

Joint Committee on Strategic Planning and Transport

Friday, 08 September 2023 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

- | | | |
|----|--|---------|
| 1 | Minutes 9 June 2023 | 3 - 6 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Joint Committee – Introduction for new Councillors | 7 - 12 |
| 5a | Presentation - All Change the Castle Line | 13 - 18 |
| 5b | Presentation - Poacher Line | 19 - 36 |
| 6 | Update on Mineral and Waste Matters | 37 - 40 |
| 7 | Greater Nottingham Joint Planning Advisory Board Update | 41 - 48 |
| 8 | Joint Committee Work Programme | 49 - 52 |

Notes

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

Customer Services Centre 0300 500 80 80

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

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

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Joint Committee on Strategic Planning and Transport

Minutes of the meeting held at County Hall on 9 June 2023 from 10.32 am to 11.32 am

Membership

Present

Councillor Neil Clarke MBE (Chair)
Councillor Jim Creamer
Councillor Michael Edwards
Councillor John Ogle

Absent

Councillor Steve Carr
Councillor Sam Harris
Councillor Helen Kalsi
Councillor Nick Raine (Vice Chair)

Colleagues, partners, and others in attendance:

Sarah Ashton	- Democratic Services Officer, Nottinghamshire County Council
Matt Gregory	- Head of Planning Strategy and Geographic Information,
Jonathan Smith	Nottingham City Council
	- Interim Group Manager, Planning
Emma Brook	- Principal Planning Officer, Nottinghamshire County Council
Kevin Sharman	- Team Manager, Transport, Nottinghamshire County Council
Tim Bellenger	- Transport Strategy Manager, Nottingham City Council

1. Appointment of Chairman and Vice-Chairman

The appointment by Nottinghamshire County Council on 11 May 2023 of Councillor Neil Clarke MBE as Chairman and the appointment by Nottingham City Council on 22 May 2023 of Councillor Nick Raine as Vice-Chairman of the Committee for the 2023-24 municipal year was noted.

2. Committee Membership

The membership of the Committee for the 2023-24 municipal year as follows: Nottinghamshire County Council, Councillors Steve Carr, Jim Creamer, and John Ogle. Nottingham City Councillors Sam Harris, Helen Kalsi, and Georgia Power was noted.

Permanent Membership Change

Nottingham City Council had advised the Committee that Councillor Michael Edwards would permanently replace Councillor Georgia Power.

3. Minutes of last meeting 10 March 2023

The minutes of the last meeting on 10 March 2023, having been previously circulated, were confirmed and signed by the Chairman.

4. Apologies for absence

Apologies were received from Councillor Steve Carr (other) Councillor Sam Harris (other) and Councillor Nick Raine (other)

5. Declarations of interest by Members and Officers

None

6. Joint Committee – Introduction for new Councillors

As two of the new Members had sent their apologies, it was agreed that this item would be deferred until the next meeting (8 September 2023)

7. Protocol for collaborative working on mineral and waste matters

Jonathan Smith, Interim Group Manager, presented the report informing the Committee of the proposed partnership protocol.

The following points were raised during the discussion which followed:

- (a) The County has significant resources of sand and gravel in the Trent Valley and Idle Valley, two large brick kilns served adjacent clay quarries, gypsum mines south of Newark and East Leake, Sherwood sandstone is an important aggregate, there is a lot Oil extracted in the County
- (b) Joint interests, there has been a request for a screening report towards a future planning application for sand & gravel at Barton-in-Fabis
- (c) There is the potential to safeguarding gypsum near Radcliffe on trent power station, protecting the rights for the future

RESOLVED: 2023/06

That the protocol as set out in the appendix of the report be approved

8. Update on Mineral and Waste Matters

Jonathan Smith, Interim Group Manager and Emma Brook, Principal Planning Office, informed the Committee of the latest mineral and waste matters and an update on the waste local plan.

The following points were raised during the discussion which followed:

- a) Concerns were shared that the authorities were not using energy recovery to its fullest potential due possibly to the costs to put the infrastructure in place.
- b) The scale of change over the next four years when every home will have a food waste collection.
- c) All the ash from the incinerator is taken out to be used as a secondary aggregate.
- d) The County have an application to rework old pulverised fuel ash (PFA) to use as a secondary aggregate

RESOLVED: 2023/07

That the Mineral and Waste update report be noted

9. Transport Update

Tim Bellenger, Transport Strategy Manager, Nottingham City Council and Kevin Sharman, Team Manager, Transport, Nottinghamshire County Council presented the transport update to the Committee.

The following points were raised during the discussion which followed:

- (a) By-mode trains are in production and being tested now this will give flexibility when over-headlines are not available.
- (b) Travel levels are now at 90% pre-pandemic levels, with an extended length to peak times.
- (c) Special arrangements are being put in to place to cover the engineering work between Grantham and Skegness in the Poacher Line over the Summer, concerns were shared that this will not be enough.

RESOLVED: 2023/08

That the Transport update report be noted

10. Greater Nottingham Joint Planning Advisory Board Update

Matt Gregory, Head of Planning Strategy and Geographic Information, Nottingham City Council, updated the Committee on the Greater Nottingham Joint Planning Advisory Board (JPAD):

The Committee expressed concerns that sites that have been granted planning permission to build homes were left empty, contractors are not getting them built. Rises in interest rates for mortgages haven't help the supply and demand element. Some authorities are looking into the possibility of penalising contractors if they haven't built homes in a timely manner.

RESOLVED: 2023/09

That the contents of the report be noted

11. Joint Committee Work Plan

RESOLVED: 2023/10

That:

- 1) the Committee's Joint Work Programme be noted
- 2) the Committee didn't identify any partnership work areas at this time

The meeting closed at 11:32 am

CHAIRMAN

Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	9 January 2023
From:	Joint Officer Steering Group

JOINT COMMITTEE - INTRODUCTION FOR NEW COUNCILLORS

1 SUMMARY

This report summarises the background and purpose of the Joint Committee for the benefit of new members of the Committee by reference to the current Terms of Reference

2 BACKGROUND

- 2.1 The Joint Committee on Strategic Planning and Transport was formed in 1998 following the making of Nottingham as a unitary authority, independent from the County Council. The Joint Committee provides a forum for Nottingham City Council and Nottinghamshire County Council to meet to discuss planning and transport matters which span the boundary between City and County and provide a basis for joint working as necessary to enable the effective delivery of planning and transport projects.
- 2.2 The present terms of reference were last updated in December 2022 and the protocol which underpins the Joint Committee requires a review of the Terms of Reference at least every two years.
- 2.3 The existing Terms of Reference are appended to this report for the information of new members of the Joint Committee

3 RECOMMENDATION(S)

- 3.1 That the report be noted

4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT

None.

Contact Officers

Stephen Pointer,
Nottinghamshire County Council
Email: stephen.pointer@nottscc.gov.uk

Matt Gregory
Nottingham City Council
matt.gregory@nottinghamcity.gov.uk

PROTOCOL FOR THE OPERATION OF A JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT IN GREATER NOTTINGHAM

1. Nottinghamshire County Council and Nottingham City Council established a Joint Committee between the two Authorities to advise on strategic planning and transport matters in Greater Nottingham in April 1998.
2. This protocol agreed between the two Authorities on the establishment and operation of the Joint Committee requires a two-yearly review, to ensure it remains relevant to the needs of the Joint Committee.

Role

3. The role of the Joint Committee is to advise the County Council and City Council on strategic planning and transport matters of mutual concern which cross administrative boundaries in order to facilitate the sustainable development and growth of Greater Nottingham.

