D2N2 Local Enterprise Partnership Place Advisory Board

Date: Wednesday 1 July 2020, 10:00-12:00
Venue: Zoom

MINUTES OF MEETING

Attendees

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>David Williams (Chair)</td>
<td>Geldards LLP</td>
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<tr>
<td>Alex Ford</td>
<td>CT Skills</td>
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<tr>
<td>Andrew Pritchard</td>
<td>East Midlands Councils</td>
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<tr>
<td>Catherine Williams</td>
<td>Derby City Council</td>
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<tr>
<td>Chris Carter</td>
<td>Nottingham City Council</td>
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<td>Chris Fridlington</td>
<td>Bolsover District Council</td>
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<tr>
<td>Dominic Stevens</td>
<td>Destination Sheffield</td>
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<tr>
<td>Frank McArdle</td>
<td>South Derbyshire District Council</td>
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<tr>
<td>Gill Callingham</td>
<td>North East Derbyshire District Council</td>
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<td>Greg Broughton</td>
<td>Environment Agency</td>
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<td>Hayley Barsby</td>
<td>Mansfield District Council</td>
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<tr>
<td>Helen Greig</td>
<td>National Housing Federation</td>
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<tr>
<td>Ioan Reed-Aspley</td>
<td>East Midlands Airport</td>
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<tr>
<td>Jo Dilley</td>
<td>Marketing Peak District</td>
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<tr>
<td>Joe Battye</td>
<td>Derbyshire County Council</td>
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<tr>
<td>John Forkin</td>
<td>Marketing Derby</td>
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<tr>
<td>Jonathan Wildgoose</td>
<td>Wildgoose Construction</td>
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<td>Karl Tupling</td>
<td>Homes England</td>
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<tr>
<td>Linny Beaumont</td>
<td>Canals and Rivers Trust</td>
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<tr>
<td>Matthew Montague</td>
<td>Matthew Montague Architects</td>
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<td>Natalie Gasson</td>
<td>D2N2 LEP</td>
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<td>Nicki Jenkins</td>
<td>Nottingham City Council</td>
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<td>Nigel Wright</td>
<td>Nottingham Trent University</td>
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<td>Robert Dixon</td>
<td>Marketing Nottingham</td>
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<td>Rob Harding</td>
<td>D2N2 LEP</td>
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<td>Ruth Hyde</td>
<td>Broxtowe Borough Council</td>
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<td>Sajeeda Rose</td>
<td>D2N2 LEP</td>
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<td>Tom Goshawk</td>
<td>D2N2 LEP</td>
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<td>Wayne Bexton</td>
<td>Nottingham City Council</td>
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<td>Will Moridge</td>
<td>D2N2 LEP</td>
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<td>Maureen Vieyra (note taker)</td>
<td>D2N2 LEP</td>
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Apologies

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<th>Name</th>
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<tr>
<td>Adam Jackson</td>
<td>Network Rail</td>
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<td>Adam Lathbury</td>
<td>Derbyshire County Council</td>
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Sensitivity: None

This project is part-funded by the European Structural and Investment Funds Growth Programme 2014-2020 in England.
1. Welcome and Introductions

The Chair thanked everyone for attending and advised that there would be between 30 and 40 attendees at today's meeting.

There was greater pressure regarding the economic and community effect with alarming prognostics but there was a really good work going on through the COVID-19 period. It was important we continued with the social inclusion agenda.

The Government had issued a pipeline call of all 28 LEPs. We had produced a credible list of 38 projects in consultation with local authorities, universities and the private sector. These projects were scored and submitted to meet the very short deadline. A response was expected today (1/7/20) and news would be shared as soon as possible.

There had been an announcement for FE capital, for Towns and for other projects so this was one element of the entirety of investment into the region.

The lesson that had been learned was that this would not be the last call for pipeline projects, so it was important for this Group to keep building, and reviewing, a range of projects that were credible and doable to avoid a scramble to meet tight deadlines.

2. Transforming Cities Fund

Chris Carter, Head of Transport Strategy for Nottingham City Council shared a presentation and briefed the meeting. This programme was conducted jointly across Nottingham and Derby and counties in between.

Introduction
This programme was to support the LIS and was targeted at urban commuting. It would be delivered in two tranches. The first tranche was delivered last year and concentrated on quick wins. The main programme, announced in March this year, covered the period up to 2023 but some slippage would need to be built in to take account of the impact of COVID-19. Linked to this was a secondary competition for future mobility zones which would target new modes of transport together with digital information and ticketing.

The population in the economic region was 1.4 million and spanned the cities and the areas in between. The programme was focused on urban areas to account for the activity in these areas.
Growth at the airport and the HS2 development were emphasised in the bid. The Government liked that the urban areas were working together.

Our approach was for transport connectivity linked to support economic activity. It was planned to deliver better access to learning, housing and employment by integrating current transport systems while supporting sustainable transport. We had made the most of technology and current transport expertise and linked this to the COVID-19 recovery plan. We had also submitted a bid to the Government’s Emergency Transport Fund.

