

Policy Committee

Wednesday, 21 September 2016 at 10:30

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

AGENDA

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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)	
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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 13 July 2016**

membership

Persons absent are marked with 'A'

COUNCILLORS

Alan Rhodes (Chairman)
Joyce Bosnjak (Vice- Chairman)

Reg Adair
Roy Allan
Chris Barnfather
Richard Butler
Jim Creamer
Mrs Kay Cutts MBE
Stephen Garner
Glynn Gilfoyle
Kevin Greaves

David Kirkham
John Knight
Diana Meale
Philip Owen
Liz Plant
Ken Rigby
Stuart Wallace
Jason Zadrozny

ALSO IN ATTENDANCE

Councillor Pauline Allan
Councillor Nicki Brooks
Councillor Steve Calvert

Councillor Steve Carroll
Councillor Alice Grice
Councillor John Wilkinson
Councillor John Wilmott

OFFICERS IN ATTENDANCE

Anthony May	Chief Executive
David Pearson CBE	Adult, Social Care, Health & Public Protection
Colin Pettigrew	Children's, Families and Culture Services
Tim Gregory	Place

Carl Bilbey
Martin Done
Keith Ford
Jayne Francis-Ward
Catherine Munro
Anna O'Daly-Kardasinska
Matt Lockley
Helen Richardson
Michelle Welsh

} Resources

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MINUTES

The Minutes of the last meeting held on 15 June 2016, having been previously circulated, were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

The following temporary changes in membership, for this meeting only, were reported to the Committee:-

- Councillor Ken Rigby had replaced Councillor Stan Heptinstall MBE
- Councillor Richard Butler had replaced Councillor Richard Jackson
- Councillor Liz Plant had replaced Councillor John Peck
- Councillor Roy Allan had replaced Councillor Muriel Weisz.

DECLARATIONS OF INTEREST BY MEMBERS AND OFFICERS

None.

WORKFORCE STRATEGY 2016-18

RESOLVED: 2016/045

- 1) That the Council's Corporate Workforce Strategy for 2016-18 be approved.
- 2) That the proposals to develop implementation plans and engagement with Group and Team managers and the wider workforce be noted.

ACCESSIBLE COMMUNICATION POLICY

During discussions Members requested the following information be circulated outside of the meeting:-

- the name of the person appointed to the Project Manager post;
- a copy of the project plan, including relevant timescales.

RESOLVED: 2016/046

That the Accessible Communication Policy be approved.

UPDATE ON PROGRESS WITH ARRANGEMENTS TO INTEGRATE HEALTH AND SOCIAL CARE IN MID-NOTTINGHAMSHIRE

RESOLVED: 2016/047

- 1) That the update on the development of integrated health and social care arrangements in Mid-Nottinghamshire be noted.
- 2) That the recommended revision of the Outside Bodies list as set out at paragraph 9 of the Committee report be approved and the future reporting requirements be reviewed.

RURAL SERVICES NETWORK – REVIEW OF MEMBERSHIP

During discussions, Members requested clarification, further to paragraph 6 of the report, about which budgets the transitional relief and Rural Service Delivery Grant were paid into and further information about the outcomes achieved through that funding.

RESOLVED: 2016/048

- 1) That the County Council renews its membership of the Rural Services Network.
- 2) That further discussions take place with the Labour Group Business Manager to enable a County Council appointment to be made to the Rural Services Network.

CONSULTATION ON THE SHEFFIELD CITY REGION COMBINED AUTHORITY SCHEME – PROPOSED COUNTY COUNCIL RESPONSE

The recommendations were moved and, following a debate, the motion was put to the meeting and the Chairman declared that it was carried.

The requisite number of members requested a recorded vote and the following 11 Members voted ‘for’ the motion:-

Roy Allen	John Knight
Joyce Bosnjak	Diana Meale
Jim Creamer	Liz Plant
Glynn Gilfoyle	Ken Rigby
Kevin Greaves	Alan Rhodes
David Kirkham	

The following 8 Members voted ‘against’ the motion:-

Reg Adair	Stephen Garner
Chris Barnfather	Philip Owen
Richard Butler	Stuart Wallace
Kay Cutts MBE	Jason Zadrozny

RESOLVED: 2016/049

- 1) That approval of the final response to the Sheffield City Region Combined Authority (SCR CA) Scheme proposal be delegated to the Chief Executive, following consultation with the Group Leaders.
- 2) That a copy of the final response is provided to all members of the Policy Committee and posted on the County Council’s website.
- 3) That the Chief executive and relevant officers are authorised to continue discussions with SCR CA officers to seek agreement to the inclusion of the amendments sought within the consultation response.
- 4) That a copy of the consultation response is also sent directly to the secretary of State and the [PSG Local Enterprise Partnership](#).

WORK PROGRAMME

RESOLVED: 2016/050

That the work programme be noted.

The meeting closed at 11.20 am

CHAIRMAN

REPORT OF THE LEADER**THE REGULATION OF INVESTIGATORY POWERS ACT – OFFICE OF THE
SURVEILLANCE COMMISSIONER INSPECTION****Purpose of the Report**

1. To advise Policy Committee of the outcome of a recent inspection by the Office of the Surveillance Commissioner, and to recommend an amendment to the Council's Regulation of Investigatory Powers Act and Surveillance Policy.

Information and Advice

2. The Regulation of Investigatory Powers Act 2000 (RIPA) gives the Council the power to undertake covert surveillance in relation to certain investigations. There is a strict authorisation process; applications are considered by senior officers before being considered by the Magistrate's Court for final approval.
3. The Office of the Surveillance Commissioner (OSC) is responsible for oversight of covert surveillance by public authorities. The Council is required to report annually on its use of RIPA powers, and is inspected by the OSC approximately every 3 years. The latest inspection was conducted in April 2016.
4. The feedback for the Council was very positive; the Inspector concluded that no formal recommendations for improvement were necessary.
5. The report stated that the Council is well performing with good Senior Responsible Officer and RIPA Co-Ordinating Officers, sound policy and procedures, a good training programme and appropriately trained officers.
6. The report contained some suggestions for improvements, but these were minor and considered not significant enough to warrant formal recommendations.

Proposed Policy Change

7. The report also commented on the Council's policy statement in relation to covert human intelligence sources (CHIS), i.e. undercover officers establishing a relationship with a suspect in order to obtain information. The Council has taken a policy decision not to use CHIS. This is due to concerns about intrusion of privacy, and also the risks to those acting as CHIS that have to be managed with careful security and welfare arrangements.
8. However it was the Inspector's strong view that the Council is vested with the statutory power to use CHIS and should not restrict its use of these powers. In light of the Inspector's comments, a minor policy amendment is proposed; to delete 'the Council has taken a policy decision not to use covert human intelligence sources'. Policy Committee is referred to the **Annex** to this report.
9. It is anticipated that in practice CHIS powers will rarely, if ever, be exercised. If there ever is such a requirement Group Leaders will be informed. Additionally, safeguards are in place to ensure appropriate use of CHIS. Legal advice must be sought where use of CHIS is proposed, and the strict authorisation process described in paragraph 2 of this report must be followed.

Other Options Considered

10. For the Council's Policy to remain unchanged. However it is considered appropriate to make the proposed amendments as the issue was raised by the OSC and because the Council's procedures ensure there are appropriate safeguards in relation to the use of CHIS.

Reason/s for Recommendation/s

11. To ensure the Council is able to exercise its statutory powers in relation to RIPA where it is necessary and proportionate to do so.

Statutory and Policy Implications

12. 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.

Crime and Disorder Implications

Use of surveillance can assist the Council in relation to the reduction of crime in Nottinghamshire.

Human Rights Implications

Every authorisation for surveillance requires consideration of human rights including the right to privacy and the right to a fair trial. The rights of people under surveillance need to be balanced against public safety and the prevention of crime. This is why every authorisation has to clearly set out why the surveillance is considered necessary and proportionate in the circumstances.