Responsibilities

4. The Joint Committee will be responsible for providing advice on strategic planning and transport matters, including advice in relation to the following:
 - (a) The preparation of coordinated and aligned Local Plans to provide a coherent and consistent planning framework across Greater Nottingham, including consideration of significant evidence base studies, such as Strategic Housing Market Assessments and Economic/Employment Land reports;
 - (b) The preparation and content of statements of common ground which seek to demonstrate effective and ongoing joint working between strategic policy making authorities
 - (c) Local Plans/Development Plan Documents and Strategies prepared by other Local Planning Authorities;
 - (d) The approach to, and use of, planning contributions arising from development in Greater Nottingham where this is of strategic importance;
 - (e) Liaison with statutory bodies;
 - (f) Liaison with the D2N2 Local Enterprise Partnership and Local Nature Partnership;
 - (g) Co-ordination of planning policies for minerals and waste matters, including the Local Aggregates Assessment and a Joint Waste Local Plan ;
 - (h) The provision of infrastructure, including transport, social and green infrastructure, to support future growth, particularly where this has cross

boundary implications;

- (i) Nottinghamshire Local Transport Plan (2011 – 2026) Strategy and Implementation Plan
 - (j) Nottingham Local Transport Plan (2011 – 2026) – Strategy and Implementation Plan;
 - (k) Strategic issues arising from the management of the Traffic Control Centre;
 - (l) Strategic issues arising from public transport operations, including rail services and High Speed 2, Bus Quality Partnerships and the development of the Nottingham Express Transit;
 - (m) Strategic issues arising from air quality reviews and assessments within or impacting on Greater Nottingham.
5. To assist the Joint Committee in carrying out the responsibilities in paragraph 4 above, they shall be entitled to receive information and to comment where they deem appropriate on other relevant matters including:
- (a) Planning applications within and adjacent to Greater Nottingham subject to the statutory timetable;
 - (b) Major development proposals in areas within and surrounding Greater Nottingham;
 - (c) Significant developments in the highway and transport networks;
 - (d) Major strategic initiatives of either Authority in Greater Nottingham e.g. tackling climate change.
 - (e) Economic strategies for Greater Nottingham;
 - (f) Government legislation, regulations, guidance and initiatives affecting strategic planning and transport matters.
6. The Joint Committee will have regard to the views and resolutions of the Greater Nottingham Joint Planning Advisory Board.

Area of Responsibility

7. The Joint Committee will be responsible for advising on strategic planning and transport matters across the whole area known as Greater Nottingham. Greater Nottingham is defined as the Nottingham Core Housing Market Area and Hucknall. It comprises the local authority areas of Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe, plus the Hucknall part of Ashfield and the relevant parts of Derbyshire and

Nottinghamshire County Councils, however, the remit of this Committee excludes Erewash Borough in Derbyshire.

Relationship to Parent Authorities

8. The views of the Joint Committee will be communicated to the appropriate executive or other body or bodies of the County and City Councils as soon as possible following a resolution by the Joint Committee. Where the Joint Committee has expressed a view on particular matters that is the subject of a report to any of the parent executive bodies, the recommendation of the Joint Committee will be included in the report.

Membership

9. The Joint Committee will be composed of four (4) members from each authority. Member substitutes are allowed.
10. With the agreement of the Chair and Vice Chair, other members may be co-opted onto the Committee from time to time to assist the Joint Committee in carrying out the responsibilities in paragraphs 4 to 7 above. Such members will not have voting rights.
11. The appropriateness of co-opted members will be reviewed in accordance with paragraph 18.

Chair and Vice Chair

12. The Chair and Vice Chair will be appointed every two years and alternate between each Authority. The Vice Chair will always be appointed by the Authority not holding the Chair.

Frequency of Meetings

13. The Joint Committee will meet at least 4 times a year unless otherwise agreed by the Chair and Vice Chair.

Organisation and Conduct of Meetings

14. Notice of meetings, circulation of papers, conduct of business at meetings and voting arrangements will follow the Standing Orders of the Authority which holds the Chair, or such Standing Orders which may be approved by the parent Authorities. Meetings will be open to members of the public.

Officer Support

15. The secretariat of the Joint Committee will alternate every two years between the two Authorities with the Chair. The costs of operating the Joint Committee will be met by the Council providing the secretariat services. The work of the Joint Committee will be serviced by a Joint Officer Steering Group which will assist the Chair and Vice Chair in

setting agendas and brief them prior to meetings. They will also be responsible for communicating the views of the Joint Committee.

Disagreement Between the two Authorities

16. Where the members of the Joint Committee cannot arrive at a view on a particular issue which enjoys the support of the majority of members, that issue should be referred back to the relevant executive bodies of the two Councils.
17. Participation in the Joint Committee will not deter either Authority from expressing a dissenting opinion on any specific issue. The right to make representations at any consultation stage in the development plan making process or at an Examination in Public will not in any way be curtailed by membership of the Joint Committee.

Review

18. The role and operation of the Joint Committee will be kept under review, with a further complete review of its responsibilities and workings to be carried out not later than two years from the adoption of this revised protocol.

Protocol V7 Agreed by Joint Committee December 2022

All change: The Castle Line

Nottingham - Lincoln Strategic
Outline Business Case



Midlands Connect
Transport | Investment | Growth

May 2023

Karl McCartney, MP for Lincoln

"Any improvement on the Nottingham to Lincoln line is welcome news for Lincoln. Nottingham is geographically one of our closest cities and bolstering our connection with Nottingham via improved rail connectivity will inevitably benefit both Lincoln and the entire Greater Lincoln area.

"I look forward to seeing this scheme progress, I am sure the Department for Transport will see how beneficial such a scheme would be to the wider economy."



Maria Machancoses, CEO of Midlands Connect

"Improvements to this corridor between Nottingham and Lincoln will make life easier for businesses, communities and visitors to this area. The scheme will tackle the slow and infrequent rail services which have resulted in relatively few journeys between the two cities being made by train.

"As the UK continues to ramp up its efforts towards net zero, the need for sustainable transport solutions is greater than ever before. This project represents the first step in attracting more passengers to use the trains, to allow further improvements in the future.

"Midlands Connect is committed to making the case for this strategic investment to boost the economy in the Midlands and provide a greener, sustainable transport network."



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Background

The Nottingham to Lincoln corridor forms part of the Midlands' pan regional rail network. It is a critical link between two cities, providing an important east-west connection. Rail services along the route which is known as the Castle Line, connect Lincoln, Grimsby and Cleethorpes to Nottingham and Leicester via Newark.

The route also serves urban and rural areas such as the Gedling borough, the North Kesteven district of Lincolnshire and the more rural areas in the Newark and Sherwood district of Nottinghamshire. It plays an important role in integrating many rural communities of Lincolnshire with the cities and economic hubs.

This corridor is a key part of Midlands Connects' blueprint of investment known as Midlands Engine Rail which aims to revolutionise rail travel in the region. Our Strategic Outline Business Case demonstrates the importance of this rail corridor to the local, regional and national economy.

Nottingham is the second largest urban area in the Midlands, with more than 300,000 residents. It is home to an important visitor sector which accounts for £1.75bn of economic activity, creating a thriving leisure and tourism scene. The city centre train station facilitated over 5m entries and exits in 2021/2022.

