



Joint Committee on Strategic Planning and Transport

Friday, 12 June 2015 at 10:00

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

AGENDA

- | | | |
|----|--|---------|
| 1 | Election of Chairman
To note the appointment by the City Council on 18 May 2015 of Councillor Jane Urquhart as Chair of the Committee | |
| 2 | Election of Vice-Chairman
The appointment by the County Council on 14 May 2015 of Councillor Jim Creamer as Vice-Chair of the Committee | |
| 3 | Minutes of the last meeting held on 27 March 2015 | 3 - 8 |
| 4 | Apologies for Absence | |
| 5 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 6 | Transport Issues Update | 9 - 12 |
| 7 | Greater Nottingham Joint Planning Advisory Board Update | 13 - 14 |
| 8 | Nottingham & Nottinghamshire Waste Local Plan | 15 - 16 |
| 9 | Rail Issues Update | 17 - 22 |
| 10 | Work Programme | 23 - 28 |

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 David Ebbage (Tel. 0115 977 3141) 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 27th March 2015 from
10.00 am to 10.40 am

Nottinghamshire County Council

- ✓ Councillor Jim Creamer
- ✓ Councillor Steve Calvert
- Councillor Stan Heptinstall
- Councillor Richard Jackson

Nottingham City Council

- Councillor Alan Clark
- ✓ Councillor Ian Malcolm
- Councillor Toby Neal
- ✓ Councillor Jane Urquhart (Chair)

- ✓ Indicates present at meeting

Colleagues, partners and others in attendance

David Ebbage - Democratic Services) Nottingham County Council
Suzanne Osborne-James - Principal Planning Officer)
Kevin Sharman - Team Manager, Transport)

Chris Carter - Development) Nottingham City Council
Matt Gregory - Policy & Research Manager) Nottingham City Council

MINUTES

The Committee confirmed the minutes of the meeting held on 12 December 2014 as a correct record, and they were signed by the Chairman.

APOLOGIES FOR ABSENCE

Apologies for absence were received from –

Stan Heptinstall - other County Council business
Alan Clark - other City Council business

DECLARATIONS OF INTERESTS

None.

NOTTINGHAM / NOTTINGHAMSHIRE COMBINED AUTHORITY

Matt Gregory updated Members on the creation of a Combined Authority for Nottingham & Nottinghamshire.

Devolution Deal

The Government had invited those areas progressing towards Combined Authorities, and which also feature a Core City and a LEP, to negotiate 'devolution deals', potentially similar in scope to those similar for Manchester and Sheffield. A two stage approach is proposed:

- Pre election - Outline proposal in form of a prospectus
- Post election - Detailed development and negotiations of proposals, with a target 'sign off' date of November 2015.

Propositions needed to be compelling, building on other deals, but should have demonstrated distinctiveness and innovation; they focused on specific problems and opportunities rather than making bids for greater power for its own sake. The scope and coverage of elements of the deal needed to differ depending on the individual propositions across the two Combined Authorities' areas.

The outline proposal currently has 5 themes within it:

- Skills to Employment
- Enterprise
- Built Environment
- Transport
- SMART Infrastructure

Joint Committee and the Combined Authority

The two areas of most interest to the Joint Committee are likely to be Transport and the Built Environment.

The Built Environment theme includes exploring further co-operative working between planning authorities both cross boundary and within local authority areas while the Transport theme includes long term funding allocations for transport, increased strategic transport connectivity, bus Devolution Powers, and further Traffic Management and highway safety freedoms.

RESOLVED 2015/001

That the contents of the report be noted.

GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE

Matt Gregory updated the Joint Committee on the work of the JPAB.

The last meeting of JPAB took place on 12th March 2015. The items from that meeting included an update on Local Plans across Greater Nottingham, an update on the Programme of Development, an update on the proposed Combined Authorities for

Nottingham/Nottinghamshire and Derby/Derbyshire, and in item on the Government's Brownfield Land Local Development Order Consultation.

It was also reported that a 'legacy' document, setting out the achievements of the JPAB in its strategic planning role and in implementing Growth Point funded projects was to be prepared, as an example of good practice. The Core Strategies across Greater Nottingham having collectively been awarded the Royal Town Planning Institute's 'Plan of the Year' Regional Planning Award.

JPAB noted the publication of the 2012-based Household Projections, which has now been published, are the first set of projections entirely consistent with the 2011 Census. These projections needed to be assessed to determine whether the assumptions made from the Core Strategies still hold true, however the Population Projections on which they are based are very similar to those used in the Core Strategies.