A map was shared with the meeting that highlighted the growth areas. This focused on Nottingham and Derby and the growth in urban areas around them.

The Programme focused on these four packages:

- City Centre connectivity
- Strategic Derby – Nottingham – East Mids (EMA) connectivity
- Nottingham urban growth corridors
- Derby urban growth corridors

The aim was to link the new employment growths between the two towns and includes an area-wide programme relating to public transport information and multi-modal ticketing.

The £8.4m of capital secured in March 2019 for Tranche 1 had already been spent. Public transport technology was well on the way with delivery of smart cameras and bus priorities between Nottingham and Derby and real time information in the area. Support was given to new contactless payment methods onto smartphones and additional electric charging points in the area. £3.3m had been invested around the Clifton area, in the corridor around the airport, around the Derby Enterprise Zones and along the Nottingham Ring Road.

Tranche 2 was announced in March 2020 and we secured £161m to spend across the area. This would be delivered through a co-development process, which the Government favoured. The Government allocated specific officials who worked with applicants throughout the bidding process to help deliver strong bids. Ours was the only bid to receive the full amount that was asked for. The money had been accepted and funding allocated to projects with procurement routes set up. All this had been agreed at the Board meeting on 16 June. The bid for the tram extension and development costs was not successful as the rules required projects had to be delivered in the time frame, and this could not be guaranteed.

The Programme Highlights were shared on screen. Nottingham had been allocated a total of £90m, Derby a total of £61m and Nottinghamshire a total of £10m. Two projects would be delivered in Leicestershire and these were for responsive travel options for the Airport Growth area and elements of the Nottingham to Airport cycle route through Kegworth.

A further funding award of £16.7m had been made in March 2020 to cover the Future Transport Zone. This was aimed at transforming cities and where there was definite delivery. New technologies and ways of doing things were funded with the option of being allowed to fail as this was about pushing boundaries.

The Open Access Mobility system already in place in Nottingham was being planned for Derby with the aim of joining the two systems. Among other elements this would deliver mobility credits to targeted groups.

Sensitivity: None
With the Data Platform it was intended to consolidate as many real time data sources into one central data hub and use that to run transport systems more efficiently. This would generate information for the public through websites and could also be used for academic purposes and sell to companies for other purposes. Investment had been made in new smart cameras that could count different types of vehicles, which was really useful in the COVID-19 emergency. The graphs produced by the Government each day included information being fed by the cameras in Nottingham.

The E-mobility hubs would provide innovation and mobility in the marketplace by providing hubs for neighbourhoods, campuses and depots.

The key beneficiaries would be the 1.4 residents and commuters, 115,000 jobseekers, 10,000 low income households, 76,00- higher education students and transport operators. With this being linked into major employment and growth locations it would help transport operators to recover.

Governance was very important, and a high-level Board was being established, which included transport heads from all authorities and lead councillors from local authorities. The LEP would be asked to support this project by providing project assurance. Nottingham was acting as the accountable body and would report into the Transport Delivery Board. The co-development with the DfT would continue and it would attend the Board.

There followed a Q&A session

a) Is there any flexibility to make changes re developments with Intu?
   *This programme concentrates on connectivity and aims to link the station with all development and enhancing the place. If there are any options regarding Broadmarsh that puts it in a better setting and would make it easier. Derby City will be made more attractive to support the case for continued retail activity in the centre.*

b) There had not been sufficient engagement with County Derbyshire had not wanted to be included in the bidding programme. Derby is trying to engage more with County and some elements of the programme would go through Derbyshire.

c) Could you quantify carbon reduction?
   *Carbon reduction was looked at and was included in the economic appraisal and was modelled and calculated in transport modelling. The information is on the website.*

**ACTION:**

3. CC to provide the Board with the link to the Nottingham City Council website re carbon reduction

d) What is the timeline for the Derby Rapid Transport scheme?
   *That will take 2 years, so the end of March 2023.*

e) How can this address green resilient growth hub opportunities?
   *The whole basis of the programme is to link the urban areas to allow people to get into urban areas and access some development sites taking place outside. This is all about sustainable transport access.*

The team in the City had carried out a very good job and the success of this was recognised by the investment in the region. There was still some work to be done on the delivery element of the programme with local politicians offering support. As a LEP we should be contacting other LEPs in

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the footprint, especially in the North. Consideration needs to be given as to how we position this through lobbying and bids for similar schemes that can help other parts of our footprint.

The Access to Toton report had been published a couple of weeks earlier and that complements this programme and flags up the potential for other public transport interventions to more properly connect the area together.

**ACTION:**
4. SR to circulate the Access to Toton report to the Members

The meeting was advised that the LIS was looking beyond the strategic networks to determine the local needs that had to be addressed. Transport in rural regions, for example the Peak District and Peak National Park, had been identified and the need to address the low carbon element of transport. One of the workstreams discussed is to bring transport leads to connect with Midlands Connect and Transport East Midlands. This Group was asked to look at the work and identify where the gaps might exist and to factor in COVID-19, as confidence in public transport had been affected. It was important to gather the thoughts of the region to take to the Board.