Lincoln also draws a significant number of visitors from within and outside the area, attracting more than 3.3m tourists annually, generating £130m in economic output and supporting 2,000 jobs. A key challenge to growth is poor transport connectivity within, to and from the region.

Businesses relying on import and export links are key stakeholders in the region. The Nottingham - Lincoln rail corridor facilitates vital

freight transport to and from the Humber ports, supporting the local economies and securing many thousands of jobs.

This report focuses on a package of recommended improvements which, if delivered, will improve journey times to support economic growth, enhance connectivity and promote social mobility in the communities along this route. Investment in this rail corridor will also encourage a transition to more sustainable travel and help tackle pockets of deprivation.



The benefits

Much of the area is rural in character, with higher levels of car ownership and longer-distance trips which result in higher emissions.

Midlands Connect recognises the need to make train travel more attractive and help people transition to sustainable transport. This is part of our grand challenge, to deliver a greener, fairer and stronger Midlands region.

Improving train journey times will help to reduce car dependence for both visitors and residents, and improve social mobility. Parts of Nottingham and Newark have been identified by Government as priority areas for investment to help remove social inequalities and boost the local economies.

Currently just 10 per cent of journeys between Nottingham and Lincoln are taken by train. The core option recommended will deliver an increase in line speed from predominantly 50mph to 75mph throughout the route.

Improved journey times will attract more passengers, and alongside the arrival of HS2 in

Nottingham, Midlands Connect's long-term aim is to double the frequency of services along this route in future.

By relocating one existing signal unit, short sections of minor track re-alignment and carrying out structural repairs to existing culverts, these speed improvements can be secured at an estimated capital cost of £18m.

Historically low levels of investment in transport in the East Midlands have created poor demand for rail travel. Increasing the speed along this corridor will be the first phase of intervention. By bringing this early benefit, we can strengthen the case for further investment in the years ahead.

This proposed line speed improvement scheme represents high value for money with a strong Benefit Cost Ratio (BCR) of 2.0, that translates to £2 worth of economic, social and environmental gains delivered for each £1 pound of public money invested.

Our grand challenges:



Fairer

Integrated end-to-end journeys and enhanced quality of life



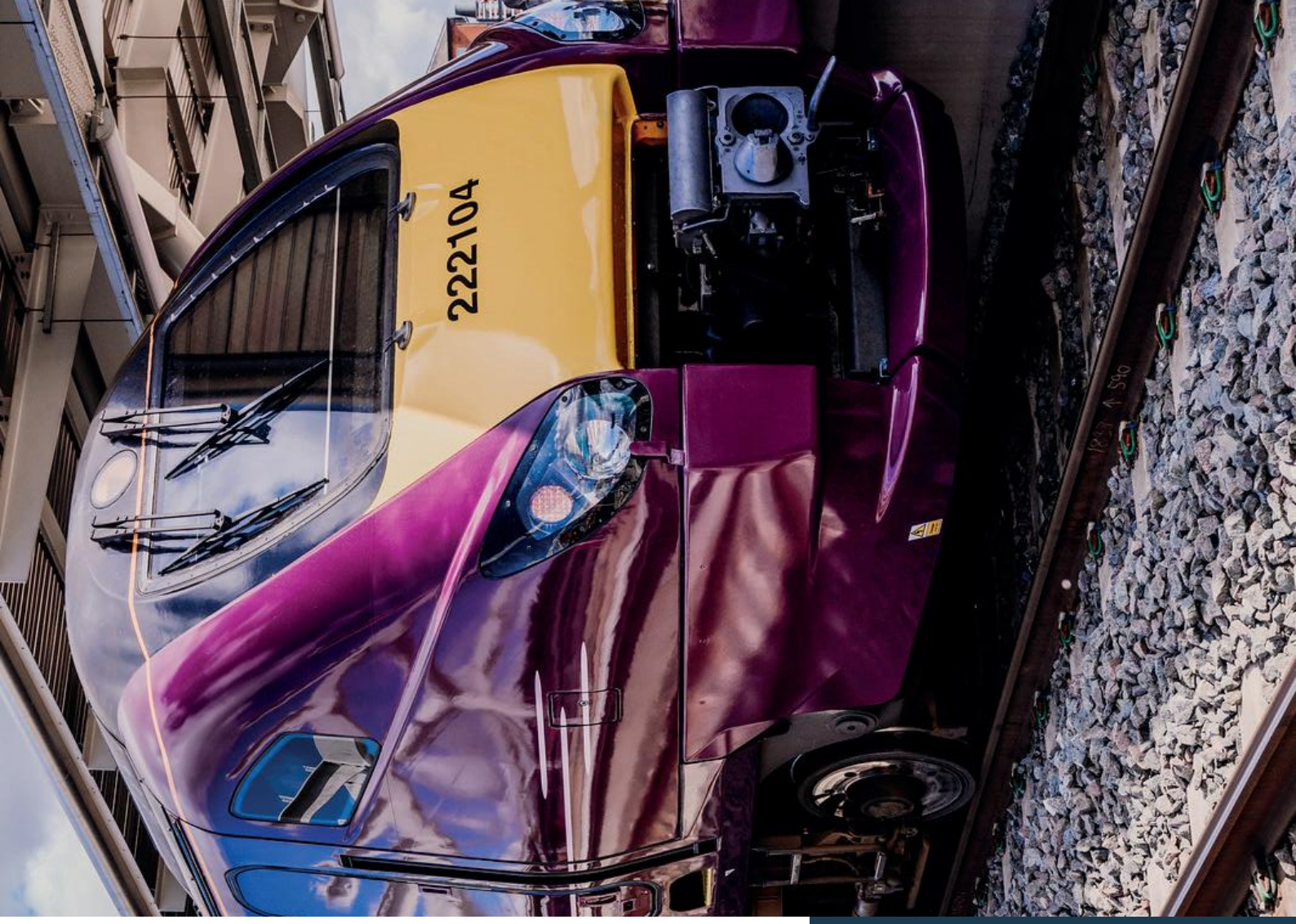
Greener

Contribution to Net Zero by 2050 goals



Stronger

Faster connections for business, enabling population and employment growth.



Nottingham - Lincoln in numbers



£18m
Project cost



+25mph
Train speed

**Only 10% of journeys
currently taken by train**



**Every £1 spent will
bring £2 worth
of benefits**



What next?

This Business Case has been developed thanks to the co-operation and input of key stakeholders in the rail industry, and Midlands Connect's partners such as Local Transport Authorities and Local Enterprise Partnerships. The project has been developed with Network Rail and local train operator East Midlands Railway (EMR).

Midlands Connect and its partners therefore recommend to The Department for Transport that approval is granted to proceed through to Decision to Develop. This is the second of five stages in the Rail Network Enhancements Pipeline (RNEP) framework.

The proposed milestones for this scheme could see work start in April 2026 with completion in Summer 2028.





Midlands Connect
Transport | Investment | Growth

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Poacher Line

Strategic Outline Case Refresh



Project Aims:

A set of pragmatic and affordable enhancements to the rail corridor between Nottingham and Grantham which would:

- Allow for additional stops and reduced end-to-end journey times for services which do not stop.
- Improve accessibility of residents to opportunities and services in Grantham, Nottingham, and beyond.
- Unlock the significant growth proposals along the corridors, complementing the place-based investment in their Neighbourhood Plans and Masterplans.
- Reduces environmental impact, including reduced car dependency, and promotes equitable access for all, particularly those without a car available to them.

