

Report to the City of Nottingham and Nottinghamshire Economic Prosperity Committee

6 January 2017

Agenda Item: 7

REPORT OF THE CHIEF EXECUTIVE OF NOTTINGHAM CITY COUNCIL DERBY-NOTTINGHAM METROPLITAN ('METRO') STRATEGY 2030

Purpose of the Report

1. This report updates the Economic Prosperity Committee (EPC) on the development of the Derby-Nottingham Metro Strategy.

Background

2. Originally conceived by D2N2 Local Enterprise Partnership as the urban strand of a strategic approach to the economic regeneration of the area, the Metro Strategy was commissioned by the leaders of Nottingham and Derby City Councils following a 'summit meeting' in late 2015.
3. It is widely recognised that strong cities drive strong economies, and the combined Derby/Nottingham urban area is home to over one million people, one of the 30 largest population centres in Europe. This creates a scale that neither city can achieve on its own, and supports the aim to establish a global reputation for the Nottingham-Derby area in order to boost trade and inward investment. The strategy builds on the complementary strengths of the two cities' economies, the close proximity of the two cities, and their transport links and commuting flows. (Over 40,000 people regularly commute between Derby and Nottingham.) It also aims to use the unified strength of the two cities to maximise opportunities through the Midlands Engine, Midlands Connect and HS2, as well as East Midlands Airport. It is anticipated that the resultant benefits will flow through to the wider D2N2 (and East Midlands) economy.
4. The Metro Strategy sets out four initial themes for action:
 - a) **Metro Enterprise** – to promote Derby and Nottingham worldwide to attract new investment; support businesses to innovate, diversify and find new markets; increase productivity and strengthen supply chains
 - b) **Metro Talent** – to enhance leadership, knowledge and creativity of skilled workers; nurture young people to be ready for work in the 21st century
 - c) **Connected Metro** – to improve accessibility to the cities through shared development of our transport corridors, application of new transport technologies and better integration with rail and airport interchanges
 - d) **Metro Living** – to provide a range of exciting and accessible opportunities for a modern urban lifestyle, befitting of a world-class urban area
5. The Metro Strategy was launched for consultation at a joint event in Derby on 21st July 2016. The draft strategy and action plan reflected the joint work led by Nottingham and Derby City Councils, setting out a series of realistic short term actions. The

consultation closed on 19th September 2016, with over 150 responses received. Overall these show strong support for the aims and underpinning principles of the strategy, and the approach outlined to achieve these aims.

6. Following the consultation, further work has been undertaken to refine the strategy and action plan, and a Delivery Board (comprising representatives of the two City Councils) has been established. The first meeting was scheduled for late December 2016, and the Strategy will be officially launched in early 2017.
7. The action plan includes a number of actions that relate to the urban challenges faced by Nottingham and Derby as the two cities within the D2N2 area. However, it is recognised that if we are to fully achieve the ambitions set out within the strategy, a wider group of stakeholders will need to work together – many of these have indicated a commitment to be involved through the consultation, and key relationships are being strengthened (e.g. the two City Councils and three universities have agreed to work together to explore opportunities for greater collaboration).
8. It is proposed to establish a Strategic Advisory Group drawn from key stakeholders from the universities and the business sector, in order to draw in wider expertise and engagement as the strategy develops.
9. Similarly, the City Councils are committed to working with District and County Councils. There have been some early discussions with neighbouring authorities and, following the consultation, a commitment to continuing engagement with neighbouring authorities has been embedded in the action plan. The City Councils are now seeking to work with these authorities on specific areas of mutual interest / benefit – for example, improving the connectivity between the two cities would require a partnership between City, County and District Council (as well as the Highways Agency).
10. Alongside the Strategic Vision (Appendix A), a Key Actions documents (Appendix B) sets out the priorities for the first three years. This is designed as a ‘living’ document that will evolve over time in response to emerging challenges and opportunities (such as the Midlands Engine, Midlands Connect and the national Industrial Strategy).
11. Some early benefits of a collaborative approach between the two cities include the announcement of Toton as the East Midlands HS2 station hub, ERDF funding secured for ‘Investing in D2/N2’ and the subsequent joint trade mission to China (under the Midlands Engine umbrella), the submission of the first funding bid under the ‘Metro banner (a £7.6m bid for ‘green and blue’ infrastructure), and the expansion across the area of real time bus information.
12. The Metro Strategy focuses specifically on urban issues and is positioned within the wider strategic context of economic development strategies, such as the pan-regional Midlands Engine and the N2 Economic Growth Strategy, through to neighbourhood strategies. Collectively, these can be viewed as a set of ‘Russian Dolls’ in which strategic themes are aligned and issues are tackled at the most appropriate spatial level.

Reason(s) for Recommendations

13. This Report is for information and noting only.

RECOMMENDATION

- 1) It is recommended that the Economic Prosperity Committee notes the development of the Derby-Nottingham Metro Strategy and the intention of Nottingham and Derby City Councils to engage further with neighbouring authorities and officially launch the strategy in early 2017.

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Background Papers

None

Electoral Division(s) and Member(s) Affected

All