The following items were also discussed:-

Programme of Development – a brief update report was presented, with a full report due to the next meeting of JPAB, following financial year close down.

Brownfield Land Local Development Orders – Government Consultation – JPAB noted and endorsed the joint response expressing shared concerns with the proposed approach to Local Development Orders for Brownfield Land, and moved that a letter be drafted to local MPs expressing this concern and sharing the JPAB response. This letter has now been sent to local MP's.

RESOLVED 2015/002

That the contents of the report be noted.

NOTTINGHAMSHIRE AND NOTTINGHAM WASTE LOCAL PLAN UPDATE

Suzanne Osborne-James informed the committee of the progress with the preparation of the Nottinghamshire and Nottingham Replacement Waste Local Plan.

The first part of Plan, the Waste Core Strategy, was adopted by both Councils in December 2013 and set out the overall vision and strategic planning policies for the development of future waste management facilities across Nottinghamshire and Nottingham.

The second part of the Replacement Waste Local Plan identified specific sites for a range of potential waste management uses including recycling, composting and anaerobic digestion facilities; waste transfer operations; energy recovery facilities. Provision is also needed for residual waste requiring disposal although the options for future disposal sites are considered to be limited. This part of the plan will include detailed development management policies to minimise the potential environmental impacts of waste facilities.

A cross party Members project group had been set up to assist in preparation of the Waste Local Plan (Part 2). That comprised of Members and officers from both Councils. The first meeting of this group was held on 5 March 2015 to outline current progress and the planned future timetable. The meeting went down a success.

Work on the second part of the replacement Waste Local Plan is being progressed in stages.

Desk top studies of potential site availability are in conjunction with each of the District/Borough Councils and Nottingham City Council and targeted consultation with the waste industry, landowners and developers to identify possible sites. These sites now need to be assessed in more detail in terms of their location, size and environmental impact.

Shortlisted sites will then be published alongside a draft set of development management policies for informal public consultation in November 2015.

RESOLVED 2015/003

That the contents of the report be noted.

TRANSPORT ISSUES UPDATE

Chris Carter updated the committee on the transport issues for the Greater Nottingham area.

Local Sustainable Transport Fund (LSTF) update

The current main LSTF programme concluded at the end March 2015. The planned programme had been delivered and full spend was achieved. Key delivery achievements during 2014/15 included:

- Smartcard development which had resulted in an ITSO standard integrated ticketing platform across all public transport operations in Nottingham; a comprehensive retail network consisting of online website, vending machines on street and on tram platforms; and the successful Kangaroo Half Price travel offer for job seekers.
- A network of five community smarter travel hub services established across the urban area offering personalised journey planning support, practical training e.g. adult cycling training, events, led rides, campaigns and challenges to encourage residents to access take up sustainable travel options.
- A comprehensive cycling programme included the Ucycle project in Universities and FE colleges; a schools cycling programme (Bikeability, Bike IT); active travel events e.g. Cycle Live weekends; and the Citycard Cycle Hire and hubs projects.
- Roll out of 20 mph schemes across the urban area with all residential streets in the City of Nottingham covered by a 20mph area and areas outside schools in Nottinghamshire County Council.
- Business support measures which included the GNTP Business Club; ECO Stars fleet recognition scheme; introduction of a Car Club; and workplace challenge activities.

A small amount of continuation funding for the strongest performing elements of programme was secured in summer 2014. Nottingham's "sustainable access to employment, skills and training" programme successfully secured £1.180m revenue for 2015/16. Executive Board approval was received in November 2014 and the agreements are being finalised with delivery partners to continue from 1 April 2015.

2015/16 programme investment will be across the following strands:

- Community smarter travel hubs programme consisting of hubs in the north, central and southern localities of the City.
- Discounted travel for job seekers and new starts.
- Community-wide active travel support programme including an events, Bike IT in secondary schools, Bikeability and Ucycle continuation.
- Continuation of the GNTP Business Club travel planning and smarter choice activities.
- Promotion of strategic cycle corridors linked to infrastructure improvements.

Go Ultra Low City Funding

In December 2014, the Office for Low Emission Vehicles (OLEV) based within the Department for Transport announced a £500m package for 2015-2020 to help deliver a step-change in the number of ultra-low emission (ULEV) cars, vans and buses in the UK.

