

Policy Committee

Wednesday, 13 September 2017 at 10:30

County Hall, County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

- | | | |
|----|--|-----------|
| 1 | Minutes of last meeting held on 19 July 2017 | 5 - 8 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Anti money laundering Policy and Procedures | 9 - 20 |
| 5 | Update on the D2N2 Local Enterprise Partnership, the City of Nottingham and Nottinghamshire Economic Prosperity Committee and the Midlands Engine Strategy and Action Plan | 21 - 34 |
| 6 | Maintenance Challenge Fund and Safer Roads Fund Bids | 35 - 40 |
| 7 | High Speed 2 and Wider Rail Issues | 41 - 92 |
| 8 | Housing Infrastructure Fund - Proposed Bids | 93 - 96 |
| 9 | Place Department Structure | 97 - 106 |
| 10 | Disposal of Edwinstowe Hall, Former Youth Centre and Cottages | 107 - 112 |
| 11 | Operational Decisions taken outside the Policy Committee cycle - April - July 2017 | 113 - 118 |

12	Fair Funding Campaign	119 - 120
13	Appointments to Outside Bodies	121 - 124
14	Feedback from Local Government Association (LGA) Conference	125 - 128
15	Work Programme	129 - 136
16	EXCLUSION OF THE PUBLIC	

The Committee will be invited to resolve:-

“That the public be excluded for the remainder of the meeting on the grounds that the discussions are likely to involve disclosure of exempt information described in paragraph 3 of the Local Government (Access to Information) (Variation) Order 2006 and the public interest in maintaining the exemption outweighs the public interest in disclosing the information.”

Note

If this is agreed, the public will have to leave the meeting during consideration of the following items.

EXEMPT INFORMATION ITEMS

- | | |
|----|--|
| 17 | Disposal of Edwinstowe Hall - Exempt Appendix |
| | <ul style="list-style-type: none"> Information relating to the financial or business affairs of any particular person (including the authority holding that information); |
| 18 | Operational Decisions taken outside the Policy Committee cycle - April - July 2017 - Exempt Appendix |
| | <ul style="list-style-type: none"> Information relating to the financial or business affairs of any particular person (including the authority holding that information); |

Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.

- (2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

- (3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Procedure Rules. Those declaring must indicate the nature of their interest and the reasons for the declaration.

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Keith Ford (Tel. 0115 977 2590) or a colleague in Democratic Services prior to the meeting.

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.

- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting **POLICY COMMITTEE**

Date **Wednesday 19 July 2017**

membership

Persons absent are marked with 'A'

COUNCILLORS

Mrs Kay Cutts MBE (Chairman)
Reg Adair (Vice-Chairman)

Richard Butler
Joyce Bosnjak
John Cottee
Samantha Deakin
Kate Foale
Steve Garner
Glynn Gilfoyle
Tony Harper
Richard Jackson

Bruce Laughton
John Ogle
Philip Owen
John Peck JP
Mike Pringle
Alan Rhodes
Muriel Weisz
Jason Zadrozny

ALSO IN ATTENDANCE

Councillor Nicki Brooks
Councillor Kevin Greaves

Councillor Diana Meale

OFFICERS IN ATTENDANCE

Anthony May Chief Executive

Paul McKay Adult Social Care, Health and Public Protection

Colin Pettigrew Children, Families and Cultural Services
Derek Higton

Adrian Smith Place
Phil Berrill

Carl Bilbey
Martin Done
Keith Ford
Jayne Francis-Ward
Ivor Nicholson
Nigel Stevenson
James Ward
Michelle Welsh

} Resources

OTHERS IN ATTENDANCE

Stuart Young

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East Midlands Councils

MINUTES

The Minutes of the last meeting held on 21 June 2017, having been previously circulated, were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

The following temporary changes of membership, for this meeting only, were reported:-

- Councillor John Ogle replaced Councillor Chris Barnfather
- Councillor Tony Harper replaced Councillor Stuart Wallace

DECLARATIONS OF INTEREST BY MEMBERS AND OFFICERS

None.

BETTER BROADBAND FOR NOTTINGHAMSHIRE (BBfN) PROGRAMME UPDATE

RESOLVED: 2017/035

- 1) That the procurement of Contract 3 for the BBfN Programme endorsing the VFM approach, targeting properties within the Bassetlaw and Newark & Sherwood District areas prioritising the most rural and business properties, be approved.
- 2) That the planning authorities within Nottinghamshire be written to, asking them to include broadband within Development requirements.

ICT STRATEGY 2017-20

RESOLVED: 2017/036

That the ICT Strategy 2017-20 be approved.

OUTSIDE BODIES

It was proposed that a further organisation be added to the list of outside bodies, Joint Planning Advisory Board for Broxtowe Borough Council, and that Councillors Kevin Rostance and Gordon Wheeler be appointed as the Council's representatives on that Board.

During discussions, Councillor Alan Rhodes suggested that Councillor Kevin Greaves was a more appropriate appointment to the position of substitute on The Crossing SEC Ltd than himself. Councillor Richard Butler clarified that such changes could be actioned outside of the Committee.

RESOLVED: 2017/037

- 1) That the deletions and additions to the outside bodies list, as detailed in Appendix 2 to the report, be approved.

- 2) That the Governance and Ethics Committee be requested to monitor attendance at, and relevance of, these outside bodies to the work of the Council and make recommendations to Policy Committee on any changes required to the list.

UPDATE ON THE WORK OF EAST MIDLANDS COUNCILS

Stuart Young, Executive Director, East Midlands Councils, attended the meeting to give an update on the work of his organisation, and highlighted further areas of progress since the production of the report.

RESOLVED: 2017/038

That the work and activities of East Midlands Councils be noted.

TOUR OF BRITAIN 2017 – NOTTINGHAMSHIRE STAGE

RESOLVED: 2017/039

That the arrangements for the hosting of a Nottinghamshire stage of the Tour of Britain cycling event on 6 September 2017 be noted.

USE OF URGENCY PROCEDURES

RESOLVED: 2017/040

That the use of the Council's urgency procedures in the last monitoring period, to enable urgent decisions to be taken where appropriate, be noted.

WORK PROGRAMME

During discussions, Members requested that updates on the Midlands Engine Action Plan and the electrification of Midlands Mainline be added to the work programme.

RESOLVED: 2017/041

That the work programme be updated in line with the Committee's wishes.

The meeting closed at 11.55 am.

CHAIRMAN

**REPORT OF SERVICE DIRECTOR, FINANCE, PROCUREMENT AND
IMPROVEMENT****ANTI MONEY LAUNDERING POLICY AND PROCEDURES****Purpose of the Report**

1. This report sets out changes required to the Authority's Anti-Money Laundering Policy and Procedures.
2. Members' approval is sought, to bring the Authority up to date in complying with legal requirements and assisting in the fight against crime and terrorist activities.

Information and Advice

3. The Proceeds of Crime Act 2002, the Terrorism Act 2000 and the Money Laundering Regulations 2007 place obligations on the Council and its employees to establish internal procedures to prevent the use of their services for money laundering.
4. The existing Money Laundering Policy has been revised. The key changes to the Policy are set out below.

Summary Changes

- Reduction in the acceptance of cash figure from £10,000 to £1,000. Following research by Internal Audit it was identified that cash receipts over £10,000 are very rare and that few cash payments are received over £1,000. The current £10,000 level therefore does not provide an effective internal control or counter fraud deterrent and a reduction in this level will strengthen the control and prevention arrangements.
- Other changes to the Policy and Procedures are mainly cosmetic with refreshed references to supporting Counter Fraud and Counter Corruption Policies and updates to contact details and reporting arrangements.

Other Options Considered

5. The option not to change the Anti-Money Laundering Policy and Procedures has been considered but this would result in control and detection weaknesses as set out in this report.

Reason/s for Recommendation/s

6. The Anti-Money Laundering policy and procedures set out the Authority's approach to helping to prevent crime and terrorist activities.

Statutory and Policy Implications

7. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required

RECOMMENDATION

- 1) Members approve the refreshed anti-money laundering policy and procedures.

Nigel Stevenson

Service Director (Finance, Procurement and Improvement)

For any enquiries about this report please contact:

Rob Disney

Head of Internal Audit

Constitutional Comments (GR 24/8/17)

8. Pursuant to the Nottinghamshire County Council's Constitution the Policy Committee has the delegated authority to approve the recommendation contained within this report.

Financial Comments (SES 17/08/17)

9. The financial implications are set out in the report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Background information supplied by the Local Government Association.

Electoral Division(s) and Member(s) Affected

- All.

Anti-Money Laundering Policy and Procedures

1. Introduction

- 1.1 The fight against crime and terrorist activities is becoming ever more globalised. The significant contribution that can be made by depriving potential criminals and terrorists of the funds they need is recognised, as is the relatively low level of funds required for significant acts to be carried out.
- 1.2 Nottinghamshire County Council is committed to: preventing the Council and its employees being exposed to money laundering; identifying the risks where it may occur; and complying with legal and regulatory requirements, especially with regard to reporting suspected cases.
- 1.3 The Proceeds of Crime Act 2002, the Terrorism Act 2000 and the Money Laundering Regulations 2007 place obligations on the Council and its employees to establish internal procedures to prevent the use of their services for money laundering.
- 1.4 This Anti-Money Laundering Policy sits within the Council's wider Counter Fraud and Counter Corruption Policy and Strategy.

2. What is Money Laundering?

- 2.1 Money laundering is the process where criminals attempt to hide and change the true identity of the proceeds of their crime so that they appear legitimate. The various stages are termed placement, layering and integration:
 - placement – 'dirty money' is placed directly into the financial system
 - layering – the proceeds are moved through a series of financial transactions, making it harder to establish their origin
 - integration – the money launderer creates a legitimate explanation for the source of the funds allowing them to be retained, invested into the legitimate economy or to acquire assets.An example in a Council setting is where illicit cash is used (placed) to pay for the annual non-domestic rates on a commercial premises (possibly also by means of a large overpayment), and then within a very short time the property is vacated (layering). A refund is made to the individual from the Council, 'integrating' the source of the money.
- 2.2 The following constitute the act of money laundering:
 - Concealing, disguising, converting, transferring criminal property or removing it from the UK (section 327 of the 2002 Act); or

- Entering into or becoming concerned in an arrangement which you know or suspect facilitates the acquisition, retention, use or control of criminal property by or on behalf of another person (section 328); or
 - Acquiring, using or possessing criminal property (section 329);
 - Becoming concerned in an arrangement facilitating concealment, removal from the jurisdiction, transfer to nominees or any other retention or control of terrorist property (section 18 of the Terrorist Act 2000).
- 2.3 These are the primary money laundering offences and thus prohibited acts under the legislation. There are also two secondary offences: failure to disclose any of the primary offences; and tipping-off. Tipping-off is where someone informs a person or people who are, or are suspected of, being involved in money laundering, in such a way as to reduce the likelihood of their being investigated or prejudicing an investigation.
- 2.4 Potentially any member of staff could be caught by the money laundering provisions if they suspect money laundering and do nothing about it or become involved with it in some way. This Policy sets out how any concerns should be raised. **The key requirement for Council employees and partners is to promptly report (Section 337 Disclosure) any suspected money laundering activity to the Council's Section 151 Officer, who fulfils the role of the Money Laundering Reporting Officer (MLRO).**
- 2.5 **Employees should be particularly alert to situations where funds flow through the Council from unfamiliar sources. Where the Council is forming a new business relationship, or is considering a significant one-off transaction with a new client, evidence of the identity of the prospective client should be obtained before proceeding.**
- 2.6 Whilst the risk to the Council of contravening the legislation is low, it is extremely important that all employees are familiar with their legal responsibilities: serious criminal sanctions may be imposed for breaches of the legislation.

3. Scope of the Policy

- 3.1 This Policy applies to all employees of the Council and its partners. It sets out the required procedures which should be followed for reporting suspicions of money laundering activity to enable the Council to comply with its legal obligations.
- 3.2 This Policy is consistent with all other Council policies including the Counter Fraud & Counter Corruption Policy & Strategy, the Whistleblowing Policy, Employee Code of Conduct and Members' Code of Conduct.
- 3.3 Failure by a Council employee to comply with the procedures set out in this Policy may lead to disciplinary action being taken against them. Any disciplinary action will be dealt with in accordance with the Council's Disciplinary Policy.

4. What are the obligations on the Council?

- 4.1 Organisations conducting “relevant business” must:
- appoint a MLRO to receive disclosures from employees of money laundering activity (their own or anyone else’s);
 - implement a procedure to enable the reporting of suspicions of money laundering;
 - maintain client identification procedures in certain circumstances; and
 - maintain record keeping procedures.
- 4.2 Not all of the Council’s business is “relevant” for the purposes of the legislation. It is mainly accountancy and financial; and company and property transactions undertaken by Legal Services. However, the safest way to ensure compliance with the law is to apply it to all areas of work undertaken by the Council; therefore, all staff are required to comply with the reporting procedure set out in section 6 below.

5. The Money Laundering Reporting Officer

- 5.1 The officer nominated to receive disclosures about money laundering activity within the Council is the Section 151 Officer who can be contacted as follows:

Section 151 Officer
Service Director – Finance, Procurement and Improvement
Financial Services
Nottinghamshire County Council
County Hall
Loughborough Road
West Bridgford
Nottingham
NG2 7QP

Telephone – 0115 9773033

- 5.2 In the absence of the MLRO disclosures will be received by the Head of Internal Audit – 0115 9772224.

6. Disclosure Procedure

Cash Payments

- 6.1 No payment to the Council should automatically be accepted in cash (including notes, coins or travellers cheques in any currency) if it exceeds £1,000. This does not, however, mean that cash transactions below this

value will be valid and legal and should not raise suspicion. Professional scepticism should be retained at all times.

- 6.2 Staff who collect cash payments are asked to provide the details of any cash transaction over £1,000 to the MLRO so that precautionary checks can be performed.
- 6.3 The Council, in the normal operation of its services, accepts payments from individuals and organisations. If an employee has no reason to suspect or know that money laundering activity is taking place and if the money offered is less than £1,000 in cash as payment or part payment for goods/services offered by the Council then there is no need to seek guidance from the MLRO.
- 6.4 If a member of staff has reasonable grounds to suspect money laundering activities or proceeds of crime, or is simply suspicious, the matter should still be reported to the MLRO. If the money offered is £1,000 or more in cash then payment must not be accepted until guidance has been received from the MLRO even if this means the person has to be asked to wait.
- 6.5 Any officer involved in a transaction of this kind should ensure that the person provides satisfactory evidence of their identity personally, through passport/photo driving licence plus one other document providing evidence of current address in the form of a bank statement, credit card statement, mortgage or insurance details or a utility bill. Where the other party is a company, this can be done through company formation documents or business rate bill.

Reporting to the Money Laundering Reporting Officer

- 6.6 Any employee who becomes concerned that their involvement in a matter may amount to a prohibited act under the legislation, must disclose this promptly to the MLRO or deputy. The disclosure should be at the earliest opportunity of the information coming to your attention, not weeks or months later. Should you not do so, then you may be liable to prosecution.
- 6.7 The employee must follow any subsequent directions from the MLRO or deputy and must not make any further enquiries themselves into the matter. Additionally, they must not take any further steps in the transaction without authorisation from the MLRO or deputy.
- 6.8 The employee must not disclose or otherwise indicate their suspicions to the person(s) suspected of money laundering. The person concerned should be advised that routine Council procedures require secondary authorisation prior to large cash amounts being processed. The employee must not discuss the matter with others or note on a file that a report has been made to the MLRO in case this results in the suspect becoming aware of the suspicion.

Consideration of the disclosure by the Money Laundering Reporting Officer

- 6.9 The MLRO or deputy must promptly evaluate any disclosure to determine whether it should be reported to the National Crime Agency (NCA).
- 6.10 The MLRO or deputy must, if they so determine, promptly report the matter to the NCA on their standard report form and in the prescribed manner. Up to date contact details can be found on the NCA website at: <http://www.nationalcrimeagency.gov.uk/> (main NCA website)
- 6.11 All disclosure reports referred to the MLRO or deputy and reports made to the NCA must be retained by the MLRO in a confidential file kept for that purpose, for a minimum of five years. The Money Laundering Disclosure Form (Appendix 1) should be used by the MLRO to record any action taken.
- 6.12 The MLRO or deputy will commit a criminal offence if they know or suspect, or have reasonable grounds to do so, through a disclosure being made to them, that another person is engaged in money laundering and they do not disclose this as soon as practicable to the NCA.

7. Record Keeping

- 7.1 The MLRO will keep a record of all referrals made to them and of any action taken / not taken. The precise nature of these records is not set down in law but should be capable of providing an audit trail during any subsequent investigation.

8. Guidance and Training

- 8.1 In support of this policy, the Council will:
- make all staff aware of the requirements and obligations placed on the Council and on themselves as individuals by the anti-money laundering legislation; and
 - give targeted training to those most likely to encounter money laundering.

9. Further Information

- 9.1 Further information can be obtained from the MLRO and the following sources:

- National Crime Agency (NCA) – <http://www.nationalcrimeagency.gov.uk>
- CIPFA - www.cipfa.org/membership/practice-assurance-scheme/anti-moneylaundering
- CCAB - Anti-Money Laundering (Proceeds of Crime and Terrorism) – Guidance for Accountants – www.ccab.org.uk
- The Law Society - Anti-Money Laundering Guidance and Advice - <http://www.lawsociety.org.uk/advice/anti-money-laundering/>

10. Links to other NCC policies/strategies

10.1 The anti-money laundering policy has links to a number of other council policies and strategies:

- [Counter Fraud and Counter Corruption Policy and Strategy](#)
- [Fraud Response Plan](#)
- [Whistleblowing Policy](#)
- [Codes of conduct](#) for staff and members
- [Financial Regulations](#)

11. Policy review

11.1 The strategy will be subject to regular review as part of the Annual Fraud Report, which will make recommendations for any required changes to it.

12. Appendices

[Appendix 1](#) – Money Laundering Disclosure Form (proforma for use by MLRO)

Money Laundering Disclosure Form

This form is for completion by the Money Laundering Reporting Officer

Date Report Received:	
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Consideration of Disclosure:

Details of Disclosure:

Are there reasonable grounds for suspecting money laundering activity:

If there are reasonable grounds for suspicion, will a report be made to the NCA?

Yes/No:

<p>If yes, please record the date of report to the NCA:</p>	
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Details of liaison with NCA:

Notice Period:

Moratorium Period:

Is consent required from the NCA to any ongoing or imminent transactions which would otherwise be prohibited acts?

Yes/No:

If yes please record the details here:

Date consent received from NCA:	
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Date consent passed to employee:	
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If there are reasonable grounds to suspect money laundering but you do not intend to report the matter to NCA, please record the reasons for non-disclosure:

Please record any other relevant information here:

Signed:

Date:

This report is to be retained for at least five years



REPORT OF THE LEADER OF THE COUNCIL

THE D2N2 LOCAL ENTERPRISE PARTNERSHIP AND THE CITY OF NOTTINGHAM AND NOTTINGHAMSHIRE ECONOMIC PROSPERITY COMMITTEE AND MIDLANDS ENGINE STRATEGY & ACTION PLAN

Purpose of Report

1. The purpose of this report is two-fold:
 - a) To provide an update on the work of: the Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP), the City of Nottingham and Nottinghamshire Economic Prosperity Committee (N2 EPC) and the Midlands Engine Strategy & Action Plan.
 - b) To seek delegated authority for the Corporate Director, Place, following consultation with the Leader of the Council, the Service Director Finance Procurement & Improvement and Group Manager Legal, Democratic and Complaints, to finalise the agreement with the D2N2 LEP and Derbyshire County Council (as the accountable body for the D2N2 LEP) regarding the Nottingham and Nottinghamshire Town Centre Programme.

Background

D2N2 Local Enterprise Partnership (D2N2 LEP)

2. The Chief Executive of the D2N2 LEP will be presenting to Policy Committee and has produced a report on the work of his organisation which is attached at Appendix A, referencing amongst other matters the Growth Deal 3 (GD3) submission and the announcement by Government of the award of £62.9M of Local Growth Fund (LGF) resources.

The City of Nottingham and Nottinghamshire Economic Prosperity Committee (N2 EPC)

3. This report is the fourth six-monthly update to be received by members offering an update on the N2 EPC covering the period from March 2017 to September 2017.
4. The N2 EPC is a joint Committee having responsibility for growth and economic development and has a recognised role in advising the D2N2 LEP on investment priorities for the Nottingham and Nottinghamshire area. The EPC has oversight of proposed spend via the Nottinghamshire authorities' Business Rates Pool (excluding the City of Nottingham). The EPC considers projects from across the area and proposes priorities for endorsement to the D2N2 LEP.

5. The EPC is chaired by the Leader of the County Council. All of the Leaders of the local authorities in Nottingham and Nottinghamshire are members, with all the Chief Executives attending in an advisory capacity.
6. The Nottingham and Nottinghamshire EPC has not met since last reporting to this Committee. As there were no decisions to be taken, the meeting scheduled for July was deferred (along with the Joint Leader's Meeting) to the autumn.

The Nottingham and Nottinghamshire Town Centres Programme

7. One of the programmes included within the Growth Deal 3 submission is the Nottingham and Nottinghamshire Town Centres Programme (N2TC Programme) "Unlocking Growth in N2 Town Centres". The N2TC Programme was developed jointly by the Districts, City and County Councils, being designed to bring forward a series of capital investments to improve the viability and economic performance of key town and service centres across the N2 EPC area. The N2 EPC endorsed the programme's inclusion within the wider Growth Deal submission at its meeting on the 22nd July 2016 and the Council considered the details of the Programme at its Economic Development Committee on the 4th October 2016.
8. The N2TC Programme initially sought £12m of LGF resources to support a package of projects designed to address challenging issues within an indicative set of key town centres across Nottinghamshire. In June 2017, confirmation was finally received of the outcome of the wider GD3 submission, confirming an amount of £7.625m had been agreed for the N2TC Programme, to run over the period from March 2018 to March 2021, though an earlier start would be welcomed.
9. The D2N2 LEP's accountable body for LGF resources is Derbyshire County Council (DCC) and both the LEP and DCC are seeking a single programme manager and accountable body for the N2TC programme. It is proposed that Nottinghamshire County Council take on this role, programme managed by the Economic Development Team. The Council will be required to sign an agreement with DCC and to deliver the programme and secure the approval of individual town centre projects in adherence to the D2N2 LEP's Local Assurance Framework, finalised in July 2017. The Framework is designed to ensure the business case for each project is robust, illustrates clear deliverables and offers value for money. It is anticipated that the costs of the programme management role will be met via the total programme budget, supported by a contribution from the N2 EPC's Business Rates Pool.
10. At the time of writing, the overall programme management, legal and financial arrangements are being reviewed and developed. We plan to bring a further report to Policy Committee to update members on the details as soon as is practicable but it is not anticipated that there will be any additional net financial cost to the Council arising from taking on the role of accountable body. While this report requests approval for the County Council to take on this management and accountable body role, it is proposed that this is subject to the finalisation of an agreement with DCC and that this is delegated to the Corporate Director, Place, in consultation with the Leader of the Council the Service Director Finance, Procurement & Improvement and Group Manager Legal, Democratic and Complaints,

Midlands Engine

11. Earlier this year, the Government published its Midlands Engine Strategy. In recent months, the Supervisory Board of the Engine has been considering its response to the Strategy. This work has been wide-ranging and has involved partners from the affected sectors (local government, LEP, Higher Education and Further Education, and the private sector) collaborating on an action plan for the next phase of the Midlands Engine. This work was presented on 8 September to the Midlands Engine Supervisory Board and will now be supported by a range of stakeholder meetings and individual discussions. The action plan will include the following:
- A set of underpinning principles to help define and guide the future work of the Midlands Engine and place it in the context of other initiatives such as the West Midlands Combined Authority
 - A vision for the Midlands Engine
 - A number of key themes (such as transport, innovation, trade and investment) for the Midlands Engine, with high level priorities which can more effectively be achieved by working across the region, and which have a regional impact
 - A “roadmap” towards the delivery of these themes and priorities, which can be used to secure Government and stakeholder approval, and assist in the monitoring and evaluation of progress.
12. Pending approval of this work by the Supervisory Board, it will be presented to the Secretary of State for Communities and Local Government, later in September. At the request of the Chair of the Midlands Engine, Sir John Peace (and with the consent of the Leader of the Council) the County Council’s Chief Executive has been coordinating this work and will be able to offer Members an update at the Policy Committee meeting on 13 September.
13. In parallel to this work, the priorities are being developed in more detail so that discussions can begin with Government departments in respect of requests for funding and how the Midlands Engine can contribute to the Government’s Industrial Strategy. A further, complementary piece of work has been undertaken to ensure that the governance of the Midlands Engine is fit for purpose and inclusive of all stakeholder interests.

Other Options

14. The Council is required to consider this matter in order to enter into an agreement with the D2N2 LEP and Derbyshire County Council as the overall accountable body for the D2N2 LEP.

Reason/s for Recommendation/s

15. To provide information on the D2N2 Local Enterprise Partnership and the Nottingham and Nottinghamshire Economic Prosperity Committee for Policy Committee, as requested by Members in November 2015 and to request the approval to take on the accountable body role for the N2TC Programme.

Statutory and Policy Implications

16. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described in the body of the report.

Financial Implications

17. County Council has contributed £62,500 per year towards the core running costs of the D2N2 Local Enterprise Partnership since 2011/12. This contribution has been matched by the other upper tier councils and has enabled D2N2 LEP to draw down £250,000 per year from the government to support ongoing revenue costs.

18. In addition, the County Council has committed to supporting the Growth Hub for the D2N2 LEP. The Growth Hub coordinates access to business support for companies across the area, with a particular focus on companies that demonstrate higher growth potential in the LEP's priority sectors. The Growth Hub has recently benefited from investment through the European Structural and Investment Fund (ESIF) programme and the County Council has committed to supporting this with an annual contribution of £50,000 over three years, to ensure an enhanced level of service in Nottinghamshire, as approved at the Economic Development Committee on 3rd November 2015.

19. The County Council contributes £3,500 per year towards the secretariat costs for the City of Nottingham and Nottinghamshire Economic Prosperity Committee. Similar contributions are made by every Nottinghamshire council.

20. LGF funding for the N2TC has been confirmed at £7.625M over the period March 2018 to March 2021. This represents additional funding to improve the viability and economic performance of key town and service centres across the N2 EPC area. It is proposed that the County Council will act as accountable body for this programme. It is not anticipated that there will be any additional net financial cost to the County Council from taking on this role.

RECOMMENDATIONS

21. It is recommended that Policy Committee:

- a) Agrees to take on the role of accountable body and programme manager for the N2 Town Centre Programme, delegating authority to finalise the agreement with the D2N2 LEP and Derbyshire County Council to the Corporate Director, Place, in consultation with the Leader of the Council, the Service Director Finance, Procurement & Improvement and Group Manager Legal, Democratic and Complaints.

COUNCILLOR MRS KAY CUTTS, MBE
Leader of the Council

Report author: Nicola M^cCoy-Brown, Economic Development

For any enquiries about this report please contact: Nicola M^cCoy-Brown, ext 72580

Constitutional Comments [EP 21/07/2017]

The recommendation falls within the remit of the Policy Committee by virtue of its terms of reference.