The proposals for enhancements to accessibility to the Poacher Corridor are a long-term aspiration for local authorities along the route and their regional partners

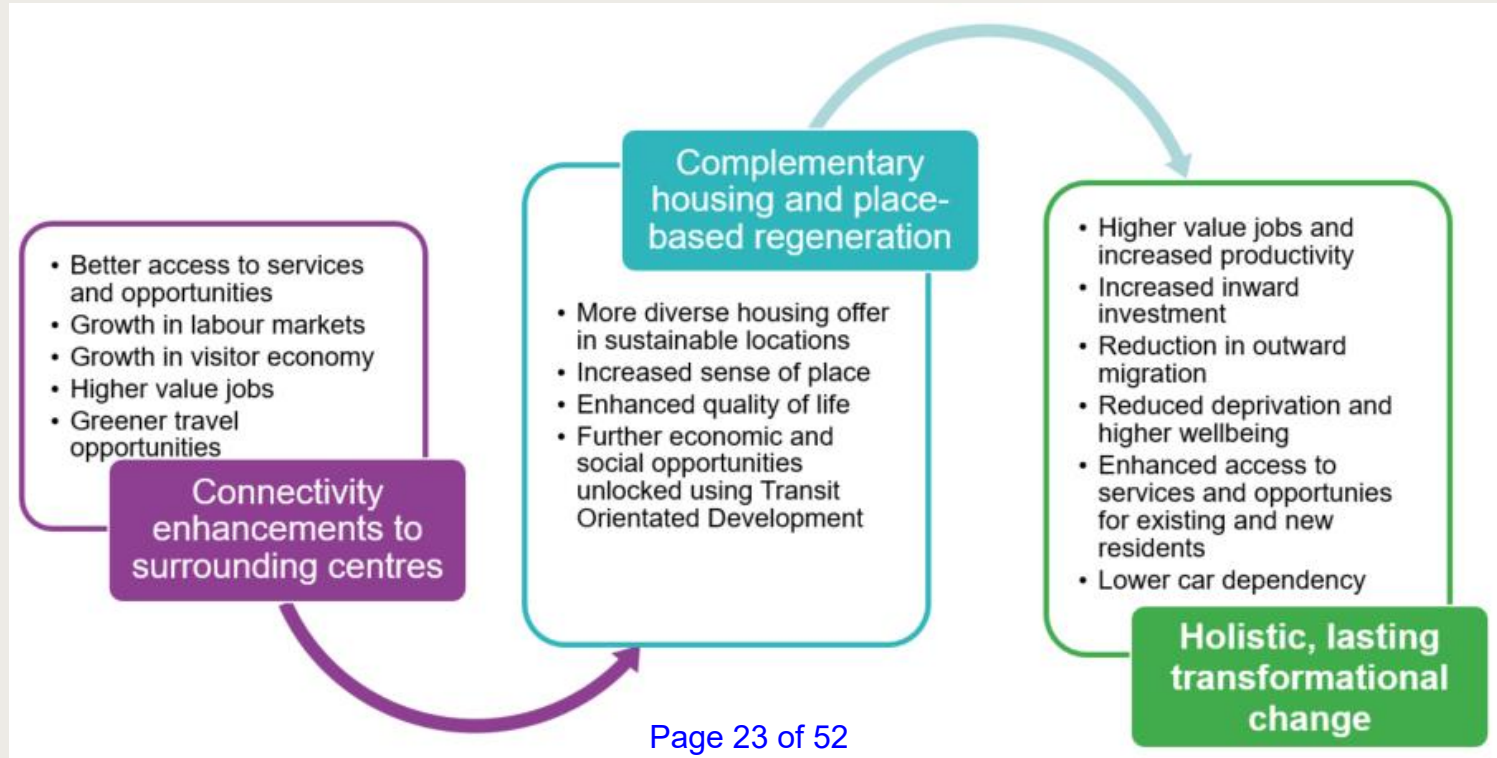
In 2017 an initial Strategic Outline Business Case (SOBC) was produced in advance of the re-franchising for East Midlands Railway (EMR) operations.

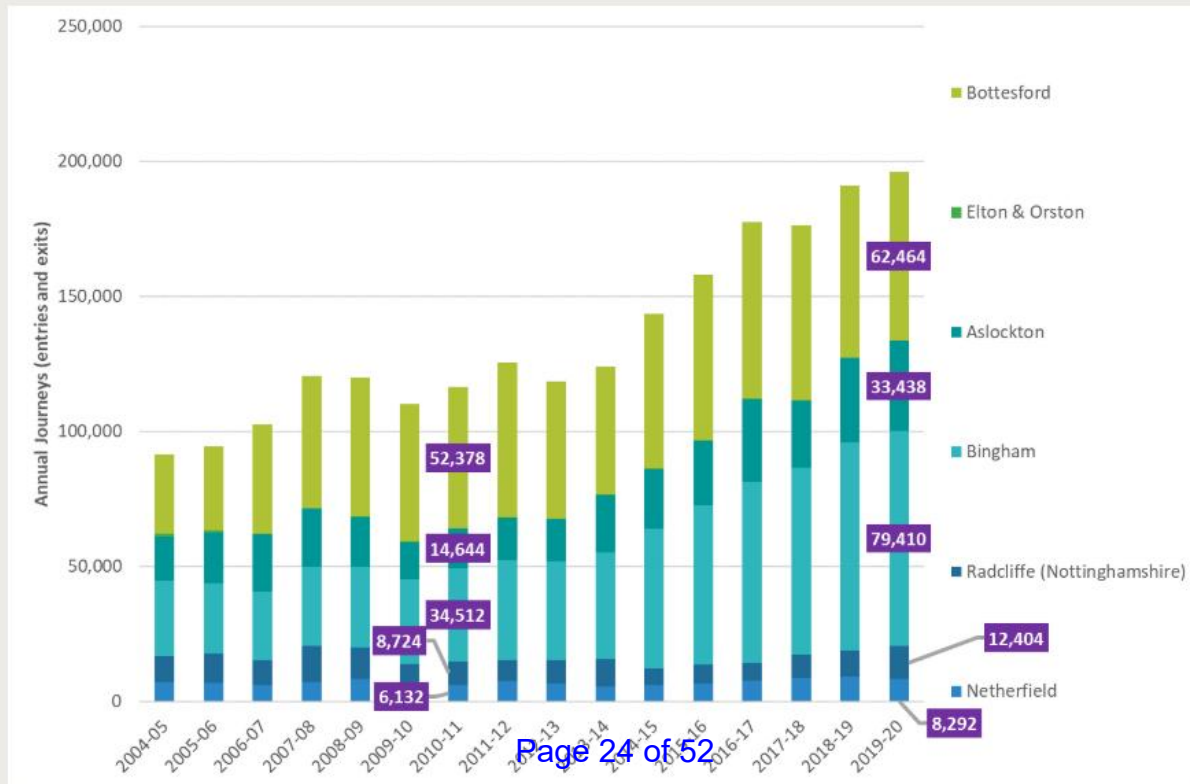
This Strategic Outline Case (SOC) updates the 2017 analysis, with relevance to:

- 2017 findings
- UK Government priorities and guidance around business cases
- The local context for the places along the corridor
- Transport conditions and services along the corridor
- The national context for funding and financing enhancements