RECOMMENDATION/S

- 1) To note the positive outcome of the recent inspection by the Office of the Surveillance Commissioner.
- 2) To approve the revised RIPA Policy attached in the Annex to this report.

Councillor Alan Rhodes
Leader of the County Council

For any enquiries about this report please contact:

Jayne Francis-Ward, Corporate Director Resources and Senior Responsible Officer for RIPA

jayne.francis-ward@nottsccl.gov.uk

Constitutional Comments (SMG 24/08/2016)

13. The proposals set out in this report fall within the remit of the Policy Committee.

Financial Comments (SES 30/08/16)

14. There are no specific financial implications arising directly 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.

- Office of Surveillance Commissioners Inspection Report Nottinghamshire County Council dated 26 April 2016

Electoral Division(s) and Member(s) Affected

- All

Regulation of Investigatory Powers Act and Surveillance Policy

Context

The purpose of this Policy is to set out the scope of the legislation relating to covert surveillance, the circumstances where it applies, the authorisation procedures that must be followed, and the considerations that must be taken into account.

Scope of this policy

This Policy applies to the whole of the County Council.

It applies to all covert surveillance undertaken by the Council. This includes surveillance relating to core functions such as Trading Standards that is carried out under the provisions of the Regulations of Investigatory Powers Act (RIPA), and all other covert surveillance.

Principles and Commitments

The County Council is committed to being open and transparent in the way that it works and delivers its services, including the use of covert surveillance. Wherever possible, overt (non-secret) investigation techniques should be used. Covert surveillance is a last resort where there is no other practical option and it is necessary and proportionate.

Key actions to meet the commitments set out in the policy

- Detailed guidance and forms are supplied for use by staff seeking authorisation for covert surveillance activities.
- All authorisations are approved by senior officers with appropriate training.
- Some authorisations also require magistrate court approval.

RIPA Surveillance

1. The Regulation of Investigatory Powers Act (RIPA) is intended to regulate the use of investigatory powers and ensure that they are used in accordance with Human Rights. This means that any interference with a person's right to a private and family life has to be carefully justified. This is achieved by requiring certain investigations to be authorised by an appropriate officer and approved by the judiciary before they are carried out.
2. The investigatory powers which are relevant to the Council are: -
 - a. Directed covert surveillance in respect of specific operations or specific investigations involving criminal operations that are punishable by a maximum term of at least 6 months' imprisonment, or are related to the underage sale of alcohol and tobacco
 - b. The use of covert human intelligence sources, and
 - c. The acquisition of communications data.
3. RIPA makes it clear for which purposes these powers may be used, to what extent, and who may authorise their use. ~~The Council has taken a policy decision not to use covert human intelligence sources.~~
4. In complying with RIPA, Officers must have full regard to the Codes of Practice on the use of covert surveillance and communications data issued by the Home Office, the Office of the Surveillance Commissioner (OSC) and the Interception of Communications Commissioner (IOCCO).

Covert Surveillance Authorisations

5. The use of any method of covert surveillance to pursue a particular line of enquiry must be properly authorised.
6. **Authorising Officers** have been appointed at appropriate senior levels, and are trained to enable them to fulfil their duties. Wherever possible they are not involved directly in the investigation they are considering an authorisation for. A list of Authorising Officers is maintained.
7. In accordance with best practice guidance, the Council has made arrangements for authorisations in relation to access to communications data to be considered by an external organisation, the National Anti-Fraud Network (NAFN).

The Principles of Necessity and Proportionality

8. Consideration must be given, prior to authorisation of all covert surveillance, as to whether or not the acquisition of private information is necessary and proportionate, ie whether a potential breach of a human right is justified in the interests of the community as a whole, or whether the information could be obtained in other ways.

9. Necessity – where the information sought could be found in another means such as walking past and observing an address or asking a question, the use of surveillance will not be “necessary”. Or put another way, can the information be obtained openly? If the answer is yes, then the surveillance is not “necessary”.
10. Proportionality – this entails asking what the least intrusive form of the surveillance is that would result in the information sought being obtained. The method proposed must not be excessive in relation to the seriousness of the matter under investigation.
11. In particular the risk of “collateral intrusion”, that is intrusion on, or interference with, the privacy of persons other than the subject of the investigation, will be considered in relation to each proposed use of covert surveillance. Steps must be taken to avoid unnecessary collateral intrusion and minimise any necessary intrusion into the lives of those not directly connected with the investigation or operation.

Training and Awareness

12. Authorising Officers must have received relevant training.
13. Departments may develop their own additional guidance; however, the principles and procedures contained in any departmental guidance must be compatible with this Policy and the corporate guidance documents. It would be appropriate for the Senior Responsible Officer to be provided with a copy of any separate guidance produced by individual departments.

Monitoring and Review

14. The Council’s Monitoring Officer is the Senior Responsible Officer (SRO) in relation to RIPA and covert surveillance. The SRO is responsible for implementing the activities outlined in this document, providing support to departments seeking to establish compliance, reviewing the implementation of the Policy, including training.
15. The RIPA Co-Coordinating Officer is nominated by the SRO to be responsible for day to day matters such as training and awareness, oversight of authorisations and keeping records, including a centrally retrievable record of authorisations.
16. The programme of review includes annual reporting to the Council’s Policy Committee on the implementation of the Policy, and quarterly reporting on statistics to the Community Safety Committee. Councillors are however not involved in making decisions on specific authorisations.

Scrutiny and Tribunal

17. All RIPA authorisations require magistrate court approval.
18. The Office of the Surveillance Commissioners (OSC) monitors compliance with RIPA in relation to directed surveillance and CHIS. The Surveillance

Commissioner will from time to time inspect the Council's records and procedures for this purpose and also requires annual returns.

19. The Interception of Communications Commissioner (IOCCO) monitors compliance with RIPA in relation to acquisition of communications data. The Communications Commissioner will from time to time inspect the Council's records and procedures for this purpose and also requires annual returns.
20. In order to ensure that investigating authorities are using their powers properly, RIPA established a Tribunal to hear complaints from persons aggrieved by conduct. The Investigatory Powers Tribunal has power to cancel authorisations and order destruction of information obtained. The Council is under a duty to disclose to the Tribunal all relevant documentation.
21. In addition the Council has its own Corporate Complaints procedure.

21 September 2016**Agenda Item:****REPORT OF THE CHAIRMAN OF THE CHILDREN AND YOUNG PEOPLE'S
COMMITTEE****NOTTINGHAMSHIRE TRANSITIONS PROTOCOL AND PATHWAY****Purpose of the Report**

1. The purpose of this report is to seek approval of the new Nottinghamshire Transitions Protocol (**Appendix 1**) and Pathway (**Appendix 2**), subject to the signing of the Protocol by the Further Education Principals Leads which will take place on 22 September 2016, and the further steps required to ensure that the Protocol becomes embedded into practice.

Information and Advice**Background**

2. The "Improving Outcomes for Children and Young People with Disabilities" project aims to establish an Integrated Disability Service for children and young people with a Disability (aged 0-25 years) that is high quality and value for money. The two year project is working across Social Care (Children's and Adults), Education and Health (predominantly Community Health services).
3. Within the project, the Transitions workstream focuses on a young person's transition from Children's to Adult services. This workstream was developed based on feedback from children, young people and families and a general feeling among organisations (both locally and nationally) that transitions for young people and their families could be made better.
4. Transition is the term that can be applied to all young people, at the stage in their lives when they are on the journey from adolescence into adulthood. "Transition to adulthood should be one of the most exciting times for any young person as they leave school, consider going on to further education, employment or training and maybe leaving home. Disabled young people hope for the same things as other young people, they want a voice, a leisure and social life, and to be involved as active, valued citizens" (Improving Life Chances of Disabled People 2005).
5. However, this can also be one of the most anxious, challenging and vulnerable times for young people with a disability and for their families, especially if there is a need for and reliance on significant support from Education, Health and/or Social Care services.
6. Young people with a disability often rely on a range of services and support, which can get complicated and problematic as they move from Children's to Adult services.