- **Go Ultra Low (GUL) City Scheme** (£35m capital funding) to upto 4 cities which will deliver a step-change in the uptake of ULEVs in their local area and achieve exemplar status.
- **Low Emission Bus Scheme** (£30m) will be made available to local authorities and bus operators for upto three years (2015 – 2018) to support the uptake of low and ultra-low emission buses (to off-set costs of bus purchase and for associated charging infrastructure).
- **Ultra Low Emission Vehicle Taxi Scheme** (£20m) is being made available to grow the market for ULEVs in the Hackney Taxi and Private Hire market. The Fund is available to local authorities to provide resource for a taxi top-up grant and supporting infrastructure.

The committee were told that Nottingham has been shortlisted as one of the cities that may receive the funding.

NET Tram Update

Intensive works continue to substantially complete the lines to Chilwell and Clifton. The track is now in place and overhead poles and overhead wiring is being completed and tested. Work is being focussed on traffic signal junctions to facilitate tram operation for tram testing and driver training.

A453 Update

Works to widen the A453 between M1 Junction 24 and the Nottingham Ring Road are continuing. The scheme is set to be completed ahead of schedule and is due to open in May 2015.

Midlands Connect

The Midlands Connect group has been formed to champion strategic transport investment across the East and West Midlands.

RESOLVED 2015/004

That the contents of the report be noted.

WORK PROGRAMME

Members wanted to add a couple of additions to the Work Programme for future meetings:-

- A Rail Report will be added to either the June or September meeting.
-

The meeting closed at 10.30am

CHAIRMAN

27 March 2015 — Jt Strategic Planning & Transport

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

Date: **June 2015**

Agenda item number: 6

From: **JOINT OFFICERS STEERING GROUP**

TRANSPORT ISSUES UPDATE

Purpose of report

1. To update the Committee on transport related air quality issues in the Greater Nottingham area.

Background

2. EU Directives set limit values for air pollutants and require national governments to develop strategies on how the limit values will be met. These limit values should have been met by 2010, although governments could apply for an extension to 2015.
3. District councils (and the City Council) are responsible for monitoring air quality in their geographical area and must declare an air quality management area (AQMA) where any pollutant consistently exceeds limit values. Where an AQMA has been declared a local action plan must be drawn up detailing what actions will be undertaken to reduce the pollutants to acceptable levels; and where the pollutant is due to road traffic the highway authority (Highways England, Nottingham City or Nottinghamshire County Council) assists in the preparation of the action plan and its annual updates.

Transport related air quality issues in Greater Nottingham

4. Air quality across Nottinghamshire is generally good but there are some locations which have transport related air quality issues. There are currently eight transport related AQMAs in Nottinghamshire, all of which are due to exceedances of NO₂ and are predominantly due to the close proximity of properties to the carriageway and the volume of traffic (particularly diesel vehicles). Four of the locations are on the Highways England (HE) managed motorway and trunk road, with two locations on the County Council's network and two on the City's network at the locations shown in the table below.

	Location of air quality management area
Highways England road network	<ul style="list-style-type: none"> • M1 near A6007, Iona Drive and Tiree Close, Trowell • M1 near B600, Nottingham Road and Back Lane, Nuthall • A52 Nottingham Knight roundabout northwest to the borough/city boundary • A52 Stragglethorpe
County Council road network	<ul style="list-style-type: none"> • Trent Bridge and its approaches (which is adjacent to the AQMA in the City which runs along London Road) • A60 Mansfield Road, Daybrook
City Council road network	<ul style="list-style-type: none"> • Dunkirk, on Beeston Road close to the A52 junction • City Centre East – Including Canal Street, London Road, Huntington Street and Upper Parliament Street

- Action plans include measures to be taken both within and outside an AQMA to help ensure the air quality objectives are met within agreed timescales. The work undertaken to address the air quality issues at the above locations is primarily the work carried out as part of the integrated transport programmes to deliver the Local Transport Plan objectives – both major transport schemes and smaller scale local transport improvements. The measures included in the air quality action plans aim to keep traffic moving freely, reduce the levels of car-borne traffic travelling through the AQMA, and promote cleaner vehicles. These measures include targeted actions within the AQMA such as infrastructure improvements and travel planning; as well as general measures that benefit larger areas such as promotion and marketing and passenger transport ticketing improvements; and the promotion of cleaner vehicles (such as bus fleets). It is therefore important to continue to invest in such programmes of work to ensure that air quality limit values are met as soon as possible. Further detail on the measures being undertaken in each of the AQMAs can be found at:

 - <http://www.broxtowe.gov.uk/index.aspx?articleid=7996>
 - <http://www.gedling.gov.uk/wasterecyclingenvironment/environmentalhealth/airpollution/localairquality/>
 - <http://www.rushcliffe.gov.uk/environmentalhealth/pollution/airquality/airqualityreports/>
 - <http://www.nottinghamcity.gov.uk/article/23015/Air-Quality>.
- Both Councils are working together on a number of low carbon transport funds which have recently been announced. The Nottingham Go Ultra Low City Bid was shortlisted with 11 other authority bids and invited to submit proposals to encourage the uptake of ultra low emission vehicles. Proposals being considered include a comprehensive charging network for private vehicles at strategic hubs including park and rides and key interchange points across the conurbation; a business support programme offering advice, masterclasses, and try outs of the vehicles; a residents support package including the expansion of the City Car Club scheme into the County areas and discounts to members. Includes a fleet review and

transfer to low emission vehicles for both Councils. This Bid complements the two bus and taxi funding opportunities for which proposals are also being developed to introduce low emission zones for buses and taxis in the city centre, supporting bus and taxi charging infrastructure and capital support to top up the national Plug In Car grants available for vehicle purchase.

In May 2015, the City Council led on the submission of an integrated transport corridor package into the ERDF Low Carbon Call. The 'Go Low, get Active Demonstration' (GLAD) Project will support Nottingham's transition towards an exemplar for low carbon transport. The package proposes a series of measures along the Southern Growth Corridor route to support growth and reduce carbon emissions.

The Programme will compliment planned Growth Fund activity and will:

- Support sustainable commuting to work through enhanced pedestrian and cycling connections and bus priority measures
- Reduce carbon emissions through developing an electric vehicle charging network
- Provide targeted advice, events, information to support businesses and residents on walking, cycling, public transport, low emission vehicles and infrastructure which will help reduce business costs

A decision will be known in July if the GLAD programme will be invited to submit a full bid.

7. Whilst the planning authorities consider the local air quality impacts in the vicinity of each individual new development they do not currently undertake air quality modelling of the cumulative impacts of proposed developments (particularly on the AQMAs). The planning authorities also do not currently have any planned mitigation of the traffic growth at AQMA locations as part of development proposals (including cumulative impacts of planned development on the AQMA locations). It is therefore vital that planning authorities secure significant sustainable transport improvements from the developers to mitigate any predicted traffic growth from proposed development.
8. Despite the UK Government predicting that they would not meet limit values in some zones until post-2015, they did not apply for the 2015 extension in all of the UK air quality zones. ClientEarth (a non-profit environmental law organisation) therefore launched legal action against Defra. In November 2014 the Court of Justice of the EU confirmed that the UK should have submitted plans to apply for a time extension for all non-compliant areas and the resultant Supreme Court judgement ruled that the UK government must draw up a plan by the end of 2015 detailing how it will meet EU pollution limits as soon as possible.

Recommendation

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

Contact officers

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

Date **12 JUNE 2015** agenda item number 7

From **JOINT OFFICER STEERING GROUP**

GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE

Summary

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

Background

- 2 The last meeting of JPAB took place on 12th March 2015. The meeting programmed for 14th May 2015 was cancelled due to the proximity to the elections meaning that Portfolio Councillors had not yet been elected. A summary of the main items of business of the JPAB meeting of 12th March 2015 was presented to the last Joint Committee, and a further update is provided below.

Update since Meeting held on 12th March 2015

- 3 The claim made by Calverton Parish Council against the Broxtowe Borough, Gedling Borough and Nottingham City Aligned Core Strategies was heard on 24th March 2015. The judgment was issued on 21st April, with the Judge dismissing the claim on all three grounds. The deadline for Calverton Parish Council to appeal the Judge's decision has now passed, and no appeal has been lodged.
- 4 The Rushcliffe Core Strategy has also been subject to a legal challenge, framed in similar terms to that made for the Aligned Core Strategies, the Claimant being Barton in Fabis Parish Council. However, it is understood that this challenge is being withdrawn, and so the hearing anticipated for later in the summer 2015 will not take place.

Recommendation

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

Background Papers referred to in compiling this report

- 6 None.