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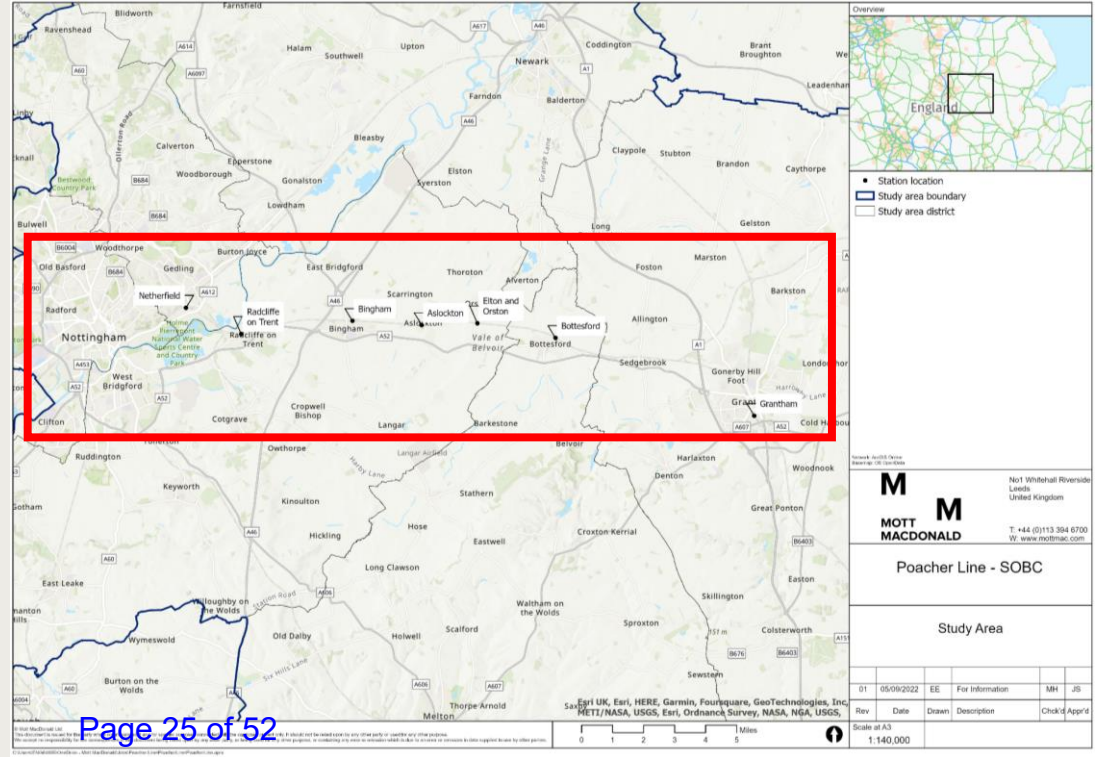
Economic Growth	<ul style="list-style-type: none">• Additional capacity for development delivered in a sustainable manner• Better connections for places along the corridor to HS2 at Nottingham and the East Coast Mainline (ECML) at Grantham
Levelling Up	<ul style="list-style-type: none">• Enhanced levels of services in the east of Nottingham, assisting with regeneration of places such as Netherfield• Better access to opportunities and services for those without access to a car
User Needs	<ul style="list-style-type: none">• A more efficient and attractive service offer• A step change in access to the opportunities and services in places such as Grantham and Nottingham
The Environment	<ul style="list-style-type: none">• More attractive sustainable travel options which reduce the need for car travel• Contributions to carbon neutrality and clean air goals





The Poacher corridor connecting Nottingham and Grantham is home to approximately 90,000 people, excluding the City of Nottingham (c.340,000 people).

Over 36,000 jobs are located within the corridor (excluding Nottingham), which is served, by the A52 highway, the Poacher Line railway, and local bus services for some of its extent.





Netherfield & Carlton

- Twin centres in Gedling borough
- 35,000 residents approx.
- Significant employment sectors, development proposals and pockets of significant deprivation exist



Radcliffe-on-Trent

- Historic village in Rushcliffe borough, 8km east of Nottingham
- Home to 9,500 people
- Established centre
- Low jobs per head of population with dependence on out commuting



Bingham

- Market town, approx. 10,500 residents
- Significant urban extension proposals
- Low jobs per head of population with dependence on out commuting
- Local economic specialisms in health and construction



Aslockton

- Village within Rushcliffe borough, approx. 17km east of Nottingham
- Approximately 3,000 residents within the immediate catchment
- Home to HMP Whatton

Elton & Orston

- Two villages with a catchment population of over 2,000 people
- Largely rural with small dispersed settlements, each with selected amenities and services

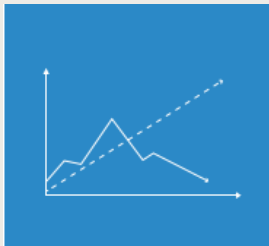
Bottesford

- Historic village in Melton borough, Leicestershire
- Resident population of circa 3,500 people
- Local economic specialism in manufacturing

Grantham

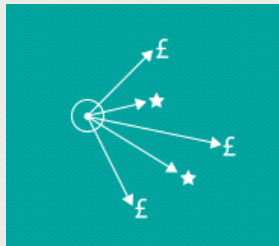
- Growing market town of 30,000 people in South Kesteven district – 21% growth in last decade
- Additional development proposals
- Significant Future High Streets Fund investment of circa £6 million in the centre around station
- Retail, health, and manufacturing hub
- On ECML and near the A1(M)

The places along the Poacher corridor offer a diverse set of small to medium sized employers with specialisms across the industrial sector.



A growing productivity gap

East Midlands productivity is below the national average, and lower values in Rushcliffe, South Kesteven, and Gedling contribute to the trend. Nottingham, by contrast, has exceeded the English and UK average GVA per head for the last 20 years.



Access to labour

Local and regional economic growth is being held back by a lack of access to labour for businesses and to opportunities for existing, and potential, residents. Travel-to-work and accessibility mapping show the limitations that poor access places on businesses and people, constraining the attractiveness of the area as place to live, work, and invest.



Deprivation

There are significant pockets of deprivation in Grantham and Gedling borough, west of Nottingham. These contain areas among the most 20% deprived nationally.



Inward investment

Local authorities have developed plans for housing and other mixed use development but capacity and road traffic congestion are likely to be a 'brake' on these plans. These are already evidence of how road traffic congestion, and lack of viable alternatives to the car, hold back inward investment proposals.



Skills

Local residents struggle to access the education and training opportunities in the main centres of Grantham and Nottingham. This means they struggle to make an increased contribution to the regional economy. This, in tandem with a constrained labour market, holds back productivity and inward investment, contributing to observed socio-economic outcomes.

Investment in the Poacher Line corridor is critical for demonstrating the benefits of connectivity at major centres to their surrounding sub-regions, aiming to better meet the need of residents, visitors, and businesses, helping to deliver lasting change alongside other planned investment:



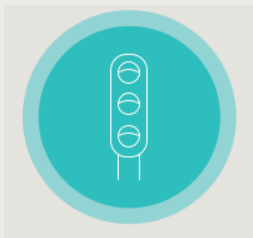
To identify the preferred way forward for the project and deliver greatest value for Money (VfM), an option assessment and appraisal sifted a 'long list' of multi-modal alternatives down to a 'short list'.

Service options for rail enhancements were developed and appraised in more detail, allowing the proposal to be optimised across multiple criteria. The rail options focus on the desired output of an increase in frequency of service at intermediary stations, ideally supported by a line speed enhancement to support the additional calls and deliver wider benefits to through travellers.