7. If this stage in a young person's life is not handled well it can have a negative impact on the young person and their family, as well as putting an extra strain on Local Authority provision and budgets.
8. Across the UK transition planning is often characterised by poor liaison between different agencies and professionals and a failure to involve young people and to cover the issues of most importance to them and their families. Successful transition to adult care and support requires the young person, their family and professionals to work together.

Development of the Transitions Protocol and Pathway

9. The Council's current Transitions Protocol (2010) requires an update.
10. In response to this, a Transitions Working Group was set up in May 2015, which includes representatives from Children's Social Care, Adult Social Care, Education and Health, supported by the Children's Programme and Projects Team.
11. In May 2015 a regional multi-agency 'Preparing for Adulthood event' was held with parents and colleagues from across social care, schools & colleges, health and voluntary sector organisations. At the event, a new vision was agreed for children and young people with disabilities which has been adopted:

"In Nottinghamshire we want you to have a good start in life.

We want to understand your hopes and dreams for your life, work and relationships.

We want to help you find the right support to help you achieve them"

12. Project work with families began in November 2015 by holding a consultation event with parents and families, which was attended by 21 parents/carers. The event gave parents the opportunity to tell the Council what transition was really like for them and their child. They got the opportunity to look at four different protocols and pathways from other local authority areas and to tell us what they liked and did not like, what worked and what needed changing.
13. Parents said they were unsure about what to expect from services as their child moves into adulthood, what help may be available to them and where to get this help. They were also uncertain about the roles of all the different agencies and the support that they can receive. Parents also told the Council what was going to be useful for them as a family, the information they needed and how this information could be made more accessible for them; this provided a clear brief on which to build the Protocol.
14. Following the event, families signed up to be part of a Parent Reference Group which remained engaged throughout the process to create the Protocol. Eight parents formed the Parent Reference Group and were involved with drafting, reviewing and editing the documents. Parents from the Nottinghamshire Participation Hub (NPH) were also engaged throughout the process.
15. In January 2016 young people at Pioneers were asked for their input into the draft Transitions Protocol; they provided feedback but were more interested in the visual

pathway being produced so that they could see their journey at a glance. Pioneers are a group of young people age 10-25 years with an interest in disability issues supported by Nottinghamshire County Council Youth Services. This forum provides a structure to voice their opinions and a regular link with service providers.

16. Subsequent discussions were held with the Pioneers and Apprentices from the APTCOO eXtra's Learn, Work and Earn scheme. A Place to Call our Own (APTCOO) is a Mansfield based charity, where students are trained who have special educational needs, a disability or not currently in education, employment or training.
17. Young people were involved in the production of the visual pathway by reviewing the draft created and offering suggestions about the design and content. This co-production approach ensured that the protocol was developed with young people and families for young people and families and therefore addressed the key areas and issues that they felt were important.
18. Various professionals provided support and feedback on the production of the Protocol including Foxwood School, Portland College, Transitions Nurse, Bassetlaw Clinical Commissioning Group (CCG), Integrated Children and Young People's Community Health Programme (ICCYPH), Healthwatch Nottinghamshire and Autism East Midlands.
19. The new Transitions Protocol and Pathway have been developed in order to:
 - Set out guidance and best practice for organisations within Nottinghamshire to follow
 - Provide clarity around the Transitions process for disabled young people and their families in Nottinghamshire
 - Ensure young people and families have advance notice, and realistic expectations, about the support they will receive as they start to prepare for adulthood
 - Listen to the views of disabled young people and their families and ensure their feedback is at the centre of service improvement
 - Provide accessible information
 - Provide clarity for professionals about the Transitions process, especially from outside of their own organisation
 - Gain the commitment and ownership of all key partners and for this to be embedded into local practice in Nottinghamshire
 - Provide links to the Nottinghamshire Local Offer and Notts Help Yourself.

Next Steps

20. Subject to approval of the Protocol by Committee, some next steps will be required to ensure that it becomes embedded into practice. These include:
 - Building on the good work achieved to date by communicating the Protocol and Pathway to young people, families, colleagues and partners.
 - The development of a quality assurance monitoring tool to drive service improvement and ensure the Protocol and Pathway are used and that they are making a difference to young people.

- The development of an interactive website that links to the Transitions Pathway, providing accessible information that is contemporary and interactive in response to feedback from young people.

Other Options Considered

21. None. The Council's current Transitions Protocol (2010) is out of date and required an update in line with new legislation.

Reason/s for Recommendation/s

22. This Protocol will provide clarity for young people and families about the Transitions process, including what will happen, when it will happen and who is responsible. It is anticipated that this will contribute to reducing their anxiety about the unknown and improve the experience of young people in Nottinghamshire as they transition from Children's to Adult services.
23. Completion of the proposed next steps will ensure the Protocol is embedded in practice and make a difference to families, young people and professionals. It will also enable the Council to update and review the Protocol based on feedback from families.

Statutory and Policy Implications

24. 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.

Financial Implications

25. There are no direct financial implications arising from the proposals in the report.

Implications for Service Users

26. Service users will be able to have a clearer understanding of what happens during their young person's transition from Children's to Adult services, and who is responsible for the process. The Protocol and Pathway aims to outline the Transition journey in Nottinghamshire and to ensure everyone involved understands the specific roles and responsibilities of all key agencies. By these agencies working together with the young person and their family Nottinghamshire young people can be effectively supported to reach their maximum potential.

RECOMMENDATION/S

That:

- 1) the Nottinghamshire Transitions Protocol and Pathway be approved, subject to the signing of the Protocol by the Further Education Principals Leads which will take place on 22 September 2016.
- 2) the further steps required to ensure that the Protocol becomes embedded into practice, as detailed in **paragraph 20**, be approved.

Councillor John Peck

Chairman of the Children and Young People's Committee

For any enquiries about this report please contact:

Paul Johnson
Group Manager, Younger Adults
T: 0115 8546220
E: paul.johnson@nottscc.gov.uk

Constitutional Comments (LM 22/08/16)

27. The recommendations in the report fall within the Terms of Reference of the Policy Committee.

Financial Comments (TMR 23/08/16)

28. There are no direct financial implications arising from the proposals in the report.

Background Papers and Published Documents

None.

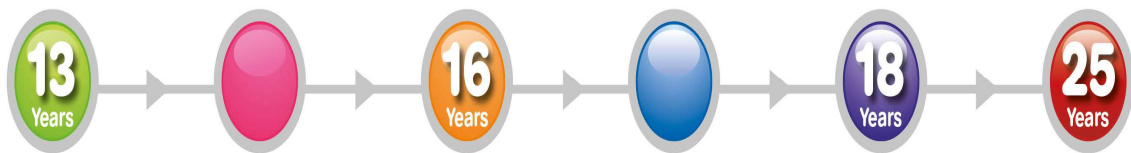
Electoral Division(s) and Member(s) Affected

All.

C0858

Nottinghamshire Multi-Agency Transitions Protocol

**(Supporting Young People with Special
Educational Needs and Disabilities from aged 13
years into Adulthood)**



**In Nottinghamshire we want you to have a good
start in life.**

**We want to understand your hopes and dreams
for your life, work and relationships.**

**We want to help you find the right support to
help you achieve them.**

working in partnership



Endorsements of the Transitions Protocol

This Protocol is a reference outlining the vision, principles, roles and responsibilities of the agencies involved in the Transitions planning process for disabled young people living in Nottinghamshire.

The Transitions planning process requires support at strategic, management and operational levels to be effective and to ensure that the vision of a positive future for these young people in Nottinghamshire becomes a reality.


