

MINUTES of a meeting of the **D2 JOINT COMMITTEE FOR ECONOMIC PROSPERITY** held on 7 October 2021 at County Hall, Matlock, DE4 3AG.

PRESENT

Councillor B Lewis
(in the Chair)

<u>Derbyshire County Council</u>	<u>High Peak Borough Council</u>
Councillor B Lewis	Councillor A McKeown
<u>Derbyshire Dales District Council</u>	
Councillor G Purdy	

Also in Attendance –

Bolsover District Borough Council – G Galloway
 Chesterfield Borough Council – H Bowen
 Derby City Council – J Daykin
 Derbyshire County Council – J Battye, C Henning
 North East Derbyshire District Council – L Hickin

Apologies for absence were submitted on behalf of Councillors K Buttery (Amber Valley Borough Council), C Hart (Erewash Borough Council), T Gilby (Chesterfield Borough Council), D Fletcher (Derby City Council), C Poulter (Derby City Council), and K Richards (South Derbyshire District Council).

21/21 **DECLARATIONS OF INTEREST** There were no declarations of interest.

22/21 **MINUTES RESOLVED** that the Minutes of the meeting of the Committee held on 2 July 2021 be confirmed as a correct record.

23/21 **LEP UPDATE** An update was provided on LEP activity, specifically in relation to capital projects that had been approved at the D2N2 Board in September 2021.

The roll out of the successful North Derbyshire Careers Hub across D2N2 had been agreed and fully funded: 59 mainstream schools out of 60 were now part of the Hub and many resources were available to all schools and a new strategic partnership had been set up, including targeted funding for Derby City. Work was being undertaken with the Dept for Education and the Derby

Opportunity Area to roll out lessons across D2N2 on how education could help tackle low social mobility.

Digital Boot Camps had been held to develop skills. A further £2m of funding for short courses of c. 12 weeks had been sourced and work was being carried out to build digital skills and fast-track guaranteed interviews with local employers. The courses included:

- Digital Leader;
- Coding and software development;
- Digital Marketing;
- Advanced Data Analytics;
- Cybersecurity.

A D2N2-wide Hydrogen Task Force had been developed to assist providing direction to carbon reduction programmes through hydrogen infrastructure. This had been developed to deliver the priorities identified in 'Establishing a Regional Hydrogen Roadmap in Derby and the Wider Region', the 5-year road map to support the Hydrogen economy's development and 15-20 years of priorities. The first task force was to take place in October.

Other work included the International Trade Strategy in partnership with DIT; the Innovation Strategy, work chaired by University of Derby; the Manufacturing Advisory Panel 'Future is Now' campaign; a single business survey pilot to assist with reducing the burden on SMEs while increasing shared understandings of need; as well as analysis to disentangle the impacts of Brexit and Covid-19.

It was noted that Government's review of LEPs had not yet concluded and the results were expected to be rolled into, or shared alongside, the Levelling Up White Paper (anticipated in the last week of October). The LEP Network Spending Review submission had focused on levelling up, low carbon, SMEs and sector support.

24/21 NATIONAL BUS STRATEGY AND THE BUS SERVICE IMPROVEMENT PLAN

On 15 March 2021, Government published the first National Bus Strategy for England. The main objective of the Strategy was to reverse the long-term decline in bus use nationally which had been exacerbated by the impact of the COVID-19 pandemic. It aimed to achieve this by making bus services more frequent, reliable, better co-ordinated and cheaper.

To enable this to happen, Government wanted to see major improvements in a variety of areas including bus priority measures, vehicle emission standards, the provision of service information, simplified ticketing arrangements and the joint marketing of services. Government had committed to provide £3bn of new transformation funding nationally to help drive forward these improvements.

Central to these changes, the Strategy expected all local transport authorities (LTAs) in England, such as Derbyshire County Council and Derby City Council, to play a much bigger role than they did currently in the way bus services operated in their area. Under the existing deregulated model of bus provision which had been in place since the 1986, most services were provided on a commercial basis. This meant it was the bus companies themselves who decided the route of the service, the timetable, fares, types of vehicle used etc, based on what they thought made the best commercial proposition.

The Strategy expected all LTAs in England to replace this deregulated model in their area with one of two options: Franchising or an Enhanced Partnership.

Prior to the EP starting on the 1 April 2022, councils must have published a Bus Service Improvement Plan (BSIP) by the end of October 2021. A BSIP needed to set out a high level vision for bus services in Derbyshire, the key interventions needed to deliver it and how these would achieve the overarching goal of increasing bus patronage after the pandemic as set out in the National Bus Strategy.

RESOLVED to note (1) the strategic implications of the National Bus Strategy; and (2) the progress being made locally in developing an appropriate response to the challenges set out and in driving low carbon transport solutions for Derbyshire.

25/21 **ESTABLISHING A HYDROGEN ROADMAP IN DERBY AND THE WIDER REGION** Derby had been pitched as a place where organisations could use hydrocarbons. This could be used to manufacture goods and provide services and would assist towards the aim for carbon net zero.

There had been recent concerns of the supply of petrol and the need for security of supply and the integration of future fuels could be the way to provide solutions to those problems.