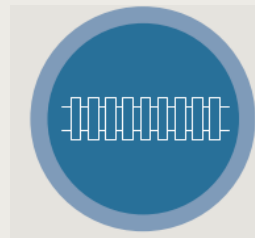
Services

A regular hourly service at Aslockton, Bingham, Bottesford, and Radcliffe, and enhanced frequencies at Elton & Orston, and Netherfield. Creation of a 'clockface' timetable with regular departures and arrivals at all stations.



Signalling

Works could involve upgrades to the signalling system to allow trains to run 'faster' and/or closer together.



Track works

Works could involve works to the permanent way to raise permissible line speeds. These are likely to focus on the section between Bottesford and Grantham.

DS1

Optimisation of May 2021 timetable

- Assuming no infrastructure upgrade, additional stops have been included to provide a more regular and frequent service to all stations
- Each station will have an hourly service all day, with the exception of Elton and Orston (one train every two hours) and Netherfield (hourly during the peak, one train every two hours off peak)
- These stations will skip-stop within a two-hourly cycle to retain similar end-to-end running times.
- Liverpool-Norwich services will call at Bingham during the AM Peak

DS2

A 3 minute saving in journey time

- Assuming a 3 minute journey time improvement could be made between Grantham and Bottesford for all services in order to counter the additional stopping time required in DS1
- The Nottingham end remains fixed, with the three minute time saving affecting Grantham and onward calls
- The 3 minute journey time affects both the 'stopping' and 'interurban' service
- No operational consideration for onward stations south and east of Grantham, assume that trips would start three minutes later/arrive 3 minutes earlier

DS3

Additional Radcliffe services

- Additional stops at Radcliffe to provide a half hourly peak and hourly inter-peak and off-peak level of service
- Requires changes made to the 'interurban' service to achieve peak provision.
- The Nottingham end remains fixed, with the three minute time saving affecting Grantham and onward calls
- Assumes no additional infrastructure required to deliver this timetable.

DS4

Additional Radcliffe plus 3 minute journey time saving

- Same impact as DS2, but using DS3 as the basis for the timetable.
- The Nottingham end remains fixed, with the three minute time saving affecting Grantham and onward calls
- The 3 minute journey time affects both the 'stopping' and 'interurban' service
- No operational consideration for onward stations south and east of Grantham, assume that trips would start three minutes later/arrive 3 minutes earlier

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Option	DS1	DS2	DS3	DS4
Present Value of Benefits (PVB)	+14,520	+35,860	-600	+21,330
Present Value of Costs (PVC) – revenue and OpEx only	-5,300	-17,180	+780	-11,740
Available investment cost for JT improvement (upfront and whole life), 2022 prices				
BCR	DS1	DS2	DS3	DS4
1.0	N/A	£56,000	N/A	£35,000
1.2		£50,000		£31,000
1.5		£43,000		£27,000
2.0		£37,000		£24,000

- £000s in 2010 present values and prices
- DS3 impacts are net negative
- Circa 60% are time savings to rail users
- 30% of remainder is from highway decongestion
- Other 10% from accidents, GHG emissions et al from reductions in car-kms
- Loss of HMT receipts from indirect taxes

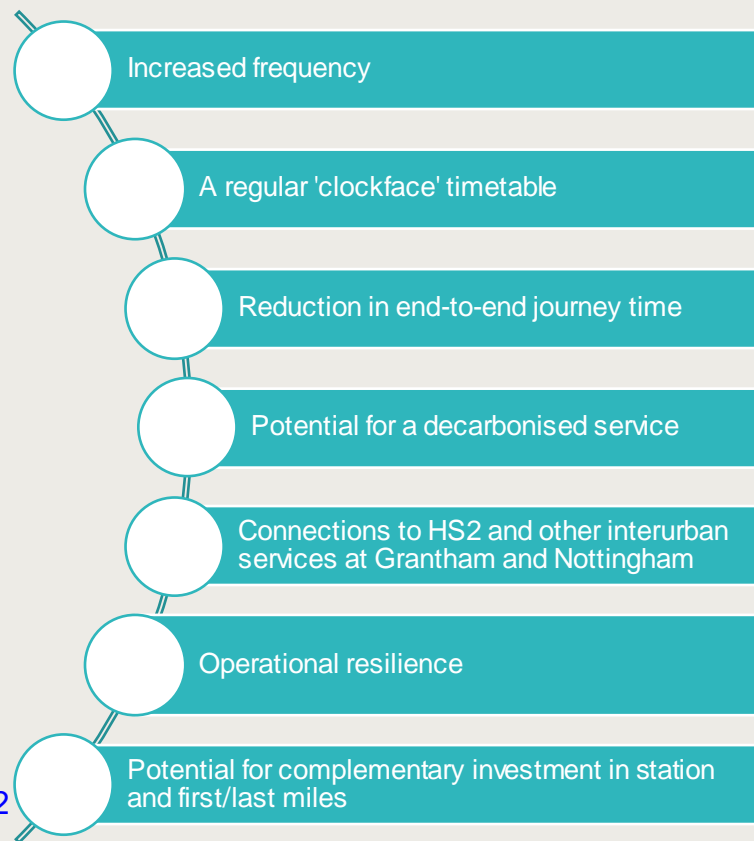
- Radcliffe to Nottingham benefits delivered are similar for options 2 and 4.
- More benefits provided to the region through DS2.
- Fewer disbenefits from additional journey time from Poacher stations to Nottingham observed in DS2.

Radcliffe is optimally served in DS2, while other locations also gain due to the enhanced timetable. The additional provision in DS4 (over DS2) does not significantly increase benefits for Radcliffe, and does not provide the same regional benefits.

	DS2 Demand	DS2 Benefits (mins)	DS4 Demand	DS4 Benefits (mins)
Nottingham-Radcliffe	3,000	120,000	3,000	120,000
Other Benefits	70,000	6,580,000	32,000	3,580,000
Other Disbenefits	- 6,000	- 570,000	- 7,000	- 720,000
Total	67,000	6,130,000	28,000	2,980,000

Depending on the package of enhancements taken forward for the Poacher corridor, the project could deliver the following:

- Options could add 125,000 additional trips
- Net UK benefits of circa £36 million (2010 present values and prices), consisting of:
 - Economic efficiency gains for commuters, business users, and other users, including road decongestion due to mode shift;
 - Reductions in road traffic accidents and noise due to mode shift;
 - Cuts in Greenhouse Gas (GHG) emissions and local air pollutants;
 - Increases in physical activity leading to reductions in mortality and absenteeism; and
 - A Net Present Value (NPV) of circa £53 million, inclusive of the increase in rail revenue, but currently exclusive of the capital investment.
- Impacts for the local places, which support the regeneration programme of the multiple authorities long the corridor, consisting of:
 - Additional GVA, jobs, and inward investment
 - Support for the FHSF allocations in Grantham and Nottingham



The proposed investment will directly address hyperlocal, local, regional, and national priorities for the economy, society, and the environment:

Economic growth

- Catalyst for investment in housing and economic development along the corridor
- Growth in productivity and economic activity
- Promote the area as a place to live, work, invest, and visit, maximising opportunities for investment

Levelling up

- Improved economic standing of smaller communities
- Better access for those residents without a car available
- Assistance with place-based regeneration programmes, included committed complementary investment

Meeting user needs

- A more attractive and efficient level of service
- Improved customer satisfaction for public transport trips in the corridor, increasing the use of sustainable modes

The environment

- Mode shift from road to public transport, and reduction in adverse environmental externalities, including carbon emissions
- Increased active travel as part of first and last mile journeys, further reducing the impact of travel
- Protection of the natural environment and 'sense of place' by greater use of existing assets

Thank you

Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	8th September 2023
From:	Joint Officer Steering Group

UPDATE ON MINERAL AND WASTE MATTERS

1. SUMMARY

- 1.1 This report informs the Committee of the latest position with regard to mineral and waste matters which affect both City and County Councils.