By signing this document the agencies below consent and give their commitment to implementing this protocol within Nottinghamshire.



Colin Pettigrew

Corporate Director. Children, Families and Cultural Services. NCC.

On behalf of the Children's Trust Executive Board and the Children's Leadership Team.



David Pearson

Corporate Director. Adult Social Care and Health and Public Protection. NCC.

On behalf of the Adult Leadership Team.



Councillor Joyce Bosnjak

On behalf of the Health and Wellbeing Board



Rev Chris Levy

On behalf of the Governors' Trust Board



Georgina Palmer

Parent

On behalf of Nottinghamshire Participation Hub

On behalf of the Principals Further Education Leads Meeting



Kate Allen

Consultant in Public Health

On behalf of the Children's Health Commissioners' Forum

On behalf of the Clinical Commissioning Groups Safeguarding Committee

On behalf of the Policy Committee

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Transitions Protocol – Statement of Purpose

“Transition to Adulthood should be one of the most exciting times for any young person as they leave school, consider employment or training, further education and maybe leaving home. Disabled young people hope for the same things as other young people, they want a voice, a leisure and social life, and to be involved as active, valued citizens” (ILCDP 2005).

Transition is the term that can be applied to all young people, at the stage in their lives when they are on the journey from adolescence into Adulthood. In this protocol it is the process by which young people with disabilities or additional needs transfer from Children's Services to Adult's Services in Education, Health and Social Care provision in Nottinghamshire.

We know that this can be one of the most anxious, challenging and vulnerable times for young people with a disability and for their families, especially if there is a need for and/or reliance on significant support from Health and/or Social Care services.

It's so confusing!!

During this time, young people and their families may be unsure about what to expect, what help may be available to them and where to get this help. They may be uncertain about the roles of all the different agencies, the support that they can receive and where to get this support from.

For the majority of young people, having access to timely, accessible information about options that help them understand the Transition process and how to make informed decisions about their future, may be enough to assist them through this stage. For others, especially those who have a lot of contact with agencies, services or support, this can be more difficult as they move between Children's and Adult's Services.

Don't forget!!

We must remember that Transitions planning is for the young person and should be about the things that are important to them. It might seem scary or hard for them, but it can also be very exciting. Planning should focus on the young person's strengths and capabilities and must include every opportunity for them to communicate their needs and to actively participate in whatever way they feel comfortable.

Danger!!

If this stage in a young person's life is not handled well, it can have a negative impact on them and their families, as well as putting an extra strain on Local Authority and Public Sector services and budgets. Getting it right can set young people up for the rest of their lives.

The Nottinghamshire Transitions Working Group has developed this Protocol and Transitions Visual Pathway in order to:

- Provide clarity around the Transitions process for disabled young people and their families in Nottinghamshire.
- Gain the commitment of all key partners.
- Ensure that feedback from disabled young people and their families is at the centre of service improvement.

This protocol sets out:

- **what** should happen, from year 8 (12-13 years)
- **when** it should happen
- **who** should take responsibility
- **how** partners should work together to ensure a seamless Transition to Adulthood

All in it together!!

Transition should be viewed as a process, not as a single event and should not be seen as the core responsibility of one agency. Rather all agencies should work closely together and professionals, young people and their families/carers should be clear about the specific responsibilities of each agency at each stage of the process.

Maximise potential!!

Nottinghamshire's aspiration is to put young people at the centre of its Transitions Pathway, and this document has been developed to support and improve this ensuring we are all working together for the benefit of young people, their parents and carers. It aims to outline the Transition journey and to ensure everyone involved in this journey understands the specific roles and responsibilities of all the key agencies, so that they all work together effectively to support the young person to reach their maximum potential.



A handwritten signature in black ink that reads "Paul Johnson". The signature is written in a cursive, flowing style.

Paul Johnson
Group Manager Younger Adults
Nottinghamshire Transitions Working Group (Chair)

Acknowledgements

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Thank you also goes to the members of the Transitions Workstream members.

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SECTION 1

This shared vision emerged from our multi-agency Preparing for Adulthood planning day (June 2105).

Vision

In Nottinghamshire we want you to have a good start in life.

We want to understand your hopes and dreams for your life, work and relationships.

We want to help you find the right support to help you achieve them.

Preparing for Adulthood means preparing for:

- higher education and/or employment – this includes exploring different education and employment options, such as support for becoming self-employed, Apprenticeships, Internships or planning for College or University.
- independent living – this means young people having choice, control and freedom over their lives and the support they have, their accommodation and living arrangements, including supported living
- participating in society, including having friends and supportive relationships, and participating in, and contributing to, the local community
- being as Healthy as possible in adult life

Further resources can be found about the move to independence at the Preparing for Adulthood Website: - <http://www.preparingforadulthood.org.uk/>

Principles

Nottinghamshire has adopted a multi-agency approach to Transition planning to ensure the process provides a consistent person centred experience for the young person and their family. Building on the key messages from the Preparing for Adulthood Programme (Department for Education),¹ we have set out 13 clear principles to help us get Transitions right.

1. Raising aspirations

Raising and supporting aspirations of young people is everyone's responsibility. Transition planning should be focussed on life outcomes, promoting independence and supporting young people by giving them the best opportunities and support to succeed, realise positive outcomes relating to their aspirations and reach their maximum potential.

2. Person Centred Transition planning

Person centred planning must be centred on the young person and should explore all aspects of a person's life with them at the centre of the planning process. This approach gives young people a chance to say what their hopes and dreams for the future are from a personal perspective, and should result in clear outcomes being agreed that are ambitious and are a benefit or make a difference to the individual. An Advocate should be provided if the young person would have difficulty in taking part in the planning and review process.

3. Aligning assessments

It is good practice for the Transitions Reviews to be integrated with other statutory reviews wherever possible e.g. Child in Need (CIN), Looked After Child (LAC), or a young people with an Education, Health and Care (EHC) Plan.

4. Involvement and consultation with young people and their families

Young people and their families should be actively involved in planning their future. Their real experiences should inform strategic planning and commissioning. The way in which people communicate should always be respected. Nottinghamshire Participation Hub (NPH) consists of a

¹ Herefordshire Multi-Agency Transition Protocol for Children and Young People with Disabilities and Complex Needs
https://www.herefordshire.gov.uk/media/7779928/herefordshire_transition_protocol.pdf

group of parents and carers of young people with additional needs or disabilities who are working together representing the whole of the county of Nottinghamshire.

This is a link to their website: - <http://www.apthcoo.co.uk/news/79-nph.html>

5. Providing accessible and clear information

The information, advice and support young people and families receive has a significant effect on their aspirations for life. Clear information should be shared with young people to help raise their aspirations by illustrating what has already worked for others and what options are available to them. Provision of appropriate and useful information, advice and support for young people, their parent/carer(s), should be available before and during the Transitions process in a format that is accessible to them.

This link tells you more about Nottinghamshire's Local Offer -

[http://www.ppsnotts.org.uk/docs/Nottinghamshire The Local Offer.pdf](http://www.ppsnotts.org.uk/docs/Nottinghamshire_The_Local_Offer.pdf)

6. Partnership working across agencies

Partners must be committed to this Protocol for young people and to working collaboratively to ensure it is embedded in practice. Greater understanding of the specific roles and responsibilities of all the key agencies involved in Transition will lead to better working relationships and help create good multi-agency practice.

7. Developing the workforce

Appropriate training should be available for all professionals, so that staff can engage with young people and families and develop person centred support. This should include carrying out Monitoring and Quality Reviews conducted by people who are appropriately trained.

8. Quality and monitoring

To drive improvement in service, Monitoring and Quality Assurance need to be put in place and reviewed regularly to ensure the quality of provision is maintained at an appropriate standard and that the Transition process is as effective as possible. Feedback from young people and their families should be reviewed regularly.