Financial Comments [RWK 30/08/2017]

The financial implications are set out in the report in paragraphs 8 to 10 and 17 to 20.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- *Establishment of the Nottingham and Nottinghamshire Economic Prosperity Committee*; report to Full Council, 16th January 2014, published.
- *Consultation response: proposal to amend legislation relating to Combined Authorities and Economic Prosperity Boards*; report to Policy Committee, 4th June 2014, published.
- *Economic Development Update*: report to Policy Committee, 10th September 2014, published.
- *Proposals for a Nottingham and Nottinghamshire Combined Authority*; report to Economic Development Committee, 18th November 2014, published.
- *Establishment of the Nottingham and Nottinghamshire Combined Authority*; report to County Council, 15th January 2015, published.
- *Devolution Deal*, report to Policy Committee, 11th November 2015, published.
- *Business Rates Pooling 2013-15*, report to Policy Committee, 11th November 2015, published.
- *City of Nottingham and Nottinghamshire Economic Prosperity Committee and D2N2 Local Enterprise Partnership*, report to Policy Committee, 10th February 2016, published
- *Growth Deal Submission*, report to the City of Nottingham and Nottinghamshire Economic Prosperity Committee – 22nd July 2016
- *City of Nottingham and Nottinghamshire Economic Prosperity Committee and D2N2 Local Enterprise Partnership*, report to Policy Committee, 21st September 2016, published
- *The N2 Town Centre Programme*, report to Economic Development Committee, published 4th October 2016
- *Midlands Engine Trade Mission to China (28 Oct – 4 Nov 2016)* – report to Policy Committee, 18th January 2017, published.
- *Update on the D2N2 Local Enterprise Partnership and The City Of Nottingham and Nottinghamshire Economic Prosperity Committee*, report to Policy Committee, 15th March 2017, published
- *Update on the work of East Midlands Councils*, report to Policy Committee, 15th March 2017, published

The D2N2 Strategic Economic Plan (SEP) is available here:

http://www.d2n2lep.org/write/Documents/D2N2_SEP_March_31st.pdf

The D2N2 LEP Board Papers are published here:

www.d2n2lep.org/about/board/documents

The D2N2 LEP Growth Deal is published here:

http://www.d2n2lep.org/write/Documents/D2N2_GD3_Funding_Bid.pdf

Up to November 2015, all published reports to the Nottingham and Nottinghamshire Economic Prosperity Committee are available here:

<http://committee.nottinghamcity.gov.uk/mgCommitteeDetails.aspx?ID=416>.

From December 2015, all published reports to the Nottingham and Nottinghamshire Economic Prosperity Committee are available here:

<http://ws43-0029.nottscg.gov.uk/dmsadmin/Meetings.aspx>

The N2 Growth Strategy is available here:

<http://goo.gl/GmjN3o>

The Midlands Engine Strategy is available here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/598295/Midlands_Engine_Strategy.pdf

Electoral Division(s) and Member(s) Affected

All

Appendix A: SIX-MONTHLY UPDATE ON THE D2N2 LOCAL ENTERPRISE PARTNERSHIP

1 Purpose of Report

- 1a To provide Members with an update on the work of both the Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP).

2 Background

- 2a The D2N2 LEP is one of 38 other LEPs operating across England providing a central role in establishing local economic priorities and activities to drive economic growth and create prosperity and create jobs.
- 2b Its responsibilities include the preparation and delivery of a Strategic Economic Plan (the Local Industrial Strategy), Local Growth Funding to deliver local infrastructure projects, management and implementation of the European Union Structural Funds Programme, the Derby and Nottingham Enterprise Zone and the D2N2 Growth Hub.
- 2c In addition D2N2 leads the delivery of the Employability Charter and Careers Enterprise programme, Building Better Opportunities programme including Social Inclusion Framework and working directly with Government Departments on the Midlands Engine (and Midlands Connect), the emerging Industrial Strategy, the Shared Prosperity Fund, the implications of Brexit and the Housing White Paper.
- 2d D2N2 also recently worked closely with upper-tier Local Authorities on the Further Education Area based review whose conclusions were published last month – and have been reported separately to the Council - and leads the Executive team on the delivery of the High Speed 2 (HS2) East Midlands Growth Strategy.

3 THE D2N2 LEP

- 3a D2N2 covers an area with a population of more than two million people with a GVA now in excess of £44 billion. The D2N2 LEP is one of the largest LEPs nationally and in its Strategic Economic Plan (published in 2014) set the following targets over the period to 2023:
- support the creation of 55,000 new jobs
 - accelerate the delivery of 77,000 new homes
 - deliver a step change in skills outcomes
 - increase our business base
 - share the benefits of growth across the D2N2 communities
- 3b It's annual review meeting was held in July which included the publication of the annual review (including Key Performance Indicators) and the annual State of the Economy report. These, the D2N2 Strategic Economic Plan (SEP), the Annual Business Plan and other key documents are available via the D2N2 LEP website and is referenced under the Background Papers.

- 3c 2N2 LEP is led and overseen by a public-private-sector Board which comprises high-profile business leaders from across the D2N2 area; local authority representatives; skills and training providers and representatives from community and social organisations. The Leader of the County Council is a D2N2 Board Member and the Chief Executive acts as an advisor. D2N2 Board documents are available online, again referenced under the Background Papers.
- 3d The LEP has in the past worked closely with the Nottingham and Nottinghamshire Economic Prosperity Committee not least in advising the D2N2 LEP on investment priorities for the Nottingham and Nottinghamshire area, in particular with regard to the Local Growth Fund.

4 Progress to Date

- 4a The **D2N2 LEP** Board meets bi-monthly and in the past 6 months has specifically referenced the following key areas.
- 4b **LEP review** – the Board is currently undertaking a review of its operations to ensure it is fit for purpose going forward. An interim report was presented to the Board at its July meeting with a set of recommendations likely to be agreed at the September meetings.
- 4c These recommendations are likely to include:
- A need to strengthen the business contribution at Board level
 - Closer local scrutiny – potentially through local elected Members
 - A single Accountable Body

- 4d The Government has recently confirmed:

“We will be leading a review into the future role of LEPs. As set out in our manifesto we want to explore ways of putting LEPs on a more consistent footing legally, whilst still giving you the freedom and flexibility to attract private sector talent to your boards.

This review reflects our ambition to strengthen the role of LEPs during this Parliament. It is testament to our belief in your institutions and the tangible difference that you have been making on the ground since 2011.”

5 Transparency and Accountability

- 5a In addition, LEPs have been under national scrutiny about ensuring greater transparency and accountability and adherence to both the spirit and letter the Local Assurance Framework in all LEP funded programmes.
- 5b D2N2 was found to be compliant but all 38 LEPs have undertaken directly significant peer review of publication of papers and minutes, Declarations and Conflicts of Interest etc.

- 5c Locally, the D2N2 website has been updated to provide easier access to information including reporting directly on where funding has been allocated and the Local Assurance Process.

6 Growth Deal / Local Growth Fund

- 6a Following a call for business case submissions, appraisal and prioritisation process D2N2's Local Growth Fund 3 allocation of £62.99m - the highest in the Midlands - was announced by HMG in March 2017 to deliver 20 projects totalling some 7000 Jobs, 700 homes and 2000 learners to Derbyshire and Nottinghamshire. The following allocations have been finalised but all remain subject to business case and adherence to the Local Assurance Framework.

Project Name	LGF3 Funding allocations £m
Castleward	1.5
Woodville – Swadlincote Regeneration Route	6.4
Riverside Business Park	3.9
Foundry Park	3.444
Vesuvius	5.5
Sherwood Visitor Centre	0.5
Sherwood Energy Village	0.5
HS2 Strategic Sites	2.4
Silk Mill World Heritage site	3.7
Derby Performance Venue	8.6
Southern Gateway	15
Nottingham Castle	5
N2 Town Centres	7.62
NTU MTIF Centre	8.7
Rail Research and Innovation Centre	0.9
Derby College Institute of Technology	1.3
Confetti CQ Campus	0
Midland Mainline	2.5
Total	77.844

- 6b The project list includes a total over programming figure of £14.85m, this will be funded using the following model.

Funding breakdown	Amount £m
LGF3	62.99
Underspend; LGF1 and 2	4.14
GPF to be allocated to LGF3	4
Funding covered by Upper Tier Authorities	6.714
Total funding envelope	77.844

7 Strategic Economic Plan (SEP) Refresh

- 7a The D2N2 Board have agreed to refresh the SEP with an increased focus on productivity and inclusive growth. While the current SEP runs to 2023, a process to refreshing the SEP in the light of national developments such as the Industrial Strategy, Midlands Engine and the potential implications arising as a consequence of the UK's withdrawal from the European Union and ahead of any Shared Prosperity Fund is being undertaken by many areas.
- 7b Consultation on the revised SEP is due to commence in the autumn overseen by the LEP Board.

8 ESIF Funding

- 8a D2N2 LEP has the responsibility for supporting the commissioning of the D2N2 ESIF programme 2014-2022 through the D2N2 ESIF Committee. There is a notional allocation of approximately €251m (£195.7m) of ESIF Funding for the D2N2 area for this period, comprising;
- €125m (£97.8m) ERDF (European Regional Development Fund) - Supporting business, particularly SMEs. Funding held by DCLG.
 - €118.7m (£92.6m) ESF (European Social Fund) - Supporting people with inclusion, employment and skills. Funding held by DWP.
 - €6.9m (£5.4) EAFRD (European Agricultural Fund for Rural Development) - Supporting economic growth in rural areas. Funding held by DEFRA's Rural Payment's Agency.
- 8b D2N2 has sought to accelerate the benefits of ESI funding by deploying the majority of funding early in the programme period. To date, D2N2 has committed approximately £116.2m, or 59.4%, of its £195.7m funding allocation. The breakdown of commitments by ESI fund is:
- £75.4m of £97.8m ERDF – 77.1%
 - £39.1 of £92.6m ESF – 40%
 - £1.7m of £5.4m EAFRD – 32.4%
- 8c Due to rules around match funding, project values are usually double the ESIF allocation, indicating that D2N2 has already committed to supporting over £200m of activity to support people and businesses in Derby, Derbyshire, Nottingham and Nottinghamshire. D2N2 is currently working to support the successful implementation of the projects to which funding has been allocated. The D2N2 Growth Hub promotes access to ERDF funded support programmes to businesses and the D2N2 Provider Delivery Group supports co-ordination and delivery of ESF funded projects.
- 8d ERDF and ESF projects are usually of a large scale, upwards of £1m in value, and intended to benefit many businesses or individuals. EAFRD awards are smaller scale grants to individual, usually business recipients. Of the roughly £114.5m of ESF and ERDF committed

to date, approximately £102m is for projects that will support businesses and people in Nottinghamshire.

- 8e The UK Government has guaranteed to honour all ESIF contracts signed before the UK leaves the European Union. Therefore D2N2 is working with its partners to plan future calls and commissions to unlock the unspent ESIF funding before April 2019 and fully deliver the D2N2 ESIF Strategy.
- 8f D2N2 LEP, in partnership with Nottinghamshire County Council and the other upper tier local authorities, have accessed ESIF 'Technical Assistance' funding to promote the development of a pipeline of high quality applications to the D2N2 ESI funding allocation.

ESIF Funded Projects in Nottinghamshire

ERDF

Project	Applicant	PA	ERDF (£m)
Catalysing Growth through Research for Transport Equipment Manufacturing	University of Derby	1	1,352.9
Enabling Innovation	University of Nottingham	1	10,142.9
INSTILS (Inspiring Networking to Stimulate Technology Innovation in Life Sciences.)	Medilink East Midlands Limited	1	2,482.4
D2N2 Digital Business Growth Programme	Nottinghamshire County Council	2	3,626.3
SUD	SUD ring-fenced	2	780.0
Internationalising SMEs	East Midlands Business Limited	3	496.5
Midlands Engine Investment Fund (PA3)	Department for Business, Energy and Industrial Strategy ("BEIS")	3	9,744.5
ENSCITE (Centre for supply chain competitiveness in transport engineering)	University of Derby	3	636.8
Invest in D2N2	Nottingham City Council	3	1,041.3
The D2N2 LEP Growth Hub	Nottingham City Council	3	1,272.6
The Prince's Trust – 'BETTER OFF IN BUSINESS' project	Princes Trust	3	691.7
The Creative and Digital Industries D2N2 Consortium for increased SME Competitiveness	Nottingham City Council	3	2,469.0
Food Enterprise Advisory Support Team (FEAST)	Food & drink Forum	3	1,751.8
Growing Enterprise	NBV Enterprise Solutions Ltd	3	1,545.2
D2N2 SME Growth and Innovation Programme	East Midlands Business Limited	3	5,379.5
SUD	SUD ring-fenced	3	5,510.7
Up-Scaler	Nottingham Trent University	3	699.0

Midlands Engine Investment Fund (PA4)	Department for Business, Energy and Industrial Strategy ("BEIS")	4	2,006.5
Environmental Technology Centre 6	University of Nottingham	4	1,586.8
DREeM (Deep Retrofit Energy Model)	Nottingham City Council	4	6,022.4
N2EG (N2 Energy Grants)	Nottingham City Council	4	533.3
SUD	SUD ring-fenced	4	3,510.0
Derby-Nottingham Metro Area Biodiversity	Nottingham City Council	6	3,895.1

ESF

Project	Applicant	ESF Value (£)
SKILLS Local	Learn Direct	£4,725,000
CAREERS Local	Nottinghamshire County Council	£1,731,676
EMPLOY Local	Derby Business College	£4,049,880
YE D2N1	CT Skills	£2,879,650
INSPIRE Local	Working Links	£4,542,324
Financial Inclusion	St Anne's Advice Group	£1,544,250
Multiple and Complex Needs	Framework Housing Association	£2,317,400
Towards Work	Groundwork Greater Nottingham	£3,700,850
Move Ahead	Nottingham City Council	£452,609
Stay Ahead	Nottingham City Council	£651,623
Get Ahead	Nottingham City Council	£841,149
Priority Skills for SMEs	Nottingham Trent University	£996,025
Stay Ahead	Nottingham Trent University	£2,876,228

9 The D2N2Growth Hub

9a In summary, the D2N2 Growth Hub offers the following four services:

- A core 'front line' service offering business across the LEP area access to support through a website and telephone helpline
- A website containing information and signposting to all available business support plus guidance on key business needs
- Advice directly and/or makes referrals to other public and private service by specialism, theme and/or geography
- Tracking and review using a customer relationship management (CRM) system and on-going analysis of this data to facilitate continuous improvement and the further development of the business support offer

9b Nottingham City Council acts as the pan-LEP Accountable Body for the successful ESIF submission and provides the Growth Hub Manager, the 'core service' (jointly provided by East Midlands Chamber and Nottingham City Council). 'Enhanced local services' are provided via local authorities and the Chamber.

9c The dual County Council offer is:

- A Business Support Coordinator – working closely with business groups across the County to respond to inquiries from Nottinghamshire businesses and support the work of the business support programmes in their delivery
- A Business Advisor – to work directly with businesses across Nottinghamshire, focused on those with growth potential

10 HS2 East Midlands Growth Strategy

10a D2N2 heads the Executive team reporting to the HS2 Programme Board as part of its responsibility for overseeing the HS2 Growth Strategy funding.

10b An interim strategy was published in July 2016 and the completed strategy likely to be finalised this month.



REPORT OF THE LEADER OF THE COUNCIL

MAINTENANCE CHALLENGE FUND AND SAFER ROADS FUND BIDS

Purpose of Report

1. The purpose of this report is to update Committee on the outcome of two Department for Transport (DfT) bids for funding from the Maintenance Challenge Fund and Safer Roads Fund; and for Committee to approve the delivery of the two schemes.

Background

2. The DfT's Roads Funding: Information Pack published in January 2017 announced that a £75m Local Highways Maintenance Challenge Fund would be made available in 2017/18. This Fund is to enable local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal annual 'needs based formula' capital maintenance funding they receive. Local highway authorities were able to bid for a maximum of £5m for an individual scheme.
3. The DfT's Roads Funding: Information Pack also announced a new Safer Roads Fund which totals £175m between 2017/18 and 2020/21; of which £25m is available in 2017/18. Analysis by the Road Safety Foundation has identified 50 specific sections of local 'A' roads where the risk of fatal and serious collisions is highest and the local highway authorities responsible for these roads would be eligible to bid for funding from the Safer Roads Fund to improve the safety of these specific sections of road. The Safer Roads Fund focusses on risk of potential accidents, rather than specifically addressing reported historic injury accidents.
4. Subsequently DfT invited local highway authorities to bid for the Local Highways Maintenance Challenge Fund by the 31st March 2017; and to bid for the Safer Roads Fund by either 28th April 2017, or 29th September 2017. The submission of the two Bids in principal was included in the Highways infrastructure programmes 2017/18 report which was approved at the 16th March 2017 Transport & Highways Committee.

Maintenance Challenge Fund

5. Following an assessment of roads condition against the funding criteria, major maintenance works as a whole route treatment along the A38/A617 Mansfield & Ashfield Regeneration Route were prioritised for the Maintenance Challenge Fund bid because of a number of factors, including:
 - The A38/A617 transport corridor plays an essential role in delivering growth in the area:

- significant housing/employment growth is planned along it; therefore delivering the proposed improvements fits in with the major developments due to take place in the area
 - it provides a key east-west link between the M1 and A1 helping link residents/local businesses to the strategic road network and therefore to jobs/markets further afield
 - it has a hospital located on it and is an M1 diversion route
 - Since MARR opened traffic volumes on the route have increased, particularly for LGVs/HGVs servicing businesses operating from local industrial/retail parks. HGV volumes are 3-7 times higher than originally forecast, consequently accelerating deterioration of the roads. The proposed improvements will make this key route more resilient:
 - during the last five years, the A38/A617 corridor has suffered delays due to highway maintenance repairs through at least 10 failures; causing journey time delay for local businesses and residents during the works. This disruption will continue and increase in the future unless works are undertaken as proposed in the bid
 - the work involved is far greater than the annual block allocation for maintenance of 'A' road in Nottinghamshire. Using this funding and focussing on this route alone, ignoring the decline of the remaining 'A' road network, it would take an estimated seven years to undertake the work being considered as part of this bid
 - Delivering the maintenance improvements as a whole route treatment will provide cost savings – extending the useful life of the carriageway surfacing; reduction in temporary traffic management required to deliver reactive maintenance, as well as a reduction in the lost productivity from delays during the works; and reduced exposure to 3rd party claims
 - The proposals will also improve noise levels at two locations on the A38 identified through the DEFRA 2nd round noise-mapping.
6. The total cost of the works is estimated to be £6m. Bids to DfT were subject to a maximum £5m and required to provide a local contribution of at least 10% towards the total scheme costs. The County Council's bid therefore totalled £5m with a local contribution of £1m; made up of £500,000 from the County Council's capital funding allocation towards highways maintenance and £500,000 for the highway improvement works being undertaken as part of the s278 agreement for the Lindhurst development (which will complement the maintenance scheme).
7. On 1st August 2017 the DfT informed the County Council that the A38/A617 Maintenance Challenge Fund bid has been successful in securing £5m DfT funding which must be spent during 2017/18; and the Council is currently awaiting the grant conditions letter.

Safer Roads Fund

8. Two of the 50 local 'A' roads, where the risk of fatal and serious collisions is highest, identified by the Road Safety Foundation analysis extend into Nottinghamshire – the A634 (Blyth to Maltby) and the A161 (Beckingham to North Lincolnshire). The County Council were therefore invited to submit bids for road safety improvements on these roads to the DfT by 28th April 2017 for the A634 and by 29th September 2017 for the A161.

9. Where a road crosses local highway authority boundaries, the authority with the majority of the road is required to lead on the bid and be the accountable body for any associated funding award. The County Council therefore led on the A634 (Blyth to Maltby) bid; whilst North Lincolnshire will lead on the A161 (Beckingham to North Lincolnshire) bid.
10. The section of the A634 (A631 Maltby to A1 Blyth) identified in the iRAP risk ratings was ranked 25th in the high risk category of the country's roads (based on the reported killed and seriously injured (KSI) accident records for 2012-2014). It is in the highway authority areas of Nottinghamshire and Rotherham MBC and passes through the conurbations of Maltby, Oldcotes and Blyth.
11. During the 2012-2014 period there were nine KSI accidents reported, including one fatal accident. As would be expected on a narrow rural single carriageway road of this type, accidents included single vehicle collisions, head on collisions, and overtaking accidents. These were distributed along the route with some small concentrations at particular bends. There were also more urban types of accidents within the conurbations of Maltby, Oldcotes and Blyth. In Oldcotes a mini-roundabout had a cluster of seven reported injury accidents in the period; with many accidents at the site involving two-wheeled vehicles.
12. A subsequent iRAP assessment carried out as part of the DfT's Pathfinders Study suggested a programme of improvements to the road. These are intended to address not only reported accidents, but also the risk of future accidents presented by highway alignment, infrastructure, and condition. The iRAP programme of improvements formed the basis of the Safer Roads Fund bid with alternative measures included where they were felt to be more appropriate or practicable, based on local knowledge.
13. The proposed scheme included in the Bid consists of predominantly conventional safety engineering measures including roadside barriers, shoulder widening, skid resistance upgrades, shoulder rumble strips, removal of roadside hazards, lowering of speed limits, installation of traffic signals, and central hatching.
14. The scheme is intended to reduce risk to road users over an extended future lifespan, and therefore reduce the number of people killed or seriously injured on the road over the next 20 years. Based on an analysis of the proposed measures, it is anticipated that a total of 25.2 fatal and serious Injuries would be saved over the 20 year analysis period following implementation.
15. The total cost of the scheme is £2.301m – £1.204m on Nottinghamshire's highway and £0.977m on Rotherham MBC's highway. The County Council bid for £2.181m with the County Council providing a local contribution of £120,000 from its local safety capital allocation over the two financial years 2017/18 and 2018/19. An update on the outcome of the bid will be reported orally to the meeting.
16. The County Council is currently working with North Lincolnshire Council to develop the measures for inclusion in the A161 (Beckingham to North Lincolnshire) Safer Roads Fund bid in order to submit the Bid by the 29th September 2017 deadline.

Other Options

17. The Council may choose to not accept either or both of the grant funding awards from the DfT.

Reason/s for Recommendation/s

18. The funding will help improve the highway infrastructure in the county, and in doing so reduce road casualties and improve economic output in the county. The funding will also mean that the County Council saves money in the longer-term both on maintenance of its highway and on local safety schemes.

Statutory and Policy Implications

19. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described in the body of the report.

Financial Implications

20. The financial implications are covered in the main body of the report.

RECOMMENDATIONS

21. It is recommended that Policy Committee approves:

- a) The acceptance and delivery of the £5m Maintenance Challenge Fund DfT capital grant funding.
- b) The acceptance and delivery of the £2.181m Safer Roads Fund DfT capital grant funding.
- c) A variation of the capital programme is made and for NCC expenditure to be incurred as set out in the report.

COUNCILLOR MRS KAY CUTTS, MBE
Leader of the Council

Report author:

Sean Parks, Transport Planning & Programme Development

For any enquiries about this report please contact:

Sean Parks, ext 74251

Constitutional Comments [SLB 23/08/2017]

Policy Committee is the appropriate body to consider the content of this report.

Financial Comments [PH 22/08/2017]

The financial implications are set out in the main body of the report. The capital programme will require a variation to reflect acceptance of any additional grant.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- A38/A617 Mansfield & Ashfield Regeneration Route Maintenance Challenge Fund Bid documents
- Safer Roads Fund Scheme A634 (A631 Maltby to A1 Blyth) Bid documents
- 16th March 2017 Transport & Highways Committee report – Highways infrastructure programmes 2017/18

Electoral Division(s) and Member(s) Affected

- Ashfields – Councillor Jason Zadrozny
- Sutton Central & East – Councillor Samantha Deakin
- Sutton North – Councillor Helen-Ann Smith
- Blyth & Harworth – Councillor Sheila Place
- Mansfield East – Councillor Vaughan Hopewell
- Mansfield East – Councillor Martin Wright
- Mansfield South – Councillor Stephen Garner
- Mansfield South – Councillor Andy Sissons
- Mansfield West – Councillor Paul Henshaw
- Mansfield West – Councillor Diana Meale



REPORT OF THE LEADER OF THE COUNCIL

HIGH SPEED 2 AND WIDER RAIL ISSUES

Purpose of Report

1. The purpose of this report is as follows:
 - a) To set out the latest developments regarding High Speed 2 (HS2) and specifically, to welcome the submission to be made to the government by the East Midlands HS2 Board of the final version of the East Midlands HS2 Growth Strategy;
 - b) To seek delegated authority for the Corporate Director Place to agree the final submission of the Growth Strategy; and to respond to various consultations and agreements with HS2 Limited in consultation with the Leader of the Council, as referenced in the report.
 - c) To set out the latest decisions on the electrification of the Midland Main Line and to seek authority for Communities & Place Committee to lead on the County Council's response to the East Midlands Rail Franchise consultation.

Background

2. HS2 matters have previously been considered by this Committee as well as by the then service Committees of Transport and Highways and Economic Development. The most recent reports are referenced under the Background Papers. In addition, HS2 and related rail issues impacting on this and neighbouring authorities are referenced in update reports on the activities of the East Midlands Councils (EMC) which has to date led on the development of the HS2 Growth Strategy with the D2N2 Local Enterprise Partnership (LEP) and its core partners, including the County Council. The Council is represented on the East Midlands HS2 Strategic Board by the Leader of the Council.
3. The County Council endorsed "The Emerging East Midlands Growth Strategy" and its submission to government at its Policy Committee meeting in September 2016. Since then, the partners have been working on a more detailed set of proposals for a further submission to government as a final East Midlands HS2 Growth Strategy later in September 2017.
4. A presentation on the draft of this submission entitled "World Class – Locally Driven" was considered at the July 2017 meeting of the Strategic Board and following discussion, the draft submission was approved, with the final sign-off being delegated to the Chair of the Board and the D2N2 LEP Chair. Attached as an appendix to this report is a copy of the July draft, noting that the Board agreed some amendments at its meeting (as referenced later in this report) and the final draft is of course yet to be agreed.

5. The success of the HS2 Growth Strategy is dependent on a number of factors, one of which will be ensuring that Nottinghamshire residents and businesses as well as those from outside the county are able to access and maximise the opportunities HS2 offers. These opportunities include both the direct benefits from HS2 coming to the county as well as its knock-on benefits which include the potential to open-up the possibilities to improve existing non-HS2 rail services (e.g. increasing capacity on existing services and providing opportunities for new services on the local non-HS2 rail network). It is important therefore that the upcoming East Midlands Rail Franchise considers both physical access to HS2 as well as access to other key local, regional and national destinations for both economic and leisure opportunities.

HS2

6. While the Government announced its preferred route for Phase 2 of HS2 in November 2016, a consultation on a number of refinements on both Phases 2a and 2b was announced at the same time, culminating in a decision by the Secretary of State for Transport in July 2017 when the final route was announced. This should see legislation being developed for consideration by Parliament in 2019 with an anticipated approval by 2022, with construction commencing shortly thereafter. It is currently anticipated that the line and the HS2 East Midlands Hub Station will be open by 2033.
7. The draft Growth Strategy sets out an ambitious approach to maximise the economic and connectivity impact of HS2 on the sub-region, reflecting the significant potential of the station itself and of its proposed associated Innovation Village at Toton. More broadly, the Strategy looks to exploit the growth potential of HS2 through the development of a series of garden villages at Stanton, Chetwynd and other possible development sites clustered around the Toton station and alongside or connected to the line. The Strategy also focuses on the development of Chesterfield station and the HS2 maintenance depot at Staveley in Chesterfield and finally, reflects on the potential of HS2 to have a significant impact on skills development, to support local employment opportunities and to develop the supply chain within existing local businesses and to stimulate further business growth.
8. The East Midlands HS2 Station at Toton will be the best connected on the high speed network outside of London. Integrated with the station, the Innovation Village will be developed with our nationally recognised local universities, research and development specialists and high growth businesses to attract and retain talent and create up to 10,000 jobs. The Council will also be exploring how the Innovation Village can be developed to be the best digitally connected place, an integrated place to live, work and play. The Strategy is supported by a series of specialist reports, prepared by leading consultancies offering a significant degree of technical detail and commercial testing.
9. The Growth Strategy submission to government attempts not only to develop a proposition that excites, is deliverable and which maximises the economic impact, it is also designed to make a case for key enabling infrastructure to be included within the Phase 2b hybrid bill. The key elements highlighted within the Strategy may be summarised as follows:
 - New Toton Lane and links onto the A52 east of “Bardills” roundabout
 - New junctions on A52 to the west of the M1;
 - Grade separated junction off the A52 offering access to the Hub Station;
 - Local access linkages to / from the Station via Long Easton, Stapleford and Sandiacre;

- Park & Ride site at Junction 25 of the M1;
 - Innovation Village – internal connectivity / pan-HS2 connections including a sustainable transport link at the station and across the HS2 line to facilitate onwards connectivity to the Park & Ride and the East Midlands Airport;
 - Classic-compatible and rail connectivity via improvements to the Trent Junction and potentially opening up the existing freight link via the Station to Ashfield / Mansfield;
 - Land assembly, re-locations and remediation issues.
10. In agreeing the draft at its meeting in July, the Strategic Board requested some additional changes, to be incorporated into the final version including:
- A required stress on the importance of required mitigation measures;
 - A stronger reference to the Maid Marian Line and its connectivity to the Hub Station to / from the Ashfield / Mansfield area;
 - A greater stress on the welcome participation of the three universities on delivering the Innovation Village concept;
 - The potential for additional mix use sites to be included within the Strategy;
 - A greater cross-referencing with the technical evidence base to highlight key benefits;
 - A re-ordering and a required additional detail on the 'key asks';
 - A stronger positioning on the Nottinghamshire economic impact and the referencing to the East Midlands Station being located at Toton in Nottinghamshire.
11. The Strategy seeks the government's assurances that it will see these provisions included within the hybrid bill and cross-referenced within its related requirements such as the forthcoming Environmental Impact Assessment. It also seeks to ensure that the government departments, its agencies such as Highways England and the Homes and Communities Agency and strategic initiatives such as the Midlands Engine (and its strategic transport plan, Midlands Connect) are all aligned and engaged in supporting this major development.
12. At the time of writing this report, a number of pieces of work are still to be completed in support of the Strategy, including potential delivery models and funding and investment strategies.
13. The Committee is requested to endorse the development of the East Midlands HS2 Growth Strategy. While the route announcement and the submission of the Growth Strategy marks a significant step forward in bringing HS2 to fruition and in particular, sets an important context for the hybrid bill, the work continues. The Board and the local authorities involved will be looking at potential delivery models and governance arrangements going forward, alongside other detailed requirements such as the East Midlands Gateway Connectivity Plan, looking at detailed transport modelling for the Hub Station.
14. Finally, given the stated intention to bring forward a third hybrid bill, a series of consultations on the technical scope and methodology to be used in the Environmental and Equality Impact Assessments have been published by HS2 limited. The deadline for responses to both is the 29th September and should the Council choose to respond, it is proposed that this is delegated to the Director for Place in consultation with the Leader. Other technical matters such as the safeguarding of land and a memorandum of agreement on the working relationship with HS2 Limited have been issued and it is again proposed that responses to

such matters are delegated to the Director for Place in consultation with the Leader. Further reports will be brought to this Committee as progress is made.