2. MINERAL PLANNING

- 2.1 The Nottinghamshire Minerals Local Plan was adopted in March 2021. A statutory review of the Plan will take place in 2026 to determine if all or part of it requires updating.
- 2.2 Officers are currently preparing an annual Local Aggregate Assessment to help determine likely future need for sand and gravel based on the annual survey of aggregate sales in the County. The 2023 Survey (based on sales in 2022) show a small increase in annual sales compared to 2021 but the rise is not significant. Sales of sand and gravel and Sherwood sandstone in Nottinghamshire were reported as 1.52mt in 2022, compared to reported sales of 1.47mt in 2021.
- 2.3 There is at the time of writing no further news on the potential submission of a planning application for mineral extraction at Barton in Fabis. Requests have been made to both councils to provide scoping opinions under the Environmental Impact Assessment Regulations for a potential application which will cross the administrative boundaries of both Councils and proposes to extract 2.05 MT of sand and gravel within Nottinghamshire and 0.5 MT within the administrative area of Nottingham City. The Nottinghamshire element is an allocated site within the Nottinghamshire Minerals Plan. The scoping exercise provides local planning authorities to set out the details they consider should be included in any environmental statement accompanying a future planning application. The County Council issued its scoping opinion on 22 August, partly informed by technical responses by City Council officers regarding archaeology, flood risk, ecology and heritage. The City Council is expected to issue its own scoping opinion in the near future.

3. WASTE PLANNING

- 3.1 The County and City Councils are preparing a single joint Waste Local Plan to replace the Waste Core Strategy adopted by both Councils in December 2013. An initial consultation on the new Local Plan, including a 'Call for Sites' was completed in May 2020. A Draft Waste Local Plan was approved by

Nottinghamshire County and Nottingham City Council in January 2022. The Draft Waste Local Plan was consulted on between the 7th February and 4th April 2022.

- 3.3 A Pre-Submission Draft Plan has now been written and was approved for consultation by the Executive Board of the City Council and the Cabinet of the County Council in July.
- 3.4 The Plan was published for formal consultation following the summer holiday period on 30 August with a six week period to invite representations on the Plan's Soundness (i.e., is the Plan justified, effective, compliant with national planning policy, and meets the requirements of the relevant regulations). This is essentially an online consultation and is a final formal stage, with respondents required to complete specified questions as required under the Local Plan Regulations.
- 3.10 Subject to officers' opinion that the Plan is still considered sound and appropriate, the Pre-Submission Plan will then be taken to Full Council, at both County and City, to gain approval to submit the plan and representations made to the Planning Inspectorate.
- 3.11 Following this, the Plan will go through independent examination to test the soundness of the Plan. Once the Plan is found to be sound, subject to any modifications, the Plan can be then adopted by both Councils. It is hoped that the Plan will be adopted in the latter half of 2024.

4. OTHER MATTERS

- 4.1 Councillors have continued to express interest in viewing a waste management facility. Priority to date has been preparation of the Waste Local Plan, but officers will now explore dates in the Autumn for a visit to an energy from waste operation and a private sector recycling company.

5 RECOMMENDATIONS

- 5.1 That the Joint Committee note the progress on the production of the Waste Local Plan.

6 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT

- 6.1 None.

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Meeting:	Joint Committee on Strategic Planning and Transport
Date:	8 September 2023
From:	Joint Officer Steering Group

Greater Nottingham Joint Planning Advisory Board Update

1 Summary

- 1.1 The Greater Nottingham Joint Planning Advisory Board (JPAB) oversees the preparation of aligned Local Plans across Greater Nottingham, and the implementation of projects funded through the partnership. This report updates the Joint Committee on the work of JPAB, and other strategic planning matters within the remit of the Committee.

2 Background

- 2.1 The last meeting of JPAB was held on 6 June 2023, the latest available approved minutes (dated 7 March 2023) are appended to this report. All JPAB meeting agenda papers are available to view at <https://www.gnplan.org.uk/meetings/>.

Greater Nottingham Strategic Plan

- 2.2 Due to the date of the last JPAB preceding the Joint Committee meeting, the deliberations of that meeting were reported to the last Joint Committee. However, subsequent to the last JPAB meeting, it is deemed prudent to undertake a further “Preferred Approach” consultation, focusing solely on strategic logistics development.
- 2.3 As part of the evidence base for the Greater Nottingham the Strategic Plan, the Councils commissioned a Logistics Study which estimated the level of need for logistics development and identified “Areas of Opportunity” where distribution and logistics development should be located. Following this study, the Councils undertook a “Call for Sites” during the Autumn of 2022.
- 2.4 The Councils have now undertaken an assessment of all potential sites and reviewed the supply of sites coming forward from existing and likely commitments, in order to determine the remaining residual need. Following the assessments, a Preferred Approach to strategic distribution and logistics has been developed, and will be subject to a consultation under Regulation 18 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012, commencing in September 2023 for a six week period, following approval from all the Councils.
- 2.5 Responses to this consultation will be considered as part of preparing the next version of the Strategic Plan which will be the Publication Draft

(Regulation 19). Consultation on this is anticipated to be undertaken in early 2024

- 2.6 In terms of other Local Plans across Greater Nottingham, Ashfield District Council are preparing a Publication (regulation 19) version of the Ashfield Local Plan, and Erewash Borough Council submitted their Core Strategy Review for examination and are awaiting confirmation of dates for the hearing sessions.
- 2.7 The next meeting of JPAB is on 26 September 2023.

3 Recommendation(s)

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

4 Background papers referred to in compiling this report

- 4.1 JPAB Papers, 7 March and 9 June 2023

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APPENDIX 1

**ITEM 5 MINUTES OF THE GREATER NOTTINGHAM JOINT PLANNING
ADVISORY BOARD (JPAB) VIRTUAL MEETING HELD ON
TUESDAY 7 MARCH 2023 VIA MS TEAMS**

PRESENT

Broxtowe: Councillor M Radulovic (Chair);
Gedling: Councillor J Hollingsworth
Erewash: Councillor M Powell (Vice Chair)
Nottingham City: Councillor P Kotsonis
Nottinghamshire County: Councillor N Clarke, Councillor R Jackson

Officers in Attendance

Ashfield: Christine Sarris
Broxtowe: Ruth Hyde; Dave Lawson; Mark Thompson; Becky Hatton
Derbyshire: Alison Richards
Erewash: Oliver Dove; Adam Reddish
Gedling: Alison Gibson; Mike Avery, Graeme Foster
Growth Point: Matt Gregory; John King
Nottingham City: Paul Seddon; Karen Shaw
Nottinghamshire County: Steve Pointer; Jonathan Smith
Rushcliffe: Leanne Ashmore; Richard Mapletoft
Apologies

Ashfield: Cllr Williamson
Broxtowe: Cllr David Watts, Ryan Dawson
Derbyshire County: Steve Buffery
Nottingham City: Councillor Sally Longford; Councillor Tony Neal
Nottinghamshire County Council: Adrian Smith
Rushcliffe: Councillor Roger Upton

1. **Introductions and Apologies**

The Chair welcomed everyone to the virtual meeting and apologies were noted.

2. **Declarations of Interest**

The Chair wished to place on record that he was involved in a number of applications outside of the JPAB area.