9. Relevant information sharing

Sharing information is a fundamental part of any job when working with children and young people. The decisions about how much information to share, with whom and when, can have a profound impact on individuals' lives. It could ensure that an individual receives the right services at the right time, prevent a need from becoming more acute and difficult to meet. Effective information-sharing must underpin integrated multi-agency working and is a vital element in improving outcomes for all. Staff will respect confidentiality and will adhere to local guidance related to sharing information.

10. Safeguarding

It is a fundamental principle that disabled children and young people have the same right as non-disabled children and young people that is to be protected from harm and abuse. However in order to ensure that the welfare of disabled children and young people is safeguarded and promoted, it needs to be recognised that additional action is required. This is because disabled children and young people have additional needs related to physical, sensory, cognitive and/or communication requirements and many of the problems they face are caused by negative attitudes, prejudice and unequal access to things necessary for a good quality of life (DCFS 2009) Staff will have access to up-to-date safeguarding protocols and training. The links below are to the Nottinghamshire Children's and Adults Safeguarding Board websites.

Safeguarding Children <http://www.nottinghamshire.gov.uk/nsch>

Safeguarding Adults
<http://www.nottinghamshire.gov.uk/care/adult-social-care/safeguarding-adults>

11. Advocacy

All children and young people have the right to have their views, wishes and feelings taken into account when decisions are made about their lives. To ensure the young people's involvement, we must ensure the young person's preferred method of communication is used and their support needs taken account of. Advocacy is one way to facilitate the participation of disabled children and young people in decision making.

Independent representation/Advocacy services should be made available to young people in this regard. Nottinghamshire Help Yourself website lists a number of organisations who provide Advocacy services:-

<http://helpyourselfnotts.org.uk/kb5/nottinghamshire/directory/results.action?qt=advocacy&term=&sorttype=relevance&adultchannel=0>

POhWER is a charity and membership organisation, who provides information, advice, support and Advocacy services in Nottinghamshire: - <http://www.pohwer.net/>

12. Problem Solving

Recognising there might be different views amongst those involved; there is a commitment to partnership working to seek creative solutions which put the young person's benefit at the heart of the process to prepare them for Adulthood.

13. Redress

We are aware that sometimes things go wrong; each agency has a complaints procedure that should be followed if the young person, parents or carers are unhappy with the contribution of a particular agency. All service users have the right to express their views and to make suggestions, complaints or compliments about the services they receive.

Section 2

Legislation

Transition to Adulthood raises a number of issues locally for service users, their families, commissioners and providers. These need to be considered in line with current national legislation and local initiatives that aim to enhance our understanding of the Transition process and to improve experiences and outcomes for young people and their families. An array of legislation underpins the Transition process.

As well as the **Mental Capacity Act (2005)** ⁽²⁾ three new pieces of legislation that have the greatest influence on support for disabled young people during Transitions are:-

- **Part 3 of the Children and Families Act 2014** ⁽³⁾, which focuses on Special Educational Needs and Disability.
- **Part 1 of the Care Act 2014** ⁽¹⁾, which focuses on the care and support of Adults with care and support needs.
- **National Institute for Health and Care Excellence (NICE) Guidance**, 'Transition from children's to adults services for young people using health or social care services'. Published Feb 2016.

The Preparing for Adulthood team have produced a Factsheet: 'The Links between the Children and Families Act 2014 and The Care Act 2014', which can be found here

http://www.preparingforAdulthood.org.uk/media/412594/care_act_mar15.pdf

The Children and Families Act

The Children and Families Act sets an important new legal framework of support from an early age right into Adulthood. It created a new comprehensive birth to 25 years Education, Health and Care Plan (EHC) for children and young people with Special Educational Needs and places a duty on statutory organisations to work together to align Education, Health and Social Care arrangements. As a legal document, the plans are specific to the needs of the individual and aim to facilitate a multi-agency approach to Transition, because Health, Education and Care services must all contribute.

The SEND reforms focus on the following themes:-

- Working towards clearly defined outcomes
- Engagement and participation of parents and young people (Co-production)
- Developing a Local Offer of support and Joint Commissioning
- Personalisation and Personal Budgets
- Coordinated assessments and EHC plans

The Care Act

Part 1 of The Care Act pulls together threads from over a dozen different Acts into a single, modern framework for care and support. It reforms how the law works, prioritising individual wellbeing for adults with care and support needs over the age of 18, with a particular focus on person-centred practice and outcomes, putting people in control of their care and support.

The assessment and eligibility process is one of the most important elements of the care and support system. The assessment is one of the key interactions between a Local Authority and an individual, whether that is an adult needing care or a Carer.

The Act says that if a child, young carer or an adult caring for a child (a “child’s carer”) is likely to have needs when they, or the child they care for, turns 18, the Local Authority must assess them if it considers there is “significant benefit” to the individual in doing so. This is regardless of whether the child or individual currently receives any services (Department of Health (DoH) 2015).

It also gives Local Authorities a legal responsibility to cooperate, and to ensure that all the correct people work together to get Transition right. It makes clear that the Local Authority can combine any “Transition” assessments with any other assessment being carried out for some other person (provided all parties agree).

The provisions in the Act relating to Transition to Adult Care and support are not only for those who are already receiving Children’s Services, but for anyone who is likely to have needs for Adult Care and support after turning 18. Equally for those without EHC plans, early conversations with Local Authorities on preparation for adulthood are beneficial – when these conversations begin to take place will depend on individual circumstances.

The Care Act states Transitions must be provided using a co-ordinated multi-agency approach by professionals from different agencies, the wider community, family and friends.

The Mental Capacity Act

The right of young people to make a decision is subject to their capacity to do so as set out in the Mental Capacity Act 2005. The underlying principle of the Act is to ensure that those who lack capacity are empowered to make as many decisions for themselves as possible, and that any decisions made or actions taken on their behalf are done so in their Best Interests. Decisions about Mental Capacity should be made on an individual basis, and may vary according to the nature of the decision (Department of Health 2015) ⁽¹²⁾.

NICE Guidance (2016)

‘Transition from children’s to adult’s services for young people using health or social care services’.

This guidance covers the period before, during and after a young person’s moves from Children’s to Adults Services. It aims to help young people and their carers have a better experience of Transition by improving the way it is planned and carried out. It covers both Health and Social Care and is used by the Care Quality Commission (CQC) to inform their inspection process.

The guidance can be found here: <https://www.nice.org.uk/guidance/ng43>

Section 3

Preparing and planning with a young person as they move towards and into adulthood

Together with partners we have established key milestones in the Transitions process and described who is responsible for achieving these.

It is set out in yearly sections, where the year refers to the school year (that is from 1st September to 31st August) being the equivalent to the system used in schools.

The box at the top of the section summarises the core actions which should take place each year to ensure a smooth and seamless Transition.

Final for endorsement

Year 8 12 – 13 years

What should happen?	Who should do it?	Guidance
Look at the Local offer Website	Young person, school, parents.	http://nottinghamshire.sendlocaloffer.org.uk
Identify the young people who may need a Person-Centred Transitions Plan.	School	Provision of Careers Advice and guidance is a school responsibility.
Start to talk to the young person to explain the Transitions process.	School	
Young person's participation and communication needs to be identified.	School	<p>Link with Tutors, parent/carer(s), Speech and Language Specialists.</p> <p>Profile of Need</p> <p>These identified needs should be taken into consideration throughout the Transitions process e.g. written report formats.</p>
Identify young people with complex Health needs	Health Care Professional	http://www.togetherforshortlives.org.uk/professionals/care_provision/care_pathways/Transition_care_pathway
Preliminary awareness of young people with high needs from SEN Co-ordinators	SEN Coordinators (SENCO) Children's and Adult Social Care, Health and Public Protection.	
Confirm consent for sharing of information between agencies.	Integrated Children's Disability Service Assessment Team and or Children's Social Care	

If the young person would like to create a **Wiki** – information is available here:-

<http://nottinghamshire.familyservicedirectory.org.uk/kb5/nottinghamshire/directory/site.page?id=IERQVtinWXo>

Your school will support you to use the **Local Offer Website**; it will include information about Education, Health and Care Provision. It should also tell you about training, employment and independent living for young people with Special Educational Needs and/or Disabilities.