Contact Officer

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

Date: **12 June 2015**

agenda item number: 8

From: **JOINT OFFICER STEERING GROUP**

NOTTINGHAMSHIRE AND NOTTINGHAM WASTE LOCAL PLAN UPDATE

Purpose of report

1. To inform Committee of progress with preparing the Nottinghamshire and Nottingham Replacement Waste Local Plan.

Information and Advice

2. The Nottinghamshire and Nottingham Replacement Waste Local Plan is being prepared jointly with Nottingham City Council. The first part of Plan (the Waste Core Strategy), adopted in December 2013, sets out the overall vision and strategic policies for the development of future waste management facilities. The second part of the Plan will identify specific sites for a range of potential waste management uses including recycling, composting and anaerobic digestion facilities; waste transfer operations; energy recovery and residual disposal facilities. This part of the plan will also include detailed development management policies to minimise the potential environmental impacts of waste facilities.
3. Until both parts of the replacement Plan are in place, key policies from the existing Waste Local Plan (Jan 2002) have been saved.
4. Work on the second part of the replacement Waste Local Plan is being progressed in stages and will be subject to a series of both informal and formal consultations prior to submission to the Secretary of State. An initial period of informal consultation with key stakeholders on the proposed methodology for site selection was approved by both Councils in May 2015. Details of this proposed consultation were reported to Joint Committee in March 2015.
5. The current consultation began on 15th May 2015 and will run for six weeks until 26th June 2015. Consultation documents are available on the Councils' website and at Council offices and main libraries and details have been sent to all local and neighbouring District, Borough and Parish Councils; other East Midlands Waste Planning Authorities; statutory bodies; the waste industry; interest groups and previous respondents.
6. Feedback from this consultation will be used to refine the site selection process as appropriate. Shortlisted sites will then be published alongside a draft set of development management policies for informal public consultation in November 2015. Subject to consultation responses, it is proposed to publish the Submission Draft Plan for formal consultation in May 2016. Submission to the Secretary of State is anticipated in October 2016 with possible adoption by April 2017.

Recommendation

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

Contact officers:

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

Date **12 June 2015** Agenda item number 9

From **JOINT OFFICER STEERING GROUP**

RAIL ISSUES UPDATE

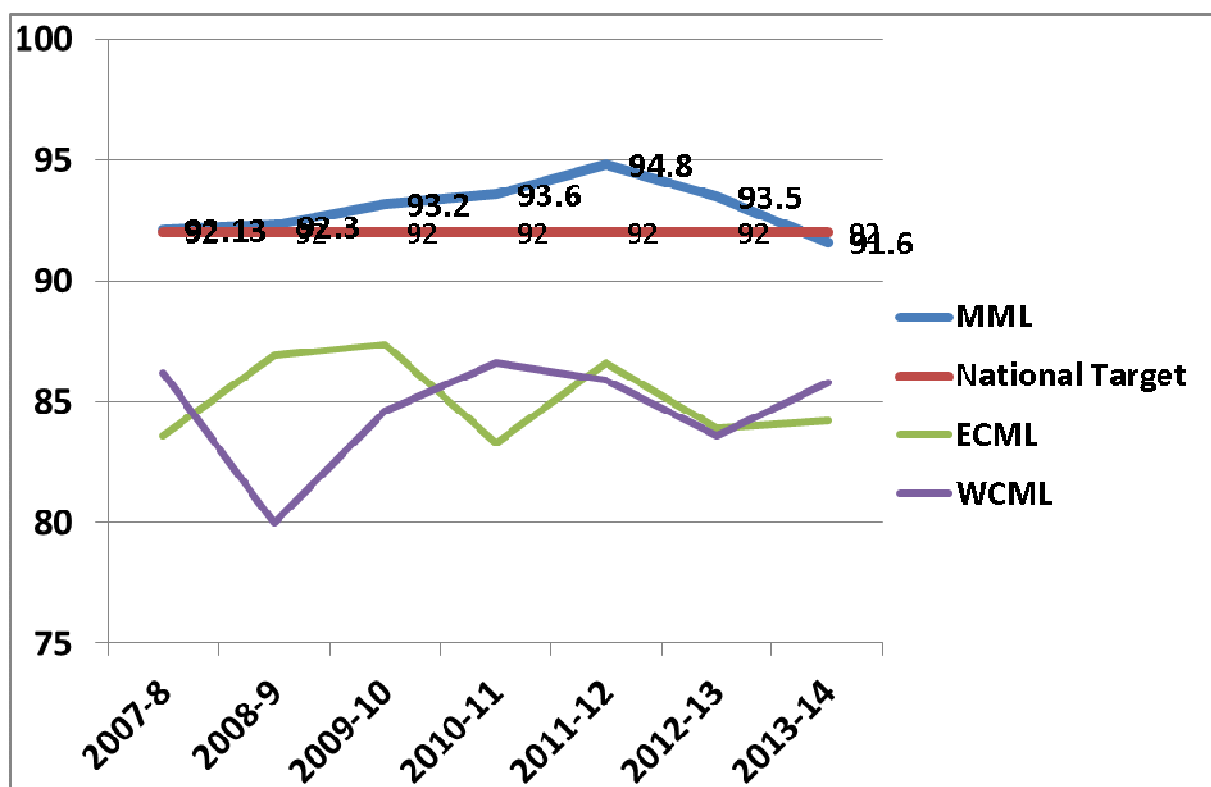
Purpose of the report

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

Midland Main Line

2. The 2 Councils have made a submission to the 2015 National Rail Awards, nominating East Midlands Trains and Network Rail for the main award of the year for the quality of the Midland Main Line: primarily
 - the successful completion of phase 1 of the linespeed works, and the consequent journey time reductions that took effect from 2014; and
 - the fact that, since 2007, the Midland Main Line has been far and away the most punctual Inter-City route in Britain, and that superior reliability applied even whilst all the linespeed upgrade works were being done.

The winner project will be announced in September.



3. Efforts continue to secure funding for the scheme to enhance the Midland Main Line in the Market Harborough area. The 3 Local Enterprise Partnerships (LEPs) along the line have all included the MML Market Harborough scheme in their Strategic Economic Plans which were submitted to Government on 31 March 2014, and have also all bid for funding for the scheme from the Local Growth Fund.

- D2N2 LEP £5 million,
- Sheffield City Region LEP £5 million,
- and the Leicester and Leicestershire LEP £3 million,

which would make a combined contribution of £13 million to this scheme, the total cost of which is estimated at around £48million. Network Rail is willing to commit £26million to the scheme, leaving £9million currently unfunded. The current estimated total cost of £48million includes circa £11million allowance for contingencies. The more detailed assessment being undertaken by Network Rail (see para 5 below) will assess the costs more precisely, and it is hoped that it will be possible to significantly reduce the sum needed for contingencies, which should reduce (or eliminate) the £9m currently unfunded.

4. On 29th January (2015), the Government (BIS) announced a round of 'Growth Deals' with LEPs. For the D2N2 LEP, additional funding of £22.2million was awarded, itemising 7 projects that this new tranche of funding "will....deliver", including

"Midland Mainline Market Harborough Improvements – Improving the journey time for non-stop passenger and freight train services on the Midland Main Line, through the realignment of the rail infrastructure at Market Harborough, in conjunction with Leicester and Leicestershire and Sheffield City Region LEP"

Unfortunately, the £22.2million allocated to D2N2 was less than the total costs of the 7 named projects for which it was allocated, and it is not yet clear how the shortfall to the LEP will be dealt with between the 7 D2N2 projects.

As a result of the January 2015 funding, D2N2 LEP has written to Network Rail stating that

"D2N2 is very supportive of the development and wishes to provide full support in assisting the delivery where it is affordable and possible"

5. A formal stakeholder group has been set up by Network Rail, encompassing the train operating companies, local Councils and the LEPs. Network Rail is undertaking a more detailed assessment of the work required, and a refinement of the likely cost. A meeting of this stakeholder group is scheduled for Thursday 4th June and a verbal update will be given at the joint Committee meeting.

Nottingham – Newark – Lincoln Line

6. It has been a long-standing aspiration of the Councils to achieve a comprehensive upgrading of the service on this route. This aspiration is shared by Newark and Sherwood District Council, Gedling Borough Council, Newark Business Club and East Midlands Trains, and the relevant Lincolnshire bodies. East Midlands Trains has established a 'Stakeholder Board' for the line, which has been chaired by its Managing Director, David Horne.
7. A 5-stage strategy to comprehensively upgrade the line has been adopted by the Stakeholder Board. Stage 1 of the strategy involves running an additional train

every hour between Nottingham and Newark. Stages 2,3 & 4 are enhancements to the infrastructure so that

- all services become much faster; and
- the second train per hour extends to Lincoln and (in the other direction) to Birmingham.

8. In September 2014 a funding package was agreed to implement stage 1 on weekdays:-

• DfT	£665,000 per annum
• Nottinghamshire County Council	£ 50,000 per annum
• Lincolnshire County Council,	£ 60,000 per annum
• Nottingham City Council,	£ 25,000 per annum
• Lincoln City Council,	£ 10,000 per annum
• Newark & Sherwood District Council	£ 10,000 per annum
• North Kesteven District Council	£ 10,000 per annum
• Gedling Borough Council	£ 10,000 per annum
• D2N2 LEP	£ 20,000 per annum
• Lincolnshire LEP	£ 10,000 per annum

These funding arrangements will apply for 3 years i.e. May 2015 – May 2018

9. This additional 'stage-1' service commenced on Monday 17th May. It is formed by extending the hourly Matlock – Nottingham service to Newark, serving the intermediate stations.