Concern was expressed that multiple strands might dilute this investment and the question asked as to how this could be packaged as a quick win project in which the that the Government could invest. There was also a need to work together to ensure that all this was clearly communicated to stakeholders and the public.

It was suggested that a good starting place would be to show initiatives on a map and to share this with the public.

**ACTION:**
5. AP and SR to work on the map in a way that is visually simplistic.
6. WM to check with VE to see if he already had something in place.

3. **Towns Fund Update**

Members had previous been updated on Stronger Towns Fund and package from Government. The reason for bringing this back to the Group was because guidance had been refreshed on 15 June. A presentation was shared with the meeting.

The revised guidance key points were shown in the presentation. The main points were

- clean growth principles had been outlined
- projects needed to help stimulate the recovery from COVID-19
- bids could be submitted to the Government by the deadlines, but applications could be asked to resubmit

The overarching objection of the funding was to deliver long term economic productivity and economic growth to towns and to drive economic regeneration. The six key criteria were shared with the meeting.

Town Investment Plans needed to be supported by evidence and there needed to be an alignment with the emerging LIS.

All Town Deal Boards had to be private sector led and these had been established and had met by 31 January 2020. The LEP was represented at each Board and was there to assist

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The towns with funding were identified as:

**Clay Cross**
This bid was focusing on the low carbon agenda which worked well with private sector businesses in the town. The aim was to have planning permission in place so they could be seen as quick wins should investment be agreed.

**Kirkby and Sutton in Ashfield**
Public consultation had been completed by the end of May with a Working Group to be established to develop the offer for the TIP. The TIP will be presented as a single submission for both town centres as they shared a similar economic geography.

**Long Eaton**
The town was aiming to submit by the 3rd cohort in January 2021 with the focus on culture and town centre living, which would form part of the low carbon agenda.

**Mansfield**
The submission would be covering the whole of the district and not just the town centre with low emission projects and a promotion of healthy transport choices. There was a long list of projects that needed to be shortlisted and a master planning exercise would be undertaken as this did not exist.

**Newark**
Consideration was being given as to how the towns deal would reflect the impact of COVID-19, low carbon and challenges and this would be submitted as evidence. An education provision collaborating with UoL, UoN, and NTU to form a logistics, AI and robotics proposition was being worked on. There was also a proposition for an Air Training Institute.

**Stapleford**
The impact of COVID-19 and the low carbon agenda were being processed. Linkages with HS2 was an important factor. There had been a huge amount of interest and engagement in all of the bids. Further consultation would take place in July. The October date for submission was preferred but this had to be agreed by the Board.

**Staveley**
The CBC was planning a public consultation regarding their vision and project ideas which would be closely aligned to the D2N2 Energy Strategy and low carbon. The bid would try to include the HS2 Staveley Depot and Barr Hill developments due to their significant impact on the local economy.

Members were asked to ensure that there was collaboration between these towns to ensure there was no duplication in the LEP area.

The LEP will continue to work with all the Towns Deal Boards and will focus on providing strategic oversight regarding town investment and the emerging LIS. This Board would provide a strategic oversight and support towns.

Letters were expected to be sent to local authorities to advise of additional funding from between £500,000 to £1m to accelerate investment. There was uncertainty as to whether this was part of the existing finance package. Members were asked to see if anything on their lists could be accelerated.

After discussion as to how the Place Board could assist, it was suggested that those sitting on Towns Deal Boards should come to this Board with specific asks.

**Sensitivity: None**

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4. Overview of the D2N2 Energy Strategy Board Overview

WM presented a report on the Energy Strategy Group (ESG). He advised that the main task had been to develop an energy strategy and wanted to review the purpose of this group, its future work and how it linked into the LEP.

An update was given on the Terms of Reference, focus and membership. The meeting was advised that the shift had been from strategy development towards delivery and monitoring. It was agreed that Wayne Bexton would sit on the Place Board and Frank Horsley would represent the Business Growth and Investment Board at the Energy Group.

Targets could not be adopted by the ESG without clearance from D2N2. It was intended to build a stronger relationship with the Place Board and for the Board to set targets with the ESG reporting back quarterly.

Strategic areas of the D2N2 align neatly with the members of the Group and the work that was being done on developing a comprehensive strategy. Five of the strategies could be owned and led by the LEP with the remaining 3 led by local authorities.

The ESG planned to support midlands-wide projects and wanted to start performance managing the energy strategy and support Towns Fund work. A number of small projects had been submitted to the Government for funding.

The Midlands Hub was managed by Michael Gallagher and employed 11 people who were placed geographically. The Government was committing more support and the Treasure had given positive feedback to the group. There were pipeline projects around the Midlands worth in excess of £200m ready to go. MG sat in the D2N2 area in Nottingham and was there to support the LEP.

Advanced discussions had taken place with Department of International Trade regarding funding and routes to funding which were a positive area to exploit.

5. Dates of Future Meetings
These were confirmed as

24th August
15th October

The Chair advised his preference for meetings to continue via Zoom as this reduced the need to find a large venue to hold all members. The downside of a large venue was the inability of everyone to hear when people spoke.

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