<http://nottinghamshire.sendlocaloffer.org.uk>

Final for endorsement

Preparation for the Transitions Review

What should happen?	Who should do it?	Guidance
Look at the Local offer Website	Young person, school, parents.	http://nottinghamshire.senlocaloffer.org.uk
young person, parents and carers to be consulted with about: - Date of Transitions Review - Identifying other professionals involved - Advocacy Services if required.	School	
Invite appropriate people working with and involved with the young person and their family, by making them aware of the Transitions Review date at the beginning of the Autumn term. Invite Professionals to submit reports.	School/Parents	Nottinghamshire Children and Young People's (aged 0-25) Special Education Needs and Disability Integrated Commissioning Strategy(2015-2017)
Pre-review meeting to explain review process to the young person and parent/carer(s). Arrange for young person and/or parents where appropriate to meet with others who have previously gone through the review process.	School – SEN Coordinator (SENCO)	Help with understanding change and making choices. Time needs to be set aside for peer support for Transitions preparation and to build on the circle of support.
Copies of any reports submitted by professionals to be sent to parent/carer(s) minimum of 2 weeks before the review date.	School	
It is good practice for the Transitions Reviews to be integrated with other Statutory reviews e.g. CIN, LAC or EHCP (with permission of	Children's Social Care	If it's an integrated review, time allocation needs to reflect this. Young person,

What should happen?	Who should do it?	Guidance
parent/carer(s)).		parent/carer(s) have the right to ask for a change of date if unable to attend.
Information, Advice and Support must be provided for young people around what Transitions means and future education, employment and training opportunities.	School, Ask Us T/n 0115 948 2888	Personal, Social, Health and Education (PSHE) timetable could include the Transitions Planning. The 'Local Offer' must include information on Transitions and signpost young people to further support and guidance.
<p>If the young person would like to create a Wiki – information is available here:-</p> <p>http://nottinghamshire.familyservicedirectory.org.uk/kb5/nottinghamshire/directory/site.page?id=IERQVtinWXo</p> <p>Your school will support you to use the Local Offer Website; it will include information about Education, Health and Care Provision. It should also tell you about training, employment and independent living for young people with Special Educational Needs and/or Disabilities.</p> <p>http://nottinghamshire.sendlocaloffer.org.uk</p>		

Creating the Transitions Plan

What should happen?	Who should do it?	Guidance
It is good practice for the Transitions Reviews to be integrated with other Statutory reviews e.g. CIN, LAC or EHCP (with permission of parent/carer(s)).	Children's Social Care	If it's an integrated review, time allocation needs to reflect this. Young person, parent/carer(s) have the right to ask for a change of date if unable to attend.
Review to follow the 'important to/for, what's working/not working' format. Post 16 options discussed. Provision of Careers Advice is the responsibility of schools.	School	
Transitions Coordinators may attend Reviews where the young person is likely to benefit from support from their service.	School	Feedback or attendance at Spring Board meetings may be an option
10 working days after the Transitions Review meeting, a copy of the Transitions Plan to be distributed to young person, parent/carer(s) and relevant partners.	School	
The nominated person will oversee delivery of Transitions Plan.	Nominated Person	Nominated person would normally be the person who is best placed to co-ordinate the delivery of the Transitions Plan, and they would act as a main point of contact. Parent/carer(s) and the young person must also be

What should happen?	Who should do it?	Guidance
		included when deciding who the nominated person should be.
<p>If the young person would like to create a Wiki – information is available here:-</p> <p>http://nottinghamshire.familyservicedirectory.org.uk/kb5/nottinghamshire/directory/site.page?id=IERQVtinWXo</p> <p>Your school will support you to use the Local Offer Website; it will include information about Education, Health and Care Provision. It should also tell you about training, employment and independent living for young people with Special Educational Needs and/or Disabilities.</p> <p>http://nottinghamshire.sendlocaloffer.org.uk</p>		

Year 10 14-15 years

The Year 10 review follows the same process as the Year 9 review, except for the differences noted below

Review of the Transitions Plan

What should happen?	Who should do it?	Guidance
Look at the Local offer Website	Young person, school, parents.	http://nottinghamshire.senlocaloffer.org.uk
It is good practice for the Transitions Reviews to be integrated with other Statutory reviews e.g. CIN, LAC or EHCP (with permission of parent/carer(s)).	Children's Social Care	If it's an integrated review, time allocation needs to reflect this. Young person, parent/carer(s) have the right to ask for a change of date if unable to attend.
Year 10 Transitions Plan Review to follow 'important to/for, what's working/not working' format where appropriate.	School	Unless this is deemed to be not in the best interest of a particular young person.
Link up with the Integrated Children's Disability Service Assessment Team to identify those known to their service (at 6 monthly meetings).	Integrated Children's Disability Service Assessment Team and/ or Children's Social Care Adult Social Care, Health and Public Protection.	Services need to be working closely together where there is a strong possibility of significant input/funding packages e.g. supported living and housing, day service, voluntary and private sector, Colleges, Health, transport, employment.
At year 10 review, year 9 Transitions Plan is reviewed and actions agreed by all parties and the Transitions Plan is updated and expanded.	School	
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What should happen?	Who should do it?	Guidance
As appropriate provide opportunities for young person to visit potential future educational provisions to enable them to make informed decisions and choices.	School	
<p>If the young person would like to create a Wiki – information is available here:-</p> <p>http://nottinghamshire.familyservicedirectory.org.uk/kb5/nottinghamshire/directory/site.page?id=IERQVtinWXo</p> <p>Your school will support you to use the Local Offer Website; it will include information about Education, Health and Care Provision. It should also tell you about training, employment and independent living for young people with Special Educational Needs and/or Disabilities.</p> <p>http://nottinghamshire.sendlocaloffer.org.uk</p>		

Review of the Transitions Plan

What should happen?	Who should do it?	Guidance
Look at the Local offer Website	Young person, school, parents.	http://nottinghamshire.sendlocaloffer.org.uk
Review to take place in Autumn term/first half of Spring term	School	
Check actions from year 10 Review prior to year 11 Review meeting.	School	
As appropriate organise college visits/provider visits with young people and parent/carers. Complete application process.	School monitors these Transitions arrangements	
Transitions Coordinators will select which reviews are appropriate to attend based upon previous decisions, information they have gathered and future planning needs, and will make links with other appropriate services e.g. the Supported Living Coordinators.	ASCHPP - Transition Coordinators	Greater awareness of need post 18 especially if high cost funding is required
<p>If the young person would like to create a Wiki – information is available here:-</p> <p>http://nottinghamshire.familyservicedirectory.org.uk/kb5/nottinghamshire/directory/site.page?id=IERQVtinWXo</p> <p>Your school will support you to use the Local Offer Website; it will include information about Education, Health and Care Provision. It should also tell you about training, employment and independent living for young people with Special Educational Needs and/or Disabilities.</p> <p>http://nottinghamshire.sendlocaloffer.org.uk</p>		

Preparation for the ‘Transitions Plan Review’

