1979	Theft Act 1968
European Communities Act 1972	Tobacco Advertising and Promotion Act 2002
Explosives Act 1875	Trade Descriptions Act 1968
Explosives (Age of Purchase) etc. Act 1976	Trade Marks Act 1994
Fair Trading Act 1973	Trading Stamps Act 1964
Farm and Garden Chemicals Act 1967	Unsolicited Goods and Services Acts 1971 and 1975
Fireworks Act 2003	Video Recordings Act 1984, 1993 and 2010
Food Safety Act 1990	Weights and Measures etc. Act 1976
Food and Environment Protection Act 1985	Weights and Measures Act 1985
Forgery and Counterfeiting Act 1981	
Fraud Act 2006	

This policy is intended to provide guidance for officers, businesses and consumers. We recognise that most businesses and/or individuals wish to comply with the law. However there are occasions when action including prosecution will be taken against those who fail to comply with the law. We have the discretion whether or not to put alleged offences before the criminal or civil courts. This policy explains what factors we take into consideration before we institute any legal proceedings.

A prosecution will normally ensue where the individual or organisation meets one or more of the following:

- Deliberately, negligently or persistently in breach of legal obligations which were likely to cause material harm to others.
- Endangered to a serious degree the health, safety or wellbeing of people, animals or the environment.
- Assaulted or obstructed an Officer in the course of their duties.
- A prosecution would have a significant positive impact on maintaining community confidence.

In deciding whether or not a prosecution is viable and appropriate we will follow the guidance in the Code for Crown Prosecutors. We will apply two tests:-

1. Whether or not the standard of evidence is sufficient for there to be a realistic prospect of conviction (the Evidential Test).
2. Whether or not a prosecution is in the public interest (the Public Interest Test).

For more information on the Code for Crown Prosecutors see www.cps.gov.uk

Prosecutions will be brought without unnecessary delay. We will select charges that reflect the seriousness of the case, enable a Court to exercise adequate sentencing powers and permit the case to be presented in a clear and simple way.

This Policy and all associated enforcement decisions take account of the provisions of the Human Rights Act 1998. In particular due regard is had to the following:

- Right to a fair trial
- Right to respect for private and family life.

Each case will be continually reviewed and any changes in circumstances that occur as the case develops will be taken into account

Contacting us:

E-mail: trading.standards@nottscc.gov.uk
Telephone: 0115 8041147
Fax: 01623 452059
Post: Trading Standards Service, 100 Chesterfield Road South, Mansfield,
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Internet: www.nottinghamshire.gov.uk

This information can be made available in other languages and formats.

For further information please contact 0115 804 1147

5 October 2017

Agenda Item: 8

REPORT OF THE SERVICE DIRECTOR SOUTH NOTTINGHAMSHIRE AND PUBLIC PROTECTION.

COMMUNITY SAFETY PROGRESS REPORT

Purpose of the Report

1. To update the Committee on the progress of key Community Safety issues and to agree how Members want to monitor the actions and receive updates.

Safer Nottinghamshire Board (SNB)

2. Following a review of how the SNB functions, it has been agreed that partners need to collaborate further to deliver better outcomes for citizens. This will be achieved through:
 - Agreeing the community safety priorities for Nottinghamshire
 - Defining specific leadership and the approach to deliver each priority
 - Apportioning resources to address the priorities agreed.
3. To identify the key areas of work, the Community Safety and Performance, Intelligence and Policy Teams are undertaking a needs assessment process with localities. This assessment will be place focussed and draw on information from community safety, health and economic prosperity sources. From the resulting needs assessment district level and county priorities will be agreed. A revised performance management framework will be developed to monitor delivery against these priorities. It is proposed that the Committee receive regular progress reports and ensure that this work supports the aims of the Council Plan 2017-21.
4. To identify the current priorities for the SNB a partnership Strategic Risk and Threat Assessment was undertaken. The Community Safety Team has a lead role in developing the related action plans and ensuring their delivery. What follows is an insight into some of the work being undertaken.

Integrated Working Project

5. The Community Safety Team is leading the Integrated Working Project which was commissioned by the SNB. The project is working with adults with complex needs, who do not meet the threshold for statutory services. The project is using data analysis, a pilot in South-Nottinghamshire and information gathered from a range of other councils/services, to develop a partnership delivery model for working effectively with this cohort.
6. The objective going forward is to:
 - a. stabilise the individuals, improving their health and wellbeing, and reduce their demand on agencies;
 - b. support local communities affected by the behaviour and aid community groups to prevent escalation;
 - c. reduce the demand on partner services, especially the emergency services;
 - d. reduce the likelihood of escalation to higher need services such as Social Care and Secondary Health Services;
 - e. reduce the number of repeat and failed Social Care assessments.

These measures will be evaluated by the SNB and findings will be reported to this Committee.

Empowering Communities Inclusion and Neighbourhood Management System (ECINS)

7. The County Council has recently confirmed its commitment to use the ECINS case management system at the seven "Vulnerable Person Panels". Vulnerable Person Panels are district based multi-agency case conference style meetings that take place to discuss individuals who have complex needs and are not eligible for statutory services. Such individuals are repeatedly presenting to, predominantly, the Police and District Community Protection Teams as there is not always a clear service offer to fully address their needs.
8. ECINS will facilitate better sharing of data and information, so contributing to more successful and efficient outcomes for these individuals.

Safer Nottinghamshire Board – Progress of the current SNB Priorities

New and Emerging communities

9. Work is progressing with partners to anticipate the levels and impact of immigration on local communities, resources and services. This work involves developing actions to mitigate these impacts whilst recognising the skills and strengths that new communities can offer Nottinghamshire.
10. The SNB steering group's action plan will:
 - Establish what it is like for new migrants and emerging communities attempting to interact with public services.

- Identify guidance for how local authorities and other partners should be designing services to meet the specific needs of new and emerging communities.
- Develop activities to promote good community relations.
- Undertake primary research into the local migrant communities in a number of target areas.
- Commission a co-ordinated programme in primary schools to promote education and awareness raising campaigns focusing on racism, bullying and cohesion.
- Increase awareness of the barriers to community cohesion and ways to overcome them amongst staff and children in Nottinghamshire schools and work with young people to promote common interests and activities.
- Increase understanding of the current demographic data and an improved picture of the existing population to also inform locality targeted actions.

Hate Crime

11. The overall aim for this priority remains as encouraging the public to report hate crime and to identify where it is occurring whilst reducing the number of repeat victims.
12. Actions being progressed to address hate crime include the continued delivery of the “No to Hate” training and work with Nottingham Trent University on perpetrator behaviour. A Task and Finish Group is also being established to develop proposals to tackle online hate crime.

Gypsy, Roma and Traveller (GRT) Communities – Joint Strategic Needs Assessment Chapter

13. It is recognised that people from GRT communities can have poorer outcomes in areas such as health and educational attainment than the wider population. To support work to address this a specific chapter is being developed for inclusion in the Joint Strategic Needs Assessment that is undertaken to inform the development of the strategy for the Health and Wellbeing Board. This will provide an evidence base for developing actions to address any identified inequalities.

Modern Slavery

14. Work is progressing to fight the increasing global trade in human beings which includes tackling forced labour, forced criminality, sexual exploitation, child trafficking and domestic servitude. Colleagues from a broad range of statutory and voluntary organisations including Nottinghamshire Police, Gangmasters and Labour Abuse Authority (GLAA), HMRC, Nottinghamshire Diocese are working collaboratively to implement the requirements of the Modern Slavery Act. An action plan has been developed which has at its core a focus on preventing the exploitation of vulnerable men, women and children for their labour. This aims to stop serious organised criminals being able to put in place illegal, dangerous and exploitative working conditions. This plan will;

1. Raise awareness of the reality and consequences of modern slavery
2. Strengthen identification of, and support to, victims
3. Disrupt the plans and activities of perpetrators and hold them to account
4. Put in place governance arrangements that enable effective links at strategic and operational levels.

Locality Working

15. The Community Safety Team are also involved in managing a number of local issues, including the following.

County Council Funding to Support Neighbourhood Working

16. At the meeting of this committee on 20 July 2017 it was agreed that £93,334 of the Community Safety Initiatives Fund be allocated to the Community Safety Partnerships (CSPs) across the County to support work in localities. The Community Safety Team have initiated a formal grant agreement (to protect the interests and requirements of the Council) for this funding and a formal offer has been made to each of the CSPs:-

Mansfield/Ashfield	£51,894
Newark & Sherwood/Bassetlaw	£25,107
South Nottinghamshire	£16,333

17. The Community Safety Team is now working with the CSPs to facilitate the most impactful use of this funding, facilitating a merge of local issues and County Council priorities. CSPs are required to submit costed plans for the use of this funding and the outcomes and evaluation of such will be reported to a future meeting of this Committee.

Car Cruising

18. Car cruising has the potential to be a significant problem for Nottinghamshire. At present there are three vulnerable sites across the County, Netherfield, Chilwell and the area around Junction 27 of the M1. These sites are protected by an injunction that prohibits car cruising activity. The Community Safety Team are undertaking work with the three Borough Councils involved (Ashfield, Broxtowe and Gedling) to co-ordinate activity to enable the sites to remain protected longer term by either a further injunction or by the introduction of Public Space Protection Orders. This work is being complemented by the consideration of good practice from the rest of the UK, and an examination of any target hardening measures that could be introduced. Learning from this work will be invaluable should any other vulnerable locations for car cruising in the County emerge.

Work with Gypsy, Roma and Traveller Communities – Tolney Lane, Newark

19. In July the Community Safety Team worked with Nottinghamshire Fire and Rescue Service and other partners to deliver a Summer Safety Event at Tolney Lane in Newark. The

involvement of the Nottinghamshire County Council Gypsy, Roma and Traveller Liaison Officer in this work was vital in facilitating positive engagement with the local community.

20. Safety messages, and equipment, delivered related to issues such as carbon monoxide poisoning and water safety. Over the course of the day over 120 homes were visited and in the region of 75 smoke alarms and 18 carbon monoxide alarms given out.

Other Options Considered

21. None

Reasons for Recommendations

22. To provide appropriate progress reports and establish the reporting frequency to enable members to appropriately scrutinise and help steer the work of the Community Safety Team.

Statutory and Policy Implications

23. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

24. The funding referenced in paragraph 16 was agreed at the Communities and Place Committee on the 20 July 2017. At this meeting it was agreed that £93,334 of the Community Safety Initiatives Fund be allocated to the Community Safety Partnerships (CSPs) across the County to support work in localities.

RECOMMENDATIONS

25. It is recommended that members:

- Consider whether there are any actions they require in relation to the issues contained within the report.
- Consider how they wish to monitor the actions /issues contained within this report.
- Agree to receive a further progress report in the next 3 months and that this be included in the work programme.

PAUL MCKAY
Service Director, South Nottinghamshire & Public Protection

**For any enquiries about this report please contact: Vicky Cropley, Team Manager
Trading Standards & Community Safety**

Constitutional Comments (LMcC 20.09.17)

- The Communities and Place Committee is the appropriate body to consider the content of the report. If Committee resolves that any actions are required it must be satisfied that such actions are within the Committee's terms of reference.

Financial Comments (CT 25.09.17)

The financial implications are contained in paragraph 24 of this report.

Background Papers and Published Documents

Electoral Division(s) and Member(s) Affected

- All

REPORT OF THE CORPORATE DIRECTOR, PLACE**LOCAL AGGREGATES ASSESSMENT – OCTOBER 2017****Purpose of the Report**

1. To inform the Committee of the latest 2016 sales figures for aggregate minerals in Nottinghamshire and approve the Nottinghamshire and Nottingham Local Aggregates Assessment (LAA).

Information and Advice

2. As a Minerals Planning Authority (MPA), Nottinghamshire County Council is required to prepare a Minerals Local Plan against which applications for minerals development can be assessed. As part of the preparation of a new Plan, it is important to assess the future demand for aggregate minerals to ensure that a steady and adequate supply of minerals can be provided over the plan period.
3. The National Planning Policy Framework (NPPF) requires MPAs to undertake an annual Local Aggregates Assessment (LAA). The LAA should include average 10 year sales data and other relevant local information. This could for example include significant house or road building, new infrastructure for major projects or issues such as the exploitation of major new resources or resource depletion affecting future output.
4. An LAA was published in January 2017 which included 2015 sales data. This LAA was published later than expected due to delays in collating and publishing the data at the East Midlands level.
5. The latest Nottinghamshire and Nottingham LAA covers the period 2007-2016.
6. The NPPF also requires MPAs to participate in an Aggregate Working Party (AWP) and take account of the advice of the Party when preparing their LAA; for Nottinghamshire this is the East Midlands AWP.

Nottinghamshire and Nottingham LAA

7. The Nottinghamshire and Nottingham LAA covers the County as well as the City as most mineral consumed within the city will be extracted within the county or further afield. Below is a summary of the key findings. The LAA is attached in Appendix A.

Sand and gravel

8. Sand and gravel sales are very sensitive to economic conditions and as a result of the recession, fell sharply between 2007 and 2010. Since 2010, sales in Nottinghamshire have remained subdued, well below pre-recession levels.
9. The 2016 sales figure stood at 1.27 million tonnes, a fall from 2015 sales which totalled 1.52 million tonnes. This fall was due to approximately half the production output of Finningley quarry moving across the County boundary into Doncaster, and therefore now being included in Doncaster MDCs LAA figures not Nottinghamshire's. The 10 year sales average continues to fall and currently stands at 1.7 million tonnes. This decline is due to the greater influence of depressed sales since the recession in 2008. The 3 year average also shows a small drop in sales reflecting the recession. Tables 1a and 1b (below) set out the 10 year and 3 year trends. Figure 2 on Page 9 of the 2017 LAA (Appendix 1) sets out the previous 10 year annual sales information.