East Midlands Rail Franchise

15. The East Midlands franchise was originally due to end in March 2015 but has been extended several times and is now planned to end in August 2019 (a proposed timetable for the franchise is shown in the table below). Consultation on the proposed East Midlands rail franchise from August 2019 to March 2024 was published by the Department for Transport (DfT) on 20th July 2017; and the consultation period runs for 12 weeks from 20th July to 11th October 2017. The consultation is seeking views on the East Midlands franchise network now as well as how to improve it in the years to come, and respondents are able to make comments by answering 30 specific questions covering topics such as:

- Service enhancements (such as routes operated, frequency of services; journey time improvements; on-board capacity; and on-board facilities)
- Community rail partnerships
- Access to stations
- Ticketing and information.

Date	Activity
20 th July	Start of public consultation
11 th October 2017	End of public consultation
April 2018	Issue invitation to tender to bidders
July 2018	Receipt of bids
Autumn/Winter 2018/19	Assessment of bids
Spring 2019	Contract award to winning bidder
August 2019	Start of new franchise

16. The County Council's response to each of the questions will be developed by the appropriate members and officers over the coming weeks prior to the deadline for submission of responses. It is planned that a report detailing the County Council's response to the franchise consultation questions will be presented to 5th October 2017 Communities & Place Committee for approval.

Electrification of the Midland Main Line

17. On 20th July 2017 Government announced that the planned electrification of the Midland Main Line between Kettering, Nottingham and Sheffield would be scrapped (along with the electrification of routes between Cardiff and Swansea; and Oxenholme and Windermere). Government has suggested that the introduction of bi-mode trains (running on diesel and an unspecified non-diesel source) by 2022 which are to be required as part of the East Midlands Rail Franchise would mean that electrification of the Kettering to Nottingham and Sheffield section of the route is no longer required.

18. The County Council wants to secure faster, more reliable, more comfortable trains with capacity to meet both existing and future rail demands. These services need to reduce their environmental impact and operate at a lower cost than the current all-diesel fleet, so that new services are as commercially and economically affordable as possible. Electrification of the Midland Main Line to Sheffield and Nottingham is seen as the primary method to achieve these objectives.

19. The proposed bi-mode trains referenced by DfT are currently untested on high-speed services such as the Midland Mail Line and are unlikely to be in service in the short to medium-term. There is also no evidence that such trains will offer the same benefits that electrification of the line would offer (in terms of journey time reductions, commercial savings, environmental benefits, etc.). The County Council are therefore seeking information on existing and trials of future bi-mode trains to determine their suitability.
20. The current HS2 plans to route services to Chesterfield and Sheffield via the Midland Main Line depends on electrification. DfT is still to confirm if this section of the network will be electrified but any decision not to progress electrification on this section will prejudice these plans.
21. The impact of DfT's decision not to progress electrification could therefore have direct cost and delivery ramifications for HS2, as well as potentially impacting on aspirations to improve connectivity to the north and to accessing the Thames Valley through 'classic' non-HS2 services. The cancellation of the electrification will also directly impact on the local economy as a consequence of potentially abortive investment in equipment and training.

Other Options

22. The Council may choose not to welcome the HS2 Growth Strategy, noting that it has already been endorsed by the East Midlands HS2 Strategic Board. The Council may also prefer not to respond to the consultation on the East Midlands Rail Franchise.

Reason/s for Recommendation/s

23. To provide information on the continuing development of the HS2 rail proposals and specifically their impact upon the county. The report offers details of the recent announcement by government and offers the opportunity to review the development proposals associated with HS2 and the East Midlands Hub Station, located at Toton in Nottinghamshire.
24. If the County Council wishes to influence the future East Midlands Rail Franchise (and essentially rail services in the county) the Council needs to make formal representation through the consultation response.

Statutory and Policy Implications

25. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described in the body of the report.

Financial Implications

26. There are no immediate financial implications arising from this report. The costs associated with the development of the HS2 work are resourced via support from government, offered to the D2N2 LEP on the partners' behalf.

RECOMMENDATIONS

27. It is recommended that Policy Committee:

- a) Endorses the East Midlands HS2 Growth Strategy and welcomes its submission to government by the East Midlands HS2 Strategic Board;
- b) Delegates authority to the Corporate Director for Place to agree the final version of the Growth Strategy; and to respond to various consultations and agreements with HS2 Limited as referenced in the report, in consultation with the Leader of the Council;
- c) Delegates authority to the Communities & Place Committee to approve the County Council's response to the East Midlands Rail Franchise consultation.

COUNCILLOR MRS KAY CUTTS, MBE
Leader of the Council

Report author: Geoff George, Economic Development and Sean Parks, Transport Planning & Programme Development

For any enquiries about this report please contact: Geoff George, ext 72046 and Sean Parks, ext 74251

Constitutional Comments [RHC 23/8/2017]

Policy Committee is the appropriate body to consider the contents of this report.

Financial Comments [RWK 24/08/2017]

The financial implications are set out in paragraph 26 of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- The draft East Midlands HS2 Growth Strategy is attached as an Appendix to this report
- Rail Issues Update, report to the Transport & Highways Committee 16th March 2017
- High Speed 2, report to the Economic Development Committee 7th February 2017
- East Midlands Rail Franchise Public Consultation – Department for Transport, July 2017

Electoral Division(s) and Member(s) Affected

All

EAST MIDLANDS HS2 GROWTH STRATEGY
WORLD CLASS - LOCALLY DRIVEN

Final Draft Text
August 31st 2017

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Foreword

In September 2016 we published our Emerging Growth Strategy which described our initial ideas for using HS2 connectivity to drive our long term economic growth rate to above the UK average, equivalent to an additional 74,000 jobs and £4 billion of GVA by 2043.

This document takes our work several steps further, and sets out clear and deliverable plans for how we can work with Government and local communities to deliver this economic prize – consistent with the Midlands Engine initiative and the Government's emerging Industrial Strategy.

For local people and businesses across the East Midlands, HS2 will mean:

- *More job and training opportunities - and the chance to earn higher wages;*
- *More trade and investment;*
- *More housing opportunities;*
- *More trains, less over-crowding and much quicker journey times to key destinations; and*
- *Better local transport connections for both work and leisure*

Our Growth Strategy has been developed within in a wider spatial context that will use HS2 to enhance towns and cities across the East Midlands and maximise the potential of key assets like East Midlands Airport and the East Midlands Gateway Freight Interchange.

The HS2 Hub Station at Toton in Nottinghamshire will be the most connected station on the high speed network outside of London. To capitalise on this super-connectivity we have exciting proposals for a high quality 'Toton Innovation Village' linked to our university sector, capable of delivering up to 10,000 high quality jobs, new community facilities and a range of new housing opportunities. It will be an inspiring 21st Century Gateway to the East Midlands and a destination in its own right, and form the centrepiece of a network of 'garden village' developments that will include the nearby Stanton and Chetwynd Barracks sites.

We have developed a pragmatic, step by step approach to integrating the Hub Station into national, regional and local transport networks. This will relieve existing congestion and spread the benefits of HS2 to surrounding cities, towns and villages, as well as a link to East Midlands Airport and key strategic development sites.

The Maintenance Depot at Staveley and the ability to serve Chesterfield with high speed trains will have a transformational impact on the Derbyshire economy. We have set out a comprehensive approach to integrating Chesterfield station and associated development areas into the town, and accelerating the regeneration of the Staveley corridor and key surrounding sites.

Informing all our work is a clear recognition of the needs of people – current and future generations. Key to this in the early stages will be implementing our comprehensive skills and supply chain strategy, making sure that our young people and businesses can benefit from the economic opportunities that lie ahead.

We have set out a clear and well evidenced approach to delivery. We recognise that not everything can happen at once and that some hard choices will have to be made. We have commissioned independent assessments of the costs of key interventions and the value of the resulting development that has informed a business case for investment, which is set out in a separate document. We are keen to establish powerful locally led development vehicles that can realise the potential we have identified.

In conclusion, we have set out a bold yet pragmatic vision for using HS2 to boost economic growth across the East Midlands. We now need a commitment from Government to work in partnership with us to make our vision a reality.

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Executive Summary

Our Growth strategy is structured around the three themes of People, Place and Connectivity, with a clear focus on Delivery.

People

People are at the heart of our Growth Strategy. For local people across the East Midlands HS2 will mean more jobs and training opportunities, the chance to earn higher wages and more housing choice. But these benefits will not be delivered without continuing local leadership and collective action.

We have set out a coherent economic strategy consistent with the Midlands Engine initiative and the Government's Industrial Strategy that builds on our existing strengths in manufacturing, technology and high value services and which will help to shift our long term economic growth rate to above the UK average.

We have developed a comprehensive skills & supply chain strategy and action plan based around five key themes: inspiring our young people; building further education capacity; harnessing the power of our universities; supporting individuals; and ensuring our businesses are 'HS2 ready'. Our three immediate priorities are:

- Establishing a co-ordinated approach to business support that will help local SMEs benefit from HS2 related contract and supply chain opportunities;
- Establishing a rail industry 'innovation group' through Rail Forum East Midlands; and
- Developing a comprehensive HS2 awareness campaign aimed at raising the ambition of people and businesses to make the most of HS2.

Underpinning our approach is an understanding that the nature of work will continue to change rapidly as a result of new technology, and that the requirements and aspirations of the future workforce are likely to be different to our own.

Place

Great place-making will be key to realising the opportunities that HS2 connectivity will create. Our proposals are ambitious, but build upon existing market strengths and add value to the attractive mix of urban and rural environments that already characterises the East Midlands. We have also sought to reflect the needs and aspirations of future generations in the scale and form of proposed development and by incorporating sustainable transport choices.

Within a strategic context set by Midlands Engine and Midlands Connect initiatives, we have identified two 'Growth Zones' which relate directly to the benefits of HS2 connectivity and complement existing assets across the East Midlands.

The **East Midlands Hub Growth Zone** is related to the area around the Hub Station at Toton itself. Here we are proposing the development of a network of mixed use 'garden villages' which will attract and retain high quality jobs and talented people and complement our wider growth story. Central will be the development of a high quality 'Innovation Village' at the Hub Station itself with the potential

to create up to 10,000 new jobs and a range of new housing choices. It will be an inspiring 21st Century Gateway to the East Midlands and a destination in its own right, and together with the developments proposed for Stanton and the Chetwynd Barracks site form the centrepiece of a thriving ‘network’ of garden villages’.

Chesterfield and Staveley will be at the heart of the **North Derbyshire Growth Zone** but activity will focus on the wider Derbyshire growth story. We will use HS2 to complement existing rail services and transform links between Chesterfield station and the town, opening up regeneration opportunities and creating an attractive gateway to the Peak District National Park. The Staveley depot will be the heart of the mixed use regeneration of the wider corridor and in the short term could also provide a construction base for HS2.

Connectivity

The Hub Station at Toton will already be the most connected on the high speed network outside of London. Whilst the development adjacent to the Hub Station will be crucial, our early work confirmed that much of the wider economic potential of HS2 will be dependent on the extent to which we can connect economic opportunities across the East Midlands into the high speed network. In particular the city centres of Derby, Leicester and Nottingham, East Midlands Airport, and sites that exist in the towns and villages surrounding both the Hub Station and Chesterfield.

Our analysis has demonstrated which modes of transport will serve different markets most effectively – national, regional, sub-regional and local. Based on this we have set out a comprehensive, step by step approach to connectivity which will maximise transport choice for future generations, as well as tackling congestion issues that exist today.

Key to this will be safeguarding the ability to extend public transport accessibility in the scope of the Government’s Phase 2b Hybrid Bill, and planning now for a phased approach to delivery of highway improvements starting in Road Investment Strategy period 2 (RIS2).

Whilst we are confident that the measures we have identified can deliver positive outcomes, more detailed design work will be required to secure the capital funding necessary for delivery. Further work on the design and phasing of key interventions will therefore be undertaken with transport modelling developed in partnership with Midlands Connect, the outcome of which will also help to scope the necessary provisions of the Phase 2b Hybrid Bill.

Delivery

We have undertaken a number of technical studies to understand the costs and benefits of various scales and rates of development to inform the development of an initial outline business case for our proposals, consistent with Treasury requirements, which is set out in a separate document. This work will evolve and become more granular as our growth proposition matures.

We have set out the key moves necessary to deliver our proposals for people, place and connectivity and highlighted the immediate issues that we need Government support to progress. In particular:

- Provision within the scope of the Phase 2b Hybrid Bill and Environmental Impact Statement to accommodate our vision for the Hub Station, including a classic compatible link, a northern station concourse and public transport overbridge, local road access and enhancements to Trent Junctions;
- Financial and technical support from Highways England and HS2 Ltd to take forward Phase 1 of the East Midlands Gateway Connectivity Plan;
- Provision within RIS2 for the development of a major scheme to address existing and future challenges on the A52 between Derby and Nottingham;
- Financial and technical support from DCLG and the Homes & Communities Agency (HCA) to develop the concept of a 'network of garden villages' within the East Midland Hub Growth Zone, including land assembly;
- Financial and technical support from Network Rail, HS2 Ltd and HS2 Growth Partnership to work collaboratively on the relocation of rail sidings and depot adjacent to the Hub Station;
- Designation of the Staveley Infrastructure Maintenance Depot (IMD) site as a construction base for the construction of Phase 2b of HS2;
- financial support for the delivery of the early phases of the Chesterfield & Staveley Regeneration Route;
- Provision for both Sheffield HS2 classic compatible services to stop at Chesterfield Station; and
- Financial and technical support for the establishment of a 'shadow delivery body' to take forward both the East Midlands Hub and Northern Derbyshire Growth Zones.

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Section 1 - People

Summary

People are at the heart of our Growth Strategy. For local people across the East Midlands HS2 will mean more job and training opportunities, the chance to earn higher wages and more housing choice. But these benefits will not be delivered without continuing local leadership and collective action.

We have set out a coherent economic strategy consistent with the Midlands Engine initiative and the Government's Industrial Strategy that builds on our existing strengths in manufacturing, technology and high value services – and which will help to shift our long term economic growth rate to above the UK average.

We have developed a comprehensive skills & supply chain strategy and action plan based around five key themes: inspiring our young people; building further education capacity; harnessing the power of our universities; supporting individuals; and ensuring our businesses are 'HS2 ready'. Our three immediate priorities are:

- Establishing a co-ordinated approach to business support that will help local SMEs benefit from HS2 related contract and supply chain opportunities;
- Establishing a rail industry 'innovation group' through Rail Forum East Midlands; and
- Developing a comprehensive HS2 awareness campaign aimed at raising the ambition of people and businesses to make the most of HS2.

Underpinning our approach is an understanding that the nature of work will continue to change rapidly as a result of new technology, and that the requirements and aspirations of the future workforce are likely to be different to our own.

1.1 The Economic Prize

HS2 will provide major opportunities for businesses in the East Midlands to expand their horizons and to trade and compete in wider markets. Similarly, high speed rail will connect the people of the East Midlands to new work, learning and leisure opportunities whilst opening up the region to new visitors.

Independent research commissioned from KPMG by HS2 Ltd suggested that an East Midlands Hub Station could have the greatest economic uplift of any of the proposed HS2 stations. Our own work has confirmed this assessment. This potential reflects the ability of HS2 to radically improve connectivity between the local economies of the East Midlands with those across the UK but also our own inherent and enduring economic strengths.

We have undertaken a comprehensive 'Economic Opportunities Assessment', underpinned by independent analysis from Cambridge Econometrics, to determine the best approach for maximising local growth opportunities - focussing on the D2N2 and Leicester & Leicestershire LEP areas. This combined area already comprises 3.15 million people, over 100,000 businesses and £65 billion of GVA.

We have gone back to first principles and looked at the drivers that are likely to shape economic

growth over the coming decades. From this we have set out a strategy for how we can use HS2 to deliver a more productive and resilient economy.

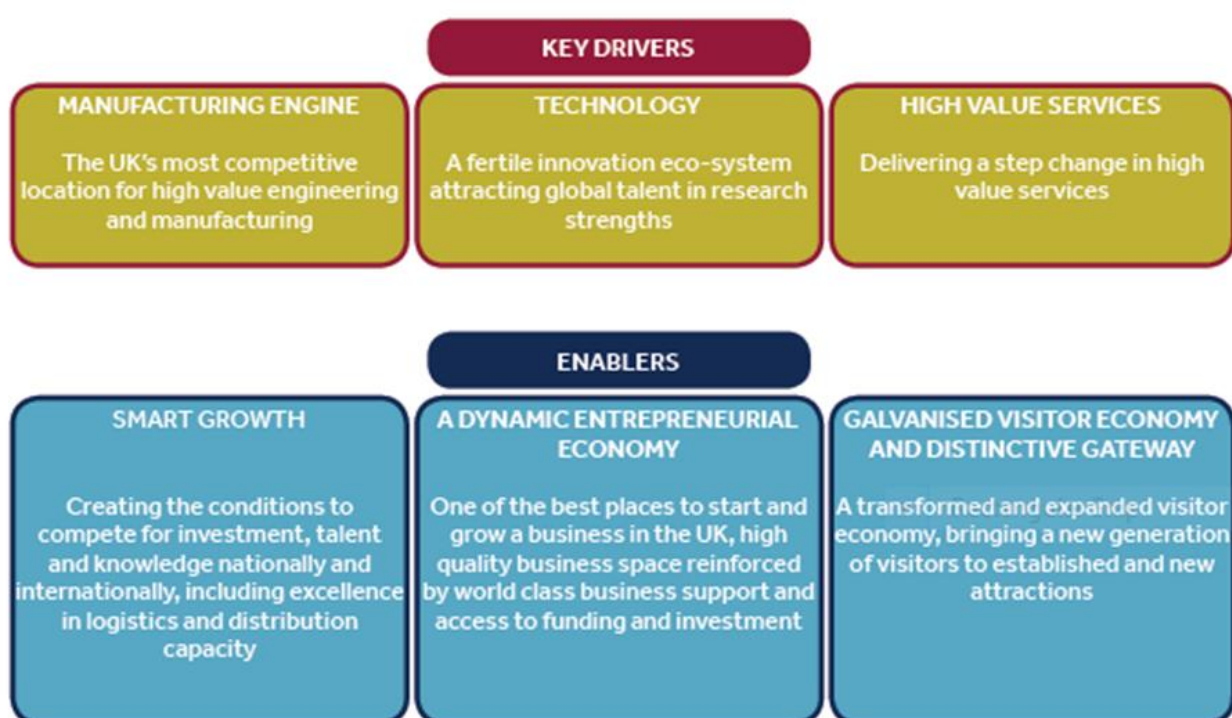
Our analysis suggests that by targeting some of our key sectors that can benefit from HS2 connectivity, in particular manufacturing, technology and high value services, we can boost employment growth from just below to above the projected UK trend - equivalent to an additional 74,000 jobs and almost £4 billion of GVA by 2043 – helping to close the gaps in our economy post Brexit.

Our approach is consistent with the emerging Midlands Engine Agenda and will help to deliver key aspects of the Government’s Industrial Strategy – in particular by helping to re-balance the economy, increasing productivity, promote innovation and support export growth.

For more information about the analysis underpinning our economic strategy please visit: <http://www.emcouncils.gov.uk/HS2>

Economic Growth	Baseline	Matching UK Trend	Our Economic Vision
Net Employment Growth (FTE)	172,000	184,000	246,000
GVA Uplift above Baseline	-	£0.38 billion	£3.99 billion

Source: Cambridge Econometrics



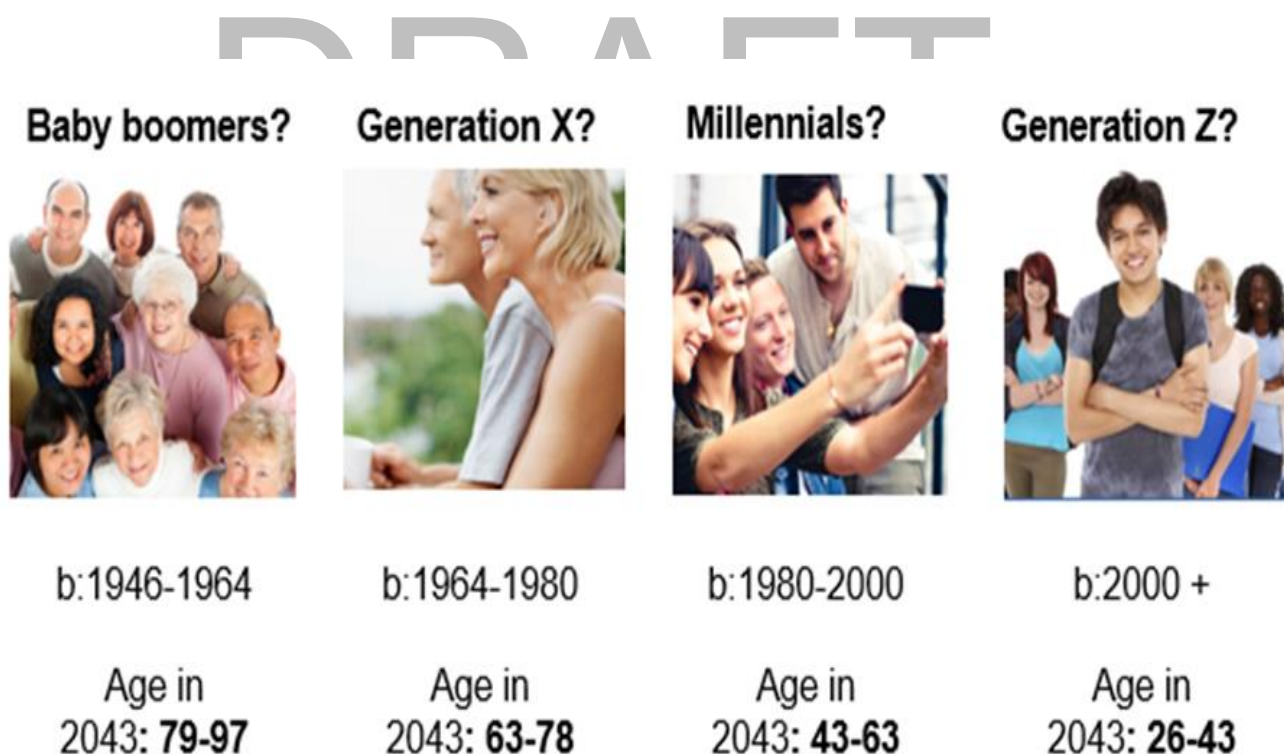
1.2 The Changing Nature of Work

We understand that we are planning for HS2 over a 25 year time horizon, and that the nature of work is changing fast. Looking back over the last 25 years we can see how information technology and the rise of the internet has radically changed many people's working lives. This pace of technological change will continue and even accelerate over the coming decades – and it will impact on all aspects of the economy, not just the service sector.

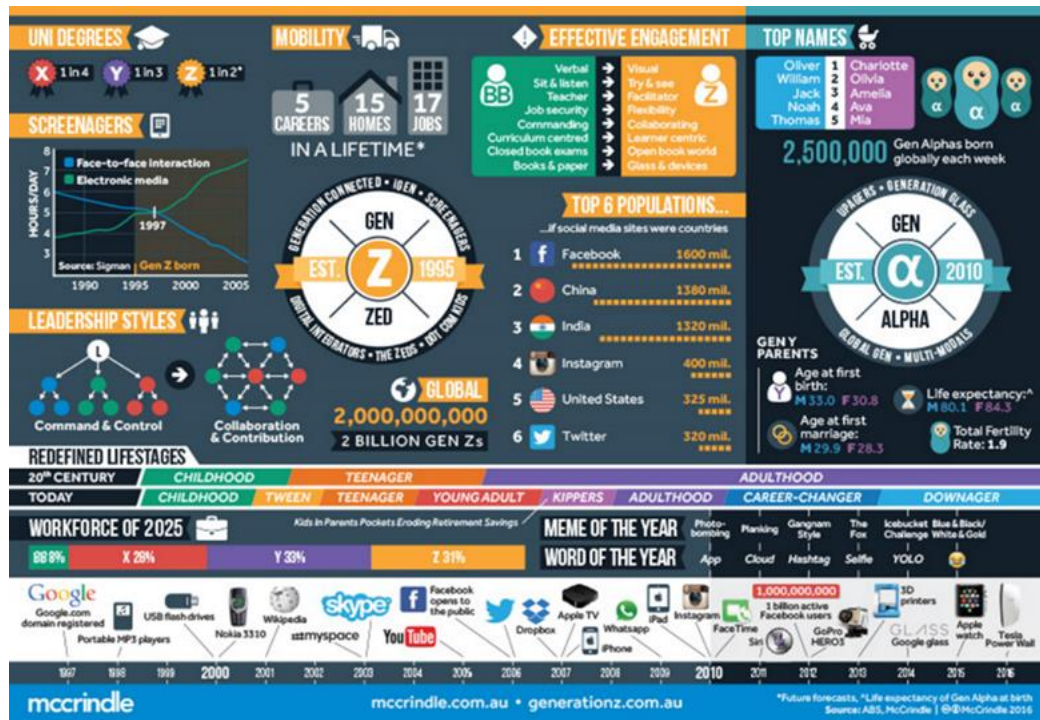
Whilst we cannot anticipate all the changes that may happen, our plans for making the most of HS2 must be forward looking and flexible and try not to use the solutions of the past to meet the challenges of the future.

Crucial to success is understanding who we are planning for – and how they are likely to want to live their lives.

The core workforce we are planning for are children now at school – the so called 'Generation Z'. This is the first generation of 'digital natives' - people who have grown up with digital technology and are comfortable using it for all manner of everyday tasks. Research suggests Generation Z will have very different experience of work to their parents - with up to 5 different careers, 15 homes and 17 jobs over a working lifetime. They are likely to be more entrepreneurial and collaborative than previous generations and less interested in owning a car or a house.



This perspective has underpinned our thinking about how we can use HS2 to drive future prosperity across the East Midlands, and in particular how we should plan for places future generations will want to live, work and play. It has also influenced our comprehensive plans to ensure our young people have the work skills necessary to make the most of the opportunities that lie ahead.



