

MINUTES of a meeting of the **D2 JOINT COMMITTEE FOR ECONOMIC PROSPERITY** held on 22 November 2019 at County Hall, Matlock

PRESENT

Councillor B Lewis

<u>Amber Valley Borough Council</u>	<u>Derbyshire Dales District Council</u>
Councillor C Emmas - Williams	Councillor G Purdy
<u>Bolsover District Council</u>	<u>Erewash Borough Council</u>
Councillor C Moesby (substitute member)	Councillor C Hart
<u>Chesterfield Borough Council</u>	<u>High Peak Borough Council</u>
Councillor P Gilby	Councillor A McKeown
<u>Derby City Council</u>	<u>North East Derbyshire District Council</u>
Nor represented	Councillor M Thacker
<u>Derbyshire County Council</u>	<u>South Derbyshire District Council</u>
Councillor B Lewis	Councillor M Ford

Also in Attendance –

Amber Valley Borough Council – J Townsend.
 Bolsover District Council/North East Derbyshire District Council – D Swaine.
 Chesterfield Borough Council – H Bowen.
 Derbyshire County Council – E Alexander, M Ashworth, J Battye & D Ludlam
 Derbyshire Dales District Council – P Wilson.
 Derby City Council – G Jennings.
 Erewash Borough Council – J Jaroszek
 High Peak Borough Council – S Baker
 South Derbyshire District Council – F McArdle

Apologies for absence were submitted on behalf of M Holmes (Derby City Council), Richard Horsley (DEP) and S Rose (D2N2 LEP)

25/19 **DECLARATIONS OF INTEREST** There were no declarations of interest.

26/19 **MINUTES** **RESOLVED** that the Minutes of the meeting of the Committee held on 4 June 2019 be confirmed as a correct record.

27/19 **MIDLANDS CONNECT & TRANSPORT FOR THE EAST MIDLANDS** M Ashworth provided an update on the current position regarding Midlands Engine, Midlands Connect and Transport for the East Midlands, which included updates on current activities and the impact they would have for local authorities.

The Midlands Connect Strategic Board last met on 7 November 2019 and considered priorities for the next financial year, identified as being to:

Refresh the Midlands Connect Transport Strategy in line with Government's new emerging Midlands Engine Strategy ensuring our transport strategy supports wider Government's objectives including improving productivity in line with local industrial strategies, unlocking new homes where people want to live, tackling climate change and supporting sustainable and inclusive development;

Continue to develop the east-west economic corridors, analysing growth ambitions, connectivity problems and development of objectives and targets for each corridor – ultimately identifying a pipeline to influence future strategic decision making; and

Develop a Regional Evidence Base and a long term pipeline of Major Roads improvements (prioritised on a 5-year basis) in line with Government's policy on MRN (published in December 2018):

This would require the County Council and partners to consider options for Derbyshire projects for delivery beyond 2025. The locations for which such an assessment can most easily be put in place were the Ashbourne and north-eastern Derbyshire areas for which traffic models were currently being prepared and for which early assessment of scheme options was either in place or commissioned. The defined Derbyshire MRN, though, was quite extensive and it was proposed to carry out a full review of options using a standardised process recommended by Government. The outcome of this assessment would be reported to a future Joint Committee.

Work continued to support the development of national policy, responding to Government's consultations and major reviews, ensuring alignment with local and regional policies. Thought leadership would be provided in the role of new technologies, innovation and the digital revolution in supporting transport/mobility as a service (passenger and freight) and we would continue to strengthen the way we work with Government and within our Partnership through the formalisation of the emerging MC Charter and Constitution.

In relation to the A50/A500 and A38/A42/M42 Studies, these corridor studies were due to report during the current financial year, and had a number of objectives:

- Improve journey times and journey time reliability
- Increase network resilience
- Reduce number and severity of incidents
- Reduce the environmental impact of the routes within the corridor

They were intended, subject to their findings, to lead towards Strategic Outline Business Cases and to investment within future Roads Investment Programmes.

The University of Lincoln had been commissioned to carry out a study into issues and opportunities around mobility in the more rural parts of the Midlands. This had identified, unsurprisingly, some significant challenges but also some interesting case studies (such as 'park and choose' schemes and demand-responsive public transport). County Council officers were currently assessing the applicability of these to Derbyshire and the business case for their introduction.