- Carlton, Burton Joyce, Lowdham and Fiskerton every hour, and
- the other stations at approximately 2 hourly intervals.

Thus,

- Newark has a doubling of frequency from 1 train per hour to 2 trains per hour. The 2 trains are evenly spaced at 30 minute intervals throughout the day;
- The existing hourly Lincoln - Newark - Nottingham - Leicester service no longer needs to serve the intermediate stations and can therefore run non-stop between Newark and Nottingham, thereby cutting the Newark - Nottingham journey time; and
- Carlton, now has an hourly service through the day to Nottingham; to Beeston for the enterprise zone; to Derby; and in the other direction to Newark.

There are also benefits in Lincolnshire :-

- a reduction in journey time to Nottingham, because the trains would run non-stop between Newark and Nottingham; and
- a doubling of frequency at the expanding Lincoln suburb of Hykeham

10. The Stakeholder Board is reviewing and refreshing the strategy to determine how best to put into effect stages 2-4, and secure the further improvements, particularly faster journey times. The outcome of this review will be reported to the December Joint Committee meeting.

Nottingham – Sheffield - Leeds

11. As reported previously (June 2012 & June 2013), the Government is considering devolving responsibility for rail services in the north of England to a consortium of City and County Councils and Integrated Transport Authorities (formerly Passenger Transport Authorities). The basic purpose of Rail North is to secure growth of rail across the whole of the Rail North area through substantial improvements to services, and the primary way this will be achieved is through exercising significant influence (and ultimately complete control) of the next Northern and Trans-Pennine franchises that will be let in 2016
12. The service affected in the Joint Committee area would be Nottingham – Sheffield – Leeds, plus the Retford – Worksop – Sheffield service in the north of Nottinghamshire. For the Nottingham – Sheffield – Leeds service, the Councils have a longstanding aspiration for improved journey times (see paragraphs 14-18 below).
13. Extensive discussions, in which both Councils have been involved, have been underway about the service enhancements that Rail North would pursue for 2016 and thereafter, and for the structure of rail North, including ensuring that overall control is shared between all 30 members Councils. After 2 years of development, Rail North was formally constituted in April 2015. Both Councils have joined and are now formally members of 'Rail North'.

Journey time

14. The Nottingham – Leeds service is currently slow, taking 2 hours for 81 miles. The Councils' aspiration is for that to be progressively reduced to:
 - 100 minutes (49mph) as from April 2016, with a Sheffield – Nottingham journey time of no more than 50 minutes ;
 - 90 minutes (55mph) by 2020, with a Sheffield – Nottingham journey time of no more than 45 minutes; and
 - 82 minutes (60mph) at the earliest opportunity, but no later than 3 years after it has been applied to services between the other Rail North Core CitiesThe Councils' also wish for an additional train per hour to be introduced between Nottingham – Sheffield, which could allow the Nottingham – Manchester train to cut its journey time by 20 minutes by no longer stopping at Sheffield but running directly from the Manchester line onto the Nottingham line 5 miles south of Sheffield.
15. Extensive discussions have been held over the past 5 years with
 - Network Rail;
 - the Government's Department for Transport (DfT); and (more recently)
 - Rail North; and
 - 2 of the 3 bidders for the forthcoming Northern franchise.particularly about cutting the Nottingham – Leeds journey time.
16. The County Council has commissioned, at a cost of £30,000, a study of the locations at which time could be saved, and would need to be saved, to reduce the Nottingham – Leeds journey time by 20 minutes. The study is due to be

completed by July 2015, to enable it to inform the bids for the forthcoming Northern franchise.

17. As a result of the Councils' work

- Nottingham – Leeds was identified in the 'Initial Industry Plan' for 2014-2019 for development as a "national exemplar" journey time reduction scheme; and
- DfT has included a requirement for faster journey times in the specification documents given to bidders for the forthcoming Rail North franchise
"We received detailed proposals from Nottinghamshire County Council about their ambition for faster services between Nottingham and Leeds and elsewhere, including details of how this could reduce costs and release rolling stock by enabling the service to be run with one less train set and crew. Bidders will be expected to identify and lead the implementation of journey time reduction opportunities in conjunction with Network Rail and other operators, both as part of their submission and during the franchise"

There is therefore the very real prospect of a substantial reduction (of around 20 minutes) in the Nottingham – Leeds journey time as from April 2016.

18. DfT will evaluate the bids over the next few months, and expects to announce in "late 2015" the winning bidder and any enhancements to services.