1.3 Our Skills & Supply Chain Strategy

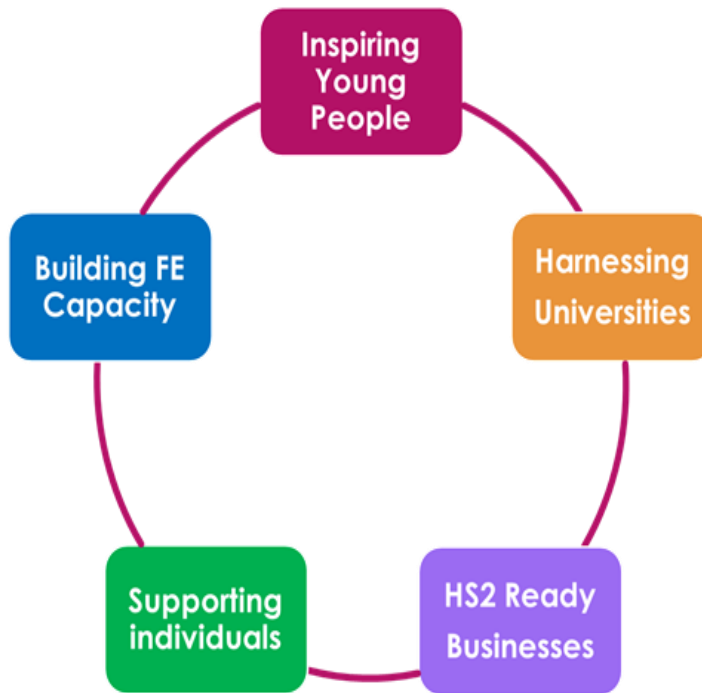
The delivery of HS2 will be transformational for the East Midlands economy. Through the build phase and once operational, it will bring new opportunities for those that live and work across the D2N2 and Leicester & Leicestershire LEP areas.

These opportunities will be about more than just the construction of a new railway. The enhanced connectivity it brings will transform the geography of competition and agglomeration amongst businesses, will open up new marketplaces and catchment areas and will attract inward investment to the region from across the UK and overseas.

Opportunities will vary over time, and will be both direct and indirect. They begin now, as contracts are awarded for the construction of Phase 1 from London to Birmingham, and they stretch to beyond the projected 2033 completion date. The establishment of the National College for High Speed Rail presents a major opportunity, particularly for the development of the Staveley Infrastructure Maintenance Depot.

To ensure local people and companies can benefit from HS2 investment and the growth it will bring, we have worked with businesses, trade bodies and training providers to develop a comprehensive skills and supply chain strategy built around five key elements.

Within each of these elements, we have set out a clear action plan which is summarised below. Key to this will be to avoid adding further complexity to existing provision for skills and business support. Instead the approach will be wherever possible to refocus existing support and funding on activities that will help deliver to the Growth Strategy – rather than create new structures or programmes and complement the strategically driven approach to skills envisaged by the Midlands Engine.



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Inspiring our Young People			
Action	Key Partners	Resources	Timescales
Programme of engagement covering the entirety of a young person's education	D2N2, LLEP, Councils, HS2 Ltd, Private Sector	Refocussing existing resources	Short-medium
Ensure teachers & careers advisors are provided with information about relevant career opportunities	Schools, Private Sector	Some additional administrative costs. Using existing business networks	Short – Medium
Develop a unified '#EM33' HS2 business/school engagement programme	Private Sector, Careers & Skills Company, LEP Skills Boards	Refocussing existing resources	Short

Harnessing Universities			
Action	Key Partners	Resources	Timescales
EM Universities to develop HS2 programmes of engagement with business	Universities, LEP Skills Boards, Research Councils, Innovate UK	Leveraging existing resources	Short
Establish a Rail Industry Innovation Group through Rail Forum East Midlands (RFEM)	Universities, RFEM, Network Rail and industry bodies	Administrative costs only	Immediate
Support Hub Station 'Innovation Village', and significant HE links at Chesterfield Station	Universities, East Midland HS2 Delivery Boards	Refocussing existing consultancy spend	Immediate

Develop a university based 'Rail Innovation Centre'	Universities, LEPS	New funding required	Short
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HS2 Ready Businesses			
Action	Key Partners	Resources	Timescales
Develop an '#EM33' HS2 awareness campaign aimed at businesses	LEPs, Councils, Chamber	New funding required	Immediate
Establish dedicated HS2 supply chain support for businesses	LEPs, Private Sector, Midlands Engine Supply Chain Initiative	New funding required for additional 1 FTE Officer	Immediate
Promote SME collaboration through business support activity	LEPs, Private Sector	ERDF underspend	Immediate
Establish web resource for businesses to identify HS2 Specific opportunities	LEP Growth Hubs, HS2 Ltd	Additional support for Growth Hubs required	Immediate

Supporting Individuals			
Action	Key Partners	Resources	Timescales
Develop a public facing '#EM33' awareness campaign	LEPs, Councils, Chamber	New funding required	Immediate

Embed the '#EM33' HS2 awareness across job centre and council employment support programmes	DWP, Councils, voluntary sector	Refocussing employment support programmes	Medium
Establish an EM HS2 Delivery Charter to encourage recruitment from 'hard to reach' groups	Private Sector, Councils, DWP	Administrative costs only	Medium – Long

Building FE Capacity			
Action	Key Partners	Resources	Timescales
Embed '#EM33' activity into new 'T' and relevant 'A' levels	FE Providers, LEPs, Councils	Refocussing existing resources and future Local Growth Fund	Short – medium
Develop strategic relationship between FE sector and National College for High Speed Rail (NCHSR)	FE Providers, private training providers, National Collage for High Speed Rail (NCHSR)	Using existing forums and relationships	Immediate
Develop world leading capability for Building Information Management (BIM) linked to Staveley IMD	FE Providers, Councils	Funding required to recruit additional BIM expert	Short- medium
Support the development of 'Shared Apprentice Schemes' across key HS2 related job roles/disciplines	FE Providers, LEPS, Councils	Additional funding required	Short

1.4 Next Steps

Within our strategic approach we have identified three immediate priorities. These to be taken forward largely with existing resources, but will require strong local leadership to be successful:

- Establishing a co-ordinated approach to business support that will help local SMEs benefit from HS2 related contract and supply chain opportunities, to be driven by D2N2, LLLEP and the private sector;
- Establishing a 'rail industry innovation group' through Rail Forum East Midlands to help drive innovation within our thriving SME rail engineering sector; and
- Developing a comprehensive HS2 awareness campaign aimed at raising the ambition of people and businesses to make the most of HS2, provisionally entitled '#EM33', to be driven by East Midlands Chamber of Commerce, D2N2 and LLLEP and supported by councils;

Over the longer term, we would expect mainstream Government funding for skills and business support activity to be refocussed around our priorities. For more information about our skills and supply chain strategy, please visit: <http://www.emcouncils.gov.uk/HS2>

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Section 2 - Place

Summary

Great place-making will be key to realising the opportunities that HS2 connectivity will create. Our proposals are ambitious, but build upon existing market strengths and add value to the attractive mix of urban and rural environments that already characterises the East Midlands. We have also sought to reflect the needs and aspirations of future generations in the scale and form of proposed development and by incorporating sustainable transport choices.

Our Growth Strategy has been developed within in a wider spatial context that will use HS2 to enhance opportunities in towns and cities across the East Midlands and in key assets like East Midlands Airport and the East Midlands Gateway Freight Interchange. To drive this, we have identified two 'Growth Zones' which relate directly to the benefits of HS2 connectivity.

The **East Midlands Hub Growth Zone** is related to the area around the Hub Station at Toton. Here we are proposing the development of a network of mixed use 'garden villages' which will attract and retain high quality jobs and talented people. Central will be the development of a high quality 'Innovation Village' at the Hub Station in Toton itself with the potential to create up to 10,000 new jobs and a range of new housing choices. It will be an inspiring 21st Century Gateway to the East Midlands and a destination in its own right, and together with the developments proposed for Stanton and the Chetwynd Barracks site, form the centrepiece of a thriving 'network of garden villages'.

Chesterfield and Staveley will be at the heart of the **North Derbyshire Growth Zone** but activity will focus on the wider Derbyshire growth story. We will use HS2 to complement existing rail services and transform links between Chesterfield station and the town, opening up regeneration opportunities and creating an attractive gateway to the Peak District National Park. The Staveley Depot will be the heart of the mixed use regeneration of the wider corridor and in the short term could also provide a construction base for HS2.

2.1 East Midlands Context

Our Growth Strategy has been developed within in a wider spatial context that also seeks to use HS2 to enhance existing regional and national assets across the East Midlands. In particular the area spanning the D2N2 and Leicester & Leicestershire LEP areas which already comprise 3.15 million people, over 100,000 businesses and generate £65 billion of GVA. Key opportunities for growth include:

- **Derby:** a city of world class automotive, rail and aerospace technology sectors. Home to Rolls Royce, Bombardier and Toyota and a thriving network of highly specialised manufacturing SMEs.
- **Leicester:** a vibrant, diverse city with a strong record of SME formation and major growth potential. Home to the National Space Centre and a burgeoning space technology sector.
- **Nottingham:** a city of thriving business services, biotech and leisure sectors and flagship companies like Experian and Boots, underpinned by world class public transport and local

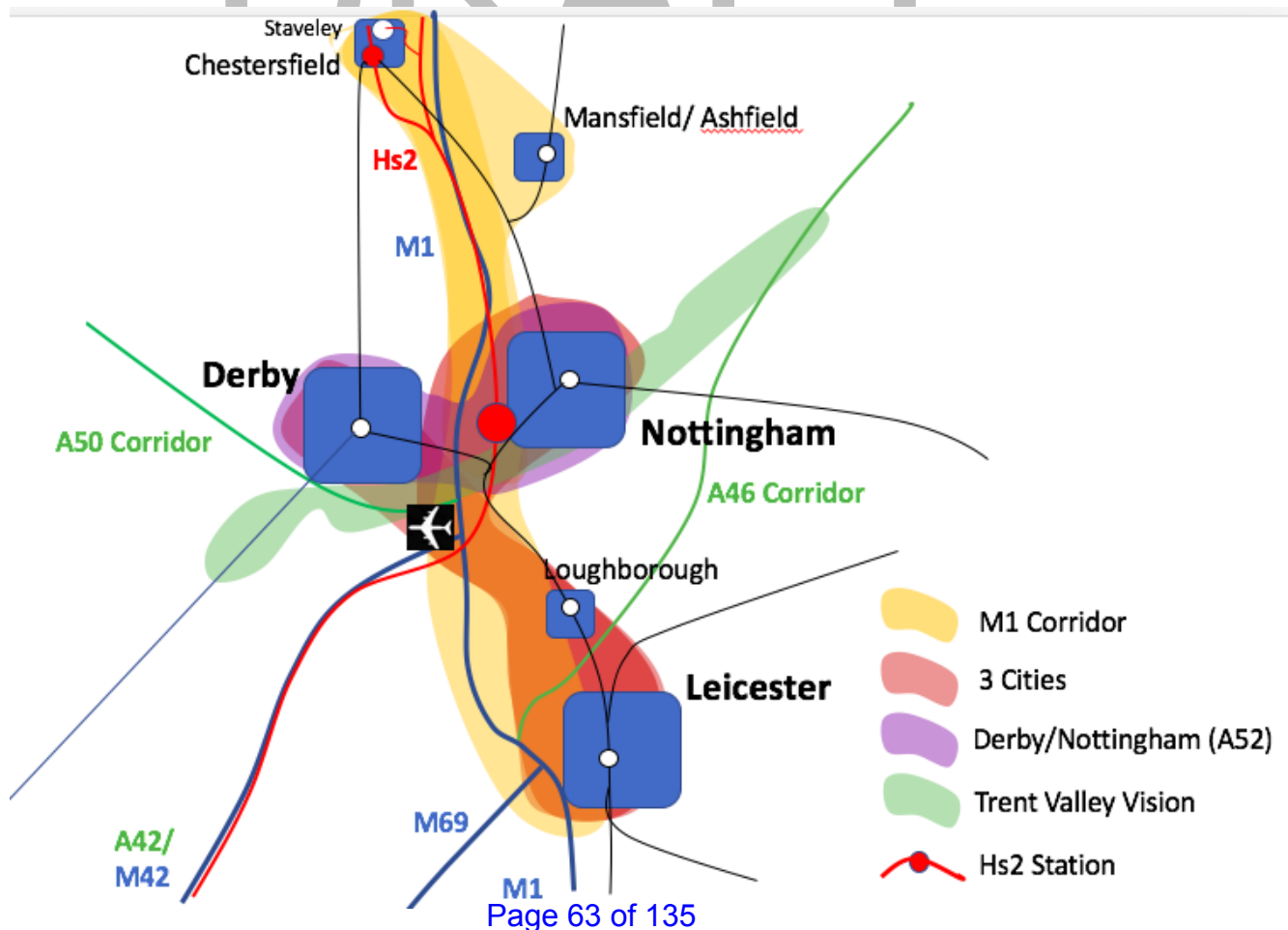
energy systems.

- **East Midlands Airport and Gateway:** the biggest freight airport outside of London and home to DHL. The new East Midlands Gateway Freight Interchange will generate thousands of new jobs.
- **Loughborough:** a national centre for sport and sports science. The Loughborough University Science and Enterprise Park forms part of a recently designated Enterprise Zone.
- **Peak District National Park and Derwent Valley Mills World Heritage Site:** the most visited national park in England adjacent to the cradle of the industrial revolution.
- **Chesterfield:** an historic and well connected rail town with a strong engineering economy
- **Mansfield/Ashfield:** key regional service centres with strengths in manufacturing and logistics

There are also a range of growth and regeneration opportunities along **the A52 corridor between Derby and Nottingham:** Castle Ward, Pride Park and Raynesway on the Derby side and the Nottingham Enterprise Zones sites; Alliance Boots in Beeston, Beeston Business Park and the Nottingham Science Park.

Within this strategic context we have identified two 'Growth Zones' which relate directly to the benefits of HS2 connectivity which we believe will drive HS2 related growth across the wider sub area:

- East Midlands Hub Growth Zone
- Northern Derbyshire Growth Zone



2.2 East Midlands Hub Growth Zone

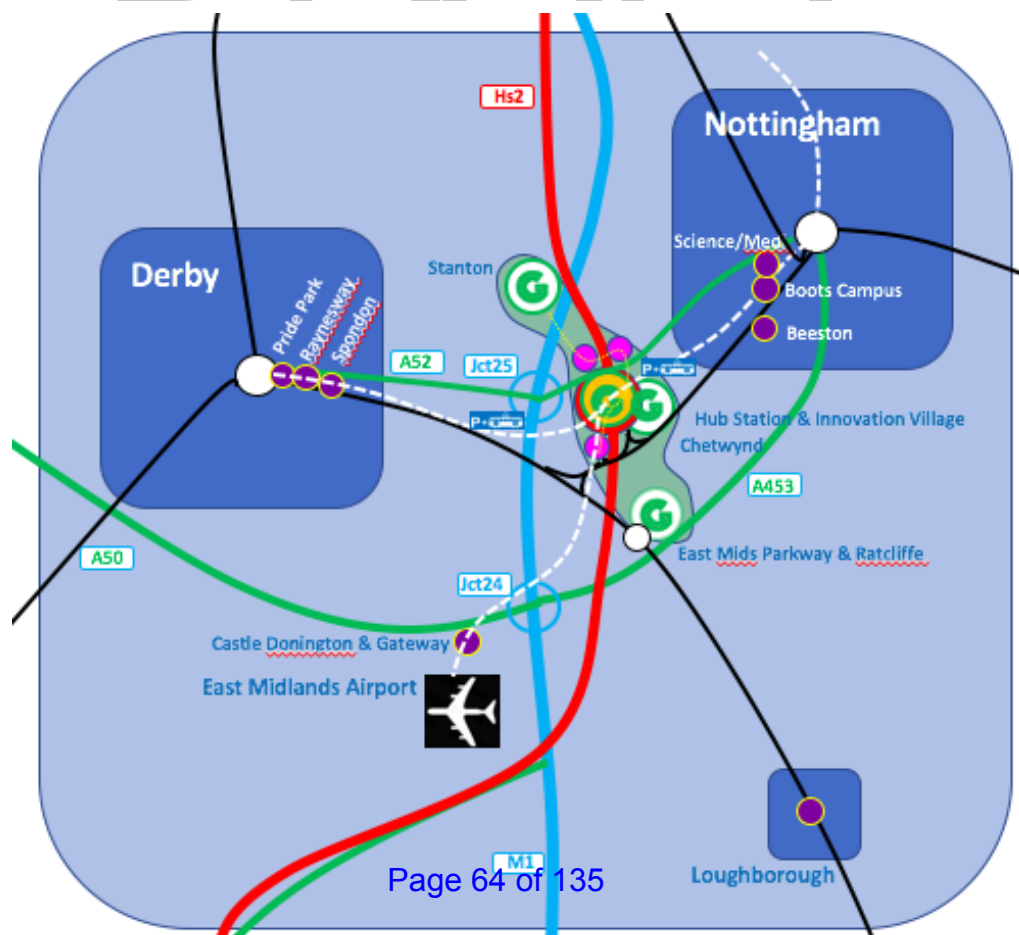
Our Growth Vision

The Growth Zone encompasses the Hub Station site at Toton, the former ironworks site at Stanton and Chetwynd Barracks. The core area encompasses Broxtowe and Erewash Borough Councils, Derbyshire and Nottinghamshire County Councils.

Our vision is based on the development of a network of mixed use 'garden villages' that will incorporate the very latest innovations in land remediation, environmental standards, together with advances in sustainable drainage, localised energy and public transport. Enhanced connectivity by sustainable modes of transport will ensure the development of pedestrian orientated streets and spaces which will be attractive to both local people and investors.

The developments will complement the adjacent city centre offer and help to drive major improvements to existing places such as Long Eaton and Stapleford.

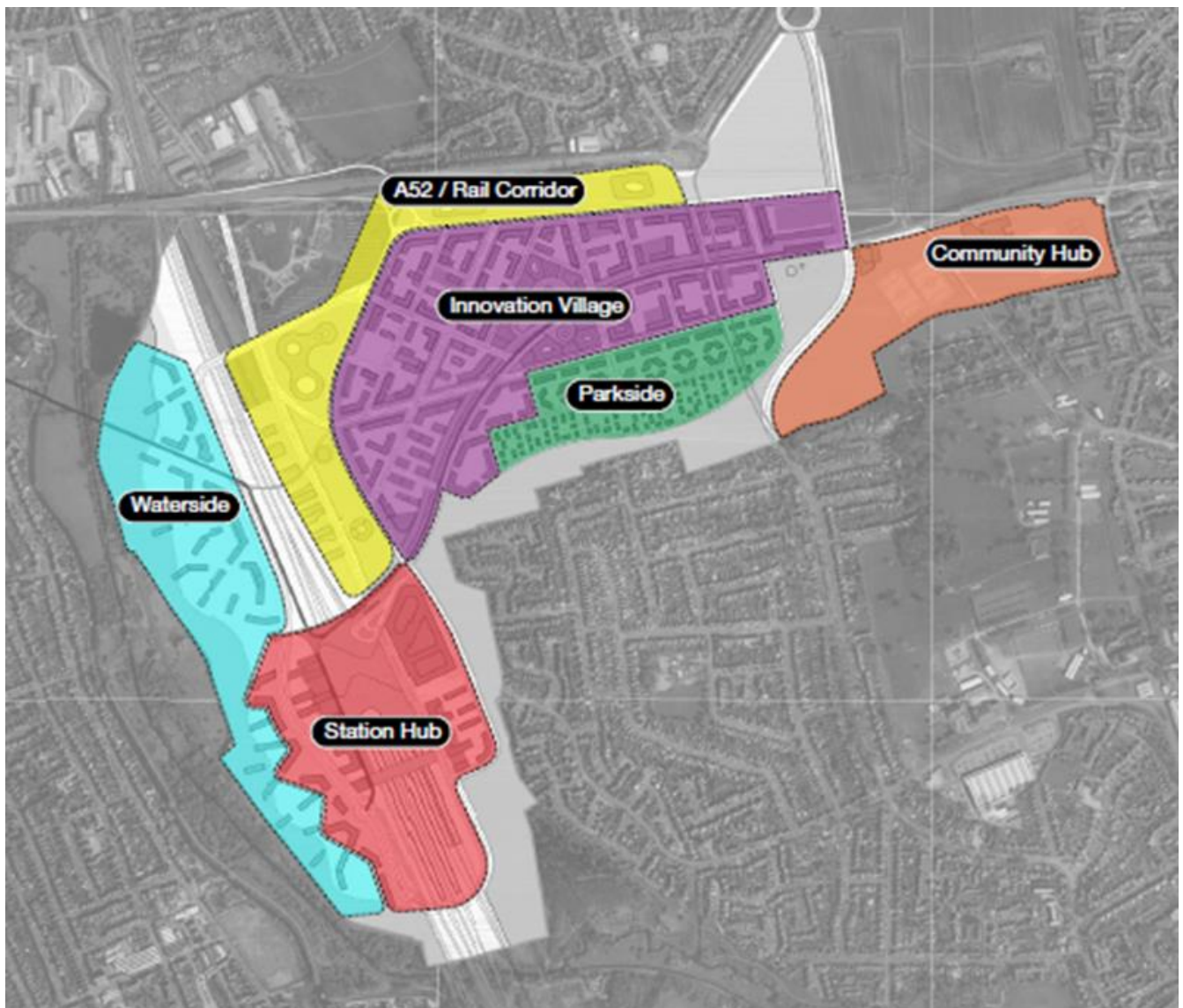
Central will be the development of a high quality 'Innovation Village' at the Hub Station in Toton itself with the potential to create up to 10,000 new jobs and a range of new housing choices. The concept of a 'Toton Innovation Village' follows research undertaken looking at trends in business locations away from city centres and the need for a much more dynamic mix of uses that recognises the changing needs and desires of 'Generation Z'. It is also consistent with the long term aspirations of the university sector within the region which has actively contributed to our thinking.



Toton Area (Hub Station) Development Framework

We have worked with councils, local partners and the Toton Neighbourhood Planning Forum to develop a long term non-statutory 'development framework' for the Hub Station Growth Area in Toton to inform the review of local plans and future investment decisions. The development framework recognises a series of distinct character areas and sets out development principles for each.

Station Hub: The core development area is clustered to the east and west of the Hub Station. Anchored by key multi modal transport infrastructure (including HS2 and Classic rail facilities, NET / bus interchange facilities and central car parking facilities). The primary land use in this area will be workspace development, set within a high quality urban development context. Hotel and residential accommodation may also be appropriate at this central location, and the area's public realm will be animated by cafés, restaurants and small scale retail outlets serving passengers, employees and residents.





The Hub Station and surrounding area

A new public space will be created adjacent to the main station concourse. This will provide a high quality east-west pedestrian connection across the HS2 lines, and support interchange between a range of transport modes. This development area is located on a plateau which is at a significantly lower level than the main development site to the east. New buildings will typically be taller (up to 6-8 storeys) which will allow the development to act as a marker in the context of the rail corridor, without appearing incongruous within the wider development

Toton Innovation Village: This mixed use corridor runs through the heart of the site, connecting the HS2 station and areas to the west following the tram corridor towards Toton Lane NET station in the east.

This dynamic space will be characterised not only by the diversity of uses but also a green boulevard and sustainable transport corridor, and will include a mixture of medium density workspace including apartment based residential development.



The Toton Innovation Village looking towards the Hub Station

The 'Innovation Village' is roughly equidistant between the city centres of Nottingham and Derby and is intended to be anchored by a university based research and development centre. To the south, links

to Leicester, East Midlands Airport, East Midlands Gateway Freight Interchange and the Enterprise Zone sites in Loughborough will drive further opportunities.

To achieve the scale of development and sense of place envisaged will require major investment in land assembly/management and infrastructure. Making the right moves now will provide much needed capacity to unlock and absorb growth and provide resilience in a currently stressed local network. It will also require higher densities than those currently subject of an extant Outline Planning Consent for the site and this will need careful consideration by Broxtowe Borough Council as the Local Planning Authority.

A52 / Trackside Corridor: A series of larger development sites have been identified along the A52 and rail corridors towards the north of the site, offering the potential to accommodate larger workplace developments or research institutions. This area will offer the potential to accommodate distinctive gateway buildings, acting as markers along both the A52 and HS2 corridors.

Waterside: Development parcels along the Erewash River / Canal corridor are considered an appropriate mix of uses including residential. Building heights will step down from around six storeys adjacent to the rail corridor, to around three storeys in areas closer to the river / canal corridor, respecting the domestic scale of buildings to the west. The landscaped environment of the river / canal corridor will be brought into the area, with a series of 'green fingers' leading into the development site. This open space will serve a variety of functions including, recreation, flood mitigation and ecological habitat. The orientation of buildings within this corridor should support this landscape strategy, and open up views of the canal / river corridor from higher ground to the east of the HS2 line.

Parkside: Generous green corridors are proposed as a buffer between the planned new development and existing residential communities. Lower density areas broadly reflecting established residential areas of Toton will front onto these spaces, with a typical height of two to three storeys, open landscaped space and site topography ensuring that the amenity of existing local residents are protected. New footpaths and cycleways will integrate the site with its surrounding context, and enable residents of existing neighbourhoods to access facilities and transport hubs within the new development site. It should be noted that new vehicular connections to these neighbourhoods are not proposed.

- **Neighbourhood Centres:** These centres will be located at highly accessible positions within the development, and will allow the vast majority of the site area to be located within an easy five minute walking catchment of local facilities.
- **HS2 Hub:** This facility will serve HS2 passengers along with residents and workers based in the lower western section of the site. It is envisaged that cafés, restaurants and local retail facilities will be integrated within the main station concourse and spill out onto the adjoining public plaza. This area also becomes a new cross-roads within a more resilient local road network offering better connections between Sandiacre/Stapleford and Long Eaton. This will further enhance the vitality and vibrancy of the area whilst ensuring surrounding communities can access the services on offer by a full range of transport choices.
- **Toton Innovation Village Centre:** Located at the heart of the development, a cluster of local retail, leisure and hospitality facilities will be clustered in and around a central square.

Facilities such as a hotel, gym, business centre and resource centre may also be attracted to this central, pedestrian orientated space.

- **Community Hub:** A site to the west of the Toton Lane NET Station has been identified for the relocation of the George Spencer Academy, along with a site for a new primary school, a leisure centre and health facility. These new community infrastructure buildings will be developed in a green landscape setting, with good pedestrian and cycle links to local neighbourhoods and public transport hubs. The level of retail development (including restaurants / cafés) will be controlled to a level which provides for the needs of local residents, employees and passengers, and avoid competition with existing local centres.

The Universities of Derby, Nottingham and Nottingham Trent are fully supportive of the HS2 Growth Strategy; we have a long history of working together to re-balance economy and believe that this investment has the potential to be transformative.

To maximise the value derived from this investment, the Universities are in a strong position to build on our established partnership, for example, by working together to shape the proposed ‘Innovation Village’ located at the East Midlands Hub Station at Toton.

The active involvement of the Universities at an early stage in defining the proposed ‘Innovation Village’ means that we can develop an integrated strategy for research, teaching and business interaction aligned with HS2 investment.

The ‘world-class’ connectivity afforded by the East Midlands Hub Station at Toton will support the diffusion of these opportunities and position the East Midlands as a stronger, resilient and more productive economy

Green Infrastructure: From a place making perspective, the HS2 Hub site will be designed to integrate with its surrounding natural environments. In total around 16 hectares of open space are proposed within the development site.

- **River / Canal Corridor:** The Erewash river and canal corridor runs to the east of the site, and provides an area of high amenity value. To the north, the opportunity exists to enhance the network of footpaths and cycleways leading up to the strategic Stanton Iron Works site and beyond. To the south, new pedestrian and cycle links will connect the site to the Attenborough Nature Reserve and the Trent Valley. This will include opportunities to reinstate new routes beneath the HS2 / classic rail line to the south of the station, and also to reduce the risk of flooding associated with this section of the river. More generally, the opportunity to enhance the character of the river and canal corridor would provide further amenity and ecological benefits. This may include enhancements to the Sandiacre Locks Conservation Area and measures to introduce more variety, diverse habitats and interest to the river ‘channel’.
- **Toton Horseshoe:** A landscaped corridor is proposed to wrap around the existing Toton residential area. This will provide a buffer between planned new development and the local

residential areas, encompass existing areas of maturing woodland, and create a new connection through to the redeveloped Chetwynd Barracks to the east.

- **Green Boulevard:** A new green spine is planned to run through the heart of the new development. This route will connect the eastern and western sections of the site via a new pedestrian link across the HS2 corridor and a new plaza at the station entrance. The boulevard, a wide green space, integrating a small existing watercourse running and will run through the heart of the Innovation Village, connecting to the area of protected Green Belt land to the north east.
- **Local Amenity Open Space:** In addition to the strategic green infrastructure highlighted above, a network of local amenity spaces will be integrated across the new development. These will include both formal and informal recreation areas and play space for the enjoyment of residents, employees and visitors alike.