The Midlands Rail Hub is an ambitious yet deliverable £2 billion package of improvements to transform east-west rail connections. Plans outline a programme of new and upgraded infrastructure that will be implemented in phases between now and 2033. It will strengthen rail links between Leicester, Nottingham, Coventry, Derby, Hereford and Worcester, improve services to Wales and the South West and allow more people to access HS2.

The plans would activate six million more rail journeys each year, creating space for up to 24 extra passenger trains an hour and reduce journey times. Implementing these improvements would bring 1.6 million more people to within an hour of the region's biggest towns and cities by public transport.

The Midlands Rail Hub will also create space for 36 extra freight paths a day, with the potential to move 4,320 lorries' worth of goods from our roads to onto railways, reducing congestion and carbon emissions.

Strategic Outline Business Cases had now been submitted to Government.

In relation to Large Local Majors Programme, the Chesterfield-Staveley Regeneration Route (CSRR) was proposed by the County Council to Midlands Connect as one of a small number of Large Local Major (LLM) highway schemes for inclusion within the second Roads Investment Programme (RIS2) covering the period 2020 to 2025. This initial submission was successful and the CSRR formed one of four (since reduced to three) LLM Midlands schemes submitted to the Department for Transport (DfT). This was followed in July 2019 by submission of a Strategic Outline Business Case (SOBC) for the scheme. DfT's initial response to this was received on 1 November, granting the project an 'amber'

rating and requesting clarification on a few points to be incorporated in a revised SOBC to be submitted by 2 December. These revisions were in hand, covering:

Confirmation that project design would incorporate suitable sustainable transport and bus priority measures;

More significantly a demonstration of why the CSRR represented the optimum solution to the problems to be addressed ie whether strategic alternatives such as rail could have been more effective. Some additional work using DfT's own Early Assessment and Sifting Tool (EAST) was being carried out to address this.

It was not clear at what point DfT would respond to the revised SOBC, but once this was regarded as 'accepted' the project became eligible for capacity funding and, more importantly, could be regarded as having passed through its first assessment Gateway. This was followed by production of Outline and then Full Business Cases. Construction, should these be successful, would be towards the end of the RIS2 period but was achievable within this window.

RESOLVED to note the update report

28/19 **UPDATE ON HS2** Members had received an update/briefing report in advance of the meeting and J Battye attended the meeting and provided members with an overview of the national, regional and local activity on HS2.

The report covered the National Context including the stocktake conducted by the Chairman of HS2 Ltd and the wider review of HS2 by Douglas Oakervee. The East Midlands Strategic Board chaired by Cllr Kay Cutts MBE made a submission direct to the Panel summarising the evidence base underpinning the East Midlands HS2 Growth Strategy, and making the wider economic base for delivery of the Eastern Leg of HS2. The submission is available on the EMC website

The Oakervee Report's conclusions had been subject to extensive press speculation but would now not be published until after the General Election.

In relation to connectivity to the HS2 Hub Station at Toton local connectivity to Hub Station and Innovation Campus from the surrounding communities of Toton, Stapleford and Long Eaton would be a key to ensuring that the development was acceptable to local communities and addresses existing severance and congestion issues.

The Toton Delivery Board met on the 11th September 2019 and considered the emerging masterplan for the Hub Station and surrounding area, which included provision for the following local connectivity interventions:

- Pedestrian and cycleway links across the site;
- Local Highway access from Toton Lane (HIF bid proposal);
- Local Highway access from Long Eaton and Stapleford; and

- NET extensions to the Hub Station and Long Eaton (Asda).

The East Midlands HS2 Growth Strategy set out a comprehensive connectivity strategy based mode/market split. This approach recognises that that Hub Station and Innovation Campus will be served by a variety of modes appropriate to different markets and localities.

Whilst it will be important to maximise opportunities for access by different forms public transport, cycling, walking, there would still need to be effective road access supported by a proportionate car parking strategy. The challenge was to set out a mix of interventions that were individually deliverable, operationally viable and collectively add up to more than the sum of their parts.

As a result, the emerging package of interventions was based around two phases: a package of measures which aim to be in place at around the time the Hub Station opens ('Day 1'), and a package of longer term measures which would be deliverable after HS2 opens and which can respond to changing patterns of travel demand.