Sherwood Sandstone

10. Sherwood Sandstone sales are much lower than sand and gravel as it is used in more specialist markets. Sales have slowly declined since the mid-1990s. As with sand and gravel, sales fell significantly between 2007 and 2010 due to the recession. Since 2010 sales have remained relatively stable albeit at a lower level.
11. The 2016 sales figure stood at 0.32 million tonnes, a slight fall on 2014 sales which totalled 0.34 million tonnes. The 10 year sales average shows a small fall and currently stands at 0.37 million tonnes. Again this fall is due to the greater influence of depressed sales figures since the recession. The 3 year average also shows a small fall. See tables 1a & 1b below. Figure 3 on Page 11 of the LAA (Appendix 1) sets out the previous 10 year annual sales information.

Imports and exports of sand and gravel (including Sherwood Sandstone)

12. Imports and exports of aggregates are only recorded as a one year snap shot every four years as part of the full surveys undertaken by the East Midlands Aggregate Working Party (EMAWP). The most recent full survey was undertaken in 2014. The surveys do not include a breakdown for Sherwood Sandstone, hence all sand and gravel import and export figures include Sherwood Sandstone.

13. The amount of sand and gravel and Sherwood Sandstone known to be exported from Nottinghamshire in 2014 was 1.07 million tonnes, or 60% of the total amount extracted (1.77 million tonnes). However an additional 210,000 tonnes is classified as having an unknown destination. If this 210,000 tonnes was also exported the figure rises to 72%. However it should be noted that the export figure in 2009 (the last time such data was collected) was 52% so it is considered more likely that this 210,000 tonnes actually served markets within Nottinghamshire but unfortunately was not recorded as such.
14. The main export markets are Rotherham and Doncaster and neighbouring authorities in the East Midlands. This is due to limited reserves in these areas and the quality sand not meeting the specifications for making high strength concrete.
15. Imports of sand and gravel into Nottinghamshire from elsewhere in the East Midlands were lower compared to the amount extracted from the County's own quarries. However, the amount imported still totalled approximately 530,000 tonnes in 2014. It is likely that these imports supply markets close to the county boundary.

Crushed rock (including aggregate limestone)

16. Nottinghamshire only has one dedicated aggregate limestone quarry (at Nether Langwith). The quarry was originally opened to supplement a much larger quarry in Derbyshire, however it has been inactive since 2007. No sales were recorded in 2016, in line with previous years. Figure 5 on Page 14 of the 2017 LAA (Appendix 1) sets out the previous 10 year annual sales information.

Imports and exports of crushed rock

17. Limestone resources in Nottinghamshire and Nottingham are relatively limited and therefore all crushed rock used in Nottinghamshire is imported. The 2014 Aggregates Minerals Survey states that 1.26 million tonnes was imported predominantly from Leicestershire, Derbyshire (including the Peak District National Park Authority) and Yorkshire and Humberside (predominately Doncaster Metropolitan Borough Council).

Table 1a – 10 year average sales figures (million tonnes)

	2013 LAA (2002-2011)	2014 LAA (2003-2012)	2015 LAA (2004-2013)	2016 LAA (2005-2014)	January 2017 LAA (2006-2015)	latest LAA (2007-2016)
Sand and gravel	2.58	2.43	2.24	2.05	1.89	1.7
Sherwood Sandstone	0.46	0.44	0.42	0.40	0.39	0.37
Limestone	0.08	0.06	0.05	0.03	0.02	0.005

Table 1b – 3 year average sales figures (million tonnes)

	2013 LAA	2014 LAA (2003-2012)	2015 LAA (2004-2013)	2016 LAA (2005-2014)	January 2017 LAA (2006-2015)	latest LAA (2007-2016)
Sand and gravel	1.51	1.61	1.55	1.46	1.45	1.4
Sherwood Sandstone	0.33	0.34	0.35	0.35	0.37	0.35
Limestone	0.00	0.00	0.00	0.00	0.00	0.00

Alternative Aggregates

18. Alternative aggregates are made up of recycled and secondary materials and includes some types of construction and demolition waste, asphalt road planings, Desulphogypsum (DSG) and ash from power stations.
19. National estimates show an increase in the use of alternative aggregates over the last 30 years, peaking at 71 million tonnes in 2007. Production in 2015 stood at 63 million tonnes reflecting the current demand for aggregates as a whole. It is estimated that alternative aggregates make up around 29% of total aggregate use – three times higher than the European average.
20. The British Geological Survey and Minerals Products Association acknowledge that further significant growth is likely to be limited due to the high levels that are already being recycled. The availability, cost and suitability of these materials to meet specific technical specifications will also affect their ability to replace primary aggregates.
21. The amount of DSG and ash available from power stations is also likely to fall significantly in the future as the remaining coal fired power stations are to be decommissioned by 2025.
22. Local data for alternative aggregates remains limited. The only data available is throughput data at permitted recycling facilities rather than sales data.
23. As recycled aggregates are available on the open market, their contribution is already taken into account when calculating future demand for primary aggregates owing to their impact on annual sales

Additional demand for aggregates in Nottinghamshire

24. Along with the 10 year average, the LAA is required to take account of other relevant local information in regard to additional future demand. This includes any significant infrastructure projects, future house building and population growth. Future infrastructure projects are likely to include improvements to the A1/A46 junction near Newark, and The High Speed 2 line which is proposed to pass along the western boundary of the county. Based on the District and Borough Local Plans, it is estimated that approximately 4,500 dwellings per annum will be built in

Nottinghamshire over the plan period. The plan period for the new plan is proposed to be 2036. Future demand from outside the county – particularly from Rotherham and Doncaster is also taken into account.

25. The LAA does not regard these local factors as leading to a return to sales of aggregates at the levels reported in the pre-2008 period. The level of aggregates being exported out of Nottinghamshire (with the potential to switch this if needed to meet increased local demand) combined with the increased contribution of alternative aggregates, suggests that the 10 year sales averages are a reliable basis for considering future demand.

National sales

26. The Annual Minerals Raised Inquiry (AMRI) survey published by the Office for National Statistics provides data on national sales. The most recent version published in March 2016 covering 2014 data shows that national sales for sand and gravel, and crushed rock have increased year on year from the low point experienced in 2012.

East Midland sales

27. The EMAWP Annual Monitoring Report collates data relating to aggregates sales for each Minerals Planning Authority in the East Midlands. (The sales data for Nottinghamshire has been used in this report). The latest report shows that unlike for Nottinghamshire, sand and gravel sales across the East Midlands have been increasing since the low point in 2009. 2016 sales increased compared to 2015 sales. Sales of Crushed rock across the area have also been increasing from the low point in 2012. 2016 sales increased compared to 2015 data.

Targeted consultation

28. As required by national planning guidance, the Local Aggregates Assessment has been submitted to the East Midlands Aggregate Working Party to seek views on the approach set out in the LAA.
29. Concerns were raised by Lincolnshire County Council, the Minerals Products Association and the mineral operator Tarmac. The main focus of the comments relate to the reduced levels of sand and gravel provision being proposed over the plan period. Key points against this approach included; increasing sales at a regional and national level, increasing imports of sand and gravel from neighbouring authorities into Nottinghamshire and the lack of new quarries available to replace worked out quarries in Nottinghamshire in the short to mid-term. The EMAWP comments can be found in Appendix 2. Where appropriate the document has been amended to take on board some minor comments but it is not proposed to amend the document in any substantial way as a result of these consultation responses. These respondents will have the opportunity to raise these points as part of the Issues and Options consultation document.

Conclusion

30. The 2016 data shows that sales of sand and gravel and Sherwood Sandstone in Nottinghamshire have fallen compared to 2015 data. This is against a wider backdrop of rising sales at both the East Midlands and national levels. The 10 year average sales figures continue to fall, as a direct result of the 10 year period taking into account a greater proportion of recession data.
31. The LAA is produced annually and will be used to monitor sales in Nottinghamshire.

Other Options Considered

32. The only other option would be not to approve or publish a new Local Aggregate Assessment but the production of this document is a requirement in the National Planning Policy Framework and Managed Aggregate Supply System (MASS) guidance. It is new evidence which supports the review of the Minerals Local Plan and it is important that the Committee approves its publication.

Reason for Recommendation

33. To agree the Nottinghamshire and Nottingham Local Aggregates Assessment as it forms part of the evidence base of the Nottinghamshire Minerals Local Plan. Production of Minerals Local Plan and associated documents is a statutory requirement.

Statutory and Policy Implications

34. 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.

Financial implications

35. There are no direct financial implications arising from the contents of this report. The Committee should note that the City Council contribute £750 per annum towards the production of the document since it covers their obligations as a mineral planning authority.

RECOMMENDATION

That Committee approve the Nottinghamshire and Nottingham Local Aggregates Assessment.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Steven Osborne-James, Principal Planning Officer, Planning Policy Team, 0115 97 72109

Constitutional Comments (SLB 29/08/2017)

36. Communities and Place Committee is the appropriate body to consider the content of this report

Financial Comments (SES 29/08/2017)

37. There are no specific financial implications arising directly from this report.

HR Comments (FW 25/09/2017)

38. There are no specific human resource implications arising directly from this report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

39. None

Electoral Division(s) and Member(s) Affected

All

Nottinghamshire and Nottingham Local Aggregates Assessment

Containing 2016 sales data

Published October 2017

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Summary

This is the sixth Nottinghamshire and Nottingham Local Aggregates Assessment (LAA) to be produced under the requirements set out in the National Planning Policy Framework (NPPF). The assessment covers the geographical area of Nottinghamshire and includes the Nottingham City unitary authority area. It monitors annual sales data for aggregate minerals between 2007 and 2016 as well as identifying other relevant local information to enable the Mineral Planning Authorities to plan for a steady and adequate supply of minerals.

Aggregate minerals are made up of sand and gravel, Sherwood Sandstone and crushed rock and are used in the construction industry. Their main uses include concrete, mortar, asphalt, railway ballast and bulk fill.

The LAA sets out:

- Summaries of past aggregate sales, number of active quarries and the distribution of the extracted mineral;-
- The latest 10 and 3 year average sales data and a comparison to the previous average sales data; and,-
- The key issues that could affect the future demand for aggregates over the next plan period.

Key Findings

Nottinghamshire is an important producer of sand and gravel and Sherwood Sandstone and has a large export market particularly to South Yorkshire and the wider East Midlands. Crushed rock production is minimal with most imported from Derbyshire and Leicestershire.

Whilst aggregate mineral resources are present in the Nottingham City area, the opportunities to work these minerals are limited due to the built up nature of the area. As a result, the majority of aggregates consumed in the City are supplied from either Nottinghamshire or further afield.

The Nottingham City Land and Planning Policies document contains policies against which any proposal for minerals development within the City boundary would be assessed, including a Minerals Safeguarding Policy, however it does not include demand forecasts for aggregate minerals.

The recession has seen sales for all aggregate minerals fall since 2007. This can be seen most dramatically with sand and gravel. In 2009 and 2016, sales of sand and gravel fell to their lowest level since records began in 1973. This was due to the combined effects of both the recession and the fact that production from Finningley Quarry, which straddles the Nottinghamshire/Doncaster border, temporarily switched to Doncaster in those years.

The 2016 sales data shows a fall in sand and gravel sales and a small fall for Sherwood Sandstone sales compared to the 2015 data. Crushed rock (limestone) output remains at zero.

The latest 10 year average sales figures show that sand and gravel has steadily fallen since the first LAA was published in 2013, Sherwood Sandstone sales have remained broadly stable and sales of crushed rock (limestone) has continued to decline. This is due to the greater influence of the recession on the monitoring period for sand and gravel and the delay in replacement quarries coming forward to replace worked out quarries. The 3 year average sales figure shows that sand and gravel has steadily fallen, Sherwood Sandstone has remained broadly stable and crushed rock (limestone) has steadily fallen (see table 1).

Table 1: Sales and Land bank figures as of 2016

	2016 sales (million tonnes)	10 year sales average 2007-2016 (million tonnes)	3 year sales average 2014-2016 (million tonnes)	Permitted reserves (million tonnes)	Land bank (years)
Sand and gravel	1.27	1.7	1.4	17.5	10.29
Sherwood Sandstone	0.32	0.37	0.35	3.7	10
Crushed rock (limestone)	0.00	0.005	0.00	3.34	668*

*The land bank figure should be used with caution as sales have been at zero for a number of years.

Introduction

- 1.1 The requirement to prepare a Local Aggregates Assessment (LAA) was introduced in the National Planning Policy Framework (NPPF) in March 2012. The LAA should include the latest 10 years average sales data taking into account any important local considerations, sub national and national guidelines on aggregate provision. The data contained in the LAA will then enable the Minerals Planning Authorities (MPAs) to make provision for a steady and adequate supply of aggregate minerals in their area over the life of the Minerals Local Plan.
- 1.2 The Planning Practice Guidance also sets out an additional requirement to identify the 3 year average sales figure in particular to identify the general trend of demand as part of the consideration of whether it might be appropriate to increase supply.
- 1.3 This LAA sets out the aggregate minerals found in the geographical area of Nottinghamshire including Nottingham City, the current situation in terms of annual sales, the number of active quarries and the amount of aggregate that will need to be provided over the plan period.
- 1.4 It is important to note that whilst aggregate mineral resources are present in the Nottingham City boundary, the opportunities to work these minerals are limited due to the built up nature of the area. As a result the majority of aggregates consumed in the City are supplied from either Nottinghamshire or further afield.
- 1.5 The Nottingham City Land and Planning Policies document contains policies against which any proposal for minerals development within the city boundary would be assessed against, including a Minerals Safeguarding Policy, however it does not include demand forecasts for aggregate minerals.
- 1.6 The information used in this LAA is supplied by the East Midlands Aggregate Working Party and relates to the period 1st January to 31st December 2016.
- 1.7 The Aggregates Working Party is made up of MPAs from across the region and industry representatives. Its role is to provide technical advice about the supply and demand for aggregates and undertake annual monitoring of aggregate production and levels of permitted reserves across the East Midlands. This information is supplied to MPAs and to the National Aggregate Co-ordinating Group to inform national aggregate provision.
- 1.8 The LAA is required to be updated on an annual basis, and will enable the County and City Councils to monitor ongoing patterns and trends in aggregate sales and ensure that adequate reserves are maintained over the plan period.