Associated 'Garden Village' Developments

Chetwynd Barracks: The MoD site at Chetwynd will become available for development from 2020 and will be designed and developed as an integral part of the Hub Station Growth area. The development will provide a predominantly residential area that will be linked directly to the 'Community Hub' north of the existing Toton Lane. Like the main Hub Station, 'Innovation Village and Community Hub, Chetwynd will be subject to the policies of the emerging Broxtowe Local Plan and of Nottinghamshire County Council as the Local Highway/Transport Authority and Local Education Authority.

Stanton: The Hub Station Growth Zone also includes the former iron works at Stanton where additional employment opportunities will be realised alongside up to 2,000 homes which will serve to complement the proposals for the Hub Station and Innovation Village. This site falls within Erewash Borough Council and Derbyshire County Council administrative areas. This site is subject of a separate Supplementary Planning Document published by Erewash Borough Council and the proposals outlined in the Growth Strategy are consistent with this.

Radcliffe Power Station Site: Within the wider area there may also be further growth opportunities to be explored as part of the HS2 Growth Strategy including Radcliffe Power Station. Whilst this is not anticipated to be decommissioned before 2025, its location adjacent to the existing East Midlands Parkway station and an existing railhead, means that the site has potential to create a transport orientated mixed use development around the station and a possible location for rail related development. This site falls within Rushcliffe Borough Council and Nottinghamshire County Council administrative areas.

Derby: There are already proposals to develop up to 2,000 new homes as part of the 'Infinity Garden Village' development which spans the boundary between the city of Derby and South Derbyshire District Council. In addition, there is potential for major mixed use development on the former Courtaulds site at Spondon on the east side of Derby.

Leicestershire: There are emerging proposals for major housing development in North West Leicestershire linked to employment growth at East Midlands Airport and the East Midlands Gateway Freight Interchange.

2.3 Northern Derbyshire Growth Zone

Our Growth Vision

The Growth Zone is focussed on the Borough of Chesterfield within the county of Derbyshire and includes the areas around the existing railway station and the proposed Infrastructure Maintenance Depot (IMD) at Staveley east of the town centre also proposed as a construction base for HS2.

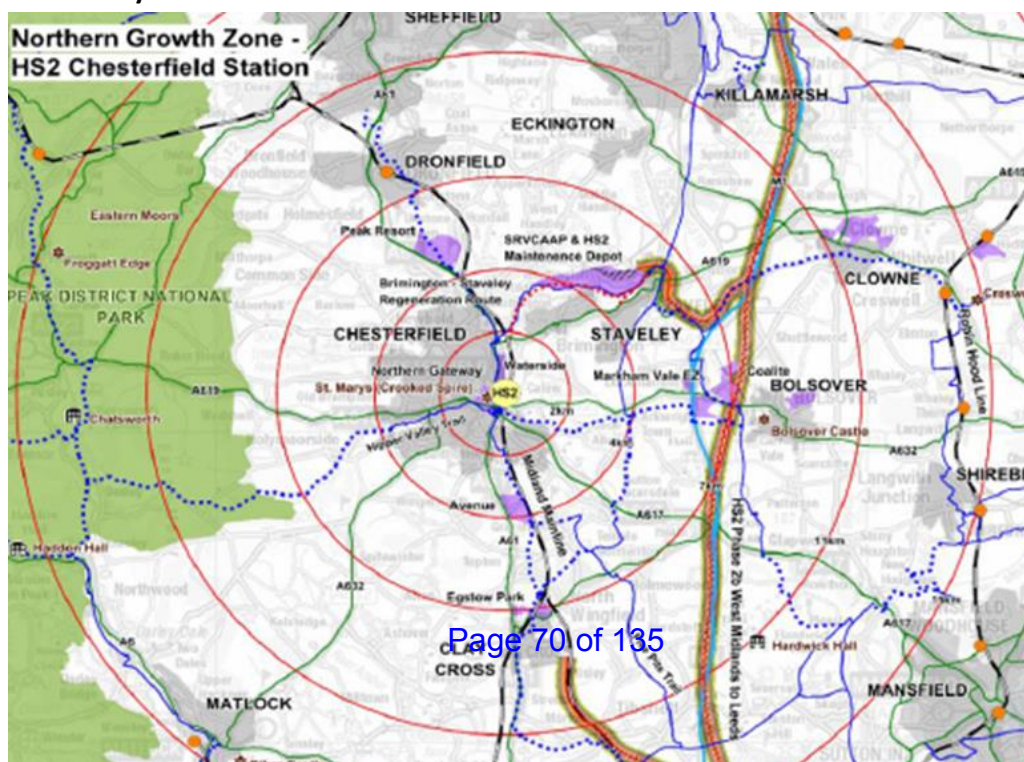
Our ambitions for Chesterfield and Staveley are set in the context of a growth story for the wider northern Derbyshire area that build on existing strengths in the tourism, construction and engineering, higher and further education and professional services. Key complementary investments include the 'Peak Resort' development that will combine a unique combination of tourism and HE/FE education and training.

HS2 will bring Chesterfield within 108 minutes from London. Plans for Chesterfield will transform the relationship between the rail station, the town centre and major regeneration opportunities, and enable the station to become an attractive gateway to the town itself, the surrounding Peak District National Park and other key heritage assets - particularly for international visitors. Proposals include a scalable housing and commercial investment proposition that will be accelerated to welcome HS2 through investment in enabling infrastructure.

The proposed IMD is set within a wider masterplan for the Staveley corridor that will deliver significant levels of housing and job growth and provide a focus for the local rail engineering sector, including the development of a rail industry 'centre of excellence' linked to the High Speed Rail College. In the shorter term, there is an ambition for the Staveley site to be used for a base for the construction of the majority of Phase 2b of HS2.

Construction of early phases of the Chesterfield & Staveley Regeneration Route will enable key brownfield regeneration sites to be developed and wider benefits to the A61 Corridor and the Markham Vale Enterprise Zone.

Northern Derbyshire Growth Zone



Underpinning the vision will be a strong focus on inclusive growth linked to our wider skills and supply chain strategy, making sure that local communities and local businesses can benefit from the investment that HS2 will bring.

Chesterfield & Staveley Development Framework

We will enable this growth in the number and quality of jobs by re-shaping and transforming our places through infrastructure-led development. Those places will be allowed to flourish and cater for our changing communities, as well as providing for new communities and retaining those such as graduates who will have a much wider lifestyle choices as a result.

Chesterfield Station

At Chesterfield station, we will bring forward development and infrastructure in tandem to provide a high quality gateway experience for those using the station. 'Platform 4' will provide a modern and attractive platform across the A61 with well-designed public realm that will serve to bring the station into the town centre, as well as allowing far greater accessibility to public transport. Unused and under-used land around the station will be developed and linked to the adjacent Waterside development to provide a mixed-use 'urban village' fit for future generations to live, work and play.



Remodelled links between Chesterfield station and the town

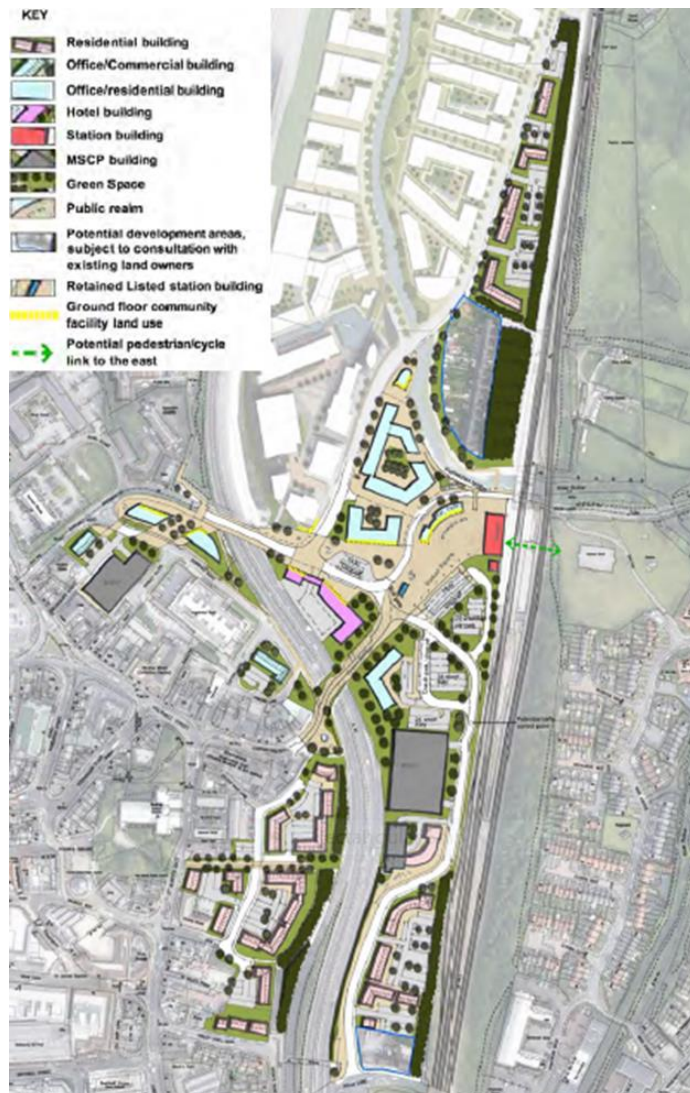
The infrastructure provided to improve access to the station for HS2 services will also allow us to accelerate our ambition for the wider **town centre**. By taking traffic out of the historic core of the town, we can enhance the visitor experience and bring forward new opportunities for residential

development with a wide and flexible mix of tenures. This will ensure far greater vibrancy within the town, which will expand to include the station area, and support the wider ambitions for growth in our key sectors.

Staveley

The proposed Infrastructure Maintenance Depot (IMD) at Staveley provides a significant opportunity to bring forward a much wider strategic development on this 150 hectare brownfield site. Through investing in infrastructure in particular local road access, we can open up not just the depot site but a whole new sustainable community of around 1,500 homes and many hundreds of new jobs.

By phasing the development, we will also be able to offer a well located construction base for HS2, bringing investment and jobs to the area well in advance of the maintenance depot. Over the longer term, we believe there is the potential to develop the area around the infrastructure maintenance depot at as rail industry 'centre of excellence' linked to the High Speed Rail College and the New Rail centre at Barrow Hill Roundhouse.



The wider Chesterfield Station area Masterplan

Characterising development at all these sites will be an approach to place-making for the future. This is led by consideration of how our communities of the future will want to live and work rather than being based on historic development models.

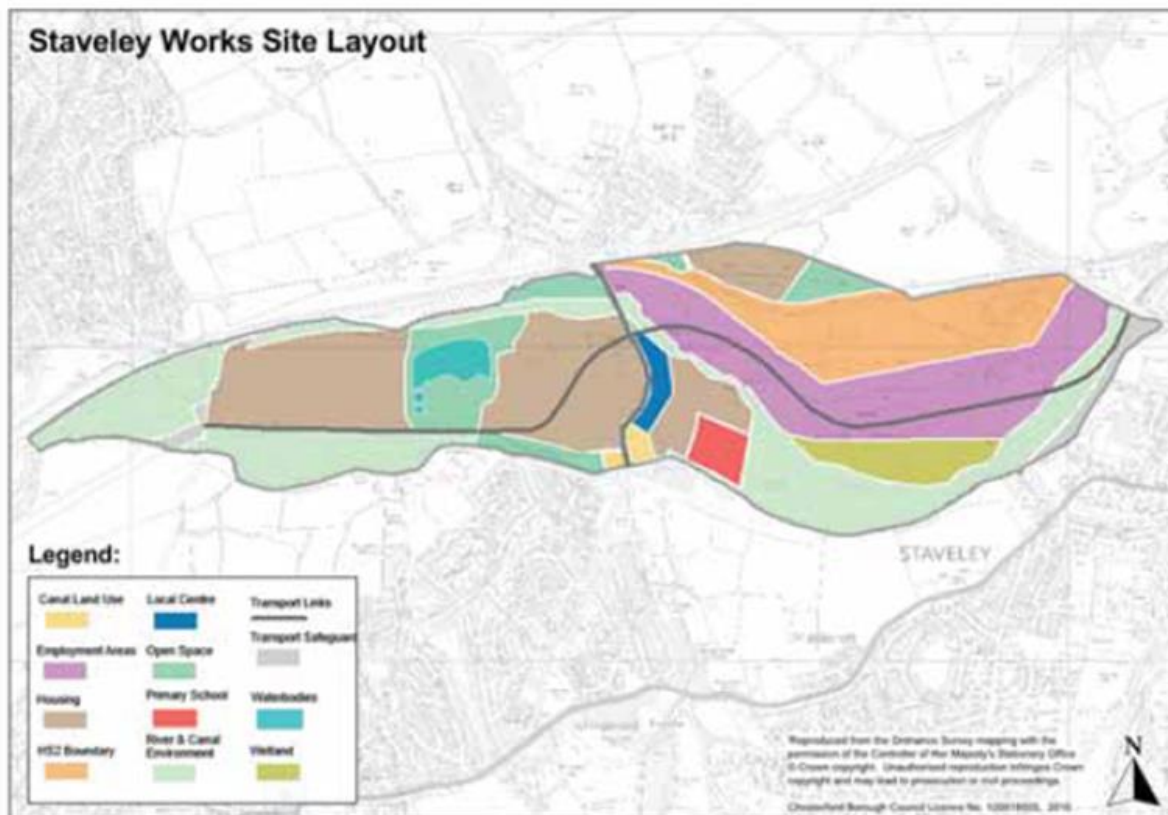
We will use the investment in infrastructure to develop places and homes that anticipate our changing population, putting in place flexible models in order to meet future demand. This will include providing a far better choice for older people with homes that meet current and future care needs. We will make the most of the expanding higher education offer to enable quality student accommodation, and develop places in which our graduates want to stay, live, earn and spend.

2.4 Next Steps

Our proposals for the Hub Station and Northern Derbyshire Growth Zones are long term and ambitious. Whilst the proposed development will lead to an uplift in land values and economic and social benefits, it will also require investment in local and strategic infrastructure and land remediation and assembly.

We have undertaken technical work to understand likely infrastructure and land costs and development trajectories that could be delivered to inform an initial outline business case assessment consistent with the Treasury's 'Green Book'. This work will continue to develop as our plans mature.

Further detail on delivery is contained in Section 4.



Strategic outline masterplan for the Staveley corridor

Section 3 - Connectivity

Summary

The Hub Station at Toton will already be the most connected on the high speed network outside of London. Whilst the development adjacent to Hub Station will be crucial, our early work confirmed that much of the wider economic potential of HS2 will be dependent on the extent to which we can connect economic opportunities across the East Midlands into the high speed network. In particular the city centres of Derby, Leicester and Nottingham, East Midlands Airport, and sites that exist in the towns and villages surrounding both the Hub Station and Chesterfield.

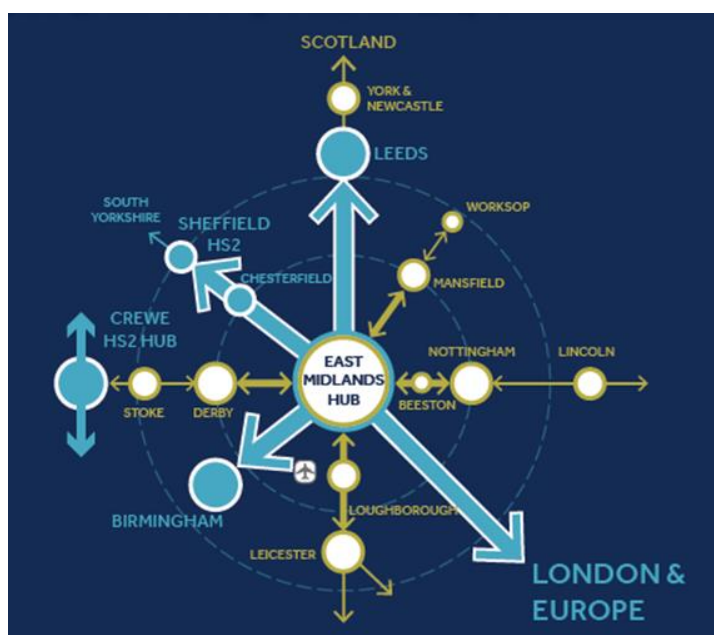
Our analysis has demonstrated which modes of transport will serve different markets most effectively – national, regional, sub-regional and local. Based on this we have set out a comprehensive, step by step approach to connectivity which will maximise transport choice for future generations, as well as tackling congestion issues that exist today.

Key to this will be safeguarding the ability to extend public transport accessibility in the scope of the Government's Phase 2b Hybrid Bill, and planning now for a phased approach to delivery of highway improvements starting in RIS2.

Whilst we are confident that the measures we have identified can deliver positive outcomes, more detailed design work will be required to secure the capital funding necessary for delivery. Further work on the design and phasing of key interventions will therefore be undertaken with transport modelling developed in partnership with Midlands Connect, the outcome of which will also help to scope the necessary provisions of the Phase 2b Hybrid Bill.

3.1 National Context

HS2 will help to transform the position of our towns and cities within the UK and Midlands, making our local economies more competitive.



Midlands Connect

The Midlands Connect Strategy described how the HS2 stations at Birmingham Curzon Street, UK Central and East Midlands will form the 'hub' of the of the UK's high speed rail network. Together with classic compatible connectivity at Chesterfield, Crewe and Stoke stations, this will unlock economic growth across the Midlands - provided we get the local connectivity right.

Through Midlands Connect we are taking forward a body of technical work to define and develop the local strategic connections that will maximise economic growth opportunities. Through the wider Midlands Engine initiative we are promoting the transformational benefits of HS2 to national and international investors.

For more information about Midlands Connect and the Midlands Engine, please visit: <https://www.midlandsconnect.uk/>

HS2 East

Our work through the HS2 East partnership has demonstrated that the Eastern Leg of HS2 between Birmingham to Leeds via the East Midlands Hub Station has the best business case of any part of the proposed network - with a benefit to cost ratio of over 5 to 1.

However, the economic impact of the Eastern Leg extends further than Leeds. The proposed 'classic compatible' link to the East Coast Main Line will enable high speed rail services to serve the North East of England and Scotland – linking six of the UK's top ten cities and 20% of national GVA. This will result in 'agglomeration' impacts of over £700 million GVA and some major journey time savings:

- Leeds to Glasgow: reduction of 90 minutes
- Sheffield to Edinburgh: reduction of 90 minutes
- Newcastle to Birmingham: reduction of 85 minutes

Together the Eastern Leg of HS2 and an enhanced East Coast Main Line provide the obvious route for reducing journey times from Scotland to London towards the three hour mark – the point at which rail becomes competitive with air travel.

For further information about HS2 East, please visit: <http://www.hs2east.co.uk/>

3.2 Our strategic approach

Connecting key centres of population and development opportunities across the East Midlands to the high speed network will be key to realising the wider economic potential that HS2 connectivity brings.

Our analysis has demonstrated which modes of transport will serve different markets most effectively. Only by developing a comprehensive 'multi-modal' approach to connectivity can we deliver the transport choice required by future generations and start to tackle some of the congestion issues that exist today.

We also acknowledge that not everything can, or indeed should, happen at once. We have therefore set out a phased approach to improving connectivity, at least some of which can be delivered before HS2 becomes fully operational.

Heavy Rail	Primary Market
Mass Transit Strategy	Regional
Bus Connectivity	Sub-Regional & Local
Taxi Connectivity	Sub-Regional & Local
Walking & Cycling	Local and Very Local
Park & Ride	Sub-Regional & Local
Highway	Sub-Regional & Local

3.3 Rail

Rail will be the most effective mode for accessing the Hub Station from surrounding city and town centres. It will also link the East Midlands with the major city-regions across the rest of the UK – not least by the HS2 network itself.

HS2 Services

The latest service specification published by HS2 Ltd indicates that the East Midlands Hub Station will be the best connected on the high speed network outside of London, with seven HS2 services per hour in both directions.

Impressive though this level of connectivity is, we believe there is scope for further improvements.

Through our work on the HS2 East Partnership we believe there is a strong economic case for the Eastern Leg of HS2 and the East Coast Main Line forming the primary route for serving Scotland, not least because it would link the financial centres of Leeds and Edinburgh and the conurbations of the North East – also a key objective of Transport for the North. For further information on HS2 East, please visit: <http://www.hs2east.co.uk/>

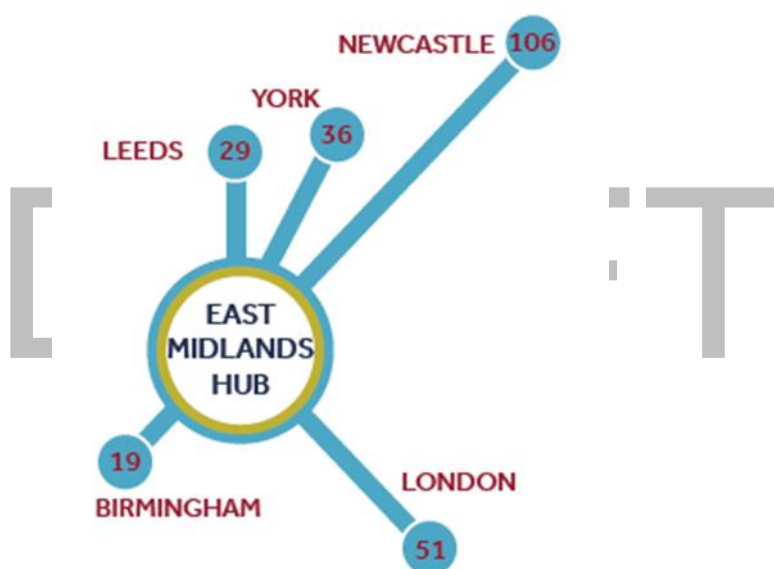
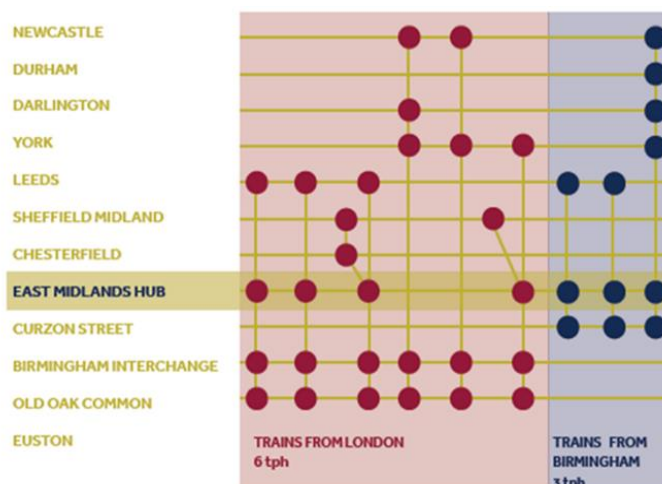
The scale of growth proposed in Chesterfield as described in Section Two makes a compelling case for both Sheffield trains stopping at Chesterfield Station rather than just one per hour.

Classic Compatible Services

It is clear that although the Eastern Leg of HS2 will be designed to accommodate up to 18 trains per hour (in line with the rest of the network), the current service pattern only currently envisages nine. There is therefore scope to run additional services on at least part of the Eastern Leg. Working with both Midlands Connect and Transport for the North we believe there is a business case for two additional ‘classic compatible’ trains per hour linking Leicester and Leeds/Manchester, which would transform rail connectivity between the East Midlands and the Northern Powerhouse.

For this to be deliverable, there would need to be a ‘classic compatible’ connection between HS2 and an electrified Midland Main Line at or around the Hub Station. HS2 Ltd have developed an indicative design for how this could be delivered. Although further work will be required, we believe we have sufficient economic evidence now for the Secretary of State to make at least ‘passive provision’ for such a link in the scope of the Phase 2b Hybrid Bill.

Proposed HS2 Service Pattern for the Eastern Leg



Classic Services

In addition to the two 'classic compatible' services, working through Midlands Connect we have identified an additional 11 'classic services' that could serve the Hub Station. These would be a mixture of 'shuttle services', fast and semi-fast services and stopping services. In total, this would mean the Hub Station would be served by 20 trains per hour in both directions – an outstanding level of connectivity

HS2 Hub Station Indicative Train Service Specification (ITSS)

The service specification for the Hub Station is consistent with the wider Midlands Connect ITSS which supports the Midlands Connect Strategy published in March 2017.

The Maid Marian Line

In addition, we believe there is the potential to develop a new service linking the East Midlands Hub Station at Toton with Mansfield /Ashfield via the adaption on an existing freight line, known as the Maid Marian Line. This direct link would facilitate greater connectivity for residents and businesses to HS2 services supporting economic regeneration in the towns and contributing to the wider Nottinghamshire growth story. We are working with Network Rail to understand any implications for the wider Midlands Connect ITSS.

Capacity at Trent Junctions

A key constraint to the delivery of the Midlands Connect ITSS is the capacity of Trent Junctions south of Nottingham. We understand that HS2 Ltd will need to make some improvements to Trent Junctions to accommodate the HS2 Core proposition - although these on their own will not be sufficient to accommodate the Midlands Connect ITSS. There is a clear operational case for avoiding multiple engineering works on this congested section of railway infrastructure – with a single enhancement scheme being the clearly favoured option. Based on our initial work with Network Rail, we believe there is a sufficient economic case now for the Secretary of State to make at least ‘passive provision’ for an enhanced scheme in the scope of the Phase 2b Hybrid Bill.

HS2 Services	
London - Leeds	Birmingham - Leeds
London - Leeds	Birmingham - Newcastle
London - Chesterfield - Sheffield - Leeds	
Birmingham - Leeds	London - Sheffield - York
Classic Compatible Services	
Leicester - Leeds	Leicester - Manchester
Shuttle Services	
Nottingham - EM Hub	Derby - EM Hub
Fast and Semi-fast Services	
Leicester - Crewe	Crewe - EM Hub
London - Manchester	Crewe - EM Hub

Stopping Services	
Leicester - Lincoln	Nottingham - Leeds
Leicester - Nottingham Leicester - Derby	
Norwich - Liverpool	Newark Castle - Matlock

3.4 Mass Transit Extensions

The success of the Nottingham Express Transit (NET) has demonstrated the potential of mass transit to reduce congestion, increase transport choice and connect people to jobs and services. It will therefore be a key element of the connectivity strategy for maximising the economic benefits of the HS2 Hub Station. Given the technical challenges and the scale of investment required we recognise the importance of taking a phased approach to delivery.

Extending NET to the Hub Station

The first phase would be to extend the tram from the park and ride site at Toton Lane to the Hub Station – a distance of around one mile. This will connect the Hub Station to key locations such as the Queens Medical Centre, the University campus and the Enterprise Zone, and complement the heavy rail service to Nottingham City Centre. This link will need to be in place when the Hub Station becomes operational to serve the Nottingham Enterprise Zone sites and to establish the principle tram access in the public's mind.

Extending Connectivity over the Hub Station

Our work has highlighted a number of options for extending connectivity to the west of the Hub Station towards Derby and East Midlands Airport which would have significant economic benefits. These could be delivered by bus rapid transit (BRT), tram-train as well as by NET extensions. Further work will be required to determine the optimum routes and modes. These options would require a link over the Hub Station (similar to the arrangement at Nottingham Station), which would be costly to retro-fit. We have therefore included a public transport overbridge into our proposals for the Hub Station. At this stage, it is unlikely that this on its own will require provision for further land take in the Phase 2b Hybrid Bill, however it may impact on the required Environmental Impact Statement.

Options to Derby

There are two main options for connecting Derby. The first would follow the route of the A52. This would be fast – but not as fast as the classic rail service from Derby Station. It would be direct, but serve a limited population catchment. The relatively high cost of developing this as a tram route would appear to make it unviable - although it could have potential as a route for a lower cost form of BRT.

The second option would run to the south of the A52 and link the Hub Station with Long Eaton, and

then on to Breaston, Borrowash, Spondon, Pride Park and Derby Station. It would be slower, but serve a much larger population catchment. It would be cheaper to develop as a tram route, but could impact on the proposed canal restoration project. It could be developed in phases, the first comprising a NET extension to a park and ride site west of the M1.

