

**JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

**MINUTES of the meeting held at County Hall on 12<sup>th</sup> June 2015 from  
10.00 am to 10.40 am**

**Nottinghamshire County Council**

- Councillor Jim Creamer
- ✓ Councillor Steve Calvert
- ✓ Councillor Richard Jackson
- ✓ Councillor Jason Zadrozny

**Nottingham City Council**

- ✓ Councillor Alan Clark
- ✓ Councillor Sally Longford
- Councillor Nick McDonald
- ✓ Councillor Jane Urquhart (Chair)
  
- ✓ Indicates present at meeting

**Colleagues, partners and others in attendance**

Jim Bamford - Rail Officer, Transport ) Nottingham County Council  
David Ebbage - Democratic Services )  
Sally Gill - Group Manager, Planning )  
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 27<sup>th</sup> March 2015 as a correct record, and they were signed by the Chairman.

**APOLOGIES FOR ABSENCE**

Apologies for absence were received from –

Kevin Greaves - other County Council business  
Jim Creamer - other County Council business

**DECLARATIONS OF INTERESTS**

None.

## **TRANSPORT ISSUES UPDATE**

Kevin Sharman updated Members on the related air quality issues in Greater Nottingham area:-

- Air quality across Nottinghamshire is generally good but there are locations which have transport related air quality issues. There was eight transport related AQMAs in Nottinghamshire, all of which are due to exceedances of NO<sub>2</sub> and were 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.
- Action plans included measures to be taken both within and outside an AQMA to help ensure the air quality objectives were met within agreed timescales.
- Both Councils worked 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.
- 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 supported Nottingham's transition towards an exemplar for low carbon transport.

### **RESOLVED 2015/005**

That the contents of the report be noted.

## **GREATER NOTTINGHAM JOINT PLANNING ADVISORY BOARD UPDATE**

There has not been a meeting since the last committee; the meeting scheduled on 14<sup>th</sup> May 2015 was cancelled.

The two challenges to core strategies have both fallen away, they both went to the high court and both were rejected.

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 21<sup>st</sup> April, with the Judge dismissing the claim on all three grounds.

The Rushcliffe Core Strategy was the second legal challenge, framed in similar terms to that made for the Aligned Core Strategies, the Claimant being Barton in Fabis Parish Council. Understood that this challenge is being withdrawn, and so the hearing anticipated for later in the summer 2015 will not take place.

## **RESOLVED 2015/006**

That the contents of the report be noted.

## **NOTTINGHAMSHIRE AND NOTTINGHAM WASTE LOCAL PLAN UPDATE**

Matt Gregory informed the committee of the progress with preparing the Nottinghamshire and Nottingham Replacement Waste Local Plan.

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

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.

## **RESOLVED 2015/007**

That the contents of the report be noted.

## **RAIL ISSUES UPDATE**

Jim Bamford updated the committee on key rail issues in and into Greater Nottingham and rail services across local authority boundaries.

The 2 Councils had 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, but unfortunately been contacted and told that we have not been shortlisted. The winner of the award will be announced in September.

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.

East Midlands Trains have established a 'Stakeholder Board' for the Nottingham – Newark - Lincoln line which is chaired by its Managing Director, David Horne. This is to try and achieve the upgrade required for the service.

A 5 stage strategy to comprehensively upgrade the line had been adopted by the Stakeholder Board. Stage 1 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

The Nottingham - Sheffield – Leeds 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 Cities

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

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 a reduction of 20 minutes from Nottingham – Leeds could come into effect from April 2016.

The Greater Nottingham Housing Market Area Growth Point Fund contributed a £350,000 to commission a scheme to raise the speed limit around Radford curve from 35mph to 50mph. In November 2014 the work was undertaken and the speed limit has duly been raised around the curve but not through Radford Junction.

Following questions from members, the following points were made:-

- With the recent timetable changes to the Newark line, it is not clear yet to see if there have been any changes to the amount of passengers on the journeys but the council is keeping an eye out on that.
- Elective education work, with each case, costs has risen. Elective Education is least important to passengers, journey times are more important.

### **RESOLVED 2015/008**

That the contents of the report be noted.

### **WORK PROGRAMME**

That the Committee's work programmed be noted

The meeting closed at 10.40am

### **CHAIRMAN**

12 June 2015 – Jt Strategic Planning & Transport