Aggregates in Nottinghamshire and Nottingham City

- 2.1 Aggregates account for around 90% of minerals used in construction and are essential in maintaining the physical framework of buildings and infrastructure on which our society depends. Aggregates are usually defined as hard granular materials and include sand and gravel, Sherwood Sandstone and limestone. Their main uses include concrete, mortar, road stone, asphalt, railway ballast, drainage courses and bulk fill.

Primary aggregates

- 2.2 Plan 1 illustrates the following primary aggregates that are found in the geographical area of Nottinghamshire and Nottingham.

Sand and gravel

- 2.3 Important alluvial (river) sand and gravel deposits are found in the Trent and the Idle Valleys which have made Nottinghamshire an important producer of sand and gravel in the East Midlands. Limited extraction also occurs in glaciofluvial sand and gravel deposits near East Leake, south of Nottingham. Sand and gravel is mainly used in ready mixed concrete production, although Nottinghamshire's reserves are particularly valuable because they meet high strength concrete specifications as the gravel is made up of quartzite.

Sherwood Sandstone

- 2.4 Although defined as sandstone, this rock formation rapidly breaks down to sand when extracted. The sandstone occurs as a broad north-south belt stretching from the border with South Yorkshire, southwards to Nottingham. The mineral is mainly used to produce asphaltting and mortar sand. There is relatively little overlap with the uses for which alluvial and glacial sand and gravels are suitable. Sherwood Sandstone is also used for non-aggregate industrial and other specialist end-uses.

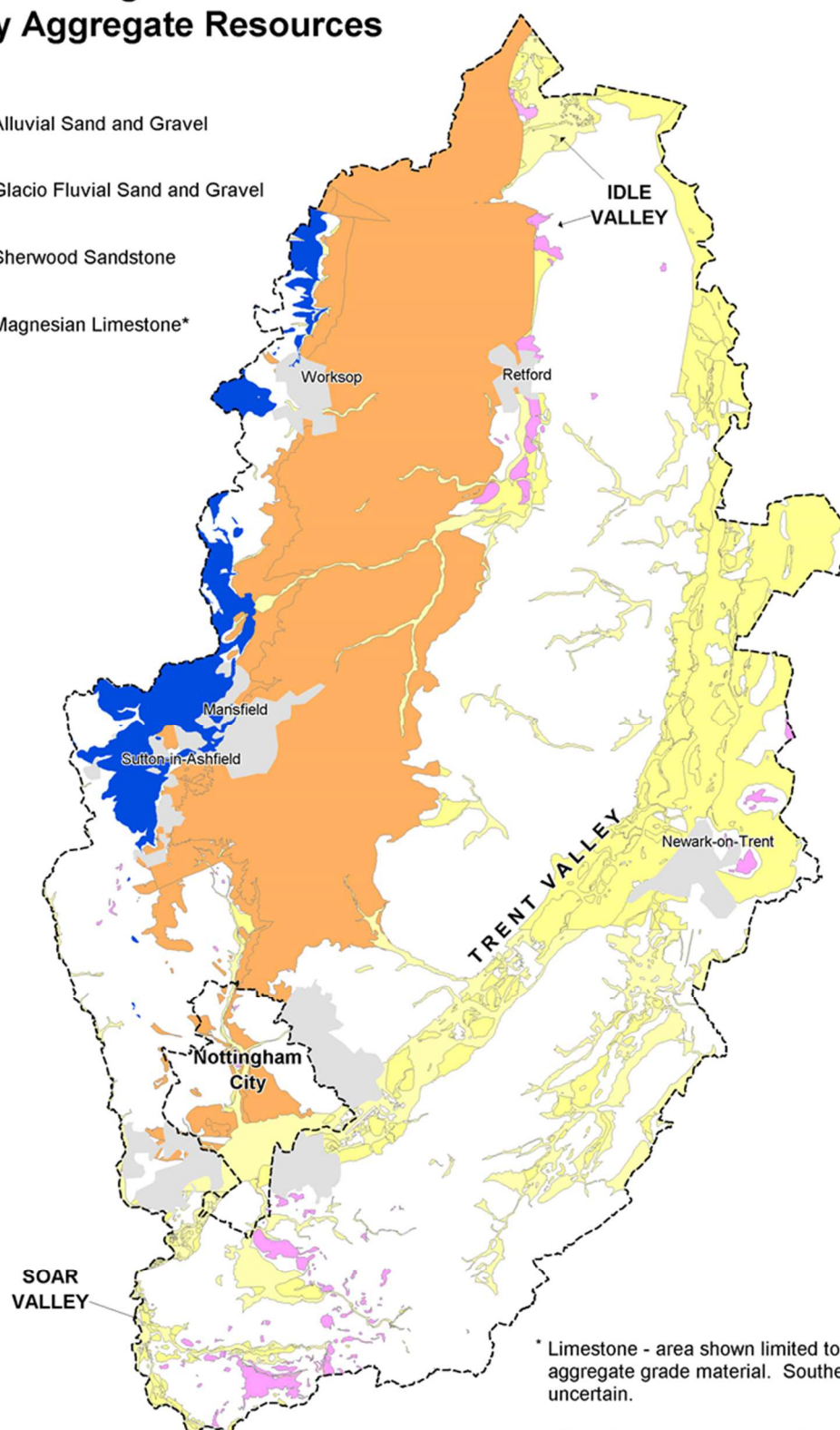
Magnesian Limestone

- 2.5 This resource occurs as a relatively narrow belt to the west of the Sherwood Sandstone. This outcrop comprises the southernmost limits of the UK's second largest limestone resource that extends from the Durham coast through Yorkshire into Derbyshire and Nottinghamshire. Limestone suitable for use as an aggregate is only found in the Mansfield area and to the north where the mineral is used mainly as a road sub-base material although some mineral is of industrial grade quality. Production is relatively small scale and the lowest in the East Midlands. Around Linby the limestone is suitable for building and ornamental purposes, although aggregates can be produced as a by-product of utilising reject building stone.

Plan 1 - Nottinghamshire - Primary Aggregate Resources

Key

- Alluvial Sand and Gravel
- Glacio Fluvial Sand and Gravel
- Sherwood Sandstone
- Magnesian Limestone*



* Limestone - area shown limited to aggregate grade material. Southern limit uncertain.

* Alluvial Sand and Gravel - minor tributaries and glaciofluvial - economic potential limited.

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British Geological Survey. 2013. Digital Geological Map of Great Britain 1:625 000 scale (DiGMapGB-625)
Superficial Deposits data [CD-Rom] Version 1.10. Keyworth, Nottingham: British Geological Survey.
Release date 30-04-2003

Alternative aggregates

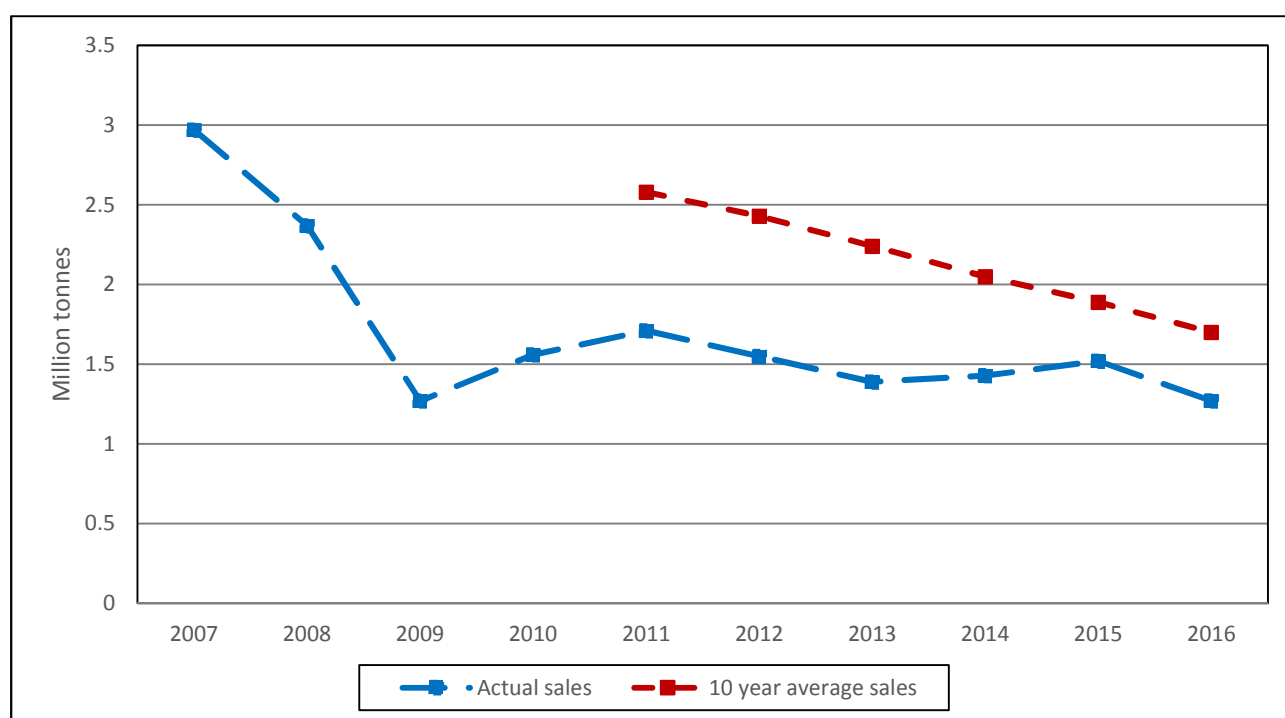
- 2.6 Alternative aggregates comprise secondary and recycled materials, although these terms are often used interchangeably. Recycled aggregates are materials that have been used previously and include some types of construction and demolition waste, asphalt road planings and used railway ballast. Secondary aggregates are by-products of other processes that have not been previously used as aggregates. They include colliery spoil, china clay waste, slate waste, power station ashes, blast furnace and steel slag, incinerator ashes and foundry sands.
- 2.7 Alternative aggregates are currently most widely used in lower grade applications such as bulk fill. However, the range of uses is widening due to advances in technology and the increasing economic incentive to use them instead of primary aggregates.
- 2.8 In Nottinghamshire, sources of alternative aggregates include construction and demolition waste, power station ash, river dredgings, road planings and rail ballast.

Local production

Sand and gravel

- 3.1 Sales fell sharply from 2.97 million tonnes in 2007 to just 1.27 million tonnes in 2009, the lowest production figure since records began in 1973. This was a result of both the recession and production at Finningley quarry temporarily moving across the County boundary into Doncaster. Sales increased in 2010 and 2011 as a result of extraction at Finningley quarry recommencing in the County and increased economic activity, before falling slightly in 2013. Small increases were recorded in 2014 and 2015, however sales fell in 2016 due to approximately half the annual output from Finningley quarry moving across the County boundary into Doncaster again (see Figure 2 below).
- 3.2 Along with the fall in sales due to the recession, the number of permitted quarries coming online to replace worked out quarries has also fallen affecting sales figures.

Figure 2: Sales of sand and gravel 2007-2016 against the 10 year average sales figure.
(Figures in million tonnes)



Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Sales (Million tonnes)	2.97	2.37	1.27	1.56	1.71	1.55	1.39	1.43	1.52	1.27

Resources and land bank

- 3.3 The land bank is calculated by dividing existing permitted reserves by the level of production based on the average sales over the last 10 years. This is in line with guidance set out in the National Planning Practice Guidance.
- 3.4 Permitted reserves currently total 17.5 million tonnes, with average sales over the last 10 years standing at 1.7 million tonnes per annum. Therefore as of December 2016 the landbank stood at 10.29 years of production. This is above the minimum 7 year landbank requirement set out in the NPPF.
- 3.5 There are eleven permitted sand and gravel quarries in Nottinghamshire, although at present only nine are in full production with a further quarry, Girton, only working existing stockpiles (see Table 2 below).

Table 2: Permitted sand and gravel quarries in Nottinghamshire

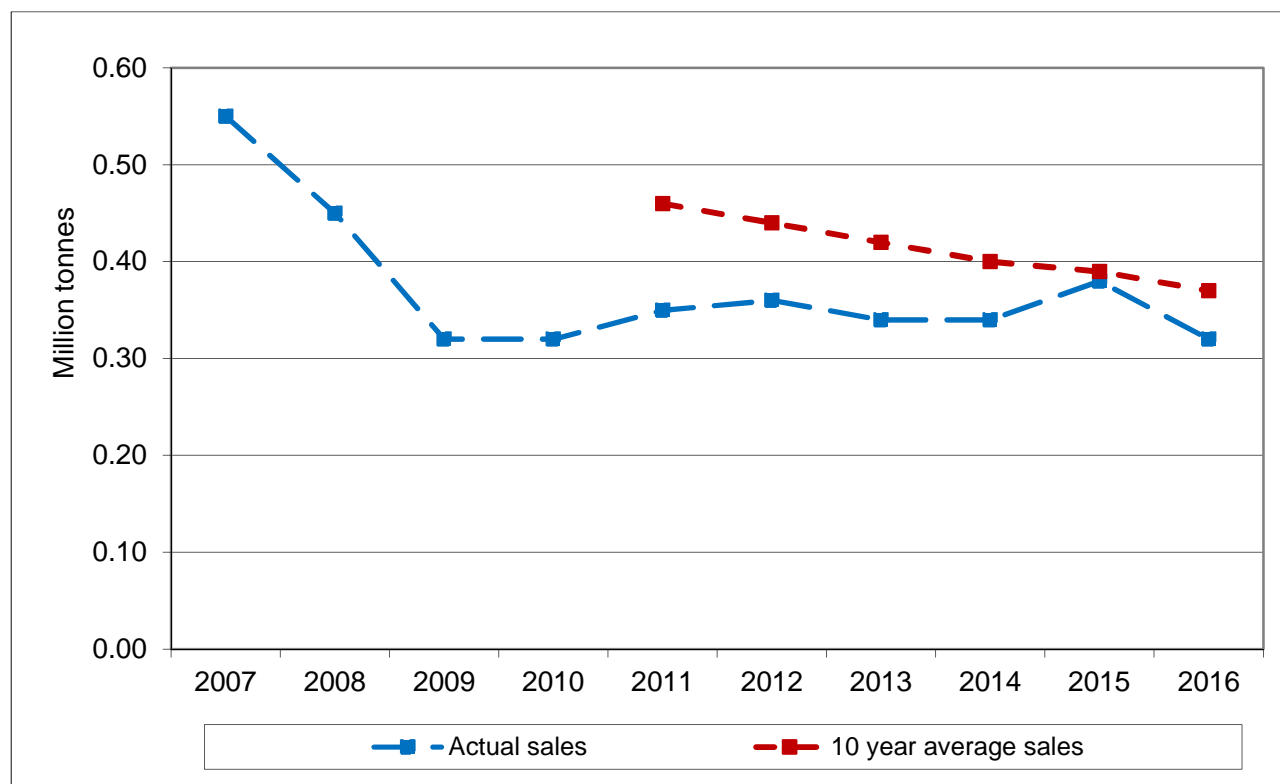
Site	Operator	Status	Permitted reserves (mt)
Langford Lowfields	Tarmac	Active	1.35
Girton	Tarmac	Inactive	3.56
Besthorpe	Tarmac	Active	0.50
Sturton Le Steeple	Tarmac	Yet to be worked	7.5
East Leake	CEMEX	Active	0*
Cromwell	CEMEX	Active	2.4
Misson West	Hanson	Active	0.03
Misson Newington	Hanson	Active	0.39
Scrooby	Rotherham Sand & Gravel	Active	0.72
Finningley	Tarmac	Active	0.45
Misson Bawtry Road	Rowley	Active	0.60
TOTAL			17.5

Note: *Planning permission for extension to existing quarry (containing approximately 2.34 million tonnes) pending Section 106 agreement

Sherwood Sandstone

- 3.6 Historically Sherwood Sandstone sales have been much lower than sand and gravel sales as it is generally used in different, more specialist markets. Sales fell from 0.55 million tonnes in 2007 to a low of 0.32 million tonnes in 2009. Since 2010 sales have remained relatively stable between 0.32 and 0.38 million tonnes a year (see Figure 3 below). Sales in 2016 were 0.32 million tonnes.