Options to East Midlands Airport and the East Midlands Gateway Rail Freight Interchange

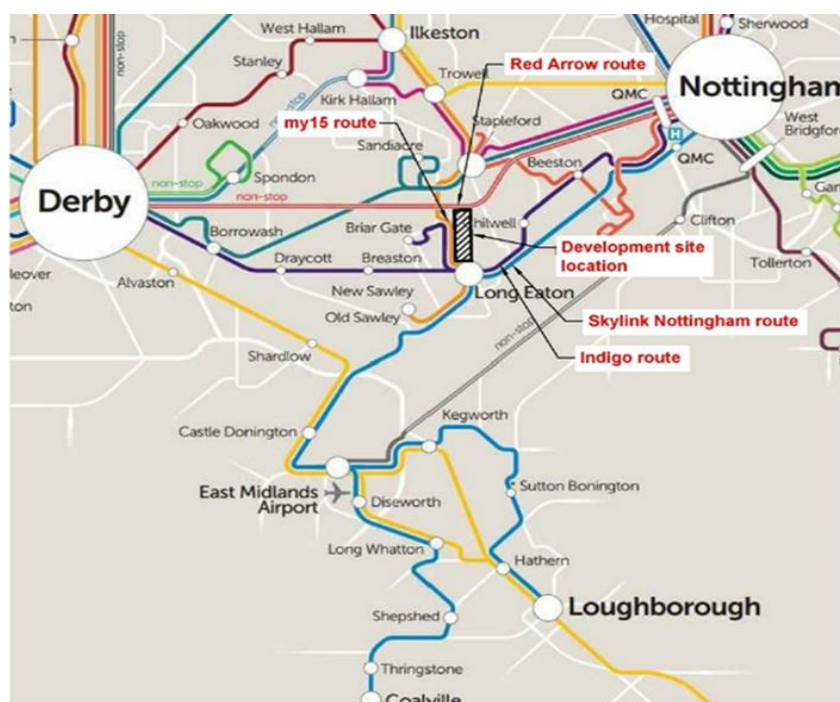
There are a number of potential routes to the airport. Following the rail corridor south from the Hub Station before heading west is likely to be the quickest and would limit environmental impacts on Long Eaton town centre. It also has potential for a tram-train solution should this become a viable technology in the UK. The scale of employment growth proposed at East Midlands Gateway, the potential for a 'Free Trade Zone' around the airport, as well as the projected growth in air passenger numbers means such a link could have significant economic benefits.

3.5 Bus & Taxi

Bus travel will continue to be the backbone of the local public transport for many people. There is already a comprehensive network of bus routes and services across the sub-region which could be developed to serve the Hub Station from a wide range of locations.

The key challenge for operators from a commercial perspective will be to ensure that the Hub Station does not become a 'terminus' destination. Buses (and taxis) must therefore be able to pass through the Hub Station to also serve surrounding communities across the wider sub-region. Our proposed configuration of local road links between the Hub Station and Long Eaton, Stapleford, Sandiacre and Toton, as well as access from the A52, would enable a commercially viable network of bus services to be established.

For Chesterfield, a new road link into the south of the station complex for buses and taxis will provide a through route that will integrate the existing station into local public transport networks more effectively



Options for bus services serving the Hub Station

3.6 Cycling & Walking

Every rail passenger is a pedestrian at the point of boarding a train. Making the Hub Station and the immediate surrounding environment pedestrian friendly will make travel by train more attractive and help to drive patronage.

It is also important that local people in surrounding communities have safe and attractive routes for walking and cycling – not just to the Hub Station but also to and within the proposed Innovation Village. Cycling and walking are likely to become more attractive options to future generations as public attitudes to travel continue to change. This trend has been reflected in the core design principles we have established that will underpin future development on the Hub Station site.

For Chesterfield, we have set out proposals known as 'Platform 4' for enhancing pedestrian and public transport accessibility between the Station and the town centre over the A61 dual carriage way.



Proposed pedestrian to and across the Hub Station development site.

3.7 Park & Ride

A well-coordinated and managed park & ride strategy can help to reduce the impacts of congestion and provide viable transport choices for local communities.

There are opportunities to develop park and ride facilities serving the Hub Station in tandem with a phased roll out of an extended mass transit system. The existing park & ride site at Toton Lane (1,300 spaces) linked to the tram will be retained, albeit in modified form. In addition to a multi-storey car park at the Hub Station itself (1,300 spaces proposed), there is an opportunity to develop an additional

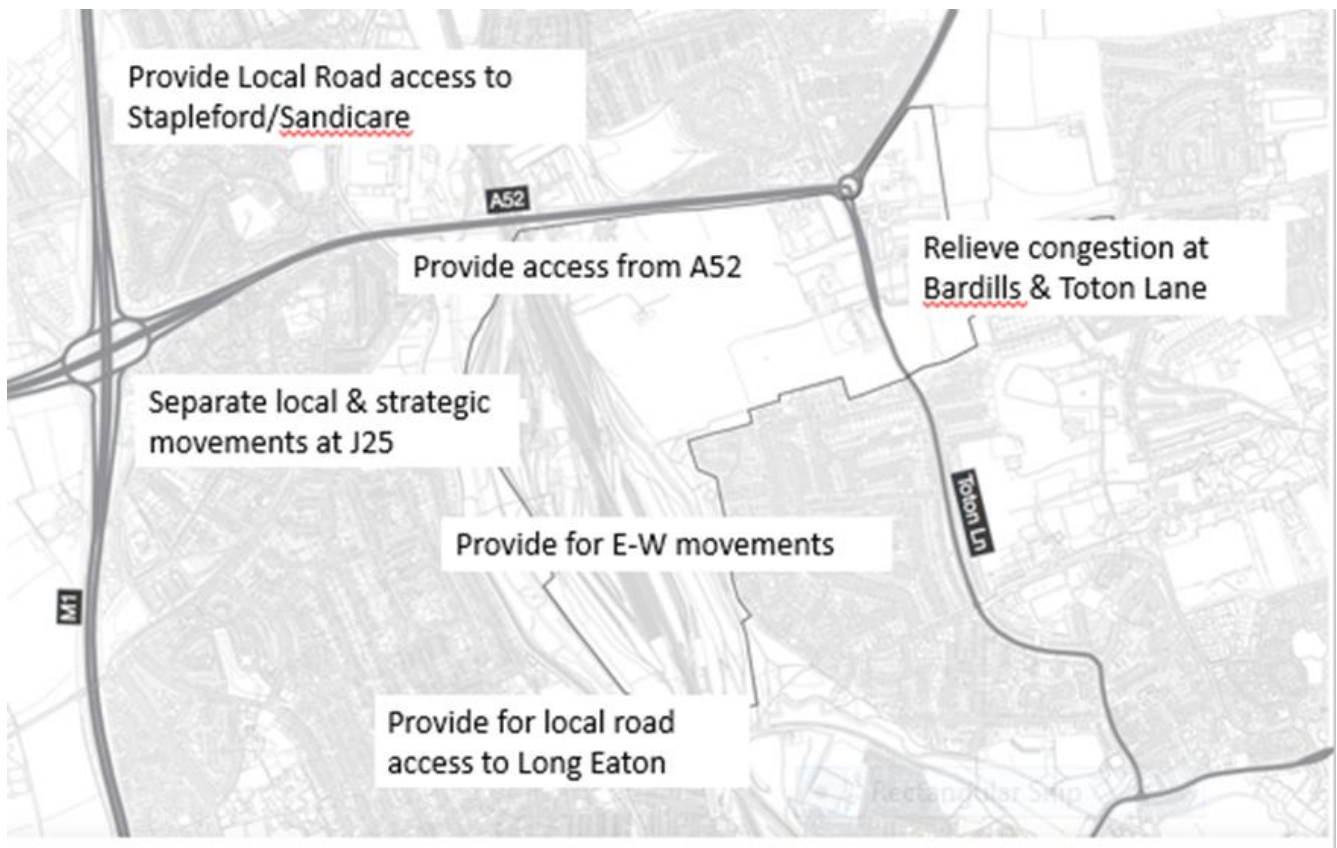
parking facility of a similar size west of M1 Junction 25 linked to a first phase extension of the tram over the Hub Station.

This would give a third car park option and the ability to manage travel demand to the Hub Station site in a more flexible manner - as well as an ability to reduce pressure on M1 Junction 25.

On the Derby side of the A52, there are options for park and ride sites on east side of Derby as part of a mass transit system linking Pride Park and Derby Station to the City Centre, which could ultimately connect to the Hub Station.

3.8 Strategic & Local Road Access

Despite the focus on public transport, cycling and walking, access by private car will still be important, and a 1,300 space multi-storey car park is proposed at the Hub Station. However this will require a highway solution that must also address a number of existing challenges.



Access from the A52 and M1

Access from the strategic road network into the Hub Station Site will be critical. Our technical work has suggested that a single access from the A52 into the site for all movements is unlikely to be deliverable. Whilst an engineering solution could be developed, it would be very expensive, environmentally damaging and take up valuable land that could be better used for economic development purposes.

As a result, a phased approach is proposed comprising the following key moves:

1. A new 'at grade' junction on the A52 east of the Bardills Roundabout linked to a new Toton Lane, which would provide access from Nottingham to the east of the Hub Station site and support the early phases of development of the 'Innovation Village';
2. A new 'off set' junction on the A52 to the west of the M1 which would remove local movements from M1 Junction 25 and provide a more direct route under the motorway into Long Eaton;
3. A new 'grade separated' junction on the A52 to the north of the Hub Station to provide access from Derby and the M1 – which has the potential to make use of the construction access required by HS2 Ltd to build the Hub Station;

Concept A52 Access Strategy

Work in Progress: Not to Scale



Our technical work suggests there is scope to deliver key moves 1) and 2) in advance of the Hub Station opening. The scale of existing problems and likely future traffic growth on the A52 corridor suggests that there is already a strong case for Highways England working with Midlands Connect and local partners to make a proposal for major scheme funding in RIS 2 – which would also contribute to a comprehensive connectivity strategy for the Hub Station.

A direct link to the Hub Station from the north through 3) will be linked to the construction of the station itself by HS2 Ltd and may be able to make use of any temporary construction access required by HS2 Ltd.

Finally there is the potential to establish a Park & Ride site west of the M1 linked to a tram extension and the proposed 'off-set' junction on the A52. This would provide a further car parking option for the Hub Station and help to manage movements through M1 Junction 25.

Local Road Access

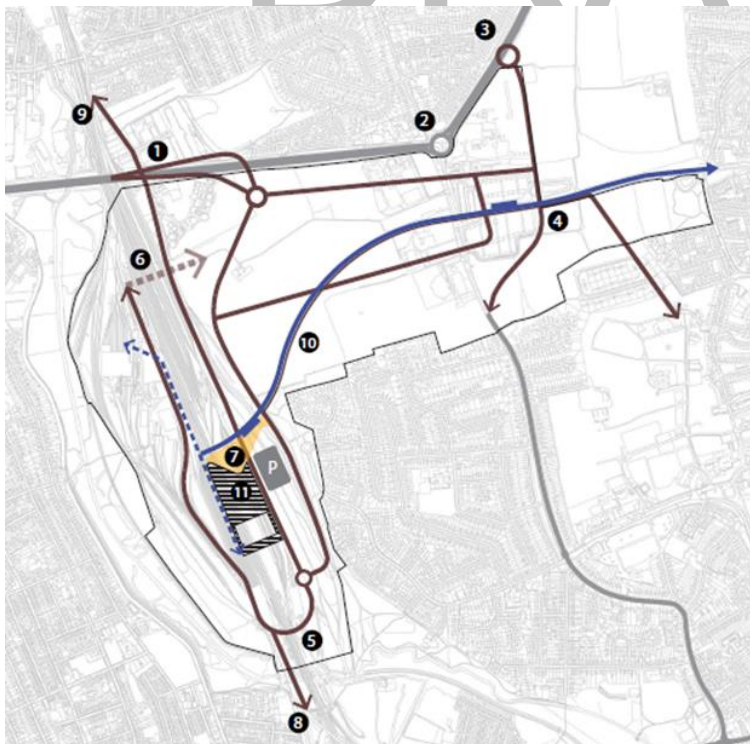
As described above, local road access to the Hub Station from Long Eaton, Stapleford, Sandiacre and Toton will be important to secure commercially viable bus and coach services and taxis – as well as safe cycle routes. We have developed a proposal for local access that can be integrated into the design of the Hub Station and which will complement the proposed strategic links. Key to this will be the development of a local road link running under the HS2 and classic rail tracks to the south of the Hub Station.

3.9 Next Steps

We are clear that whilst all the individual elements of our connectivity strategy will have positive outcomes, the real benefits will only be achieved by taking an integrated approach to scheme development and delivery.

We will therefore develop our proposals further through a project joint funded by Midlands Connect, East Midlands partners, HS2 Ltd and Highways England known as the East Midlands Gateways Connectivity Plan. Phase 1 will use transport modelling to optimise the package of interventions and develop business cases for individual schemes capable of securing capital investment. Phase 2 will examine connectivity issues over a wider strategic area including the long term future of the M1.

Further detail on delivery is contained in Section 4.



1. New A52 access
2. Remodelled Bardills roundabout
3. New Bardills roundabout
4. New Toton Lane
5. HS2 underpass
6. HS2 overpass
7. Pedestrian / NET link / Bus Interchange & Station Car Park
8. Local link to Long Eaton
9. Local link to Sandiacre
10. NET extension & option to extend to EMA / Derby
11. Station Concourse

Section 4 - Delivery

Summary

We have undertaken a number of technical studies to understand the costs and benefits of various scales and rates of development to inform the development of an initial outlines business case for our proposals consistent with Treasury requirements, which is set out in a separate document. This work will evolve and become more granular as our growth proposition mature.

There is potential for significant employment and housing development across the East Midlands Hub and Derbyshire Growth Zones. This will make a significant contribution to the Government's rebalancing agenda and provide an impetus for growth across the wider East Midlands where there is potential to deliver an additional 74,000 jobs and £4 billion of GVA above trend.

We have set out the key moves necessary to deliver our proposals for people, place and connectivity and highlighted the immediate measures necessary to safeguard future opportunities. Detailed proposals are set out in appendix 1.

We are keen to work with Government to develop propositions for powerful locally led development bodies that can deliver our ambitions for the Hub Station and Northern Derbyshire Growth Zones and contribute to the wider East Midlands vision for HS2.

4.1 Developing an Investible Proposition

Realising our vision for growth will require a combination of strong leadership and clear decision making. To inform this we have undertaken a comprehensive programme of technical work to inform our thinking and provide the evidence base for this Growth Strategy, including:

- Comprehensive non-statutory development frameworks covering the East Midlands Hub and Northern Derbyshire Growth Zone;
- A number of concept studies to assess the options for key infrastructure moves, including relocation of the existing rail depots at Toton, strategic highway access and mass transit extensions;
- A Development Infrastructure Funding (DIF) Study to understand the costs and benefits of different scales and rates of development; and
- A funding and delivery mechanisms study to identify options for forward funding of key infrastructure and delivery vehicles.

This information has been used to construct an initial outline 'business case' document for our proposals consistent with the Treasury's 'Green Book' guidance and will provide the basis for an ongoing dialogue with Government and HS2 Ltd. This work will evolve and become more granular over time as our growth proposition matures.

Some of the major infrastructure investments will be subject to a separate business case through other

established Government programmes such as the Roads Investment Strategy (RIS). This still requires a high-level case to be made through the Growth Strategy, as well as effective co-ordination of planning, funding and delivery with other Growth Strategy interventions.

4.2 Key Moves

The work we have undertaken to date has identified a series of key moves that will be required to implement the Growth Strategy, including a number of immediate actions which will be necessary to safeguard future opportunities. Further detail on these and the necessary enabling measures by Government and its delivery bodies is set out in Appendix 1.

People

Our immediate priorities can be delivered largely within existing resources with strong local leadership from the LEPs and the East Midlands Chamber of Commerce and comprise:

- Establishing a **co-ordinated approach to business support** that will help local SMEs benefit from HS2 related contract and supply chain opportunities;
- Establishing a **‘rail industry innovation group’** through Rail Forum East Midlands; and
- Developing a **comprehensive HS2 awareness campaign** aimed at raising the ambition of people and businesses to make the most of HS2.

Over the longer term, we would expect mainstream Government funding for skills and business support activity to be refocussed around our priorities and complement the strategic approach to skills envisaged by the Midlands Engine.

Place

For the **East Midlands Hub Growth Zone** there are a number of planning, land assembly, remediation and infrastructure issues that will need to be addressed to enable our vision of a ‘network of garden villages’ to be delivered in full. In the immediate short term, it will be vital to ensure that existing planning consent for the Lime Rise development close to the Hub Station can contribute positively to the delivery of our growth vision.

In addition, there is a need for further work with the relevant organisations on options for relocating of the rail siding and depot activity, and the electricity sub-station to locations outside of the Hub Station site, and on the expansion and relocation of existing school provision to a better location within the site.

Elsewhere, we are keen to take forward further work with the Ministry of Defence and the Homes and Communities Agency to ensure that the re-development of the Chetwynd Barracks can actively contribute to our vision for a ‘network of garden villages’.

In the **Northern Derbyshire Growth Zone** the key priority in Chesterfield will be the delivery of proposals to transform pedestrian and public transport connectivity between the rail station and the town. For Staveley, the early priorities will be to confirm the depot site as a construction base for HS2 and to secure the first phases of the Chesterfield and Staveley Regeneration Route, including the

provision of improved public transport and pedestrian links necessary to deliver the wider Staveley masterplan.

Connectivity

Our immediate priority is to safeguard the potential to secure **a classic compatible link** at the Hub Station and for **enhanced capacity at Trent Junctions** capable of delivering the Midlands Connect ITSS. These will require the scope of the Phase 2b Hybrid Bill, which is due to be considered by Ministers in the autumn of 2017, to include provision for the necessary land take.

The **public transport overbridge** and **local road connections** proposed for the Hub Station will impact on the Hybrid Bill and, the associated Environmental Impact Statement, and will need to be incorporated into the emerging Hub Station design commissioned by HS2 Ltd.

We will need to confirm support from Highways England and HS2 Ltd to take forward the first phase of the **East Midlands Gateways Connectivity Plan** with Midlands Connect. This work will optimise the package of interventions proposed to serve the Hub Station and develop business cases for individual schemes capable of securing capital investment. However we believe we have a sufficient case now for Highways England to identify funding in RIS2 to develop a **major scheme on the A52/M1 J25** that address existing congestion issues and contributes to the wider solution for accessing the Hub Station.

4.3 Proposals for Delivery Bodies

The geographic and political context for the area around the Hub Station is complex, spanning a number of local planning authorities, local transport authorities and local enterprise partnerships. Our work to date has highlighted a range of potential delivery and funding mechanisms that would help to enable development, in particular options for Tax Increment Financing (Tif). But these will require a strategic approach to investment over a number of administrative areas to be effective.

There is a local appetite to establish **a powerful delivery body** that could work at a scale to drive forward our growth vision for a network of garden villages. There are a range of options, including the potential for the kind of 'locally-led development corporation' envisaged by the Neighbourhood Planning Act 2017.

We would like to work with Government over the coming months to develop a proposition for a delivery body for the Hub Station Growth Zone that could begin to operate in 'shadow form' with initial seed-corn funding from 2018 onwards.

For the Chesterfield and Staveley, the geography is less complex with the key moves all within the administrative area of Chesterfield Borough Council. Here a **local development company** solution may be more appropriate, which can also contribute to the delivery of the wider Derbyshire growth story.

It will be important to ensure that development in both Growth Zones continues to contribute to the wider East Midlands vision for HS2 under the auspices of the East Midlands HS2 Strategic Board.

4.4 Mitigation

Whilst the HS2 has the potential to bring great benefits to the East Midlands, the scale of the new infrastructure involved will also result in some negative impacts – particularly in the short term. Although the line of route has been designed to minimise impact on environmental assets, challenges remain in a number of locations in Derbyshire, Leicestershire and Nottinghamshire.

Similarly, where the line passes through urban areas, for example Long Eaton, some existing businesses will have to re-locate to alternative premises. Whilst the Government has put in place a compensation scheme to deal to assist those directly affected, councils are keen to ensure the jobs and investment are retained in the local area wherever possible.

The East Midlands HS2 Strategic Board has established a ‘mitigation sub-group’ to work with DfT and HS2 Ltd to help develop detailed designs for key structures that will minimise and mitigate the environmental impacts of the line, and look to ensure that existing businesses can continue to thrive. As work starts on the development of the Phase 2b Hybrid Bill, it will be important to ensure that councils are able to inform the detail of the Government’s proposals on both an individual and collective basis.

4.5 Phasing of Delivery

This growth strategy demonstrated the scale, complexity and interdependencies between programmes involving a range of partner agencies. Many of these programmes involve major schemes that take many years to develop and deliver. Although HS2 Phase 2b is not due to become fully operational until 2033, the lead in times are such that key decisions on what might be included within the Hybrid Bill and accompanying Environment Statement will actually be taken during the coming months. With appropriate funding and collaboration a number of key moves can be implemented in the short term.

Although the development may reach maturity in 2043, by the time HS2 opens there will in fact already be a new place (the ‘Innovation Village’) emerging around the station to welcome the first passengers. For this to be achieved, the delivery partners will need to build momentum over the next 12 months and it is recognised this will require dedicated resource and governance.

2017-2022	Hybrid bill development, business case development (RIS2/CP6), land strategy and delivery body; early phases of development
2022-2027	Early infrastructure development and key moves (e.g. depot relocation), next phases of development
2027- 2033	HS2 construction & completion/testing
2033	HS2 becomes fully operational – local economic development builds momentum
2033-43	Development to maturity

The evidence base underpinning the growth strategy provides a clear indication of the growth potential and promotes a range of key infrastructure concepts and moves. However, in order to take these forward and in particular promote some of them for possible inclusion in the Hybrid Bill, the partners are clear that more detailed studies and analysis will be required and these will need to be developed in tandem with the work being undertaken for the railway.

This highlights the need to establish a dedicated team and for further resources to commission and manage the work programme for the East Midlands HS2 Strategic Board.

DRAFT

Appendix I: Enabling Measures by Government and its Delivery Bodies

1	<p>High level Ministerial endorsement of the East Midlands HS2 Growth Strategy, including through:</p> <ul style="list-style-type: none"> • Funding the establishment of a 'shadow delivery body' to start implementing the Growth Strategy locally and to establish a viable mechanism for capturing a proportion of development value necessary for infrastructure delivery.; and • Promotion by Government and its delivery bodies of key development opportunities set out in the Growth Strategy to national and international investors consistent with the Midlands Engine initiative.
2	<p>Support from DCLG for the concept of a '<i>Network of Garden Villages</i>' around the Hub Station by:</p> <ul style="list-style-type: none"> • Empowering the HCA to establish a strategic land strategy that will facilitate enabling infrastructure and subsequently to bring forward early phases of development; and; • Using of other funding including the current Housing Infrastructure Fund (HIF) to help bring forward early phase infrastructure.
3	<p>Support from DfT and its delivery bodies for the implementation of early connectivity priorities related to the Hub Station, through</p> <p>Ensuring Highways England and HS2 Ltd contribute gap funding towards the East Midlands Gateway Connectivity Plan Phase 1 Study;</p> <ul style="list-style-type: none"> • Funding the delivery phases 1a/b of the A52 Access Strategy to enable the initial phases of the Toton 'Innovation Village' to commence before 2022; and • Identifying funding in the next Road Investment Strategy (RIS2) to develop a major scheme to address capacity at M1 Junction 25 and access the Hub Station from the A52 (phases 2 &3 of the A52 Access Strategy) – also making the necessary provisions within the Phase 2b Hybrid Bill & Environmental Statement.
4	<p>DfT/HS2 Ltd to ensure that the Phase 2b Hybrid Bill and accompanying Environmental Statement make provision at and around the Hub Station for:</p> <ul style="list-style-type: none"> • Capacity improvements to classic rail connectivity to the south and north of Toton HS2 station, including Trent Junctions; optimising the integration of classic and HSR services and including a 'classic compatible link' to transform connectivity between Leicester and the north of England. • An integrated station design including moving the station concourse north to better connect with tram and Public Transport interchange with an integrated deck connecting east/west over the HS2 trace to better integrate the Toton station into the heart of the new place – the Toton Innovation Village. This would include provision of a second transfer deck to the south of the main concourse to provide improve capacity and interchange between services. • Fully integrated public transport interchange and walking routes connecting surrounding communities to promote sustainable travel, reduce the need for car parking and

	<p>thereby, make best use of land and local assets including the tram as means of linking Park & Ride facilities with the station.</p> <ul style="list-style-type: none"> • North/ South connectivity through the site to connect Long Eaton and Stapleford and to enable local communities to access the station by all modes. • A clear car parking strategy with a decked car park at the station (premium) complemented by NET based Park and Ride. • Provision for 3 bridges as follows: <ul style="list-style-type: none"> - Integrated with concourse deck to create east/west route for tram and sustainable transport links between east and west development areas and to Long Eaton, airport and Derby; - Multi-modal bridge south of A52 to enable resilience in the local network connections to the western development area; and - Pedestrian bridge at mid-point between the above to connect new communities. • Provision for an underpass under the Network Rail and HS2 lines to the south of the concourse to enable links between Stapleford, Long Eaton and the station by various modes and in particular Public Transport but as a secondary primary access connecting east and west development areas within the Innovation Village.
5	Separately to ensure the Phase 2b Hybrid Bill and accompanying Environmental Statement make specific provision to deliver the NET tram extension from the existing Toton Park & Ride to the Hs2 Station consistent with the provisions set out above.
6	DfT/HS2 Ltd to designate Staveley as a major construction hub/railhead for the construction of Phase 2b in addition to the establishment of the Infrastructure Maintenance Depot.
7	Government to make a contribution towards the delivery of the Chesterfield/Staveley Regeneration Route to unlock early development and growth in the corridor.
8	Further financial and technical support from Network Rail, HS2 Ltd and HS2 Growth Partnership to work collaboratively on the relocation of the DBS Depot and Network Rail Sidings to enable development, growth and transport connections through the Hub Station area.
9	DfT/HS2 Ltd to amend the HS2 Indicative Train Service Specification (ITSS) to ensure that both Sheffield HS2 classic compatible services stop at Chesterfield.
10	Commitment from DfT/HS2 Ltd to at least partially open of the Hub Station at Toton by 2030 rather than 2033, to generate additional passenger revenue and accelerate the delivery of the Toton Innovation Village.

REPORT OF THE LEADER OF THE COUNCIL**HOUSING INFRASTRUCTURE FUND – PROPOSED BIDS****Purpose of the Report**

1. To brief Members on the Government's Housing Infrastructure Fund and to seek delegated authority for the Corporate Director Place in consultation with the Leader and the Service Director Finance, Procurement & Improvement to submit expressions of interest in the fund on behalf of Nottinghamshire County Council.

Information and Advice

2. The Housing Infrastructure Fund (HIF) is a government capital grant programme of up to £2.3 billion to support physical infrastructure to deliver more land for housing. The fund has two types of funding :
 - a. Marginal Viability Funding – to support infrastructure for marginal viability schemes (to support the final or missing piece of infrastructure funding). Bids can be made by single and lower tier authorities for up to £10m.
 - b. Forward Funding - to support a small number of strategic and high impact infrastructure schemes, funding can also be used for pump priming to allow further investment. Bids up to £250m can be made.
3. The funding is available over four years from 2017/18 to 2020/21. All funding must be committed by March 2021. Higher levels of funding may be available for exceptional bids. The split between the two funding streams will depend on the bids received but it is anticipated that the majority of the funding will go to Forward Funding proposals. Not all of the funding may be allocated so there could be other funding rounds with revised criteria. Authorities can submit multiple bids which will need to be ranked in order of priority. Joint working across authorities and with the Local Enterprise Partnership (LEP) is encouraged and joint bids are welcomed.
4. Proposals must take a strategic approach with strong local leadership and joint working to achieve higher levels of housing growth in local areas. They must require grant funding to deliver physical infrastructure and provide strong evidence that the infrastructure is necessary to unlock new homes and cannot be funded through another route. Bids must also demonstrate value for money. On the basis of an economic appraisal following the Green Book.

5. Business cases for the Marginal Viability Funding are invited by the 28 September. The two stages process for Forward Funding involves the submission of expressions of interest by 28 September and if successful, the submission of full business cases in Spring 2018.