What should happen?	Who should do it?	Guidance
Look at the Local offer Website	Young person, school, parents.	http://nottinghamshire.sendlcaloffer.org.uk
It is good practice for the Transitions Reviews to be integrated with other Statutory Reviews e.g. CIN, LAC or EHCP (with permission of parent/carer(s)).	Children’s Social Care Adult Social Care, Health and Public Protection (ASCHPP)	If it’s an integrated review, time allocation needs to reflect this. Young person, parent/carer(s) have the right to ask for a change of date if unable to attend.
Date of annual Transitions review to be agreed.	School or other post 16 provider to liaise with young person, parent/ carer(s)	
Young person and parent/ carer(s) to be consulted about other professionals involved and informed of Advocacy services.	School or other post 16 provider	
2 months before review The school or other post 16 provider sends out the invitation to attend Transitions Plan Review. to relevant people:	School or other post 16 provider Relevant Health Provider involved with young person’s healthcare	http://www.togetherforshortlives.org.uk/professionals/care_provision/care_pathways/Transition_care_pathway
Organisation of the Transitions Reviews meeting and collation of the responses from agencies and parents (1 month before review).	School or other post 16 provider	
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What should happen?	Who should do it?	Guidance
Preparation by everyone involved for the Transitions Review. Representatives appropriate to young person and parent/ carer(s) to contribute to the Review, either by attending the meeting or providing information in a way which is accessible to the young person.	School, SEN Coordinator (SENCO) or post 16 provider	
GP and Adult Consultant updated on the the needs of the young person.	Nurse Specialist Paediatric Consultant / Doctor	http://www.togetherforshortlives.org.uk/professionals/care_provision/care_pathways/Transition_care_pathway
17-17.5 years of age referrals to Adult Health Services should be made and to Continuing Healthcare (CHC) where appropriate.	Named Doctor	
Transitions Coordinators will select which Reviews are appropriate to attend based upon previous decisions and information they have gathered and future planning needs.	ASCHPP - Transition Coordinators	
<p>If the young person would like to create a Wiki – information is available here:-</p> <p>http://nottinghamshire.familyservicedirectory.org.uk/kb5/nottinghamshire/directory/site.page?id=IERQVtinWXo</p> <p>Your school will support you to use the Local Offer Website; it will include information about Education, Health and Care Provision. It should also tell you about training, employment and independent living for young people with Special Educational Needs and/or Disabilities.</p> <p>http://nottinghamshire.sendlocaloffer.org.uk</p>		

Review of Transitions Plan

What should happen?	Who should do it?	Guidance
Look at the Local offer Website	Young person, school, parents.	http://nottinghamshire.sendlcaloffer.org.uk
<p>The previous year's Transitions Plan is reviewed and actions agreed by all parties.</p> <p>Transitions Plan is updated and extended.</p> <p>Agree who co-ordinates next Review.</p> <p>Transitions Coordinator may attend appropriate Reviews</p>	<p>School/post 16 provider</p> <p>Transitions Co-ordinators (ASCHPP)</p>	<p>There should be increasing involvement from Adult Services, Health, Social Care and Education – for those young people requiring adult services.</p> <p>At 18 the responsibility for the assessment of provision of Social Care services will transfer to Adult Social Care.</p>
Confirm consent for sharing of information between agencies.	School	
10 working days after review meeting, a copy of Transitions Plan to be distributed to young person, parent/carer(s) and relevant partners.	School or other post 16 provider	
<p>Over-seeing delivery of Transitions Plan.</p> <p>Transitions Coordinators will have greater involvement with those selected for their service.</p>	<p>Nominated person</p> <p>Transition Coordinators ASCHPP</p> <p>Page 48 of 148</p>	<p>Nominated person would normally be the person who is best placed to co-ordinate the delivery of the Transitions Plan, and they would act as a main point of contact. This could be the Transitions Coordinator.</p> <p>Parent/carer(s) and the</p>

What should happen?	Who should do it?	Guidance
		young person must also be included when deciding who the nominated person should be.
Staff involved with identifying the needs of the young person to work with commissioners to secure the right specialist support.	Coordinators and Clinical Commissioning Groups (CCGs) who determine Continuing Healthcare (CHC) eligibility.	Decisions need to be made earlier; there is an increased emphasis on being pro-active and trying to prevent young people, parent/ carer(s) from receiving a decision too close to the 18 th birthday. NICE guidance on CHC and Transitions
If appropriate, introduction to and awareness of Resource Allocation will occur prior to 18 th Birthday.	Integrated Children's Disability Service Assessment Team and or Children's Social Care	
Integrated Children's Disability Service Assessment team support ends at the 18 th birthday, except young people eligible for aftercare (i.e. Looked After Children) and Children and Young Adults with Education, Health and Care Plan Assessments.	Integrated Disability Service Assessment Team and or Children's Social Care	A Looked After Child may have an aftercare worker/PA to the age of 21.
Transitions Review for young people in Independent schools or young people at out of County schools. Transitions Plan reviewed and updated.	ASCHPP – Transitions Co-ordinators	Integrated Children's Disability Service Assessment Team
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What should happen?	Who should do it?	Guidance
		<p>If the young person would like to create a Wiki – information is available here:-</p> <p>http://nottinghamshire.familyservicedirectory.org.uk/kb5/nottinghamshire/directory/site.page?id=IERQVtinWXo</p> <p>Look for more information on the Local Offer Website; it will include information about Education, Health and Care Provision. It should also tell you about training, employment and independent living for young people with Special Educational Needs and/or Disabilities.</p> <p>http://nottinghamshire.sendlocaloffer.org.uk</p>

19 years + Young Adults in Continuing Education

Preparation for leaving Education, moving on and achieving outcomes for adulthood.

What should happen?	Who should do it?	Guidance
Your college will support you to look at the Local offer Website	Young person, school, parents/college	http://nottinghamshire.senlocaloffer.org.uk
Integrated Children's Disability Service Assessment team support ends at the 18 th birthday, except young people eligible for aftercare (i.e. Looked After Children) and Children and Young Adults with Education, Health and Care Plan Assessments.	Integrated Children's Disability Service Assessment Team and or Children's Social Care	A Looked After Child may have an Aftercare worker/PA to the age of 21.
Staff involved with identifying the needs of the young person to work with Commissioners to secure the right specialist support for them.	Adult Social Care - Transition Coordinators and Clinical Commissioning Groups (CCGs) who determine Continuing Health Care (CHC) eligibility.	Decisions need to be made earlier; there is an increased emphasis on being pro-active and trying to prevent young people, parent/ carer(s) from receiving a decision too close to the 18 th birthday.
School/college will need to assess early (in the Autumn term) to agree a plan which works towards positive outcomes for the young person. Adult Social Care, Health and Public Protection may need to assess early in year 13 so that a placement is identified if required.	School/ College Adult Social Care, Health and Public Protection.	Some young people will continue in education after year 13, as they continue to progress towards employment, supported employment, further education or independent living in line with their aspirations and outcomes. Some young people will "Transition" on to Adult Services

For those Young People Continuing in Education

What should happen?	Who should do it?	Guidance
If you have an EHC plan it will continue to be reviewed yearly.	Review to follow the 'important to/for, what's working/not working' format.	School/College
Post education options discussed with young person, employment, supported employment opportunities or further education. Provision of Careers Advice is the responsibility of School/College.	School/College	Consideration should be given to appropriateness of independent travel training. Consider attendance at Careers Fair.
The plan will have an identified Lead who can regularly review actions that need to be undertaken so that a clear leaving plan is in place for the young person.	School/College	
Young person and parent/ carer(s) to be consulted about other professionals involved and informed of Advocacy Services.	School/College	
Transitions Coordinators will select which Reviews are appropriate to attend based upon previous decisions and information they have gathered and future planning needs.	Adult Social Care - Transition Coordinators	
For students no longer open to the Transitions Team. If necessary they will need to be re referred to Adult Social Care or Health services prior to leaving college	Young person/family/college /health	Planning needs to start early in the Autumn term

If the young person would like to create a Wiki – information is available here:-

<http://nottinghamshire.familyservicedirectory.org.uk/kb5/nottinghamshire/directory/site.page?id=IERQVtinWXo>