Figure 3: Sales of Sherwood Sandstone, 2007-2016 against 10 year average sales figure. (Figures in million tonnes)



Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Sales (million tonnes)	0.55	0.45	0.32	0.32	0.35	0.36	0.34	0.34	0.38	0.32

Resources and landbank

- 3.7 There are five permitted Sherwood Sandstone quarries although at present only four are being worked, with one dormant (see Table 3 below). Permitted reserves currently total 3.73 million tonnes, with average sales over the last 10 years standing at 0.37 million tonnes. Therefore as of December 2016 the landbank stood at 10 years. This is above the minimum 7 year requirement.

Table 3: Permitted Sherwood Sandstone quarries in Nottinghamshire

Site	Operator	Status	
Burntstump	Tarmac	Active	1.88
Bestwood 2	Tarmac	Active	1.30
Carlton Forest	Tarmac	Dormant	0.07
Two Oaks Farm	Mansfield Sand Company	Active	0.48
Scrooby Top	Rotherham Sand & Gravel	Active	0**
TOTAL			3.73

Note: ** Pending reassessment by the mineral operator

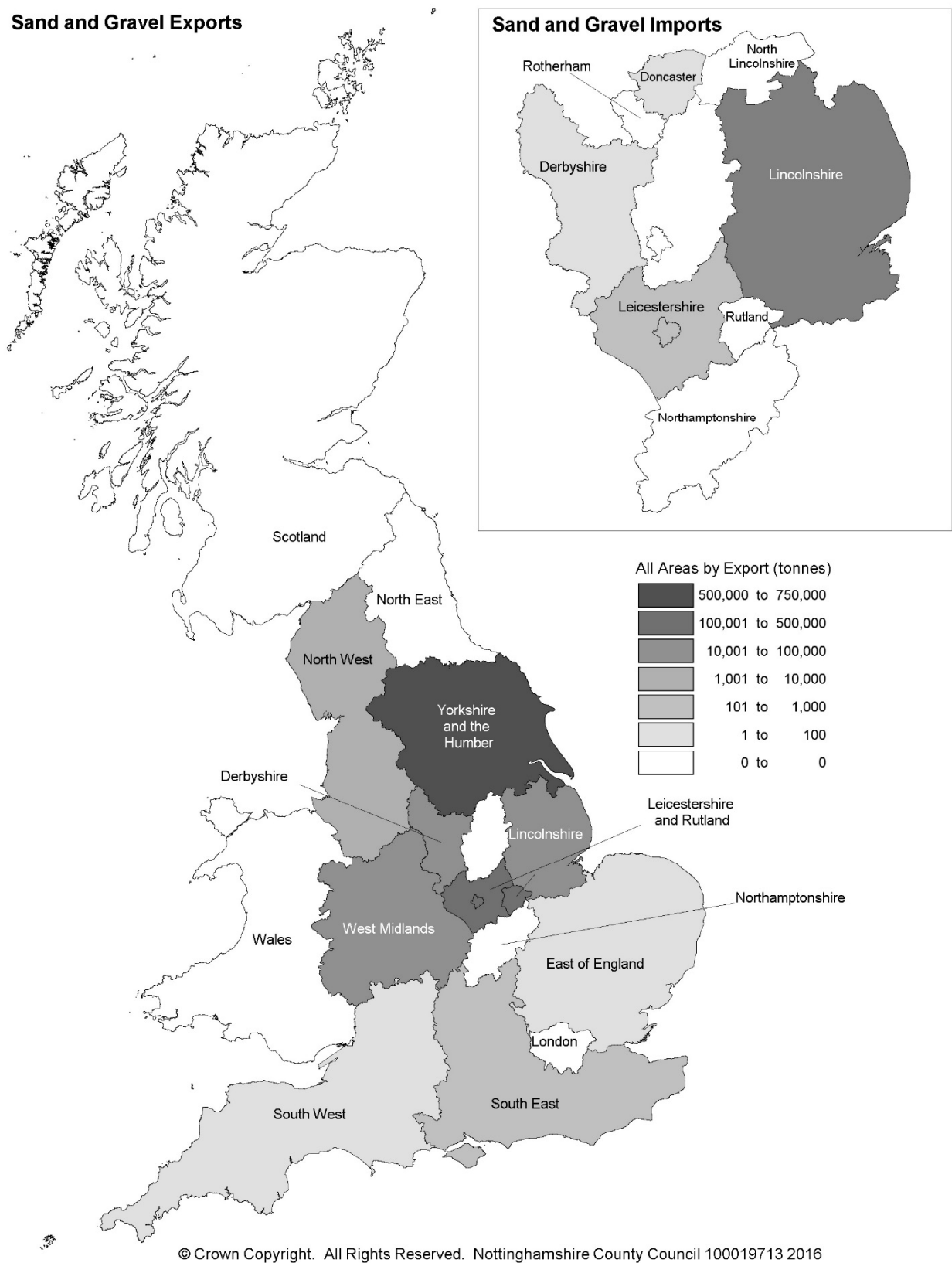
Imports and exports of sand and gravel (including Sherwood Sandstone)

- 3.8 Imports and exports of aggregates are only recorded as a one year snap shot every four years as part of the full surveys undertaken by the East Midlands Aggregate Working Party (EMAWP). The most recent full survey was undertaken in 2014. The surveys do not include a breakdown for Sherwood Sandstone, hence all sand and gravel import and export figures in this report include Sherwood Sandstone.
- 3.9 The amount of sand and gravel and Sherwood Sandstone known to be exported from Nottinghamshire is 1.07 million tonnes, or 60% of the total amount extracted (1.77 million tonnes). However an additional 210,000 tonnes is classified as having an unknown destination. If this 210,000 tonnes is also exported the figure rises to 72%. However it should be noted that the export figure in 2009 (the last time such data was collected) was 52% so it is considered more likely that this 210,000 tonnes actually served markets within Nottinghamshire.
- 3.10 The results of the 2014 survey show that Nottinghamshire exported approximately 400,000 tonnes to Rotherham and Doncaster making it the main export market followed by other neighbouring authorities in the East Midlands¹. This is due to limited resources elsewhere and the quality of the gravel that meets the specifications for making high strength concrete. However some is transported a much greater distance. See Figure 4 below.
- 3.11 Imports of sand and gravel from elsewhere in the East Midlands were lower compared to the amount extracted from the County's own quarries. However, the amount imported still totalled approximately 530,000 tonnes. It is likely that these imports supply markets close to the county boundary.
- 3.12 Figure 4 sets out the latest available data on import and exports of sand and gravel.
- 3.13 Given the relatively low value and bulky nature of aggregates, transport forms a major part of its cost. As a result the distance minerals can be economically transported by road is relatively limited. National figures identify the average distance travelled in 2015 was 35 miles, although the distance travelled has steadily been increasing². No data is available at the local level.

¹ Source: Aggregate Minerals Survey 2014, conducted by the Department of Communities and Local Government

² Minerals Products Association

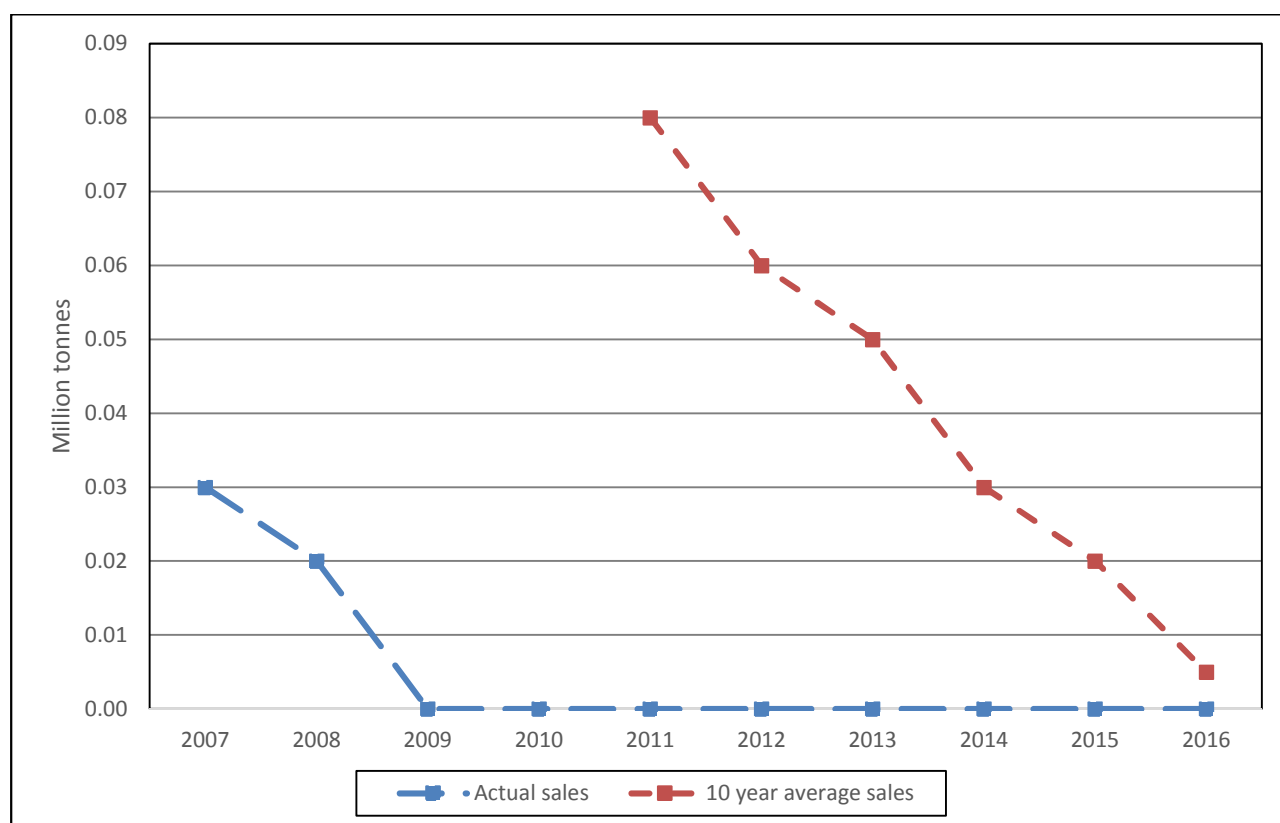
Figure 4: Sand and gravel (including Sherwood Sandstone) imports and exports to and from Nottinghamshire, 2014 (tonnes)



Crushed rock (including aggregate limestone)

- 3.14 Crushed rock sales (predominately aggregate limestone) in Nottinghamshire have stood at zero over the majority of the 10 year period. This lack of sales has continued in 2016. (see figure 5 below).

Figure 5: Sales of aggregate limestone, 2007-2016 against 10 year average sales figure. (Figures in million tonnes)



Year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Sales (million tonnes)	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Resources and landbank

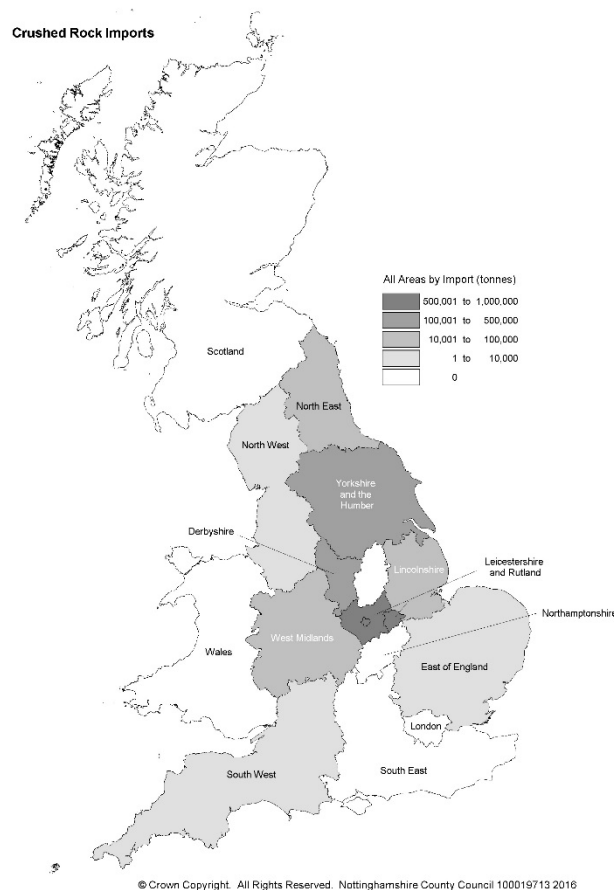
- 3.15 Nottinghamshire only has one dedicated aggregate limestone quarry (at Nether Langwith). The quarry was originally opened to supplement a much larger quarry in Derbyshire, however it has been mothballed since 2007. Some aggregate is also produced from reject stone at a building stone quarry at Linby although this tonnage is small. Given that no significant quantity of aggregate is currently being worked, the landbank is theoretically increasing rapidly. Permitted reserves currently total 3.34 million tonnes, with average sales over the last 10 years standing at 0.005 million tonnes. Therefore as of December 2016 the landbank stood

at 668 years. This is significantly above the minimum of 10 years and will continue to increase rapidly if Nether Langwith quarry remains dormant.