Following further consideration by officers, a final recommended package of 'Day 1' and longer term interventions would be presented to the HS2 Executive Board on the 23rd January 2020.

In relation to M1J25 & A52 access Highways England had been a key partner in the Gateways Study and had made a significant financial contribution to the modelling costs. Although some initial work was carried out on a phased highway solution which is reflected in the East Midlands HS2 Growth Strategy published in 2017, Highways England have lacked the resources to take this proposal any further.

In addition, it seemed unlikely at the present time that Highways England would receive any scheme development funding in RIS2 (2020-25) for M1J25/A52 Access – although this was specifically highlighted by TfEM and Midlands Connect in representations made to Government on priorities for RIS2.

In the absence of a specific scheme, Highways England had agreed a notional set of outcomes and costs for the purposes of Gateways Study. Although far from ideal, this approach did allow high level SOBCs to be developed for the other elements of the emerging package

The initial proposition for a Locally-Led Development Corporation covered the land around the Hub Station at Toton plus the adjacent Chetwynd Barracks, East Midlands Airport and Ratcliffe Power Station. The emerging work to inform the business case has been discussed by regular meetings of a Development Corporation Executive Group (officers) and Oversight Board (Members), and informed by three separate commissions funded by Government:

- **Commission 1: Vision and Narrative** - led by Wolff Olins

- **Commission 2: Strategic and Economic Case** – led by Arup with AMION and Cushman & Wakefield
- **Commission 3: Route Map and Legal Structure** - led by Grant Thornton and Pinsent Masons

A final submission on the case for a locally led Development Corporation is due to be submitted to Government in March 2020. It was agreed that that all local authority responses should be shared prior to their submission and that there should be a collective response from the D2 authorities.

The prospect of a HS2 connection at Chesterfield Station is already driving major regeneration of the town centre and adjacent commercial areas. The potential benefits of HS2 for the Chesterfield area include:

- Better connectivity for the one million people already living within 30 minutes of the station;
- 4,740 new homes and 10,220 new jobs;
- £270m net additional GVA; and 176 ha of brownfield land brought back into use; and
- Establishing an international gateway into the Peak District National Park.

A comprehensive Chesterfield HS2 station master-plan had been developed to provide a framework for public and private investment which will be given statutory weight through incorporation into the adopted Local Plan in 2020.

A new HS2 Infrastructure Maintenance Depot (IMD) at Staveley will help generate hundreds of new high quality engineering jobs within some of the most deprived communities in England.

The prospect of HS2 co-investing in Staveley was already helping to energise landowners to bring forward a 150 hectare brownfield site, with planning applications already submitted for a new mixed-use housing and employment zone comprising around 1,500 homes and new leisure and commercial development around a revitalised Chesterfield canal.

Derbyshire County Council has also submitted proposals for the 'Chesterfield-Staveley Regeneration Route', which will enable this major development to proceed in parallel with HS2's investment in the IMD. The road scheme is one of just four that have been prioritised by Midlands Connect in July 2019 for 'Large Local Majors' funding from the Department for Transport for the period 2020-25.

The Chesterfield & Staveley Delivery Board had recently commissioned further technical work to establish the business case for increasing the HS2 service provision at Chesterfield to two stops per hour, and for using the Staveley IMD as a base for the construction of HS2.

Members were given the opportunity to make comments and ask questions. A number of issues and areas of concern were raised which were duly noted and would be included in relevant discussions going forward.

RESOLVED to note the report and that further updates be provided at future meetings.

29/19 **LEP UPDATE** J Battye circulated a paper showing the D2 representation on the various LEP Boards.

The representative members on the Boards updated the meeting on progress to date and current work being undertaken on each of the LEP Boards.

Members were given the opportunity to make comments and ask questions. A number of issues and areas of concern were raised which were duly noted and would be included in relevant discussions going forward.

RESOLVED to note the update reports

30/19 **TOWN DEALS - OVERVIEW OF PROGRAMME** Members had received an update/briefing report in advance of the meeting and J Battye attended the meeting and provided an overview of the Government's recent Town Deals announcement and the initial thinking on how best to develop the programme of activity, including potential links to emerging priorities in the draft Local Industrial Strategy.

