

MINUTES of a meeting of the **D2 JOINT COMMITTEE FOR ECONOMIC PROSPERITY** held on 16 December 2021 at County Hall, Matlock, DE4 3AG.

PRESENT

Councillor B Lewis
(in the Chair)

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

Also in Attendance –

Bolsover District Borough Council – G Galloway
Chesterfield Borough Council – H Bowen
Derby City Council – D Fletcher
Derbyshire County Council – E Alexander, J Battye, C Henning

Apologies for absence were submitted on behalf of Councillors K Buttery (Amber Valley Borough Council), T Gilby (Chesterfield Borough Council), R Horsley (QEDPR), J Jaroszek (Erewash Borough Council), C Poulter (Derby City Council), and A Westray-Chapman (Derbyshire County Council).

31/21 **DECLARATIONS OF INTEREST** There were no declarations of interest.

32/21 **MINUTES RESOLVED** that the Minutes of the meeting of the Committee held on 7 October 2021 be confirmed as a correct record.

33/21 **REGIONAL DEVELOPMENT UPDATE - INCLUDING MIDLANDS ENGINE** The D2N2 LEP had launched a £6.5m grant fund to deliver a range of capital projects in the low carbon sector across D2N2. The call supported national and sub regional policy including Government’s “Net Zero Strategy: Build Back Greener” and the “The Ten Point Plan for a Green Industrial Revolution”. Both of which set out ambitious targets for carbon reduction and incentivising investment in both the public and private sector in to Green and carbon saving projects.

The D2N2 Low Carbon Growth Fund would support low carbon capital projects to create a pipeline of investable propositions that could be match funded

to help the region meet challenges around high carbon dioxide output and unclean industrial practices.

Both the criteria and the timelines had been confirmed within the report. The focus of Midlands Connect was framed around six areas of activity, all of which were set within the context of levelling up.

Two key projects were being taken forward and Midlands Connect was seeking support and input from local leaders:

- i. Project Gigabit: £5bn government infrastructure project to drive better digital connectivity. The East Midlands had been approached by BDUK to lead a regional gigabit project (the first of its kind).
- ii. Strategic Economic Corridors – specifically the A50/500 – for which £540,000 had been allocated from across Government departments (DLUHC, DfT) and Midlands Connect to focus on transport, green growth, digital and internationalisation

RESOLVED to note the above announcements and opportunities and discuss the most appropriate response for local authorities.

34/21 **BUILDING D2'S RAIL PROFILE** A presentation was shared with the Committee to outline the 'future of rail'. It was noted there was a 'Great British Railway proposition' to relocate the national headquarters within the next 2 years and that Derby City and Chesterfield BC were jointly considering putting forward a proposition specifically considering the shared rail heritage within the City and County. As well as the area still having a thriving rail culture, this also created an opportunity for the Midlands to have a balanced and comprehensive travel eco-system. Derby was also home to a large cluster of significant rail organisations.

A working group had been put together with agreement from the government. The formal process had not yet begun but it was believed this would start within the next few weeks.

35/21 **PROGRESSING LOW CARBON MOBILITY** A presentation was shared with the Committee to outline the Future Fuels opportunities.

The Low Carbon Mobility Task Force, chaired by Tony Walker, had been established to explore all aspects of low carbon transport opportunities. The view of the Task Force was that the future would inevitably involve both battery electric vehicles (BEV) and hydrogen vehicles – and associated infrastructure.

Work had continued to take place following the release of the Arup report (commissioned by Derby City) which had identified lots of opportunities but needed a clear pathway to support hydrogen to be identified. It was also noted that 2 bids from the D2 area had been submitted to the D2N2 LEP's Low Carbon

Growth Fund for hydrogen vehicles and infrastructure. An announcement was due in early 2022.

36/21 **PROGRESSING OUR TOWN DEALS** Chesterfield had been allocated £22.5m from the Town Deals. Investment projects were being developed and included schools, rail and work on the Staveley Corridor. There were 8 project sponsors across 11 projects which were all running at different levels. Some of these projects included a construction skills hub at Chesterfield College, an extension of the canal by 1.5 miles, as well as a proposed new business hub at Staveley Basin.

Clay Cross did not have an identifiable town centre the focus of the town deal was to seek interventions that created a strong hub. Clay Cross has 10 projects within the draft Investment Plan, including moving the industrial area from the centre of town, creating a new leisure facility and a skills and enterprise hub. Improving the road networks and connectivity around the town centre were also a key project area, particularly the A61 that runs through the centre.

Long Eaton has a total of 7 projects that include improving the junctions on Derby Road, improved access and quality of build environment in the town centre, bus hub and cycle route. The vacant cinema was due to be renovated and there has been large community support for a cultural performance space. There was also a second vacant cinema that offered a development opportunity. Further work was being done on the walking and cycling network and adding a new bridge across the canal for access.

37/21 **PRIORITISING THE PIPELINE** A presentation on creating a deliverable regeneration programme was shared with the Committee.

Four programme areas were noted around: D2 market towns, north and south growth zones and the Derwent Valley Corridor. Adding some complexity to this was the multiple Government funding announcements that influenced speed and prioritisation of projects such as: town deals, freeports, community renewal fund and levelling up fund. Local authorities had limited resources (people and money) to develop, drive and deliver the programme of projects so it was important to review and reshape the pipeline accordingly as a determined set of partners to maximise shared resources and agree what could be done, project leadership etc.

The delivery programme would mean a better allocation of resources to projects in the programme, based on a 'no surprises' approach and the ability to manage risk better and more systematic joint working. The project pipeline would also mean the county was better prepared for the opportunities presented by County Deals and the UK Shared Prosperity Fund.

The next steps were outlined to the Committee within the presentation.

38/21 **DATE OF NEXT MEETING** The next meeting of the Committee would be held on 3 March 2022.

39/21 **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. County Deals
3. Freeport