Imports and exports of crushed rock

- 3.16 Limestone resources in Nottinghamshire and Nottingham are relatively limited therefore the majority of crushed rock used is imported. The 2014 Full East Midlands Annual Minerals Survey states that 1.26 million tonnes of crushed rock were imported into Nottinghamshire, whilst no mineral was exported.
- 3.17 The survey identified Leicestershire, Derbyshire (including the Peak District National Park Authority) and Yorkshire and Humberside (predominately Doncaster Metropolitan Borough Council) as the main sources of crushed rock.
- 3.18 The Leicestershire LAA states that adequate reserves are available to meet expected future demand over the plan period. The Derbyshire LAA also states that adequate reserves remain available to meet expected future demand from outside Derbyshire. This takes into account the reduction in output from the Peak District National Park. The Doncaster and Rotherham LAA identifies a 33 year landbank for crushed rock based on 2015 figures.

Figure 6: Crushed rock imports into Nottinghamshire, 2014 (tonnes)



Source: East Midlands Aggregate Working Party 2014

Alternative aggregates

- 3.19 Production figures for secondary and recycled aggregates are limited to national estimates. Since 1980 there has been a significant increase in annual alternative aggregate production in Great Britain (GB), rising from 20 million tonnes to a high of 71 million tonnes in 2007 (25% of total aggregates sales). Sales of recycled aggregates rise and fall in line with sales of primary aggregate / economic trends and in 2015 stood at 63 million tonnes (29% of total aggregates sales)³ due to the wider fall in aggregate production as a result of the recession. It is estimated that alternative aggregates use in GB is around three times higher than the European average.
- 3.20 The British Geological Survey and Minerals Products Association acknowledge that further significant growth is likely to be limited due to the high levels that are already being recycled along with changing construction methods which are also likely to reduce the availability and quality of these materials in the future.
- 3.21 Local data for alternative aggregates is very limited however the main types of alternative aggregates in Nottinghamshire are set out below:

Power station ash

- 3.22 Fly ash and furnace bottom ash (FBA) from power stations can be used as alternatives to virgin aggregates in the manufacture of concrete, cement and other construction materials. Nottinghamshire has three power stations which produce around 1.7 million tonnes of ash each year⁴. There is limited local information as to how much of the ash is sold, but nationally around 70 per cent of total fly ash and 100 per cent of FBA produced in 2014 was sold for use in construction products and engineering materials. The remaining material is often stored in stockpiles and can be sold at a later date⁵.
- 3.23 As all of Britain's coal fired power stations are set to close by 2025 and be replaced with other types of power generation, the availability of power station ash is likely to fall significantly in the future.

Construction and demolition waste

- 3.24 Construction and demolition waste is made up of a range of materials including rubble, metals, glass, plastic and other construction materials.
- 3.25 National estimates suggest that around 80-90% of construction and demolition waste is re-used or recycled. Old concrete and rubble is often crushed on site using mobile processing plant and used in situ as bulk fill. The remainder of the materials such as metal is taken off site and sent to be processed elsewhere.

³ Minerals Products Association – The Mineral Products Industry at a Glance 2016

⁴ East Midlands Aggregate Working Party - Annual Survey and Report 2014

⁵ UK Quality Ash Association

- 3.26 There are no up to date figures for the amount of construction and demolition waste generated in Nottinghamshire but estimates suggest that around 1 million tonnes was produced in 2010/11⁶.
- 3.27 There are currently 15 dedicated aggregates recycling facilities which have a maximum permitted capacity of 1.1 million tonnes. There are also 22 general transfer facilities which are able to handle construction and demolition waste but no separate data on capacity is available.
- 3.28 Worn out rail ballast is taken by rail to recycling centres for crushing into aggregate. As this material comprises high quality limestone or granite it can be re-processed for high-grade uses. There are approximately 7 rail ballast recycling sites across the country. One of these is located at Toton railway sidings in Stapleford. Table 4 sets out annual throughputs.
- 3.29 Road planings produced as a result of highway resurfacing schemes can be used as a recycled aggregate to form a range of surfaces such as car parks, driveway or tracks. The availability of this material will vary depending on the level of highway maintenance being carried out at any given time (these figures are already included in table 4 below).
- 3.30 Table 4 sets out estimates for the amount of inert waste (considered suitable for recycled aggregates) that has passed through permitted recycling and transfer facilities in Nottinghamshire⁷. The figures show that over the 10 year period, throughput hit a low in 2010 before steady increasing to 2015.

Table 4: Throughputs of inert waste (considered suitable for recycled aggregates) at permitted recycling and transfer facilities.

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Ballast recycling facility, Toton. (million tonnes)	0.21	0.31	0.26	0.18	0.05	0.11	0.10	0.13	0.15	0.13
All other sites (million tonnes)	0.26	0.09	0.08	0.20	0.08	0.10	0.21	0.28	0.32	0.34
Total (million tonnes)	0.47	0.40	0.34	0.38	0.13	0.21	0.31	0.41	0.47	0.47

- 3.31 No sales data exists for specific types of recycled or secondary aggregates. However, as these types of aggregates are available on the open market, their contribution is already taken into account when calculating future demand for primary aggregates.
- 3.32 Planning policies relating to recycled and secondary aggregates can be found in the Nottinghamshire & Nottingham Waste Core Strategy (adopted December 2013).

⁶ Local estimate based on national data contained in the Waste Resources Action Programme Study of construction, demolition and Excavation Waste Arisings, use and Disposal for England.

⁷ Data sourced from the Environment Agency Waste Data Interrogator

Local production conclusion

- 3.33 Compared to historic (pre 2007) sales of sand and gravel and Sherwood Sandstone, the 2016 sales data clearly reflects the continued subdued nature of sales from Nottinghamshire. This has also combined with a fall in the number of permitted quarries coming online to replace worked out quarries.
- 3.34 At the end of 2016, Nottinghamshire had sufficient permitted reserves of sand and gravel to meet the 7 year minimum landbank. Further reserves will, however, need to be released over the life of the Minerals Local Plan to 2036, as existing quarries are worked out. A call for sites with the minerals industry along with additional work will be undertaken as part of the Nottinghamshire Minerals Local Plan evidence base.
- 3.35 Exports of both sand and gravel and Sherwood Sandstone continue to remain a significant proportion of sales. This trend is likely to continue over the next plan period as sand and gravel resources, particularly those in Rotherham and Doncaster are limited.
- 3.36 At the end of 2016, Nottinghamshire had sufficient permitted reserves of Sherwood Sandstone to meet the 7 year minimum landbank. Further reserves will, however, need to be released over the life of the Nottinghamshire Minerals Local Plan to 2036, as existing quarries are worked out. A call for sites with the minerals industry and additional work will be undertaken as part of the Nottinghamshire Minerals Local Plan evidence base.
- 3.37 Crushed rock sales remain at zero with the county's needs being met by imports from adjoining counties. At the end of 2016, the landbank was technically well above the minimum 10 year landbank, however this figure should be treated with caution as sales have been at zero for a number of years.
- 3.38 Recycled and secondary aggregates continue to play an important role in meeting wider aggregate demand, however the ability of recycled aggregates to replace primary aggregates will be dependent on a range of issues such as availability, cost, and the technical specifications required for specific end uses. As these types of aggregates are available on the open market, their contribution is already taken into account when calculating future demand for primary aggregates.

Future Aggregate Provision

- 4.1 In order to provide a steady and adequate supply of aggregates over the plan period, the NPPF states that a LAA should be prepared based on the last 10 years average sales data taking into account any important local considerations and national and sub national guidelines.

National and Sub-National Aggregate Guidelines

- 4.2 Prior to the introduction of the NPPF, the supply of land-won aggregates in England was based on national and sub national guidelines for aggregates provision published by the Department for Communities and Local Government (DCLG). The most recent guidelines covering the period 2005-2020 were published in 2009.
- 4.3 The East Midlands Aggregate Working Party used these guidelines to produce draft apportionment figures for each MPA. The figures were then approved by the East Midlands Regional Assembly in 2010 and were to be incorporated into the Regional Plan via the review process. However due to the abolition of the Regional Spatial Strategy the figures were never adopted.
- 4.4 The guidelines for the East Midlands stood at 174 million tonnes for sand and gravel and 500 million tonnes for crushed rock over the 2005-2020 period. For Nottinghamshire the guidelines were equivalent to 3.81 million tonnes per annum (a combined figure for sand and gravel and Sherwood Sandstone).
- 4.5 It was decided at the Aggregate Working Party meeting in February 2013 that the draft 2009 figures were considered out of date as they were only based on aggregate output from a period of economic growth, and should, therefore, not be taken into account when determining the new apportionment figures.
- 4.6 Long term demand for aggregates to be provided for in the Minerals local Plan will be reviewed annually through the LAA using the 3 and 10 year sales averages as the key evidence base specifically monitoring trends. Annual monitoring of the Local Plan will also take place based on the updates to the LAA and if required early review may be necessary.

Sand and gravel provision

- 4.7 The biggest planning issue for Nottinghamshire and Nottingham is the long term provision of sand and gravel over the plan period.
- 4.8 Based on the most recent data, the 10 year average figure stands at 1.7 million tonnes. This figure has steadily fallen since the first LAA was produced in 2013 and reflects the greater influence of the recession and continued lower level of economic output over the most recent 10 year period. The three year average figure has also slowly fallen since the first LAA was produced and stands at 1.40 million tonnes. Table 5 sets out the average production figures.

Table 5: Sand and Gravel average sales figures

	2013 LAA (2002-2011)	2014 LAA (2003-2012)	2015 LAA (2004-2013)	2016 LAA (2005-2014)	January 2017 LAA (2006-2015)	Current LAA (2007-2016)
10 year average sales (million tonnes)	2.58	2.43	2.24	2.05	1.89	1.7
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)
3 year average sales (million tonnes)	1.51	1.61	1.55	1.46	1.45	1.4

Resource depletion in the Idle Valley and the north of the County

- 4.9 The Idle Valley, located in the north of the County, has a long history of sand and gravel extraction. Traditionally a large proportion of this has supplied markets in Rotherham and Doncaster due to its close proximity and limited mineral reserves elsewhere.
- 4.10 Resource depletion is now starting to limit output, and since 2006 the number of active quarries has fallen from 8 to 5. This has seen capacity fall from around 1.2 million tonnes in 2006 to around 500,000 tonnes in 2016. Some of the loss in capacity is due to the delay in implementing the permitted quarry at Sturton Le Steeple.
- 4.11 The impact of resource depletion in the Idle Valley on the Rotherham and Doncaster markets is discussed further in the following chapter.

Marine won sand and gravel

- 4.12 Marine won sand and gravel is not used in Nottinghamshire due to the availability of locally sourced land won material and the high costs involved in transporting the mineral long distances. It is therefore assumed that marine sources are not a significant issue for Nottinghamshire and will therefore not form part of this assessment.

Sherwood Sandstone provision

- 4.13 Sherwood Sandstone sales are much lower than sand and gravel and historically have been in steady decline. The most recent 10 year average figure reflects the long term decline and the greater influence of the low level of economic output and stands at 0.37 million tonnes. The 3 year average figure has remained stable and stands at 0.35. Table 6 sets out average sales figures.

Table 6: Sherwood Sandstone average sales figures

	2013 LAA (2002-2011)	2014 LAA (2003-2012)	2015 LAA (2004-2013)	2016 LAA (2005-2014)	January 2017 LAA (2006-2015)	Current LAA (2007-2016)
10 year average sales (million tonnes)	0.46	0.44	0.42	0.40	0.39	0.37
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)
3 year average sales (million tonnes)	0.33	0.34	0.35	0.35	0.37	0.35

- 4.14 No additional specific local factors have been identified when considering the future apportionment for Sherwood Sandstone.

Crushed rock (limestone) provision

- 4.15 Crushed rock (limestone) is only worked from one quarry in Nottinghamshire and production has been limited due to the seasonal working of the site and abundance of limestone worked in Derbyshire and Leicestershire.
- 4.16 The most recent 10 year average figure is 0.005 million tonnes which reflects sales earlier in the 10 year period. The 3 year average figure is 0.00 million tonnes (see Table 7).

Table 7: Crushed rock average sales figures

	2013 LAA (2002-2011)	2014 LAA (2003-2012)	2015 LAA (2004-2013)	2016 LAA (2005-2014)	January 2017 LAA (2006-2015)	Current LAA (2007-2016)
10 year average sales (million tonnes)	0.08	0.06	0.05	0.03	0.02	0.005
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)
3 year average sales (million tonnes)	0.00	0.00	0.00	0.00	0.00	0.00

Future provision

- 4.17 A pre-cast concrete factory was built near Worksop in 2009 and produces concrete structures on site for delivery and installation at construction sites. The factory uses crushed limestone as part of the production process.
- 4.18 No recent data on consumption is available however this was previously around 40,000 tonnes per annum. The factory is currently supplied by quarries in Derbyshire as the only limestone quarry in Nottinghamshire is mothballed.