Members were aware that on 6th September Government invited 100 places to develop proposals for a Town Deal, as part of the £3.6 billion Towns Fund and each nominated place had the opportunity to bid for funding of up to £25 million

On 1st November, Government launched its Town Deals Prospectus to support the nominated 100 places in the next stage of their bidding process; 30 places had been identified in the Midlands Engine region, three of which were in Derbyshire – Clay Cross, Staveley and Long Eaton. It was understood that, in due course, the Government would announce a competition for additional towns to develop plans for their own Town Deals.

The Prospectus advised that Town Deals would help equalise the opportunities of growth – primarily in those communities which had been 'left behind' – ensuring they benefitted from resources to boost productivity and living standards. Essentially, the Prospectus set out a two stage process for agreeing a Town Deal.

Having regard to the above, Government was requesting that delivery boards be set up for each Town Deal, led by a representative from the local business community. It was expected that district and borough councils for the towns selected would be identified as the 'Lead Council', supported by the County Council, and that a Town Deal Board would be implemented no later than

the end of January 2020. (Stage 1 as outlined above.) NB: where there are strong partnerships and proposals already in place Government expected to agree a Town Deal more quickly which in turn, would allow others to take advantage of the support being offered by Government. Lead councils would return a readiness checklist to help gauge how quickly a Deal can be prepared and agreed.

Governance structures and decision making of the Boards were expected to be made public and membership is likely to be made up of the following: local authorities, parish and town councils, MPs, local businesses, investors, LEP, community representatives, other agencies such as Jobcentre Plus, colleges, universities, schools, cultural/sporting institutes as appropriate.

It was then expected that a Town Investment Plan would be prepared by no later than Summer 2020. Together, the Board and Investment Plan would inform the second stage of the Town Deal. Details on the preparation and approval processes were expected from Government in due course, including the amount of capital and revenue funding available, and the interventions that could be supported from the Towns Fund.

In summary though the Plans will set out investment priorities aimed at driving economic growth, supported by clear evidence and targeting investment to the required infrastructure, as well as making full use of available powers, including planning powers. It was expected the Town Investment Plans would complement existing plans and strategies such as the Local Plan and Local Industrial Strategy, HS2 Growth Strategy etc. Alignment to Midlands Engine and the national clean growth agenda will be essential and they should also detail value for money interventions.

Members and officers of North East Derbyshire, Erewash, and Chesterfield were given the opportunity to make comments on how their bids were progressing prior to the 19 December deadline. The general consensus was that good progress was being made in respect of each scheme despite the challenging timescales and that it would be sensible if the three councils had discussions surrounding their bids and that there would clearly be an opportunity for some Joint Commissioning work. A number of questions were asked and comments made which were duly answered or noted.

It was also noted that High Peak Borough Council and Amber Valley Borough Council had been successful with first stage bids to the future High Street Fund.

RESOLVED to note the update report and progress to date

31/19 FESTIVAL OF DERBYSHIRE – DRAFT PROGRAMME UPDATE

Members were provided with an update on the progress of the Festival of Derbyshire proposal including project development and proposed themes and objectives.

The Festival of Derbyshire was being developed by Derbyshire County Council through the Derbyshire CHAT Board as a high profile, high quality series of events, starting in May 2020, which will help to tell the Derbyshire Story based on “People, Places and Products”. The Festival would be fundamentally present Derbyshire to wider national and international audiences – encouraging day visitors to become staying visitors, but will also target local audiences, helping local people to discover, understand and protect what’s on their doorstep.

The concept was based on celebrating a number of key historical milestones and anniversaries that would happen during 2020-21 and focussed on two overarching objectives of celebrating our unique culture and raising the quality of our visitor offer. Key outcomes will seek to deliver the overall CHAT vision “to maximise the economic potential of Derbyshire’s unique and distinctive cultural and environmental offer to ensure the county is an exceptional and World Class Destination for people to live, work, visit and invest.

Proposed project outcomes can be summarised as follows:

- Establishing a clear narrative for Derbyshire that can be utilised across a number of promotional areas to create increased awareness and interest in the county.
- Increased engagement with communities and visitors alike.
- Raising quality and reputation for the Derbyshire visitor experience.
- Increasing visitor numbers with an emphasis on “days to stays”.
- Create a legacy for future events/activity including increased audience insight.