Growth and development in Nottinghamshire

6. We have strong ambitions for growth and development across Nottinghamshire. Working in partnership with our District partners and the development industry will be key to achieving our ambitions set out in the Council Plan, Your Nottinghamshire, Your Future. We already have a track record in bringing forward development, and the Housing Infrastructure Fund is an opportunity to obtain funding from central government to support the growth of communities across Nottinghamshire and to provide much needed new homes.
7. Discussions have been taking place with neighbouring authorities, the LEP and the Homes and Communities Agency (HCA) about the submission of joint bids to this fund. This report sets out the proposed bids and priorities for HIF applications supported by Nottinghamshire County Council.
8. The emerging HS2 Growth Strategy sets out an ambitious vision of a network of garden villages with Toton and the East Midlands Hub Station at its centre. The level of infrastructure required to bring that vision to life in a way that meets the needs and aspirations of existing and new communities is significant. The HIF provides an opportunity to access significant funding from Government to deliver our ambition.
9. Work is currently underway on the preparation of a joint bid focussed on HS2 and garden villages which involves upper and lower tier authorities across Nottinghamshire and Derbyshire. There has been widespread support from key stakeholders, including the D2N2 LEP for a joint bid, with Nottinghamshire leading and coordinating the application. This is the Nottinghamshire priority for HIF Forward Funding.
10. Our ambition for growth is not limited to the Toton and HS2 sites. We also have emerging propositions for growth corridors that run across the County. These are in development and will be addressed through the emerging Place Plan. However, the launch of the Forward Fund has provided an opportunity to start dialogue across the local partnership and with the HCA about our growth corridors with a view to bidding for funds in the future.
11. In addition to the Forward Fund expression of interest, we are working in support of our District and Borough partners with applications for Marginal Viability Funding. A number of potential applications for the funding are in development, these include, although are not restricted to:
 - a. Top Wighay, Gedling
 - b. Land South, Newark
 - c. Rolleston Drive, Gedling
12. The Government's time frame for the submission of EOIs and applications is very challenging and does not give opportunities for fully worked up bids to be considered by Members before submission. It is proposed that delegated authority be given to the Corporate Director Place in consultation with the Leader and the Service Director Finance Procurement & Improvement to agree the final version of a submission to government of a Housing Investment Fund bid for the above sites.

Other Options Considered

13. For the authority not to make any submissions to Housing Infrastructure Fund, this would mean that an opportunity to obtain additional government funding for Nottinghamshire Communities would be lost.

Reason/s for Recommendation/s

14. To obtain appropriate approvals for any bids the Authority may wish to make to the Housing Investment Fund.

Statutory and Policy Implications

15. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

16. The HIF provides an opportunity to secure funding to bring forward infrastructure projects freeing up other monies to be recycled. The financial implications of any proposals to be put forward will be considered as part of the development of any submission.

RECOMMENDATION/S

- 1) That delegated authority be given to the Corporate Director Place in consultation with the Leader and the Service Director Finance Procurement & Improvement to agree the final version of submissions to the Housing Investment Fund.

COUNCILLOR MRS KAY CUTTS MBE
Leader of the Council

For any enquiries about this report please contact: Adrian Smith

Constitutional Comments (RHC 23/08/2017)

17. Policy Committee is the appropriate body to consider the contents of this report.

Financial Comments (RWK 24/08/2017)

18. The financial implications are set out in paragraph 16.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- 'None'

Electoral Division(s) and Member(s) Affected

- 'All'

REPORT OF THE CORPORATE DIRECTOR – PLACE

PLACE DEPARTMENT STRUCTURE

Purpose of the Report

1. To seek Committee approval to a revised structure for the Place Department so that capacity and resources can be realigned to deliver the Council's ambitions for place, economic growth and prosperity.

Background and context

2. The Council Plan sets out a clear and ambitious vision of a future Nottinghamshire. Where Nottinghamshire is a great place to raise a family, to grow your future, to start your business and to enjoy later life. The Place Department sits at the heart of delivering economic growth, prosperity and many of the commitments in the Council Plan.
3. On the 21 June 2017 Policy Committee approved a new senior management structure. The structure introduced two new Service Director Roles for 'Investment and Growth' and 'Communities and Place' and a number of changes at the Group Manager tier.
4. A formal consultation with staff and trade unions was launched on 22 June 2017 and closed on 21 July 2017. The consultation asked for feedback on the portfolios and roles of Group Managers in order to identify the best fit for operational teams in the new structure. This report seeks approval to the final structure and changes resulting from feedback received during the consultation.

Consultation Feedback

5. In total, 42 written responses were received to the consultation, many of which considered the proposals in great depth. A response was prepared and made available to all staff which summarised the responses into nine themes which were:-
 - Increasing capacity and coordination of growth activities, including liaison with developers, businesses and with partners on major projects
 - Ensuring functions (specifically Highways and Property) remain joined up and coherent where reporting lines are being changed
 - Ensuring functions (including Community Safety and Trading Standards) remain joined up with other parts of the Council where reporting lines are being changed

- Clarity of accountability and responsibility for relationships, including clienting, with partners and providers
- Line management of the Voluntary and Community Sector Team
- Line management of the Cultural Commissioning team
- Line management of the Property Compliance team
- Co-location of teams currently housed in offices across the County
- Scale and scope of the Group Manager roles, and the scope of responsibilities between the 2 Divisions

6. A copy of the response to the consultation can be found in appendix A.

New Structure

7. A copy of the Place proposed new structure can be found in appendix B. Each of the two Service Directors will be supported by a tier of Group Managers as set out in Appendix A. Group Managers will be key to ensuring the successful delivery of both the operational and universal place services, and achieving our new growth ambitions. To ensure costs remain within the current resource envelope, there is no proposed increase or decrease in the number of Group Managers, but the current Group Manager roles have been reviewed following the outcome of the consultation.
8. It was recognised during the consultation the need for a 'Culture and Communities Group' that brings together functions within the Place and Communities Division who play a key role in achieving the outcomes of a new strategy which is currently under development for 'Supporting Communities'. Interim arrangements have been put in place for two teams which may form this new group, these are the Cultural Services & Commissioning and Community & Voluntary Sector Teams. The new group will be established within the current cost envelope and the appropriate location for this group will be identified within the existing management capacity. The Service Director Place and Communities will be responsible for ensuring this takes place.
9. The Property Compliance Team have temporarily been located alongside other compliance and safety related functions within the Emergency Planning Group. This is an interim measure pending a wider organisational review of learning from national events such as Grenfell Fire and health and safety. Following that review, it is proposed to consider any further changes required to ensure we manage risk and compliance in relation to our services and properties.

Regeneration Programme Managers

10. Four new Regeneration Programme Manager posts are proposed within the 'Investment and Growth Division'. The posts are required to drive the growth and prosperity agenda and will hold the primary relationship with the Midlands Engine, HS2 and other strategic growth and investment programmes such as the development of new business parks across the County. These posts are additions to the establishment and will be funded from a range of sources, including using government funds where possible such as in the delivery of HS2.

Implementation

11. It is proposed that where possible the new structure will go live on 1st October. In order to ensure the highest level of service continuity, transitional management arrangements and a transition plan will be put in place as required. Transitional arrangements are paying particular attention to managing risk, health and safety, partnership relationships and customer service.

Reasons for Recommendations

12. To align place-based functions within one locus of control and ensure sufficient capacity to deliver the growth and prosperity ambitions of the County Council and to meet the drivers for change outlined above.

Statutory and Policy Implications

13. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATIONS:

It is recommended that:

1. Policy Committee agree the structure as set out in Appendix B with effect from 1st October 2017.

Adrian Smith
Corporate Director - Place

For any enquiries about this report please contact:

Constitutional Comments – SLB 25/08/2017

14. Policy Committee is the appropriate body to consider the content of this report. The Council's Employment Procedure Rules state that all reports regarding changes to staffing structures must include HR advice, and that consultation must be undertaken with the recognised trade unions.

Financial Comments [RWK 04/09/2017]

15. The costs of the proposed structure will be met from within the existing revenue budget allocation for the Place Department

Human Resources Comments – JP 01/09/2017

16. Full consultation has taken place with employees and the recognised trade unions. The county councils enabling process and relevant HR procedures will be used in making appointments to the new structure.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Previous published reports to Policy Committee dated July 2015 – Review of Senior Management Structure.

Place Department Restructure – Policy Committee 21 June 2017

Electoral Division(s) and Member(s) Affected

- All

Appendix A – Consultation Response

Theme	Response
Increasing capacity and coordination of growth activities, including liaison with developers, businesses and with partners on major projects.	<p>Additional capacity – 4 Regeneration Programme Manager posts to be created on the establishment to report to Group Manager Growth & Development. These posts will provide additional capacity and capability to deliver the Place Plan and County Council growth ambitions, including major projects and developments.</p> <p>It is also agreed to recruit to vacancies in Growth & Economic Development team to reflect the functions below and ensure sufficient capacity to deliver.</p> <p>Function of Growth & Economic Development team</p> <ul style="list-style-type: none">- To lead on policy and programme development and the commissioning of economic development, enterprise and skills services.- To design and deliver growth and economic development projects and programmes, (Broadband, Leader, Business Hub, Digital Business Support) strengthening our approach to governance and programme management across the Department- To reach across whole Department to ensure activities coordinated and aligned to Place Plan and growth outcomes.- To coordinate internal governance to drive and monitor regeneration programmes and growth projects- To hold the relationship with Business community and key partners including the LEP and Midlands Engine.
Ensuring functions (specifically Highways and Property) remain joined up and coherent where reporting lines are being changed.	<p>Working to the new Place Plan will ensure teams are working to a single, shared set of priority outcomes and working coherently together to achieve them with a single set of shared performance measures reported to Place Leadership Team and Committees.</p> <p>Culture/leadership</p> <ul style="list-style-type: none">- An agreed culture of collaboration will help teams to work cohesively together to achieve ‘win-win’ outcomes, building on established strong relationships between teams.- Learning and development for Group Managers and Team Managers in working as ‘system leaders’ to focus on achieving outcomes through collaboration.- Place Leadership Team to provide the leadership to enable collaboration across teams and to support, broker or resolve any conflicts. <p>Single, shared system to coordinate and monitor service requests and complaints from residents/businesses ensuring quality customer experience across retained teams and with commissioned providers/partners. Place Leadership Team to monitor and review performance and standards by exception.</p>

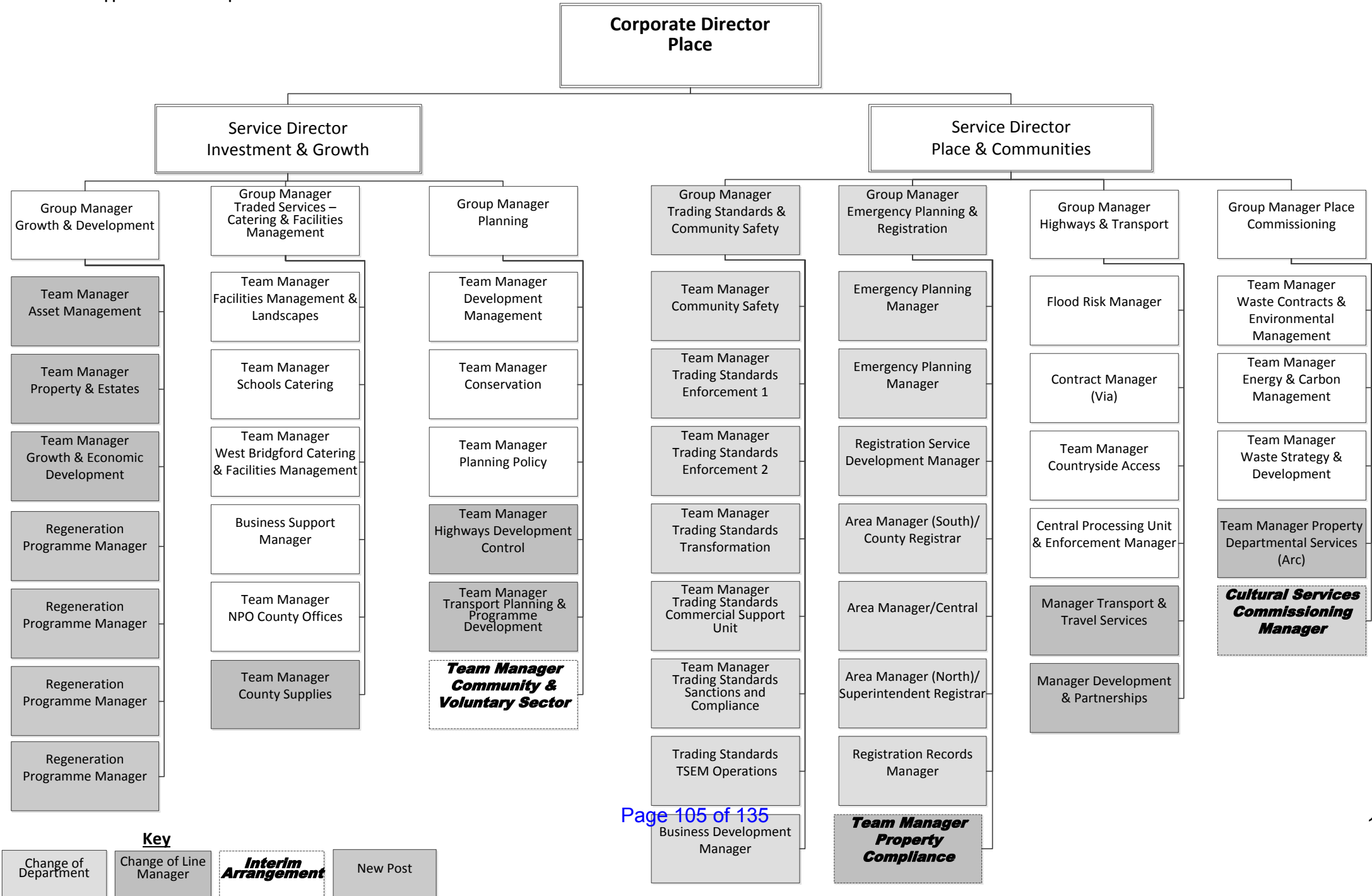
Theme	Response
	<p>Single, shared Members Enquiry system to monitor enquiries, information and service requests from Members across teams and with providers/partners. Place Leadership Team to monitor and review performance by exception.</p>
<p>Ensuring functions (including Community Safety and Trading Standards) remain joined up with other parts of the Council where reporting lines are being changed.</p>	<p>Excellent relationships across the Social Care and Trading Standards/Community Safety system have been developed and embedded in recent years which help improve outcomes for vulnerable residents.</p> <p>The move to the Place Department for the Trading Standards and Community Safety services must retain these relationships; managers and officers will be encouraged and supported to do this. Access to information systems, the MASH and integration of teams will also continue to ensure continuity of joint working and an integrated service offer to residents.</p>
<p>Clarity of accountability and responsibility for relationships, including clienting, with partners and providers.</p>	<p>It is recognised that a number of teams and individuals will have direct relationships with commissioned services and partners, these will be maintained to ensure continuity of service. A single point of leadership/accountability will nonetheless be required. Accountability and responsibility for clienting roles (including with ASDMs) is defined and embedded in Group Manager Job Descriptions.</p> <p>For each of the ASDMs and commissioned services, the relevant Group Manager is defined as having strategic responsibility and accountability for the planning, commissioning and delivery of given services with a leading role in delivering wider Place outcomes. The postholder will be afforded the necessary authority to pursue these outcomes with the necessary resources to provide professional leadership in the relevant service area, manage risk and deliver the cultural change and collaboration required to implement Place based services. These Group Managers will also support Service Directors in embedding a consistent approach and rigour to commissioning, contract management, and service improvement and performance management across the Department.</p>
<p>Line management of the Voluntary and Community Sector Team</p>	<p>The impact of this team is valued across all outcome areas, it is recognised that the team needs to have a place in the structure that reflects that value and impact. Strong arguments were made during the consultation for housing the team in either division and as a standalone function.</p> <p>A new strategy is currently under development for 'Supporting Communities' linked both to the new Council Plan and Place Plan; this strategy will set out how we work with all communities across the County and commission services from the sector using a new joint funding pot. It is proposed that a 'Culture & Communities Group' is established in the Department that brings together relevant functions within the Place and Communities Division to play a key role in achieving these outcomes. This will be done within the current cost envelope and the appropriate location for this group will be identified within the existing management capacity. The Service Director Place and Communities following Committee approval will be responsible for ensuring this takes place.</p>

Theme	Response
	<p>Until the strategy has been completed and proposals brought forward for a new 'Culture and Communities' group, the VCS Team will remain under the leadership of the Group Manager Planning.</p> <p>In the interim, joint Team meetings will take place with VCS Team, Cultural Commissioning Team and Community Safety Team with appropriate Group Managers. These joint meetings will help to start to develop stronger links between the teams and to co-produce both the Supporting Communities Strategy and the configuration of the new 'Culture and Communities Group'.</p>
Line management of the Cultural Commissioning team	<p>The team commissions services that have impact across a wide range of outcome areas. There were many potential reporting lines for this team and many synergies to explore with Place services raised through the consultation. It is also recognised that there are a range of changes taking place with this team, including further transferring of functions to external providers.</p> <p>It is proposed that this team is embedded as a distinct 'block' with the Place Commissioning group pending establishment of 'Culture & Communities Group' (see paragraph above) at which point the team would transfer into the new group.</p> <p>Joint team meetings will help to bring forward synergies and new relationships as well as enable co-production of the shape of the new Group.</p>
Line management of the Property Compliance team.	<p>The initial proposal was to embed this function in the Place Commissioning group. Following responses to the consultation, this team will move to sit alongside other compliance and safety related functions within the Emergency Planning Group.</p> <p>This is an interim measure pending a wider organisational review of learning from national events such as Grenfell Fire and health and safety. Following that review, it is proposed to consider any further changes required to ensure we manage risk and compliance in relation to our services and properties.</p>
Co-location	<p>Many responses expressed desire for co-location of teams and functions especially where teams will adopt new reporting lines, but need to collaborate to achieve shared outcomes.</p> <p>The benefits of co-location are recognised. To support this, Place related functions currently located in Trent Bridge House will be brought into County Hall and co-located on either the 3rd or 4th Floors as a new base for the Department. Exact locations and configurations are to be determined with Group Managers and the Smarter Working Team and planning for this will commence in September 2017.</p> <p>Consideration will also be given to area/locality based teams through the Smarter Working Programme,</p>

Theme	Response
	including a review of the use of digital systems and processes.
Scale and scope of the Group Manager roles, and the scope of responsibilities between the 2 Divisions.	<p>Proposals were made to increase the number of Directors and Group Managers to manage the scale and scope of the various roles. This is not affordable.</p> <p>Proposals were made to house the Catering, Facilities and County Supplies Group in the Place and Communities Division. The rationale for this proposal was understood, however this is not supported, the Group will be aligned with commercial and investment functions in the Growth & Investment Division.</p> <p>Proposals were made to transfer Highways, including CPU, Flooding and Countryside Access to Growth & Investment. This was carefully considered, however these key functions, alongside Transport and Travel services are viewed to be integral to creating great communities as part of our universal offer to all residents and as such fit strongly with the Place & Communities Division.</p>

Place Department New Structure

Appendix B – Place Department New Structure



REPORT OF THE LEADER OF THE COUNTY COUNCIL**DISPOSAL OF EDWINSTOWE HALL, FORMER YOUTH CENTRE AND COTTAGES****Purpose of the Report**

1. To seek approval to the disposal of Edwinstowe Hall, former youth centre and cottages and to enter into a contract for the sale of these properties, on terms detailed in the exempt appendix.

Information and Advice

2. Some information relating to this report is not for publication by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972. Having regard to the circumstances, on balance the public interest in disclosing the information does not outweigh the reason for exemption because divulging the information would significantly damage the Council's commercial position. The exempt information is set out in the exempt appendix.
3. Edwinstowe Hall is Grade II Listed building with a floor area of approximately 8,877 sq ft (825 sq m), the youth centre is approximately 2,744 sq ft (255 sq m) and cottages 1,592 sq ft (148 sq m), the adjoining garden area is approximately 0.5 acres (0.2ha). The land and buildings proposed for disposal are outlined in black on the attached plan and garden area is hatched on the same plan.
4. Following the construction of the new Edwinstowe respite centre the former respite centre, Edwinstowe Hall, became surplus to County Council requirements. The youth centre and cottages which adjoin the hall were acquired from Coal Industry Social Welfare Organisation (CISWO) in January 2014 in order to facilitate the access to the new respite centre. The youth centre and cottages were temporarily occupied by the contractor whilst construction work was carried out. The new respite centre is now complete and the youth centre and cottages are all now surplus to County Council requirements.
5. To bring forward disposal of the site, marketing of the properties took place on a private treaty basis which generated interest from several parties. All interested parties were contacted and requested to submit their best and final sealed written offers to Savills by 4 November 2016. A report seeking approval was delayed while the proposed uses were considered in detail and their potential impact on NCC retained property.
6. In view of the time lapsed since the previous offers were received Savills were instructed at the end of June 2017 to contact all parties that had previously submitted offers together with all parties that had enquired about the properties. The properties were then marketed on the basis that best and final offers should be submitted by 27

July 2017. The parties were asked to set out the amount of their offer, proposed use, position in terms of financing, timescales and whether the offer was conditional upon planning. Best and final offers have been received from nine parties, seven being conditional and two on an unconditional basis. Each of the bids have been subject to scrutiny by Officers and by the Council's selling agents. A summary of the offers received is contained in the exempt appendix.

7. Through the marketing process it was advertised that the ownership of the rear garden would be equally divided between the new respite centre and the prospective purchaser for Edwinstowe Hall, the sale to any purchaser would therefore be conditional upon them receiving the necessary consents to erect a boundary fence.
8. When the youth centre and cottages were acquired, the acquisition was subject to an overage clause in favour of CISWO. Initial calculations are however that this will be triggered but the sale and overage is something which will need to be discussed further with CISWO and will need to be formally documented through the normal legal process.
9. The highest offer received is reflective of the market value for the properties and proceeding with a sale contract to this party should therefore be recommended.

Other Options Considered

10. Retention of the properties; the properties are not required for any operational purpose of the Council, and are surplus to requirements. They can therefore be sold to generate a capital receipt.
11. Proceed with an application for funding to look at undertaking option appraisals for the properties identifying viable alternative uses taking account of the Listed Status and location of the properties being within close proximity to Sherwood Forest. This may then assist in applying for further applications for funding to be made in order to progress one of the options. If all funding was received it is likely the property would then be leased for that specific use generating income for the authority but this may not yield higher figures than those currently identified
12. Proceeding with either of these options would in the short term result in the County Council incurring holding costs as estimated below.

Reason/s for Recommendation/s

13. To proceed with the disposal would generate a potential capital receipt to the Council from the sale of the surplus properties. If the funding option was pursued, due to the timescales for the application process this would increase holding costs for the County Council, whilst there have been no reports of vandalism this may increase and the funding is not guaranteed. Retaining the buildings for considerable time would be a maintenance and repair liability and also result in ongoing management for listed buildings which are already at risk. Current security costs for the premises are approximately £1,900pcm and rates approximately £500pcm, if and when funding was received a capital receipt is unlikely as the properties would then be let as opposed to sold.

Statutory and Policy Implications

14. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

- 1) That approval is given to the sale of Edwinstowe Hall, former youth centre and cottages as outlined in black and hatched on the attached plan and to enter into a contract for sale of these properties to the fifth bidder as outlined in the exempt appendix.

Councillor Mrs Kay Cutts MBE
Leader of the Council

For any enquiries about this report please contact: Andrew Stevens 0115 9772085

Constitutional Comments (SLB 16/08/2017)

15. Policy Committee is the appropriate body to consider the content of this report.

Financial Comments (JPEG 22/08/2017)

16. The financial implications are set out in the report.

Background Papers and Published Documents

17. None.

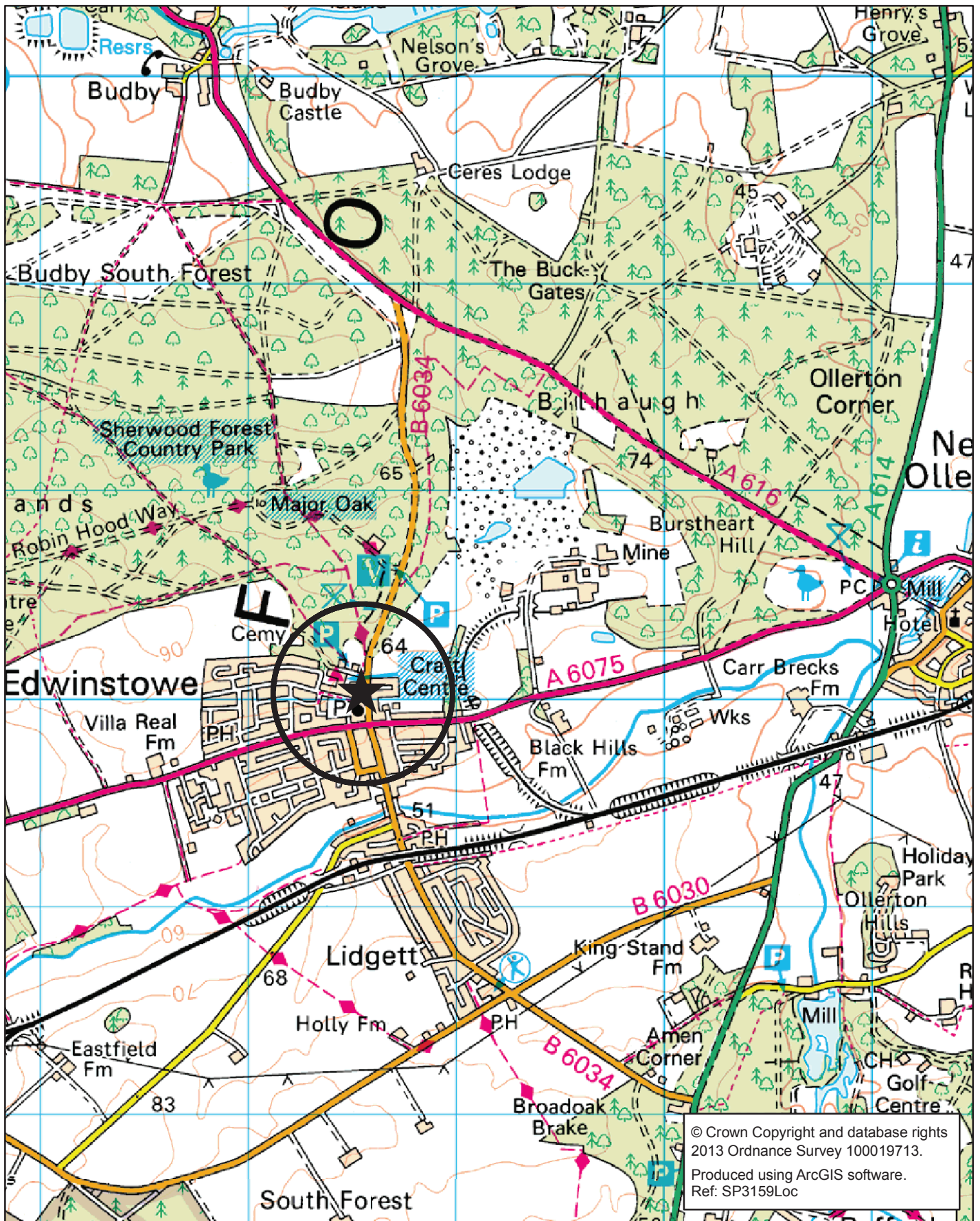
Electoral Division(s) and Member(s) Affected

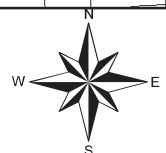
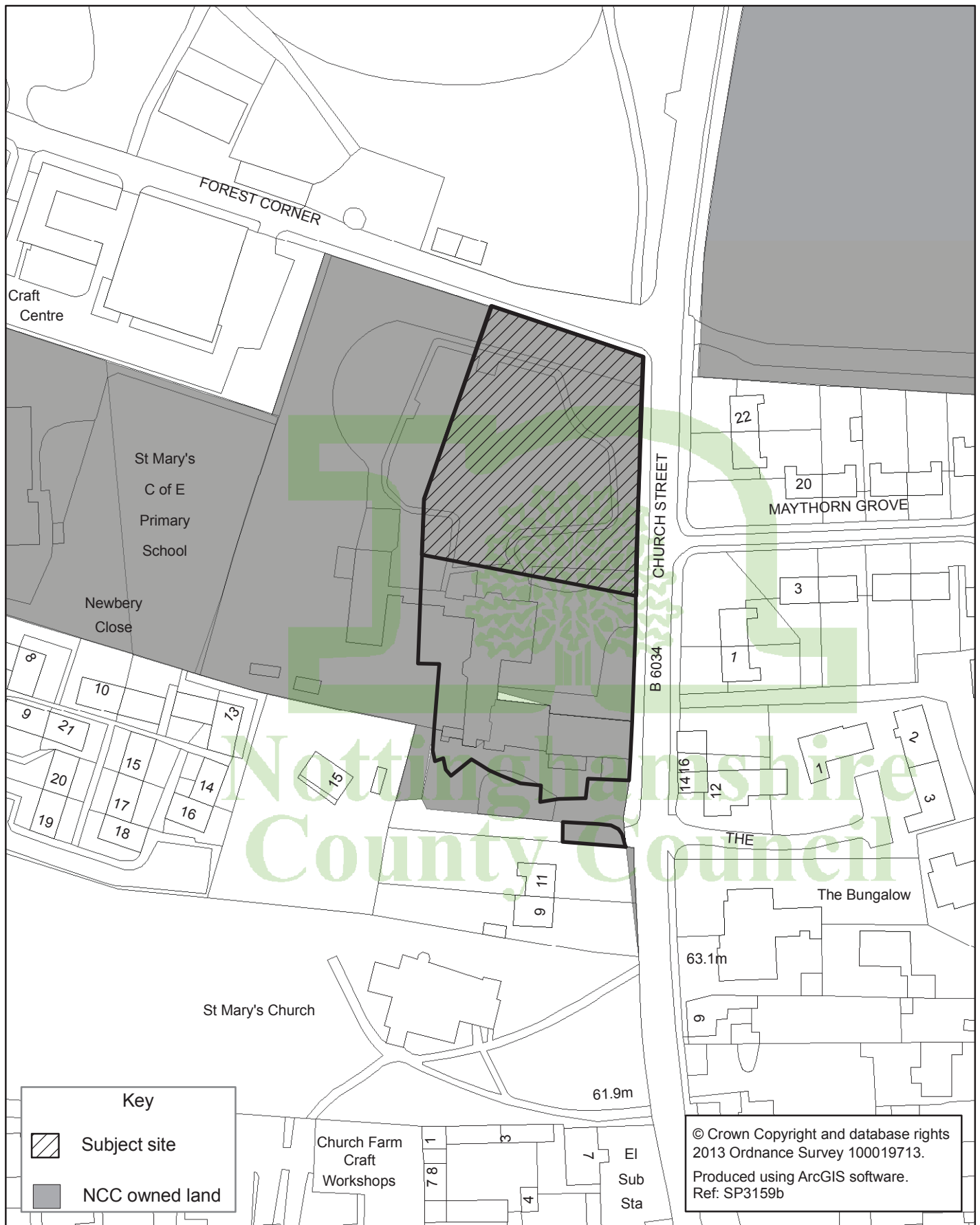
18. Ward(s): Sherwood Forest
Member(s): Councillor John Peck

File ref.: /LS/SB/

SP: 3159

Properties affected: 06007 - Edwinstowe Hall, 03379 - Edwinstowe Youth Centre and Cottage





REPORT OF THE LEADER OF THE COUNTY COUNCIL

OPERATIONAL DECISIONS TAKEN OUTSIDE THE POLICY COMMITTEE CYCLE APRIL - JULY 2017

Purpose of the Report

1. At the meeting of Finance & Property Committee in January 2014 approval was given to amend the list of day to day operational decisions which can be taken by the Director, subject to the chair of Finance & Property Committee determining whether operational decisions should still be reported to Committee . It was also agreed that a report should be submitted to the Finance & Property Committee on a quarterly basis outlining all operational decisions made, supplemented annually by a review report on Estate Management operational decisions. In accordance with this decision this is the quarterly report to inform the new Policy Committee of Operational Decisions taken outside the Finance & Property Committee Cycle, between April and July 2017.