Future aggregate provision conclusion

- 4.19 National guidance states that consideration should be given to the national and subnational demand forecasts, however these are now considered out of date as they were based purely on a period of economic growth over a shorter timescale than the 10 year sales average stated in the NPPF.
- 4.20 The 10 year sales average for sand and gravel continues to fall as a greater period of recession data is taken into account and current quarrying output in Nottinghamshire remains flat. The 3 year average sales figures have shown a small but steady decline indicating sales have not increased in the last three years. Based on current sales data, it is considered appropriate to base future demand for sand and gravel on the 10 year sales average.
- 4.21 The 10 years sales average for Sherwood Sandstone has slowly fallen, although it remains more stable than sand and gravel sales. The 3 year average is much closer to the 10 year average and has remained generally flat indicating steady sales. Based on the current sales data, it is considered appropriate to base future demand for Sherwood Sandstone on the 10 year average.
- 4.22 Crushed rock sales remain at zero as the majority of material used in Nottinghamshire is imported from adjoining authorities. Based on the current sales data it is not considered necessary to identify additional reserves.
- 4.23 Resource depletion in the Idle Valley along with continued demand from Rotherham and Doncaster will remain a long term issue, however in the short term adequate reserves remain.
- 4.24 The potential use of marine sourced sand and gravel is not a significant issue for Nottinghamshire due to the availability of locally sourced land won mineral and the significant additional cost in transporting marine sourced minerals greater distances.

National Infrastructure Projects identified for Nottinghamshire

- 5.1 The 2016 National Infrastructure Plan identified two infrastructure schemes for Nottinghamshire, the Midland Mainline electrification (MME) programme estimated to start in 2019 and the A1/A46 junction improvements near Newark estimated to start between 2020 and 2025. However in July 2017 the Department for Transport announced that the MME from Kettering to Leicester, Derby and Nottingham has been cancelled. The High Speed 2 line (HS2) phase two is also proposed to pass along the western boundary of the county. At this stage it is difficult to identify a start date or quantify the amount of aggregates for the section of the line in Nottinghamshire.
- 5.2 It is likely that the schemes above will increase demand for minerals in Nottinghamshire. However, given the current lack of detail, the amount of minerals required is uncertain. Future LAAs will continue to monitor progress on these schemes.

Annual Minerals Raised Inquiry survey

- 5.3 The Annual Minerals Raised Inquiry (AMRI) survey is an annual survey undertaken by the Office for National Statistics which collects, collates and publishes a comprehensive set of statistics for the production of minerals. The survey covers all mineral working sites across the whole of Great Britain. The most recent version was published in March 2016 and includes 2014 data.
- 5.4 The data contained in the previous versions of the AMRI show that national sales of sand and gravel hit a low in 2012 of just over 50 million tonnes, however sales have increased since, and in 2014 stood at just over 56 million tonnes. Sales of crushed rock hit a low of just under 91 million tonnes in 2012, however sales have increased since, and in 2014 stood at just under 105 million tonnes.

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- 5.5 The EMAWP Annual Monitoring Report collates data relating to aggregates sales for each Minerals Planning Authority in the East Midlands. (The sales data for Nottinghamshire has been used in this report). At the start of the monitoring period in 2007 sand and gravel sales in the East Midlands stood at 8.9 million tonnes before falling to a low of 5.5 million tonnes in 2009 as a result of the recession. Since 2009 sales have steadily increased standing at 6.95 million tonnes in 2016. This is a small increase from 6.89 million tonnes in 2015.
- 5.6 Although Nottinghamshire produces very little crushed rock, it is useful to monitor sales across the East Midlands as a wider indicator of demand. In 2007 crushed rock sales stood at 30.7 million tonnes. Unlike sand and gravel, sales did not reach a low point until 2012 when sales stood at 19.74 million tonnes. Between 2012 and 2015 sales have steadily increased. 2016 sales increased significantly compared to 2015 rising to 28.11million tonnes from 22.99 million tonnes.

Population forecasts

- 5.7 The population of Nottinghamshire (the geographic County, including Nottingham City) is expected to grow from 1.13 million in 2016 to 1.25 million in 2036 (Minerals Local Plan period) based on 2014 Office of National Statistics data. Development associated with this growth is likely to be focused around the existing major urban areas of the Nottingham conurbation, Newark and Mansfield, however it is difficult to make direct comparisons between population growth and minerals use.

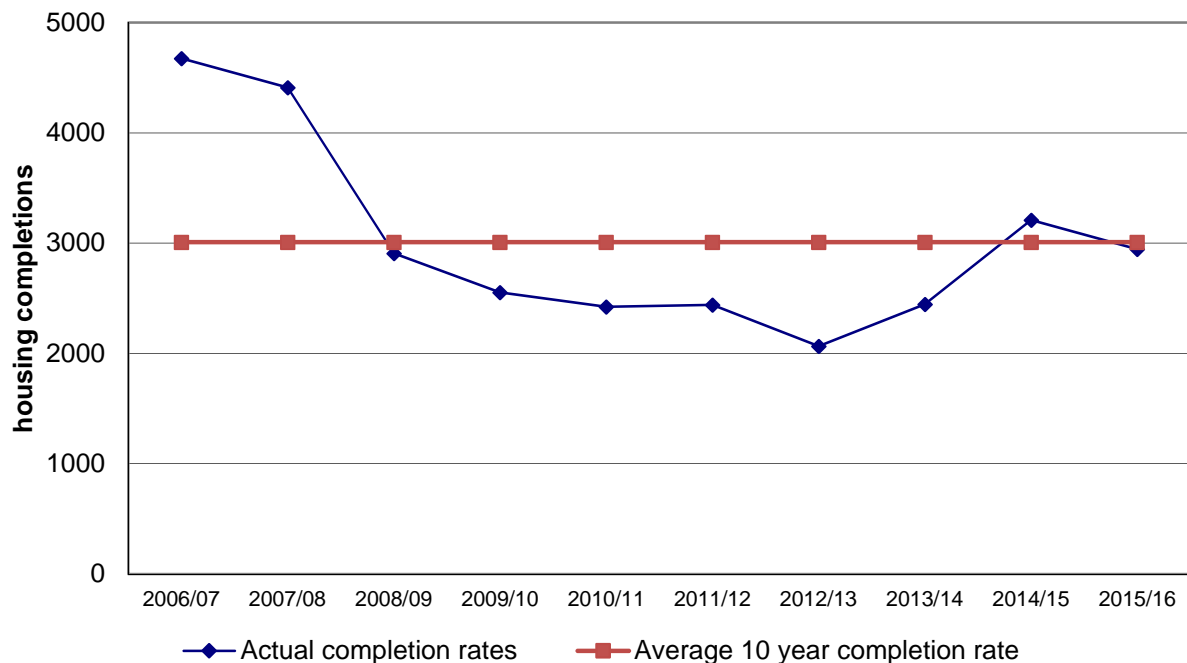
House building

- 5.8 Nottingham City and the District/Boroughs throughout the County are at different stages of their Local Plan preparations, however, all have identified their future housing requirements set out over different time periods. Planned house-building rates for the area are estimated at 4,574 dwellings per annum (see table 8). Average completions over the last ten year period have been 3,008. Completions peaked at 4,674 in 2006/2007 (see figure 7).
- 5.9 Depending on future local economic conditions, housing completions are expected to increase over the life of the plan period, however there is some uncertainty regarding the potential achievement of the planned housing completion rates.

Table 8: Future house building rates per annum

District/Borough	Requirement	Average Annual Requirement
Ashfield District Council Ashfield Local Plan Publication Local Plan, September 2016	7,683 dwellings (2016 to 2032)	452 dwellings
Bassetlaw District Council Bassetlaw Initial Draft Local Plan October 2016	6,525 dwellings (2019-2034)	435 dwellings
Broxtowe Borough Council Greater Nottingham Aligned Core Strategies Part 1 Local Plan, September 2014	6,150 dwellings (2011-2028)	362 dwellings*
Gedling Borough Council Greater Nottingham Aligned Core Strategies Part 1 Local Plan, September 2014	7,250 dwellings (2011-2028)	426 dwellings*
Mansfield District Council Mansfield Local Plan Consultation Draft, January 2016	7,520 dwellings (2016-2033)	376 dwellings
Newark and Sherwood District Council Newark and Sherwood Allocations and Development Plan Document July 2013	14,800 dwellings (2006-2026)	740 dwellings
Nottingham City Council Nottingham Land and Planning Policies Part 2 Local Plan, January 2016	17,150 dwellings (2011-2028)	1,009 dwellings*
Rushcliffe Borough Council Rushcliffe local Plan Part 2: Issues and Options January 2016	13,150 dwellings (2011-2028)	774 dwellings*
TOTAL		4,574 dwellings

Figure 7: Housing completions in Nottinghamshire



- 5.10 Whilst house building uses a significant amount of aggregates, the Minerals Product Association estimate that new house building only makes up approximately 20% of overall aggregate use and therefore is only part of the equation when considering future demand.

Future demand from the Rotherham and Doncaster markets

- 5.11 The draft Rotherham and Doncaster Local Aggregates Assessment 2016 states that whilst its sand and gravel landbank stands at 16.8 years (4.2 million tonnes), there are limited reserves of sharp sand remaining in the area and that current permitted reserves may not be adequate to cover the plan period to 2028. Therefore, whilst the draft 2016 Rotherham and Doncaster LAA states that the sand and gravel shortfall over the plan period is estimated to be only 50,000 tonnes this is based on the continued importation of sand and gravel from Nottinghamshire and elsewhere.
- 5.12 Given that Nottinghamshire has traditionally supplied a large proportion of sand and gravel to the Rotherham and Doncaster markets from the Idle Valley and North Nottinghamshire, their future requirements are unlikely to be completely new demand and this has been taken into account as part of the 10 year average sales figures. It is likely that in the short term, output from the Idle Valley and north Nottinghamshire will be maintained at current levels from existing permitted reserves.
- 5.13 A planning permission at Sturton Le Steeple with an estimated output of 500,000 tonnes per annum (including circa 150,000 tonnes per annum potential river barge transportation) was formally implemented in the first half of 2017 but has yet to come into active production due to delays in installing site infrastructure. If this quarry was fully operational it would provide a valuable long term source of sand and gravel to supply North Nottinghamshire and the Rotherham and Doncaster markets for approximately 20 years.

- 5.14 A call for sites exercise will be undertaken as part of the new Minerals Local Plan evidence base which will identify any remaining sand and gravel reserves in the Idle Valley that the industry wishes to be considered for allocation.
- 5.15 Longer term, output from the Idle Valley is likely to fall as the remaining resources are used up and this will be monitored through the LAA process. If sand and gravel from Nottinghamshire continues to supply this market in the longer term, it would need to be sourced from the Trent Valley close to Newark, a significantly greater distance from the markets. In this latter scenario other resources outside of Nottinghamshire may start to become increasingly viable for South Yorkshire markets, however at this stage it is difficult to predict the extent of this.
- 5.16 Paragraph 73 of the draft Rotherham and Doncaster 2016 LAA also notes that in 2014 half the crushed rock sales in the Boroughs were used for concreting aggregate, identifying a potential transition away from sharp sand to crushed rock for concreting products. If this is the case this could reduce the long term demand for sharp sand for concreting purposes.
- 5.17 It is important to note the LAA is reviewed annually and an Annual Monitoring Report is prepared by the County Council to monitor the effectiveness of the Local Plan.
- 5.18 A joint minerals position statement was agreed between Nottinghamshire County Council, Rotherham MBC and Doncaster MBC in May 2013 which identifies the above issues and states that provision from Nottinghamshire will continue in the short term however long term reserves are less certain. Further discussions will be required in the future.

Future growth conclusion

- 5.19 National sales of aggregates (up to 2014) have steadily increased since the low experienced in 2012. This has also been the case (up to 2016) across the East Midlands area. This would suggest that demand for aggregates is increasing across the board however this is not the case in Nottinghamshire as sales have remained flat and declined in 2016. The reasons for this have been set out earlier in the document.
- 5.20 No additional infrastructure projects have been identified since the last LAA was published. The existing projects include HS2 rail project and the A46/A1 road improvements. Although these projects are likely to increase demand for aggregate, it is not possible at this stage to quantify the amount of additional aggregates that are likely to be needed from within the County.
- 5.21 The population of Nottinghamshire is expected to increase steadily over the plan period potentially increasing demand for the supply of aggregates although it is not possible to quantify this. Planned house building rates across Nottinghamshire are expected to increase over the life of the district/borough local plans (generally to 2030), however actual housing completions will vary and will be largely be dependent on the health of the economy in the future. House building is likely to increase demand for aggregates although it is just one element of overall demand.

- 5.22 Demand for sand and gravel from Rotherham and Doncaster is likely to continue into the future as sand and gravel resources are limited in this area. Remaining reserves within the Idle Valley will meet short term demand, however in the long term as this sand and gravel resource becomes worked out, sand and gravel will have to be transported further from elsewhere.
- 5.23 Based on the information available, it is not considered necessary to identify additional aggregate reserves to meet future growth over the plan period.