3. **Approval of Minutes of the Last Meeting and Matters Arising**

Agreed it was a correct record. No matters arising.

4. Presentation on the Strategic Logistics “Call for Sites”
(John King (JK) and Graeme Foster (GF))

- 4.1 GF provided an overview of the Nottingham Core and Outer Logistic Study undertaken by Iceni and outlined the key recommendations from the study.
- 4.2 JK outlined the approach to assessing potential logistic sites. This started with a Call for Sites and JK showed maps for submitted sites within each authority area. He then provided an overview of the assessment criteria which is going to be applied to assess sites.
- 4.3 Cllr Kotsonis queried how archaeology would be considered.
- 4.4 JK confirmed archaeology was part of the criteria and that statutory consultees, such as Historic England, would also have input.
- 4.5 Oliver Dove clarified that Land South West of M1 Junction 25 is not an existing allocation in Erewash.
- 4.6 Cllr Radulovic outlined his concern about the design of some existing logistic developments and requested that design and sustainability factors are considered as part of the assessment process.
- 4.7 JK stated that once the sites were allocated, policies could outline design and sustainability standards.
- 4.8 Cllr Radulovic stated that developers need to be aware that they will need to accord with set design codes and will have to adhere to the sustainability criteria.
- 4.9 Cllr Powell highlighted that there is existing rail access at Stanton which may help to reduce the impact on existing highways.
- 4.10 Nick Wakefield (Environment Agency) stated that they would support the requirement for design codes.

5. Greater Nottingham Strategic Planning Update
(Matt Gregory (MG) and John King (JK))

- 5.1 MG provided an update on progress with the Strategic Plan. The Preferred Approach consultation closed in February and the comments are now being summarised.
- 5.2 JK provided an overview of the consultation response. Approximately 250 stakeholders responded with 800 individual comments. Key points made included a need to increase the plan period, the need to consider additional sites and a support for the 20 minute neighbourhood concept. Other comments

related to how the housing and employment numbers had been calculated and the distribution of development.

- 5.3 Cllr Radulovic expressed disappointment about the lack of responses regarding sustainability and the environment. He considered this was vital to future planning.
- 5.4 JK considered that this was due to the focused nature of the consultation.
- 5.5 Cllr Kotsonis queried the relationship with work connected to the Integrated Rail Plan and the revised growth strategy.
- 5.6 MG outlined the relationship between the growth model and transport modelling which is currently ongoing. An update should be available in June.
- 5.7 Cllr Clarke outlined that Rushcliffe would not be prepared to meet City's unmet need and agreed with Cllr Radulovic's comments regarding the importance of sustainability in future development.
- 5.8 Cllr Kotsonis expressed disappointment that the Government was proposing that the 35% uplift was to be retained.
- 5.9 Cllr Powell confirmed that Erewash's Core Strategy has been submitted to the Inspector and that they have received questions from the Inspector which have been responded to.

Joint Planning Advisory Board NOTED the progress made on the Greater Nottingham Strategic Plan, Erewash Core Strategy Review and Ashfield Local Plan.
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6. Homes England Capacity Funding Quarter 3 (Year 6) September to December 2022

- 6.1 MG outlined that the funding was now coming to a close with the majority already spent. A full summary will be provided in June.

Joint Planning Advisory Board NOTED the report and the details set out in Appendix 1.

7. Waste and Minerals Local Plans Update

- 7.1 Steve Pointer outlined progress with the Nottingham City and Nottinghamshire Waste Plan with the intention that the final Plan will be presented to both councils in Spring 2023 and published shortly after. They are making sure the plan aligns with the Local Plans in each authority.
- 7.2 Alison Richards outlined that approval was sought from Derby City and Derbyshire County Councils' Cabinets to go out for consultation on the pre

submission Minerals Plan. The consultation has started today for an 8-week period. The intention is to submit the plan later in the year. In respect of the Waste Plan, they are moving towards an issues and options consultation later this year.

Joint Planning Advisory Board NOTED the progress with the Nottinghamshire/Nottingham and Derbyshire Waste and Minerals Local Plans.
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8. Government Consultation on Reforms to National Planning Policy
(Karen Shaw)

- 8.1 Karen Shaw presented an overview of the proposed reforms, focussing on points which will have an impact on strategic planning. The next steps were also outlined.
- 8.2 Cllr Kotsonis outlined some key concerns including the removal of Supplementary Planning Documents which would have significant resource implications. The 30-month deadline for preparing plans and design guides are also key concerns if there are not additional resources. The consideration of applicant's behaviour is also not an appropriate consideration for the planning system.
- 8.3 Cllr Radulovic expressed concern regarding the additional costs to small developers and requested that the slides are shared.

Joint Planning Advisory Board NOTE the content of this report.

9. Future Meetings 2022/2023

DATE	TIME	VENUE
Tuesday 6 June	2.00 pm	Microsoft Teams Virtual meeting
Tuesday 26 September	2.00 pm	Microsoft Teams Virtual meeting
Tuesday 12 December	2.00 pm	Microsoft Teams Virtual meeting

10. AOB

Cllr Radulovic expressed thanks to officers and Members and emphasised the importance of ongoing cooperation.

A training session should take place to inform new members and officers of the role of JPAB. There should also be a briefing session for Leaders and Deputy Leaders to highlight the importance of joint working.

MEETING CLOSED AT 3:08PM

Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	9 June 2023
From:	Joint Officer Steering Group

JOINT COMMITTEE WORK PROGRAMME

1 SUMMARY

- 1.1 To consider the Committee's work programme from September 2023 to March 2024.

2 BACKGROUND

- 2.1 The Joint Committee work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
- 2.2 The attached work programme includes items which can be anticipated at the present time. Other items may be added to the programme as they are identified.
- 2.3 The proposed work programme to June 2024 is attached for the consideration of the Committee.

3 RECOMMENDATION(S)

- 3.1 That the Joint Committee's work programme be noted and consideration be given to any future items.
- 3.2 That Joint Committee identify any work areas where partnership working between the two authorities would be mutually beneficial.

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JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
DRAFT WORK PROGRAMME: DECEMBER 2023 TO JUNE 2024

Report Title	Brief summary of agenda item	For Decision or Information?	Lead Officer	Report Author
December 2023				
Mineral and Waste Planning Update	To provide an update on mineral and waste planning matters	Information	Stephen Pointer Matt Gregory	Stephen Pointer Matt Gregory
Planning Policy for Sustainable Development	To provide an update on sustainable practices in planning in the context of ongoing planning reform	Information	Stephen Pointer Matt Gregory	Stephen Pointer Matt Gregory
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Tim Bellenger Kevin Sharman	Tim Bellenger / Kevin Sharman
JPAB Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory

March 2024				
Mineral and Waste Planning Update	To provide an update on mineral and waste planning matters	Information	Stephen Pointer Matt Gregory	Stephen Pointer Matt Gregory
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter/Kevin Sharman	Tim Bellenger/ Kevin Sharman
JPAB Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory
June 2024 (Loxley House)				
Transport Update	To provide an update on key sustainable transport issues (including rail issues) for the Greater Nottingham area.	Information	Chris Carter/Kevin Sharman	Tim Bellenger / Kevin Sharman
Mineral and Waste Planning Update	To provide an update on mineral and waste planning matters	Information	Stephen Pointer Matt Gregory	Stephen Pointer Matt Gregory
JPAB Update	To provide an update on the work of JPAB.	Information	Matt Gregory	Matt Gregory