Information and Advice

2. This report contains an exempt appendix, which is not for publication by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 (as amended) (Information relating to the financial or business affairs of a particular person (including the authority holding that information)). The exempt appendix provides details of the terms agreed. It is not in the public interest to disclose this information as it would prejudice the parties' commercial interest.
3. This report seeks to inform Committee Members of the decisions taken over this period. Details of the decisions taken are shown below: -

Please note relevant Ward Members have been invited to comment on these proposals.

SP	TITLE	DESCRIPTION / open (extract from Operational decision)	Update w/c 7 August 2017
3209	Wayleave consent to install new internal and external cables at Donald Bailey Academy, Newark	Nottinghamshire County Council ICT department have requested Virgin Media Limited to provide telecommunications to the Nottinghamshire County Council owned CAMH building at Donald Bailey Academy to replace a section of low voltage internal and external cables. Virgin media are seeking consent to granting permission to install the cables under the terms of the Master Wayleave.	Legal completion 13/4/17.

3157	Porchester Junior School conversion to academy status	Proposed Conversion to Academy Status with 125 year lease.	Lease complete.
3191	Deed of Variation - Naish Farms Ltd – Edwinstowe	The land was originally allocated for the new RSPB Sherwood Visitor Centre; however Planning Consent for the new Visitor Centre has been granted on land to the west. Until the requirements of the RSPB are finalised, the Country Park & Green Estates Department wish to reduce the current holding of Naish Farms Ltd from 11.4 ha (approx.) to 10.9 ha (approx.). This reduction is to accommodate the fairground, parking (Robin Hood Festival) and an area for a drainage scheme.	This is currently being progressed by the Legal Department.
3228	Thrumpton Primary School - conversion to academy status & lease back of part to the County Council	Proposed Conversion to Academy Status with 125 year lease.	Legal currently progressing main 125 year lease.
3223	Redgate Special School - Conversion To Academy Status	Proposed Conversion to Academy Status with 125 year lease.	Lease to complete shortly.
3224	Bracken Lane Primary – Conversion to Academy Status	Proposed Conversion to Academy Status with 125 year lease.	Legals currently negotiating main 125 year lease. Awaiting confirmation from school site manager regarding statutory declaration for unregistered parcel of land.
3227	Samuel Barlow Primary & Nursery – Conversion to Academy Status	Proposed Conversion to Academy Status with 125 year lease.	125 year lease agreed.
3226	Robert Miles Infant School - Samuel Barlow – Conversion to Academy Status	Proposed Conversion to Academy Status with 125 year lease.	125 year lease agreed – awaiting instructions on deed of variation for adjacent pre-school.
3216	Gunthorpe C of E Primary – Conversion to Academy Status	Proposed Conversion to Academy Status with 125 year lease.	Lease completed.
3215	Wayleave to replace the substation Radcliffe Road, West Bridgford	Western Power has an ongoing project to replace the existing substation on Radcliffe Road.	With legal to complete.
3213	Wayleave - Sutton in Ashfield Library, Idlewells Shopping Centre, Sutton in Ashfield	Virgin Media have a small project to install additional fibre and apparatus to the Property on behalf of Telefonica O2.	With legal to complete.

3218	Buttercross Pre School - Deed of Variation	<p>Buttercross Pre School have been operating on the Robert Miles Infant School site since 2010. Their occupation has been formalised by way of a lease agreement.</p> <p>The Robert Miles Infant School are converting to Academy and the County Council will retain the land occupied by Buttercross Pre School.</p> <p>Acting in accordance with the principles of good estate management a Deed of Variation has been negotiated which will sit alongside the lease agreement, but which gives further clarity following the academisation.</p> <p>Next review date is 1st April 2020 and thereafter every 5 years</p>	Ongoing negotiations.
3236	Colonel Frank Seely School - Conversion to academy status	Proposed Conversion to Academy Status with 125 year lease.	Legal currently progressing 125 year lease.
3237	Westdale Junior School – Conversion to Academy Status	Proposed Conversion to Academy Status with 125 year lease.	Legal currently drafting main 125 year lease plus MUGA lease and an agreed shared use agreement.
3240	Yeoman Park Special School – Conversion to Academy Status	Proposed Conversion to Academy Status with 125 year lease.	With legal to complete.
3230	Disposal of Highway land at Boughton Industrial Estate, Ollerton, Nottinghamshire, NG22 9GS	The County Council are to sell 138m ² land situated at Boughton Industrial Estate to allow the purchaser to continue to access their existing car park. The boundary is also incorrect and will be rectified at the same time.	With legal to complete.
3239	Disposal 50 sq. m land rear of 48 Trowell Grove, Trowell, Nottingham, NG9 3QH	In 1990 the County Council sold 36 parcels of land to the rear of private dwellings on Trowell Grove to enable the residents' vehicular access to the rear of their houses. Each parcel comprised part garden land and part of the rear access road. At the time the then owner of 48 Trowell Grove did not pursue the purchase. The property was subsequently sold and the current owner is proposing to sell her property and requested to purchase the area of NCC land to the rear of her property as in line with other residents.	Op Dec approval obtained on 20/07/17 to dispose to resident. Legal instructed to prepare sale contract.
3243	Gotham Library - Surrender of Existing Lease	In order to facilitate the Community Partnership library (CPL) it is necessary for the County Council to surrender their existing lease of the library. Upon completion of the surrender an agreement will be simultaneously entered into between Inspire and the Trustees of Gotham Memorial Hall to facilitate the operation of the CPL.	Surrender to be completed as soon as CPL progresses.

3232	Flying High Academy at Ladybrook, Part lease Surrender and Regrant of Supplemental Lease	Revised redline area for land allocated to academy for the 125 year lease. Part lease surrender and regrant of supplemental lease.	With legal to complete.
3231	Proposed Garden Licence to the rear of 14 Piper Close, Hucknall, Nottingham NG15 8DS	NCC has since 2006 granted Garden Licences to 10 residents whose properties on The Drift, Parkgate & Piper Close, Hucknall, back onto the Robin Hood Railway Line. Between the railway line & their rear boundaries is a strip of vacant land & this has been let to individuals who have requested to extend their rear gardens. A similar request has now been received from the resident of 14 Piper Close. There are already Garden Licences in place in respect of her next door neighbours at No's 12 & 16 Piper Close.	Op Dec approval obtained on 20/07/17 to enter into a garden licence with the resident. Legal instructed to prepare Agreement.
3244	Grazing Licence - Winter Close, Underwood	The site is an area of grazing land that has previously been let by way of a Grazing Licence Agreement. The previous tenant left the area due to a personal issues and the proposed tenant looked after the land and horses for the tenant. The tenant has now removed their horses and the proposed tenant is still maintaining the land and has a pony on it. The rent has been paid up to and including 11 th August 2017. The tenancy is to run the same as the existing therefore ending on 24/3/19. Terms have now been agreed with the user directly to occupy the land on a new grazing licence and we are in receipt of written notice from the current tenant.	Awaiting allocation within Legal.
3245	Grazing Licence - Reclaimed tip no 2 - Winters Close, Underwood	See above	Awaiting allocation within Legal.
3246	Colonel Frank Seely School (Academy Conversion) Lease of Caretaker's Property to Academy Trust	As previously reported, Colonel Frank Seely is to convert to Academy Status in August 2017. The School site will be leased to the Academy on a 125 year lease, and the Caretaker's property will also be let to the Academy but on a shorter term lease of 10 years.	Legal currently progressing 10 year lease.
3248	Forest Town Primary - Licence to Tree House nursery (Robins Den)	The Tree House have been operating on the school site running a wrap around and holiday club since June 2016. The School Governing Body agreed the hourly charge and the Terms have been prepared to mirror the existing arrangements. Approval was granted under SP 3164 in December 2016 to this transaction. However, the 6 month timetable for completion has now expired and needs to be renewed.	With Legal to complete.

Other Options Considered

4. None.

Reason/s for Recommendation/s

5. This report is for information only.

Statutory and Policy Implications

6. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

- 1) That members consider whether there are any actions they require in relation to the issues contained within the report.

Councillor Mrs Kay Cutts MBE
Leader of The Council

For any enquiries about this report please contact: Andrew Stevens 0115 977 2085

Constitutional Comments (SLB 16/08/2017)

7. This report is for noting only.

Financial Comments (RWK 17/08/2017)

8. There are no specific financial implications arising from this report.

Background Papers and Published Documents

9. None.

Electoral Division(s) and Member(s) Affected

10. Ward(s): All
Member(s): All

File ref.: /SB/SB/
SP: 3254
Properties affected: 09998 - Various NCC Properties/non-property item

REPORT OF THE LEADER OF THE COUNCIL**FAIR FUNDING CAMPAIGN****Purpose of the Report**

1. To advise Members that the Council has given its support to Leicestershire County Council's renewed call for fair funding from the Government and to seek approval for regular updates to be submitted to Policy Committee.

Information and Advice

2. At the time of the Local Government Settlement for 2016-17, Government announced that there would be a review of the needs assessment formula that would underpin 100% business rate retention. Since then, the enabling legislation that would underpin business rates retention has fallen away. However, the understanding is that it is still the intention of Government to undertake a review of the needs assessment formula.
3. Nottinghamshire County Council responded to the Government's consultation on the fair funding review in September 2016. In that response the Council set out its view on the current "four block model" of funding and the need for a funding mechanism that is more forward looking and that incorporated measures to respond to demand led services such as adult and children's social care.
4. It is now widely recognised that there is some uncertainty in terms of how local government will be financed beyond 2020. Therefore, Nottinghamshire County Council has renewed its support to make a call on Government for the fair funding review and the development of a funding mechanism that is matched to a local area's need.
5. Leicestershire County Council has developed a new model of funding which allocates money based on factors that drive demand for local services, and narrows the gap between highest and lowest funded councils. Nottinghamshire County Council's funding is currently £730 per resident. Under Leicestershire's model this would increase by £44 per resident, equating to £35million in total.
6. Following consultation with the Chief Executive and the Section 151 Officer, the Leader of the Council wrote to Leicestershire County Council to pledge support for their fairer funding campaign. The correspondence fell between Policy Committee meetings and is therefore being reported to Committee after the event.

Other Options Considered

7. None

Reason/s for Recommendation

8. The Leader of the Council was contacted by the Leader of Leicestershire County Council to seek support for a renewed call for fair funding from the Government.

Statutory and Policy Implications

9. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

1) That members receive updates at future Policy Committee meetings on the progress of the Fairer Funding Review.

Councillor Mrs Kay Cutts MBE
Leader of the Council

For any enquiries about this report please contact: Anthony May, Chief Executive

Constitutional Comments (SLB 04/09/2017)

10. Policy Committee is the appropriate body to consider the content of this report.

Financial Comments (NS 04/09/2017)

11. There are no specific financial implications arising from this report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- <https://www.leicestershire.gov.uk/fair-funding>
- [Report to Finance and Property Committee – 19 September 2016](#)
 - [Report appendix](#)

Electoral Division(s) and Member(s) Affected

All

REPORT OF THE BUSINESS MANAGER**APPOINTMENTS TO OUTSIDE BODIES****Purpose of the Report**

1. To seek approval to add D2N2 Commission, Rushcliffe Borough Council's East Leake Growth Board and Welshcroft Waste Transfer Station Community Liaison Group to the Council's approved outside body list and to appoint Members accordingly.

Information and Advice

2. D2N2 Commission –

The D2N2 Commission is a body of 'skills and employability ambassadors' working to the D2N2 LEP Board. The Commission is responsible for providing strategic direction for employability, post-16 education, employment and skills across the Derby, Derbyshire, Nottingham and Nottinghamshire area, and therefore is seeking a Nottinghamshire County Councillor representative.

The D2N2 Commission will work cohesively in partnership through a strategic and joined up approach using joint investment to deliver an effective and efficient skills and employment system which will benefit the local economy, local people and local business.

The overall aim is to use a combined influencing power to strengthen better business performance, help to increase productivity, provide a joined up and simple employer engagement strategy, create opportunities for job creation and sustained employment and provide the skills needed by people to further develop within the existing workforce – and to make the D2N2 area one of the strongest and most resilient economic regions in the UK.

3. Rushcliffe Borough Council's East Leake Growth Board

A report was brought to Policy Committee on 15 July 2015 and 9 September 2015 regarding a request from Rushcliffe Borough Council for the County Council to appoint members to four strategic Boards the Borough Council has established to consider economic growth.

At their Strategic Growth Board meeting in October 2016 it was agreed to establish the East Leake Growth Board. As with the previous 4 Boards, Rushcliffe Borough Council is seeking a representative who can represent the County's position on, and vision in respect of, Economic Growth and Development in Nottinghamshire within the East Leake area.

4. Welshcroft Waste Transfer Station Community Liaison Group -

An application for the Welshcroft Waste Transfer Station was reported to Planning and Licensing Committee on 26 April 2016 and a second application to vary the original permission was approved under delegated power on 5 December 2016.

The Welshcroft Community Liaison Group was set up following the receipt of a significant number of complaints and concerns from members of the public after the opening of Veolia's new waste transfer station on Welshcroft Close, Lowmoor Road, Kirkby in Ashfield. Concerns have been raised with both local members, the local MP and various regulators.

The aim of the Group is to work to address the concerns being raised by the local community and to provide a forum for future concerns and issues to be aired and reported.

The Group has requested the appointment of 3 local County Councillors to support their constituencies concerns.

Other Options Considered

5. Policy Committee could decide not to add these bodies to the Council's list of Outside Bodies.

Reason/s for Recommendation/s

6. To enable the County Council to link in to the work of these Bodies as appropriate.

Statutory and Policy Implications

7. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

None arising from the report.

RECOMMENDATION/S

- 1) That the following Boards be added to the Council's approved outside bodies list.
 - a. D2N2 Commission
 - b. Rushcliffe Borough Council's East Leake Growth Board
 - c. Welshcroft Waste Transfer Station Community Liaison Group

Cllr Richard Butler
Business Manager

For any enquiries about this report please contact: Sarah Ashton, Assistant Democratic Services Officer, Telephone number 0115 9773962

Constitutional Comments [SLB 30/08/2017]

8. Policy Committee is the appropriate body to consider the content of this report.

Financial Comments [RWK 31/08/2017]

9. There are no specific financial implications arising directly from the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Various e-mails from bodies mentioned above
- Terms of Reference for D2N2 Commission and East Leake Growth Board

Electoral Division(s) and Member(s) Affected

- All

REPORT OF THE LEADER OF THE COUNCIL**LOCAL GOVERNMENT ASSOCIATION ANNUAL CONFERENCE AND
EXHIBITION – JULY 2017****Purpose of the Report**

1. To report to Committee the key messages from the Local Government Association (LGA) annual conference, which took place in Birmingham between 4 and 6 July 2017.

Information and Advice

2. Following Committee approval on 15 March 2017, Councillor Cutts MBE, Councillor Adair, Councillor Rhodes and Anthony May attended the LGA conference held between 4 and 6 July 2017.
3. The conference was organised by the LGA which is a politically-led, cross-party organisation that works on behalf of councils as a voice for local government. It is a membership organisation made up of 415 authorities in 2017/18.
4. This year the conference was focused around the future of local authority finance and powers amidst the government negotiating the exit from EU, the competing priorities local government face and new ways of tackling those challenges.
5. Conference attendees heard speeches from the Chairman of the LGA, Lord Porter, and the Secretary for Communities and Local Government, Rt. Hon Sajid Javid MP.
6. Attendees also participated in workshops and plenary sessions which focused on the challenges of making commercialism happen, the role of local government outside the EU, delivering health and wellbeing outcomes for whole communities, and the future of adult social care.
7. Anthony May spoke at the conference as part of a plenary session with NHS England on "Local Government and the NHS: are we serious about working together?".
8. During the conference attendees joined the County Councils Network for a reception where they launched a new report "Understanding County Economies: Analysis to Inform the Industrial Strategy and the Devolution Debate". This report explores the economies of county areas.
9. Details of the presentations can be found on the [LGA website](#).

Chairman of the Local Government Association

10. In his keynote speech, Lord Porter, Chairman of the Local Government Association made a plea to Government to give Local Authorities the powers and finances they need to keep the country running whilst the Government focuses on Brexit negotiations. He emphasised the importance of keeping local tax in the local area and recognised the huge uncertainty in how services would be funded beyond 2020.
11. The speech saw the launch of the LGA's newest publication ["Growing Places"](#). This paper explores the role of local government as leaders of place in an unprecedented time for the nation and the shift in thinking that is required.

The Rt Hon Sajid Javid MP – Secretary of State for Communities and Local Government

12. In his speech the Communities Secretary focused on the areas for improvement in local government. He reflected on the Grenfell Towers tragedy and the questions that arise.
13. The Communities Secretary pointed to the need to rebuild, refresh and reinforce the trust local people have in democracy and emphasised the importance of true engagement and support for local communities.
14. In terms of the housing challenge, the Communities Secretary recognised that there was a need to rethink the development process and advised that a consultation had been launched on a new way for councils to assess their local housing requirement as was promised in the Housing White Paper. The Communities Secretary talked about the challenge of delivering the right infrastructure to support new housing developments and spoke about the new Housing Infrastructure Fund. The prospectus for the fund had been launched that day inviting bids for a share of £2.3 billion set aside for housing infrastructure.

Other Options Considered

15. None

Reason/s for Recommendation/s

16. To feedback to Members on the outcomes of the LGA conference.

Statutory and Policy Implications

17. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

18. The cost of attending the conference was set out in the report to Policy Committee on 15 March 2017.

RECOMMENDATION/S

That members consider whether there is any follow up work they require in relation to the topics covered in this report, and if so, that they be delegated to the Chief Executive for action.

Councillor Mrs Kay Cutts MBE
Leader of the Council

**For any enquiries about this report please contact: Nerys Davies, Executive Officer,
Telephone: 0115 9772229**

Constitutional Comments (SLB 04/09/2017)

19. Policy Committee is the appropriate body to consider the content of this report. If Committee resolves that any actions are required it must be satisfied that such actions are within the Committee's terms of reference.

Financial Comments (NS 04/09/2017)

20. There are no specific financial implications arising from this report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- [Report to Policy Committee – 15 March 2017](#)

Electoral Division(s) and Member(s) Affected

- All

REPORT OF THE CORPORATE DIRECTOR OF RESOURCES**WORK PROGRAMME****Purpose of the Report**

1. To review the Committee's work programme for 2017/18.

Information and Advice

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. The Policy Committee will be asked to determine policies, strategies and statutory plans developed or reviewed by other Committees of the Council. Committee Chairmen are invited to advise the Policy Committee of any additional policy reviews that are being considered.
5. The work programme has been updated to reflect the Committee's widened remit in relation to Property and Economic Development.
6. The following additional changes have been made since the work programme was published in the agenda for the last meeting:-
 - a. The following items were added to the agenda for the 13 September Policy Committee meeting to enable consideration by Members at the earliest opportunity:-
 - i) Maintenance Challenge Fund and Safer Roads Fund Bids
 - ii) HS2 Growth Strategy
 - iii) Housing Infrastructure Fund
 - b. The following changes were made to the work programme since the last meeting:-

- i) Fire Safety and Response to Grenfell Tower – removed from work programme - update report scheduled for Full Council rather than Policy Committee as agreed by Full Council on 13 July
- ii) Supporting Local Communities Strategy – rescheduled from September to October 2017 under revised title of Empowering Local Communities Strategy
- iii) Modern Slavery and Human Trafficking – deferred from September to October 2017
- iv) Bio Mass Boilers – added to October 2017
- v) Disposal of Broomhill Farm, Nottingham Road, Hucknall – added to October 2017
- vi) White Hills Park Federation Transfer – added to October 2017
- vii) Land for a replacement school in Bestwood - – added to October 2017
- viii) Early Years Capital Fund – Latest Estimated Costs - – added to October 2017
- ix) Midlands Engine Vision for Growth – added to October 2017
- x) The Budget Consultation Process – added to October 2017
- xi) Nottinghamshire Health & Wellbeing Strategy – added to December 2017
- xii) Futures, Advice, Skills & Employment Governance Arrangements – added to March 2018

Other Options Considered

7. None.

Reason/s for Recommendation/s

8. To assist the Committee in preparing and managing its work programme.

Statutory and Policy Implications

9. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, ways of working, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION

- 1) That the Committee's work programme be noted, and consideration be given to any changes which the Committee wishes to make.

Jayne Francis-Ward
Corporate Director - Resources

For any enquiries about this report please contact:

Keith Ford, Team Manager, Democratic Services Tel. 0115 9772590

E-mail: keith.ford@nottsc.gov.uk

Constitutional Comments (SLB)

The Committee has authority to consider the matters set out in this report by virtue of its terms of reference.

Financial Comments (NS)

There are no financial implications arising directly from this report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

None

Electoral Division(s) and Member(s) Affected

All

POLICY COMMITTEE - WORK PROGRAMME (AS AT 5 SEPTEMBER 2017)

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>Lead Officer</u>	<u>Report Author</u>
18 October 2017			
Land for a replacement school in Bestwood	Approval of terms for the purchase of land for a new primary school – item to be confirmed	Adrian Smith	Andrew Stevens
Early Years Capital Fund – Latest Estimated Costs	To agree the latest estimates costs for this project	Adrian Smith	Andrew Stevens
White Hills Park Federation Transfer	To approve the terms of sale for the Council's freehold reversionary interest	Adrian Smith	Andrew Stevens
Disposal of Broomhill Farm, Nottingham Road, Hucknall	To approve this land disposal.	Adrian Smith	Andrew Stevens
Bio Mass Boilers	Update on improvement works and options for replacement	Adrian Smith	Andrew Stevens
Modern Slavery and Human Trafficking	Annual performance update on the Council's approach to tackling modern slavery and human trafficking, including any new risks and progress.	Jayne Francis-Ward	Marjorie Toward
Empowering Local Communities Strategy	Approval sought for new integrated strategy.	Adrian Smith	Sally Gill
INEOS Seismic Surveys	To consider whether to allow seismic surveys to be undertaken on County Council land to determine opportunities for shale gas extraction.	Adrian Smith	Jas Hundal / Andrew Stevens
Update on the work of East Midlands Councils	Quarterly Update from Stuart Young, Executive Director.	Jayne Francis-Ward	Stuart Young
Corporate Services Review	To approve the findings of the review of the Council's corporate services offer.	Jayne Francis-Ward	Jayne Francis-Ward
N2 Town Centre / LGF3 Update	Update report on N2Town Centre / LGF3.	Adrian Smith	Nicola McCoy-Brown
HS2 Growth Plan Update	Update report on Employment & Skills and supply chain opportunities.	Adrian Smith	Nicola McCoy-Brown
Midlands Engine Vision for Growth	To consider the Vision for Growth.	Adrian Smith	Nicola McCoy-Brown
Futures, Advice, Skills & Employment Governance Arrangements	To consider a revised approach to the Council's involvement in the skills agenda.	Adrian Smith	Nicola McCoy-Brown

Budget Consultation Process 2018-19	To consider the proposed consultation approach for the Council's Budget 2018-19.	Jayne Francis-Ward	Martin Done
15 November 2017			
Statement of Community Involvement	Approval sought for revised Statement.	Adrian Smith	Sally Gill
Approval of departmental strategies	Departmental strategies which support the Council Plan and are part of the Planning and Performance Framework.	Anthony May	Jayne Francis-Ward
20 December 2017			
Nottinghamshire Health & Wellbeing Strategy	Approval sought for a refreshed version of the strategy.	David Pearson	Barbara Brady / Nicola Lane
Report back from CCN conference	Report on the issues raised at the conference.	Anthony May	Paula Mullin
Report from Improvement and Change Sub Committee on performance	Six monthly feedback report.	Jayne Francis-Ward	Celia Morris
24 January 2018			
Developer Contributions Strategy	Approval sought for Strategy.	Adrian Smith	Sally Gill
Property Operational Decisions Quarterly Report	Update report on operational decisions taken by officers in the quarter July – September 2017	Adrian Smith	Andrew Stevens
Update on the work of East Midlands Councils	Quarterly Update from Stuart Young, Executive Director.	Jayne Francis-Ward	Stuart Young
Councillor Code of Conduct	To consider revised Councillor Code of Conduct.	Jayne Francis-Ward	Keith Ford
14 February 2018			
28 March 2018			
Futures, Advice, Skills & Employment Governance Arrangements	To approve a revised approach to the Council's involvement in the skills agenda.	Adrian Smith	Nicola McCoy-Brown
Update on City of Nottingham and Nottinghamshire Economic Prosperity Committee and the Local Enterprise Partnership	Update report as requested by Policy Committee on 11 November 2015.	Adrian Smith	Nicola McCoy-Brown
16 May 2018			
Update on the work of East Midlands Councils	Quarterly Update from Stuart Young, Executive Director.	Jayne Francis-Ward	Stuart Young
Property Operational Decisions	Update report on operational decisions taken by officers	Adrian Smith	Andrew Stevens

Quarterly Report	in the quarter October – December 2017		
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