Conclusion

- 6.1 The provision of sand and gravel is the biggest issue for Nottinghamshire and Nottingham over the plan period. The 10 year sales average has fallen significantly from 2.58 million tonnes in the first LAA published in 2013 to 1.7 million tonnes in this LAA. This is largely due to the recession, in the immediate post 2008 period, however the number of permitted quarries coming online has also fallen, even though significant sand and gravel resources remain in the Trent Valley.
- 6.2 Additional reserves will need to be identified over the plan period to 2036 to replace existing quarries as they are worked out. It is likely that a mix of extensions to existing permitted quarries and new quarries will be needed, however until a call for sites has been undertaken with the minerals industry this cannot be confirmed.
- 6.3 No major infrastructure projects are planned in the short term, however longer term, the proposed route of the HS2 and the potential highway improvements to the A46/A1 junction and the A46 near Newark could increase demand for aggregates. An increase in house building is forecast, however, housing completion rates are likely to be more un-predictable as they will be dependent on the economy.
- 6.4 Resource depletion in the Idle Valley is likely to be the biggest factor potentially influencing exports to South Yorkshire. The extent of the impact will depend on the level of demand, due to economic conditions and the increasing trend of replacing sharp sand with crushed rock in concreting products. However it is likely that sand and gravel will either be sourced from quarries around Newark or from other areas outside of Nottinghamshire that may be closer.
- 6.5 Sherwood Sandstone sales are much lower than sand and gravel sales but have also fallen over the plan period. It is likely that additional reserves will be needed over the plan period however until a call for sites has been undertaken with the minerals industry it is not possible to quantify this.
- 6.6 The importation of crushed rock from adjoining areas to meet the County's needs is set to continue as limestone sales from Nottinghamshire remain at zero. The permitted but mothballed quarry at Nether Langwith contains permitted reserves and could be re-opened by the operator to meet additional demand in the future.
- 6.7 Recycled and secondary aggregates continue to play an important role in meeting wider aggregate demand, however the ability of recycled aggregates to replace primary aggregates will be dependent on a range of issues such as availability, cost, and the technical specifications required for specific end uses. As these types of aggregates are available on the open market, their contribution is already taken into account when calculating future demand for primary aggregates.
- 6.8 Based on the information set out in this LAA, it is considered appropriate to base future demand for plan making purposes on the 10 year sales average.
- 6.9 The LAA will be reviewed annually taking account of the most recent aggregate sales data and any other relevant local data. This will ensure that there is an adequate and steady supply of aggregate minerals provided over the plan period and that any fluctuations in future requirements can be addressed. [Page 85 of 110](#)

Nottinghamshire Local Aggregates Assessment (LAA)

East Midland Aggregate Working Party (EM AWP) Comments Summary

The Nottinghamshire LAA was sent around the AWP for consultation for a 2 week period during August 2017.

Comments on the LAA were received from Lincolnshire County Council, Tarmac and the Minerals Products Association (MPA). With the exception of the MPA, the comments made relate to sand and gravel provision only.

The following is a summary of the comments received. Full responses have been sent separately along with this note.

More detailed explanation is required in the LAA regarding the reasons for a decline in sales. Issues to be addressed include the following;

- loss of production capacity from Finningley Quarry in recent years to Doncaster. The LAA does not reflect that reserves at this site are expected to be depleted by 2019 and as such production may revert back to the Nottinghamshire side which could result in increased production in Nottinghamshire, the LAA should reflect this.
- cross boundary movements of sand and gravel in the Trent Valley, principally increases in production from the Lincoln/Trent Valley which could be compensating for the reduced production in Nottinghamshire.
- Further detail on the demand for sand and gravel in County with increased visibility of the role of imports and exports. Demand based purely on sales does not accurately reflect the current requirements.

Further information would assist understanding future supply by addressing the following points.

- Issues of future supply when looking at existing reserves where a number of sites are close to exhaustion with no extensions or replacement sites in place, and where sites have been mothballed which affects the operational landbank.
- more information would assist understanding of how future increases in demand as a result of planned major infrastructure, housing and other local growth considerations will be met, and whether this is likely to include a reliance on imports from neighbouring production areas. Detail on the areas expected to meet supply requirements would assist those areas in future planning as part of Duty to Co-operate.
- Whether there is a potential for under provision of sand and gravel when solely basing demand on past 10 yrs sales without factoring in the above concerns.

Some proposed text changes have been put forward by Tarmac and are included in their full response sent separately to this note.

In regards to crushed rock, the LAA may benefit from removing reference to the 10 yrs sales as has been proposed in the AMR, and simply report reserves.

REPORT OF CORPORATE DIRECTOR PLACE

ARCHAEOLOGICAL ADVICE TO LOCAL PLANNING AUTHORITIES IN NOTTINGHAMSHIRE

Purpose of the Report

1. To inform Committee of the work undertaken with the District and Borough Councils, in their role as Local Planning Authorities, on the provision of expert archaeological advice.
2. To approve the cessation of archaeological advice provision to the District and Borough Councils on an unpaid basis.

Information and Advice

3. Local Planning Authorities (LPAs) have need of access to expert archaeological advice to ensure the risk of harm to the archaeological heritage is minimised and to contribute to positive strategies for the conservation and enjoyment of the historic environment, in accordance with:
 - the National Planning Policy Framework
 - National Planning Policy advice and practice guidance relating to the historic environment
 - Ancient Monuments and Archaeological Areas Act (1979)
 - Town and Country Planning Acts (1947, 1995 and any subsequent Amendments and Regulations).
4. The County Council has historically provided advice on archaeological matters to the District and Borough Councils for their role as Local Planning Authorities. Budget reductions and associated structural changes within the Conservation service, however, mean that the County Council is no longer able to provide this advice to the District and Borough Councils on an unpaid for basis.
5. Discussions have, therefore, been taking place with a view to bringing Nottinghamshire in line with surrounding counties, where the County Councils provide expert archaeological advice that is charged for and managed through a Service Level Agreement (SLA). A draft SLA was sent to all the local planning authorities in the County in June 2017 for their consideration. Under the SLA, the County Council would provide management and accommodation for the post(s) required to deliver the service and expert oversight through the Senior Practitioner Archaeology (County Archaeologist).

6. The District and Borough Councils have not indicated that they wish to go forward with the proposed SLA. The role of the County Council in the provision of the expert archaeological advice they require in their roles as Local Planning Authorities will, therefore, cease with immediate effect. The County Council will continue to employ an archaeologist to support its own planning and wider curatorial roles and will continue to maintain the Historic Environment Record for the County.

Other Options Considered

7. The option for the County Council to continue to provide archaeological advice without charge has been considered. The Council has endeavoured to support the District and Borough Councils with a reduced level of archaeological advice while discussions have been taking place. This has, however, proved to be unsustainable, given the reduced capacity available and has had a negative impact on the County Council's own requirements. This has, therefore, been discounted as an option.
8. The option for the County Council to offer a paid for archaeological advice service on a case by case basis was also considered. The capacity to provide a service on this basis does not, however, exist and the risks associated with creating the capacity without guaranteed funding were considered to be too high.

Reasons for Recommendation

9. It is for the District and Borough Councils to ensure that they have access to expert archaeological advice for their roles as Local Planning Authorities. The County Council no longer has the capacity to provide this advice to the District and Borough Councils on an unpaid for basis and the offer to provide this service through a charged for Service Level Agreement has not been taken up.

Statutory and Policy Implications

10. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, sustainability and the environment and ways of working 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) That Committee approves the cessation of archaeological advice to the District and Borough Councils on an unpaid for basis, with immediate effect.

Adrian Smith
Corporate Director Place

For any enquiries about this report please contact: Heather Stokes, Team Manager Conservation

Constitutional Comments [SLB 07/09/2017]

11. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [RWK 07/09/2017]

12. There are no specific financial implications arising directly from the report.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- All

5 October 2017

Agenda Item: 11

REPORT OF THE SERVICE DIRECTOR, COMMISSIONING, RESOURCES AND CULTURE

TOUR OF BRITAIN

Purpose of the Report

1. To endorse the arrangements for Nottinghamshire's hosting of a stage of the 2017 cycling Tour of Britain on 6 September 2017.
2. To confirm that a further report will be brought to Committee outlining the economic impact of the Nottinghamshire stage.
3. To seek approval for the County Council to host a Nottinghamshire stage of the event in 2018.

Information and Advice

4. The Tour of Britain has been the major cycling event in the UK each year since its inauguration in 2004. The Tour is now a major international event and a cornerstone of the UK's sporting calendar, as it is Britain's biggest and most prestigious professional bike race. Each year it enjoys the biggest live attendance of any sporting event in the UK, and it is the UK's biggest free to attend sporting event.
5. The Tour attracts major international cycling teams and riders. In consequence, the event enjoys extensive coverage across the national media each year, including:
 - daily national and local press coverage;
 - 1,000,000 viewers per day on ITV4 (full live coverage and highlights);
 - millions of viewers across the world through international broadcasts;
 - 500,000+ unique visitors to tourofbritain.co.uk during race week;
 - extensive social media following;
 - widespread coverage across the cycling press.
6. As such, the Tour provides extensive benefits to host locations through media coverage and the promotion of host locations as a visitor destination on a global scale. The hosting of a Tour of Britain stage also creates significant direct economic benefit through organiser and spectator spend.
7. Members will be aware that Nottinghamshire hosted a stage of the Tour for the first time on 6 September 2017. The stage ran for a total of 175km from Mansfield to Newark, via a range of Nottinghamshire's towns and major landmarks.

8. The Nottinghamshire stage was a sporting and community success, with crowds estimated at 200,000 lining the route to see the largest sporting event in the County's history, and many more watching live TV coverage. For Nottinghamshire, the hosting of a stage has also helped to:
 - identify Nottinghamshire as a county that hosts major, international sporting events
 - support the creation of community pride and provide a free to attend sporting spectacle that has brought some of the best athletes in the world to Nottinghamshire
 - support events to be held on the day that would promote greater engagement in sport and physical activity.
9. As part of its contractual agreement with the Tour of Britain's organisers, the Council will receive a full economic impact report for the Nottinghamshire stage later in the Autumn. The report will be brought to a future meeting of the Communities and Place Committee for consideration therefore.
10. A further part of the contractual agreement outlines an option for the Council to host a further stage of the Tour in 2018. In view of the success of the 2017 event, Tour organisers are keen for Nottinghamshire to host a second stage in 2018.
11. Should this be agreed by Members, it is envisaged that detailed discussions about the route for a 2018 stage would commence in early 2018.

Other Options Considered

12. The County Council could choose not to host a Nottinghamshire stage in 2018.

Reason/s for Recommendation/s

13. Hosting a stage of the Tour of Britain in September 2018 will deliver significant and measurable economic, tourism, community and reputational benefits to Nottinghamshire.

Statutory and Policy Implications

14. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

15. The direct cost of hosting the stage in 2017 was £160,000. Of this total, approximately £75,000 was funded through contributions from District Council partners and sponsorship income. Additional costs associated with managing stage logistics, publicity, communication and community engagement are still being finalised.

16. It is anticipated at this stage that the County Council's contribution towards the total costs of a 2018 stage will be approximately £100,000. The County Council's contribution would be met by a request from contingency.

RECOMMENDATION/S

That the Committee:

- 1) endorses the hosting arrangements for Nottinghamshire for the 2017 cycling Tour of Britain on 6 September 2017.
- 2) agrees to receive a further report on the economic impact of the Nottinghamshire stage.
- 3) approves the County Council hosting a further Nottinghamshire stage of the event in 2018.

Derek Higton
Service Director, Commissioning, Resources and Culture

For any enquiries about this report please contact:

Derek Higton
Service Director, Commissioning, Resources and Culture
T: 0115 9773498
E: derek.higton@nottsc.gov.uk

Constitutional Comments (LM 12/09/17)

17. The Communities and Place Committee is the appropriate body to consider the contents of the report.

Financial Comments (SAS 13/09/17)

18. The financial implications of the report are contained within paragraphs 15 and 16 above.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Tour of Britain 2017 – Nottinghamshire stage: report to Policy Committee – 19 July 2017

Electoral Division(s) and Member(s) Affected

All.

C1025

5th October 2017

Agenda Item: 12

**REPORT OF THE SERVICE DIRECTOR, COMMISSIONING, RESOURCES
AND CULTURE****AUTUMN AND WINTER EVENTS AT SHERWOOD FOREST COUNTRY PARK****Purpose of the Report**

1. To seek endorsement of this year's autumn and winter events at Sherwood Forest Country Park including the winter illuminations weekend – Sparkling Sherwood.

Information and Advice

2. For the past few years the country park has put on a programme of autumn and winter events starting with a series of small scale activities for children and families around October half-term then the Halloween trail followed by the winter illuminations weekend, Sparkling Sherwood, and finally the various Christmas themed events such as Santa's Grotto, the ever popular Dog Grotto, Tree Dressing which this year is being supported by the Woodland Trust Forest Charter Celebrations, Christmas Ceilidh evenings and the Yuletide Trail and seasonal walks. The proposed events for autumn and winter 2017/18 are detailed in **Appendix 1**.
3. Sparkling Sherwood is the largest of these events and requires considerable logistical effort and expertise but Members who have attended in the past will no doubt testify that the effect is quite magical. As it takes place in the evening it is managed as a pre-booked ticket only event to ensure visitors have time to enjoy the spectacle. An example of the publicity for the event is available as a background paper. The other events have been advertised in the Council's What's On Guide and through the events page on the Council's website.

Other Options Considered

4. There is always the option of not putting on an event programme but this one is tried and tested and has proved to be very popular with visitors as well as generating additional income. Event providers have already been booked for a number of these events as this has to be done in the summer in order to secure their services.

Reason/s for Recommendation/s

5. The autumn and winter programme of events at Sherwood, as well as providing entertainment, showcases the natural beauty of the site and serves to introduce people to the Park who might otherwise not have visited. It also encourages visitor spend in the

catering and retail outlets at an otherwise quiet time of the year. The Sherwood Forest Visitor Centre Santa's Grotto has gained a reputation for being a charming traditional style grotto much enjoyed by families looking for a less commercial experience and the Dog Grotto has certainly been a popular way of attracting new repeat visitors to the site.

Statutory and Policy Implications

6. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

7. There is a cost associated with all events but this is provided for in the budget and is offset by the additional income from parking charges and event charges (where levied) and additional spend in the catering and retail outlets.

Safeguarding of Children and Adults at Risk Implications

8. The park rangers supplemented as required by additional stewards and visitor reception staff have a system in place to deal with children or vulnerable adults who become separated from their carers in a crowd.

Implications for Sustainability and the Environment

9. As Sherwood is a National Nature Reserve all likely environmental impacts are examined and where necessary consent is obtained from Natural England, the government's conservation body.

RECOMMENDATION/S

- 1) That the autumn and winter events programme for Sherwood Forest Country Park is endorsed.

Derek Higton
Service Director, Commissioning, Resources and Culture

For any enquiries about this report please contact:

Gareth Broome
Countryside Team Manager
T: 0115 9932712
E: gareth.broome@nottscc.gov.uk

Constitutional Comments (LM 20/09/17)

10. The Communities and Place Committee is the appropriate body to consider the content of the report.

Financial Comments (SAS 20/09/17)

11. The financial implications of the report are contained within paragraph 7 above.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Sparkling Sherwood A5 hand bill

Electoral Division(s) and Member(s) Affected

All.