Radford junction

19. At Radford junction, the Leeds line diverges from the Robin Hood Line, with the Leeds line curving off to the west. A speed limit of 35mph has applied for decades both through the junction and around the curve to the west. That speed limit has meant the trains take longer to pass through Radford than if the speed limit was faster. Raising this speed limit is one of the things that would enable a reduction in the Nottingham – Leeds journey time.
20. A contribution of £350,000 from the Greater Nottingham Housing Market Area Growth Point fund was used to attract a similar matching sum from Network Rail to commission a scheme to raise the speed around Radford curve from 35mph to 50mph. The works were undertaken in November 2014, and the speed limit has duly been raised around the curve. The funding available in 2014 was sufficient for works on Radford curve, but not through Radford junction which retains the old 35mph speed limit. It is hoped that works through Radford junction will be included in the plans for the 2016 northern franchise.

RECOMMENDATION

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

Contact Officers

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

Date: **12 June 2015**

agenda item number: 10

From: **JOINT OFFICER STEERING GROUP**

REVISED WORK PROGRAMME

Purpose of report

1. To consider the Committee's work programme from June 2015 to March 2016.

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. A draft work programme for Joint Committee was presented at its last meeting on 27th March 2015 which included the items which were anticipated at that time. The Committee identified some additional items and the revised work programme is attached.

Recommendation

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

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JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT

WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
12 Jun 2015				
Waste Local Plan Update	To provide an update on progress with preparing the Nottinghamshire and Nottingham Replacement Waste Local Plan.	Information	Lisa Bell/Matt Gregory	Suzanne Osborne-James
Transport Update	To provide an update on transport related air quality issues in the Greater Nottingham area.	Information	Lisa Bell/Matt Gregory	Kevin Sharman/Chris Carter
Rail Update	To provide an update on key rail issues for the Greater Nottingham area and rail services across local authority boundaries.	Information	Lisa Bell/Matt Gregory	Jim Bamford/Chris Carter
JPAB Update	To provide an update on the work of JPAB.	Information	Lisa Bell/Matt Gregory	Matt Gregory

18 Sept 2015				
Waste Local Plan Update	To provide an update on progress with preparing the Nottinghamshire and Nottingham Replacement Waste Local Plan.	Information	Lisa Bell/Matt Gregory	Suzanne Osborne-James
Transport Update	To provide an update on key sustainable transport issues for the Greater Nottingham area and, in particular, an update on the integrated transport project.	Information	Lisa Bell/Matt Gregory	Chris Carter/Kevin Sharman
Rail Update	To provide an update on key rail issues for the Greater Nottingham area and rail services across local authority boundaries.	Information	Lisa Bell/Matt Gregory	Jim Bamford/Chris Carter
Cycling Update	To provide an update on joint working on cycling issues in Greater Nottingham.	Information	Lisa Bell/Matt Gregory	Chris Carter/Kevin Sharman
JPAB Update	To provide an update on the work of JPAB.	Information	Lisa Bell/Matt Gregory	Matt Gregory
Combined Authority Update	To provide an update on progress towards creation of the N2 Combined	Information	Lisa Bell/Matt Gregory	Matt Gregory

	Authority for Nottingham and Nottinghamshire.			
11 Dec 2015				
Waste Local Plan Update	To provide an update on progress with preparing the Nottinghamshire and Nottingham Replacement Waste Local Plan.	Information	Lisa Bell/Matt Gregory	Suzanne Osborne-James
Transport Update	To provide an update on key sustainable transport issues for the Greater Nottingham area.	Information	Lisa Bell/Matt Gregory	Chris Carter/Kevin Sharman
Rail Update	To provide an update on key rail issues for the Greater Nottingham area and rail services across local authority boundaries.	Information	Lisa Bell/Matt Gregory	Jim Bamford/Chris Carter
JPAB Update	To provide an update on the work of JPAB.	Information	Lisa Bell/Matt Gregory	Matt Gregory
11 Mar 2016				
Waste Local Plan Update	To provide an update on progress with preparing the Nottinghamshire and Nottingham Replacement Waste Local Plan.	Information	Lisa Bell/Matt Gregory	Suzanne Osborne-James

Transport Update	To provide an update on key sustainable transport issues for the Greater Nottingham area.	Information	Lisa Bell/Matt Gregory	Chris Carter/Kevin Sharman
Rail Update	To provide an update on key rail issues for the Greater Nottingham area and rail services across local authority boundaries.	Information	Lisa Bell/Matt Gregory	Jim Bamford/Chris Carter
JPAB Update	To provide an update on the work of JPAB.	Information	Lisa Bell/Matt Gregory	Matt Gregory