Following early development of the concept, CHAT Board approved the project plan outlining resources and governance arrangements for the delivery of the Festival of Derbyshire. As well as establishing a Project Steering Group reporting directly to the Board, the decision coincided with the commencement of a new Senior Economic Development Officer post assigned to supporting the delivery of the CHAT action plan and co-ordinating the Festival as a key project for the Board.

The key elements of the project were centred on developing a Festival framework (to guide the development and curation of an events calendar) and commissioning the branding/marketing campaign to promote the festival.

Through auditing Derbyshire’s rich cultural and heritage offer, identifying the unique elements and then curating them under key themes/ motivations a festival framework had been developed in consultation with key stakeholders, including Cllr Barry Lewis and James Berresford (Chair of CHAT). The response had been very positive and it was now intended to move forward with this framework. The Project Steering Group endorsed the framework on Monday 18th November.

The Festival would be presented under 3 seasons, with sub brands/ key messages created within each season. It was hoped that some of the sub-brands will create legacy that can be repeated in future years these were:

Season 1: Health and Wellbeing (May-June 2020)

Season 2: Places (July-September 2020)

Season 3: People and Products (October-December 2020)

In addition to developing the Festival framework and events calendar, joint work with the Derbyshire County Council Communications Team has commenced on developing PR campaign and marketing brief. The brief would be used to commission Marketing Peak District & Derbyshire (MPDD) who would be responsible for delivering the campaign reporting back to the Council through the CHAT Board. It was proposed that MPDD would present initial concepts to the next CHAT Board on 17th December 2019 with final campaign due to be signed of at the end of January 2020.

Members were given the opportunity to make comments and ask questions. A number of issues and areas of concern were raised particularly in need for flexibility of approach in relation to the three seasons theme, and the inclusion of strong cultural diversity within the county, which were duly noted and would be included in relevant discussions going forward.

RESOLVED to note the report and that further reports would be submitted to future meetings as the project develops

32/19 NON STRUCTURAL REFORM: DEVELOPING OUR APPROACH

Councillor Lewis outlined the Key points in relation to Non Structural Reform/A New Vision for Derbyshire. He highlighted priorities around climate change, strategic narrative, tourism, skills and employment, thriving communities, and economic prosperity.

He concluded by saying that work had begun on a number of priorities he had spoken about, but more needed to be done. It was important that momentum was maintained and as a group of leaders develop a new collaborative model that allowed headway to be made on these priorities. Derbyshire needed to be positioned at the forefront of developments and this provided a unique opportunity and imperative to do this.

RESOLVED to note verbal update report

33/19 TACKLING CLIMATE CHANGE: DEVELOPING OUR APPROACH

M Ashworth confirmed that DCC Cabinet on 21 November had approved the Council's draft Carbon Reduction Plan and the updated Corporate Environment Policy which supported the delivery of the Council's Climate and Carbon Reduction Manifesto;

D Ludlam, Policy Officer, DCC attended the meeting and gave a brief presentation on tackling climate change in Derbyshire.

Details were given of the changing global temperature, along with the 2100 warming projections in relation to emissions and expected warming based on pledges and current policies.

Actual and projected emissions from DCC estate and operations were also provided.

In terms of the way forward it was felt that there must be widespread engagement of local communities, business & commerce, the education sector and other public organisations, there was a climate summit planned for March 2020.

The general consensus was that there needed to be a new area of collaboration between DCC, Derby City and all District/ Boroughs and that a united front be taken in Derbyshire as a whole with a clear need to identify what resources could be committed to support this vital area of work.

RESOLVED to note the update report.

34/19 **DATE OF NEXT MEETING** The next meeting was scheduled to take place on 10 January 2020 at 10am, venue to be confirmed.

35/19 **EXCLUSION OF THE PUBLIC** **RESOLVED** that the public, including the press, be excluded from the meeting during consideration of the remaining item on the agenda to avoid the disclosure of the kind of exempt information detailed in the following summary of proceedings:-

SUMMARY OF PROCEEDINGS CONDUCTED AFTER THE PUBLIC, INCLUDING THE PRESS, WERE EXCLUDED FROM THE MEETING

1. New Vision for Derbyshire Non Structural Reform (contains information relating to the Financial or Business Affairs of a Particular Person (Including the Authority holding that information))