The first step had taken place and this was to commission AROW. Sessions would be held around the themes of production, heating, transport, industry, jobs and skills research. The roadmap had been published on Derby City Council's website.

The first steps were outlined in the document and this would be an ongoing piece of work. It was noted that the D2 Low Carbon Mobility Task Force would link with the D2N2 hydrogen task force to create a pipeline of projects to bring hydrogen in to the county.

14/21 **VISION DERBYSHIRE: RENEWABLE ENERGY STRATEGY**

Recent international and national reports had made it abundantly clear that we were at a critical time for action on climate change. The fate of future generations depended on our ability to take immediate and decisive action to deal

with climate change and the latest Intergovernmental Panel report illustrated the vital need to reduce climate change emissions now by transforming energy systems.

The UK had a legal commitment to bring all greenhouse gas emissions to net zero by 2050 with a minimum 78% reduction by 2035 compared to 1990 levels. Derby and Derbyshire must play its part in this by reducing emissions and increasing renewable energy generation.

It had been proposed to commission a Renewable Energy Study to enable future energy requirements and generation typology to be identified including their preferred spatial locations. This study would provide the evidence to ensure renewable energy and climate change was embedded in both planning policy and new development within Derbyshire and guide the location of future renewable energy schemes. This study would therefore support the local planning authorities' aspirations to reduce emissions.

By delivering a timely Renewable Energy Study at a Derby and Derbyshire level this would allow best practice, effectual climate change policies which were grounded in a robust evidence base to be incorporated into local plans. It would provide virtually full coverage of Derby and Derbyshire by the end of 2023 (subject to examination), provide a consistency of approach across the county and create a framework within which renewable energy could be encouraged.

This Renewable Energy Study would also compliment the recent study by Arup commissioned by Derby City which provided a strong baseline on opportunities around potential hydrogen as an energy source for the region and set out a roadmap of how that could become a reality. The Study would cost in the region of £50,000 having been benchmarked against other projects.

RESOLVED to approve the allocation of £12,500 from the Business Rate Retention Pilot fund towards a joint Renewable Energy Study for the D2 area, to match fund the £37,500 secured from the D2N2 LEP and Midlands Energy Hub.

26/21 STRATEGIC PLANNING FRAMEWORK On 4 March 2021, the D2 Joint Committee considered a report by Derbyshire County Council's Executive Director for Place, setting out the progress that had been made since mid-2019 by the D2 partner authorities in jointly progressing a non-statutory Strategic Planning Framework (SPF).

The report noted the progress that had been made in relation to the development of a draft SPF for the D2 area. Having been subject to many months of work by planning officers, proposals had been put to each of the 10 authorities' Planning Committees, or other member arenas seeking formal endorsement to engage in further joint working to progress the SPF. This included setting out Key Emerging Strategic Themes for possible consideration in the SPF; Draft Terms of Reference (ToR); a Statement of Common Ground to guide and underpin development of the Framework, including agreed principles for joint working; and

provision of a Strategic Evidence Base to inform the development of key issues, objectives and priorities for inclusion in the Framework.

The report also noted the emerging national policy context in relation to *Planning White Paper: Planning for the Future, published in August 2020 and the pending Levelling Up White Paper – both of which had potential implications for the SPF. For this reason, there wasn't unanimous support across the 10 authorities to continue the development of the SPF and the Committee considered the various options for next stages of the work.*

RESOLVED to pause further joint working on the SPF pending the publication of the Planning Bill and Levelling Up White Paper and clarification from Government on its proposals for the future of strategic planning and strategic plan making.

27/21 **ECONOMIC ROUND UP** A one-page update was shared with attendees during the meeting. Updates were awaited on the county deal process and community renewal fund.

An announcement had been expected in October on the levelling up white paper, as well as publication of the Integrated Rail Plan which had been expected in the Autumn. During this time, it was confirmed that work was being progress on prioritisation of the project pipeline to ensure a state of readiness as and when funding announcements were made.

Screen Derbyshire had been successful in attracting blockbuster productions to the county. There had been productions in movies, television and documentaries and further conversations were taking place from the success. It had also been outlined that the centre of excellence had been focusing on Derby for the Great British Rail as headquarters.

The plans to refurbish the old bus station in Matlock into a cinema had commenced and they had been looking for funding for the project. There had been no decisions made on HS2 and D2 needed to be prepared for the decision to be made either way.

28/21 **DATE OF NEXT MEETING** The next meeting of the Committee would be confirmed.

29/21 **EXCLUSION OF THE PUBLIC FROM THE MEETING RESOLVED** that under Regulation 4 (2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting for the following items of business on the grounds that in view of the nature of the items of business, that if members of the public were present, exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 would be disclosed to them.

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC HAD BEEN EXCLUDED FROM THE MEETING

1. To receive declarations of interest (if any).
2. To confirm the exempt minutes of the meeting of the Committee held on 2 July 2020.

30/21 **MINUTES RESOLVED** that the exempt minutes of the meeting held on 2 July 2021 be confirmed as a correct record (contains exempt information).