C1032

Sherwood Forest Visitor Centre events – Autumn/Winter 2017/18

Car parking charge applies unless otherwise stated

November 2017

Sunday 5th November, 10 am—12.30pm

Family Conservation Fun: Task Morning

Looking for ways to get the kids away from the TV? Try and learn new skills? Take an active role in your local community? Why not join the Sherwood Ranger Team on our monthly Family Task. This task will be tackling an area of the Country Park in need of a little extra TLC. All you need to bring is yourself, wear suitable clothing and footwear and don't forget some energy.

Spaces are limited so pre-booking is essential on 01623 823202 between 10am & 4pm

£2 per family

Saturday 11th November, 10.30am – 12.30pm & 2pm – 4pm

Make a Willow Angel

Join us for a willow weaving workshop to make a Christmas Angel to bring some rustic charm to your house or garden. When you get your angel home you may like to decorate with some fairy lights for that extra festive touch. Bring secateurs if you have them. This workshop is indoors.

Pre-booking is essential on 01623 823202.

Children under 16 must be accompanied by an adult

£15 per person/ willow angel

Saturday 25th & Sunday 26th November, 11am - 1pm & 2pm - 4pm

Christmas Wreaths

You know Christmas is on the way when there is a traditional Yuletide wreath hanging on the door! Join us today to make your own, using natural materials such as evergreens, holly, ivy and pine cones from Sherwood Forest. Places are limited for this extremely popular activity, so please book in advance by phoning 01623 823202.

£16 per wreath

Saturday 25th November – Sunday 7th January 2018, 11am – 3pm (every Saturday and Sunday)

Yuletide Treasure Trail

Enjoy some of the forest's midwinter magic on this self-guided weekend trail around the Major Oak path, with a 'sweet' reward for all those who complete the clues! (subject to availability)

£1 per trail leaflet

Saturday 25th November – Sunday 17th December, Weekends only, 11am – 4pm (Last admission 3.45pm)

St. Nicholas' Yuletide Grotto

The forerunner to Father Christmas, and the traditional bearer of Yuletide gifts, St Nicholas will be in his medieval-style grotto each weekend until Sunday 17th December, ready to welcome visitors.

£5 per child including small gift

Sunday 26th November, 11am

St. Nicholas arrives...

Rumours abound that the Sheriff of Nottingham is in Sherwood Forest today to try and put a stop to any Yuletide celebrations – let's hope Robin Hood is around to save the day! Come along to cheer for St Nicholas as he arrives at his medieval grotto. (This event involves some stunt fighting which may be worrying for younger children unless it is explained to them).

Free Event

December 2017

Sunday 3rd December, 11.30am - 1pm & 2pm – 4pm

Family Conservation Fun - Tree Dressing

A seasonal highlight in Sherwood's Christmas calendar. Join in the ancient custom of Tree Dressing, and where better to celebrate the wonder of trees than in one of England's most famous forests. Come along and drop in on any of the sessions to make a decoration to hang on our chosen tree in the Visitor Centre.

Whilst the tree is being dressed there will be winter tales and music from Pilgrims and Posies.

The Visitor Centre lights switch on will take place at 4.15pm, once the tree has been dressed with all the decorations.

Free Event

Saturday 9th & Sunday 10th December, 11am-12.30pm & 2-3pm

Dog Grotto

No we haven't gone barking mad, but knowing how much so many of our regular visitors love their pooches, we thought it was about time they had the chance to treat their canine companions to their very own visit to Santa Paws! Minimum donation of £2.00 per dog. All proceeds will be donated to Jerry Green Dog Rescue.

Friday 15th, Saturday 16th & Sunday 17th December

Sparkling Sherwood Evening Event

Join us for this winter lighting event. See Sherwood's ancient oak trees in a whole new light, literally, as we invite you to take a walk through the illuminated forest – a truly magical start to winter and a memorable experience to treasure. The walk route is approximately one mile.

Blidworth Welfare Band will be in the Visitor Centre from 6.00 - 7.30pm playing festive music.

Timed entry tickets 6pm, 6.15pm, 6.30pm, 6.45pm & 7pm.

Tickets are limited and must be purchased in advance, available from October 1st.

For more information call 01623 823202. Subject to booking fee.

Tickets £3 per person

Sunday 24th December, 11am – 12.30pm

Christmas Eve Walk

Escape the hustle and bustle of high street shopping and the last minute Christmas rush, and enjoy a gentle stroll with a ranger through the ancient glades of Sherwood, looking for winter wildlife and discovering more about this legendary forest.

Adults £3 children £1.50

Tuesday 26th December, 11.30am – 1pm

Boxing Day walk

If your head's a bit fuzzy or you think you may have overdone the excesses of the festive period, this is your chance to breathe in some fresh air and get your legs working again!

Booking is recommended on 01623 823202 or simply turn up and pay on the day.

Adults £3 children £1.50

January 2018

Sunday 7th January, 10.30am – 12.30pm

Family Conservation Fun - New Year Walk

Why not start 2017 with a winter wander through Sherwood Forest and learn more about its amazing trees and its fascinating history.

£3.00 Adults, £1.50 Children

Sunday 14th January, 10am – 3.30pm

Tree Felling Workshop

Ever wondered how to fell a tree safely? Ever wondered what to do when you've felled it? Well why not come along to our basic tree felling course, where the experienced staff will take you through the stages of felling and processing a tree, you even get to take your tree home as processed firewood! Due to the nature of this course no under 16's. Jacket potato for lunch included in the price. Upon booking, please ask for additional details not included here.

£30 per person

Saturday 20th January, 10.30am – 12noon

Winter Tree ID

Do you get oak mixed up with ash or wonder what the difference is between sweet chestnut and horse chestnut? Then come along on this walk to learn techniques of identification and the uses of different types of wood.

Phone 01623 823202 to book a place.

£3 Adults, £1.50 Children

February 2018

Sunday 4th February, 10.30am – 3pm

Family Conservation Fun - Community Woodland Day

Come along and get stuck in on our community woodland day, the rangers and wardens want your help in restoring an area of abandoned woodland, come tackle invasive and unwanted species and learn about why we're doing it and how it will benefit the site and nature.

Free

Saturday 10th February, 6.45pm – 10.15pm

Stargazing and Lecture Evening

"Gaze out into our glorious galaxy and beyond" with the Mansfield and Sutton Astronomical Society. You will get a chance to look through a number of telescopes at our beautiful night sky and behold the wonders of the universe. There will also be an astronomy themed talk and a possibility of "listening to the sounds of space" through the portable radio astronomy equipment. Wrap up warm because astronomy can be a very cold science. It is also advisable to wear good footwear as the telescopes will be situated about a 10 minute walk away.

Please be aware that viewing is subject to weather conditions and the programme may be subject to change (but will still go ahead). There will be free factsheets to take away, and a free warm drink will be available.

Places limited so pre-booking is essential on 01623 823202

Not suitable for younger children

£6 per person

Saturday 17th February, 11am-12noon

Bird Feeders

Come along for this one hour session; making a selection of bird feeders and ideas to take away to help the birds in your garden. Bring a bag to take your feeders home in! Handling seeds, fruit and nuts. Phone 01623 823202 to book a place.

£2.50 per person (each paying person will take away one of each feeders)

Tuesday 20th February, 11am – 2.00pm

Bird Box Making

National Nest Box Week runs from 14th to 21st February so why not join the Sherwood Volunteers and Rangers on this bird box making session. All materials and tools will be provided. Phone 01623 823202 to book a place.

£5.00 per box (Subject to availability)

Saturday 24th February, 10.30am – 2pm

Coppicing Workshop

Join Ranger Graeme Turner to learn the skill of coppicing and understand its history and importance in the woodland. Due to the sharpness of the tools used this course is open to responsible adults only.

Upon booking, please ask for additional details not included here.

£25 per person

March 2018

Saturday 3rd March, 10 am—12.30pm

Family Conservation Fun: Task Morning

Looking for ways to get the kids away from the TV? Try and learn new skills? Take an active role in your local community? Why not join the Sherwood Ranger Team on our monthly Family Task. This task will be tackling an area of the Country Park in need of a little extra TLC. All you need to bring is yourself, wear suitable clothing and footwear and don't forget some energy.

Spaces are limited so pre-booking is essential on 01623 823202 between 10am & 4pm

£2 per family

Sunday 4th March, 10am – 3.30pm

Tree Felling Workshop

Ever wondered how to fell a tree safely? Ever wondered what to do when you've felled it? Well why not come along to our basic tree felling course, where the experienced staff will take you through the stages of felling and processing a tree, you even get to take your tree home as processed firewood! Due to the nature of this course no under 16's. Jacket potato for lunch included in the price. Upon booking, please ask for additional details not included here.

£30 per person

Saturday 10th March, 8am – 10am

Woodpecker Walk

Join RSPB Conservation Officer for Nottinghamshire and Lowland Derbyshire Carl Cornish as you go in search of woodpeckers within Sherwood Forest NNR.

Pre-book your place by calling 01623 823202.

£5 per person

Saturday 17th March, 10.30am – 4.00pm

Spoon Carving Workshop

The ancient craft of 'spoon carving' has seen a resurgence in its popularity. Join Ranger Graeme Turner and learn the basics of spoon carving. Advice on selecting suitable wood will be given followed by a hands-on session using saws, axes and knives including how to maintain and sharpen tools. At the end of the day you will leave with at least one completed 'Sherwood Forest' spoon. Due to the sharpness of the tools used this course is open to responsible adults only.

£30 per person

Saturday 24th March, 10.30am – 12.30pm & 2.00 – 3.30pm

Willow Weaving Workshop

Come along for this willow weaving workshop to make an obelisk for your home or garden or perhaps as a gift for Mothering Sunday. In the garden your obelisk can be used to support climbing plants such as clematis or sweet peas. Please bring secateurs if you have them. This workshop is indoors. Approx. height of obelisk will be 5 feet. Booking essential on 01623 823202. Children must be accompanied by an adult.

£15.00 per person/obelisk

5 October 2017**Agenda Item: 13**

REPORT OF CORPORATE DIRECTOR, RESOURCES WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2017-18

Information and Advice

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

Other Options Considered

5. None.

Reason/s for Recommendation/s

6. To assist the committee in preparing its work programme.

Statutory and Policy Implications

7. This report has been compiled after consideration of implications in respect of finance, 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/S

- 1) That the Committee's work programme be agreed, and consideration be given to any changes which the Committee wishes to make.

Jayne Francis-Ward
Corporate Director, Resources

For any enquiries about this report please contact: Martin Gately, Democratic Services Officer on 0115 977 2826

Constitutional Comments (HD)

8. The Committee has authority to consider the matters set out in this report by virtue of its terms of reference.

Financial Comments (PS)

9. There are no financial implications arising directly from this report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- New Governance Arrangements report to County Council – 29 March 2012 and minutes of that meeting (published)

Electoral Division(s) and Member(s) Affected

All

COMMUNITIES AND PLACE COMMITTEE**DRAFT WORK PROGRAMME**

Report Title	Brief summary of agenda item	Lead Officer	Report Author
9 NOVEMBER 2017			
Statement of Community Involvement	Consideration of revised document prior to approval by Policy Committee	Sally Gill	
Developer Contributions Strategy	Approval of revised draft strategy prior to consultation	Sally Gill	
*Miner to Major	Submission of revised stage 2 HLF application in Nov	Sally Gill	
*Archaeological Advice to Districts	To agree a course of action	Sally Gill	
Flood Risk Management Local Levy		Gary Wood	
*Bus Stop Clearways	Consideration of Objections	Gary Wood	
*TRO 1200 Prohibition of Waiting (Ordsall)	Consideration of Responses	Gary Wood	
*Buses Bill – Moving Forward	Details of Buses Bill	Pete Mathieson	
Waste Site Hazards		Sally Gill/Rob Fisher	
Registration Service Fees for 2018 / 2019 and 2019 / 2020	To seek approval of revised and proposed fees for registration services to the public in 2018 / 19 and 2019 / 20	Paul McKay	Robert Fisher
Waste Strategy Consultation	To approve first draft prior to consultation	Mick Allen	
Place Performance Report	Performance Update for Place Department	Adrian Smith	
Place Plan	To approve departmental strategy for Place Dept.	Adrian Smith	
TRO 7192	To consider objections received in respect of the Traffic Regulation Order proposed to support the introduction of improved bus infrastructure	Gary Wood	
7 DECEMBER 2017			
Improvements to National	To consider improvements to National Water Sports Centre.	Derek Higton	Derek Higton

Water Sports Centre			
Highways Programme 18/19	Consideration of Highways Programme	Gary Wood	Kevin Sharman
Night Time Weight Limits (Six Month Trial)	Consideration of Night Time Weight Limits	Gary Wood	Kevin Sharman
11 JANUARY 2018			
Fees and Charges 2018/19 – Sherwood Forest Country Park	Annual determination	Derek Higton	Mark Croston
Fees and Charges 2018/19 – Libraries, Archives & Information	Annual determination	Derek Higton	Peter Gaw
Cultural Services - service update		Derek Higton	Derek Higton
Place Performance Report	Performance Update for Place Department	Adrian Smith	
8 FEBRUARY 2018			
Cultural Services - service update		Derek Higton	Derek Higton
Charging for Highway Services	Approval for proposed charges	Gary Wood	
Charging Policy for the Historic Environment Record and proposed future developments	Agree charging policy	Sally Gill	
8 MARCH 2018			
Nottinghamshire Community Learning & Skills Service Annual Plan and Fees 2018/19	For decision	Derek Higton	Ian Bond
Cultural Services - service update		Derek Higton	Derek Higton
Place Performance Report	Performance Update for Place Department	Adrian Smith	
19 APRIL 2018			
Cultural Services - service		Derek Higton	Derek Higton

update			
17 MAY 2018			
Cultural Services - service update		Derek Higton	Derek Higton
14 JUNE 2018			
Annual review of the County Council Cultural Strategy		Derek Higton/ Mark Croston	
Cultural Services - service update		Derek Higton	Derek Higton
19 JULY 2018			
Cultural Services - service update		Derek Higton	Derek Higton

*Deferred from October meeting.