Look for more information on the Local **Offer Website**; it will include information about Education, Health and Care Provision. It should also tell you about training, employment and independent living for young people with Special Educational Needs and/or Disabilities .<http://nottinghamshire.sendlocaloffer.org.uk>

Glossary of terms/acronyms

Advocate	Someone who speaks up for you or supports you to speak up for yourself
Advocacy	<p>The process of supporting and enabling people to:</p> <ul style="list-style-type: none">– Express their views and concerns.– Access information and services.– Defend and promote their rights and responsibilities. <p>All CYP have the right to have their views, wishes and feelings taken into account about decisions in their lives. Advocacy is one way to facilitate CYP's involvement in this decision making.</p>
Annual review	The review of a statement of Special Educational Needs or EHC plan which a Local Authority must make within 12 months of issuing the Statement or EHC plan, and not less than 6 months, of the previous review.
ASCHPP	Adult Social Care and Health and Public Protection formerly Adult Social Care and Health
Ask Us	Nottinghamshire's Information, Advice and Support Services network.
CAMHS	Child and Adolescent Mental Health Service
CCG	Clinical Commissioning Groups. (CCGs) are clinically-led statutory NHS bodies responsible for the planning and commissioning of Health care services for their local area. They are the groups in charge of your local Health services.
CDC	Council for Disabled Children
CHC	Continuing Healthcare
DCO/DMO	Designated Medical/Clinical Officer (DMO/DCO) will support the CCG's in meeting their statutory responsibilities in relation to SEND. In Nottinghamshire we have a DCO.
Disability	<p>The law defines disability in a number of different ways.</p> <p>For the purpose of this protocol, we have used the definition set out in the Disability Discrimination Act 2005:-</p> <p>‘A person has a disability, for the purposes of this Act, if he has a physical or mental impairment which has a substantial and long term adverse effect on his ability to carry out normal day to day activities’.</p>

DoH	Department of Health
EHCP	Education Health and Care (plan) - has replaced SEN Statements from September 2014
NICE	National institute for Health and Care Excellence role is to improve outcomes for people using the NHS and other Public Health and Social Care services.
NPH	Nottinghamshire Participation Hub (NPH) consists of a group of parents and carers of young people with additional needs or disabilities who are working together with other parents and carers representing the whole of the county of Nottinghamshire. It is a way of making sure their voices are heard and that they influence services in their area, through Parent and Carer Participation Steering Group Meetings and local parent support groups. http://www.aptc.co.uk/news/79-nph.html
ICCYPH	The Integrated Community, Children's and Young People's Healthcare programme. Their role is to commission and provide co-ordinated, integrated community Healthcare services for children and young people and their families within Mid and South Nott's, which improve their Health and wellbeing and their life chances
LAC	Looked After Child. A child is Looked After by a Local Authority if he or she has been provided with accommodation, for a continuous period of more than 24 hours, in the circumstances set out in Sections 20 and 21 of the Children Act 1989, or is placed in the care of a Local Authority by virtue of an order made under part IV of the Act (that is, under a care order).
SEND	Special Educational Needs and Disability - The Children and Families Act 2014 defines a child or young person as having Special Educational Needs, if they have a learning difficulty or disability, which requires Special Educational Provision to be made for them. A child or young person is defined as having a learning difficulty or disability if they have a significantly greater difficulty in learning than the majority of others of the same age, or if they have a disability which prevents or hinders them from making use of facilities provided for other children of the same age in mainstream schools or post-16 institutions. A child under compulsory school age may have learning difficulties or disability if they are likely to fall into the categories above when at compulsory school age.

SENCO	Special Educational Needs Coordinator's have a critical role to play in ensuring that children with Special Educational Needs and Disabilities within a school receive the support they need.
PFA	Preparing for Adulthood
Transitions	The term that can be applied to all young people, at the stage in their lives when they are on the journey from Adolescence into Adulthood.
Local Offer	A Local Offer gives children and young people with Special Educational Needs or Disabilities and their families' information about what support services the Local Authority think will be available in their local area.
WIKI	A Wiki Website is young persons own website. They can add pictures, videos and sound clips to their Wiki Website to tell their story and share their successes, hopes and dreams.

Useful documents

The Care Act (2014) <http://www.legislation.gov.uk/ukpga/2014/23/contents/enacted>

Nottinghamshire County Council (2014) : Integrated Commissioning Strategy for Children and Young People aged 0-25 with Special Educational Needs and Disability
[http://www.bing.com/search?q=nottinghamshire+Integrated+Commissioning+Strategy+for+Children+and+Young+People+aged+025+with+Special+Educational+Needs+and+Disability+\(2014\)\(2\)&src=IE-TopResult&FORM=IETRO2&conversationid](http://www.bing.com/search?q=nottinghamshire+Integrated+Commissioning+Strategy+for+Children+and+Young+People+aged+025+with+Special+Educational+Needs+and+Disability+(2014)(2)&src=IE-TopResult&FORM=IETRO2&conversationid)

Children and Families Act (2014)
<http://www.legislation.gov.uk/ukpga/2014/6/contents/enacted>

Department for Education (2013) Draft SEN Code of Practice: for 0-25 year's olds
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/251839/Draft_SEN_Code_of_Practice_-_statutory_guidance.pdf

From the Pond to the Sea: Children's Transition to adult Health services (2014) (The Care Quality Commission
https://www.cqc.org.uk/sites/default/files/CQC_Transition%20Report.pdf

DfES (2007) Aiming High for Disabled Children: Better support for families
<https://www.education.gov.uk/publications/eOrderingDownload/PU213.pdf>

Morris. J (2012) Moving into Adulthood: Young disabled people moving into Adulthood
<http://www.jrf.org.uk/publications/moving-Adulthood-young-disabled-people-moving-Adulthood>

Nottinghamshire County Council: - the Nottinghamshire Transitions Protocol
Nottinghamshire's Multi-Agency Transition Protocol Supporting Young People with SEN and Disabilities from Aged 14 (year 9) Into Adulthood
<http://cms.nottinghamshire.gov.uk/Transitionprotocol.pdf>

Council for Disabled Children (2014).Disability Digest:-Special edition SEND Reforms 2014
http://www.councilfordisabledchildren.org.uk/media/720548/digest-sept-2014_final.pdf

Preparing for Adulthood (2014) Engaging employers to find work experience for young people with learning difficulties and/or disabilities: a guide for post-16 providers
http://www.preparingforAdulthood.org.uk/media/387941/guide_to_employer_engagement.pdf

The Mental Capacity Act Code of Practice (2005) Protecting the vulnerable
<http://www.legislation.gov.uk/ukpga/2005/9/contents>

NICE The National Institute for Health and Care excellence (2014) Transition from children's to adult services.

<http://www.nice.org.uk/guidance/gid-scwave0714/resources/Transition-from-childrens-to-adult-services-final-scope2>

NICE Guidance (2016) 'Transition from children's to adult's services for young people using Health or Social Care services'. <https://www.nice.org.uk/guidance/ng43>

DfES (2012) Support and aspiration: a new approach to special educational needs and disability - progress and next steps

<https://www.gov.uk/government/publications/support-and-aspiration-a-new-approach-to-special-educational-needs-and-disability-progress-and-next-steps>

Together for Short Lives (2016)

http://www.togetherforshortlives.org.uk/professionals/care_provision/care_pathways/Transition_care_pathway

Nottinghamshire Transitions Pathway For Young People aged 13-25 years with disabilities

A Step by Step Guide to help and support your journey to adults services.

Person Centred Plan

This plan is about you and created with you. It tells us what you want for your future and helps people work together to make it happen.

Transition Plan

This plan tells everyone what you would like to do in the future and who can help you achieve this.

Transitions Review

Your Person Centred Plan will be reviewed yearly with you, checking that the outcomes are still achievable.

Personal Budget

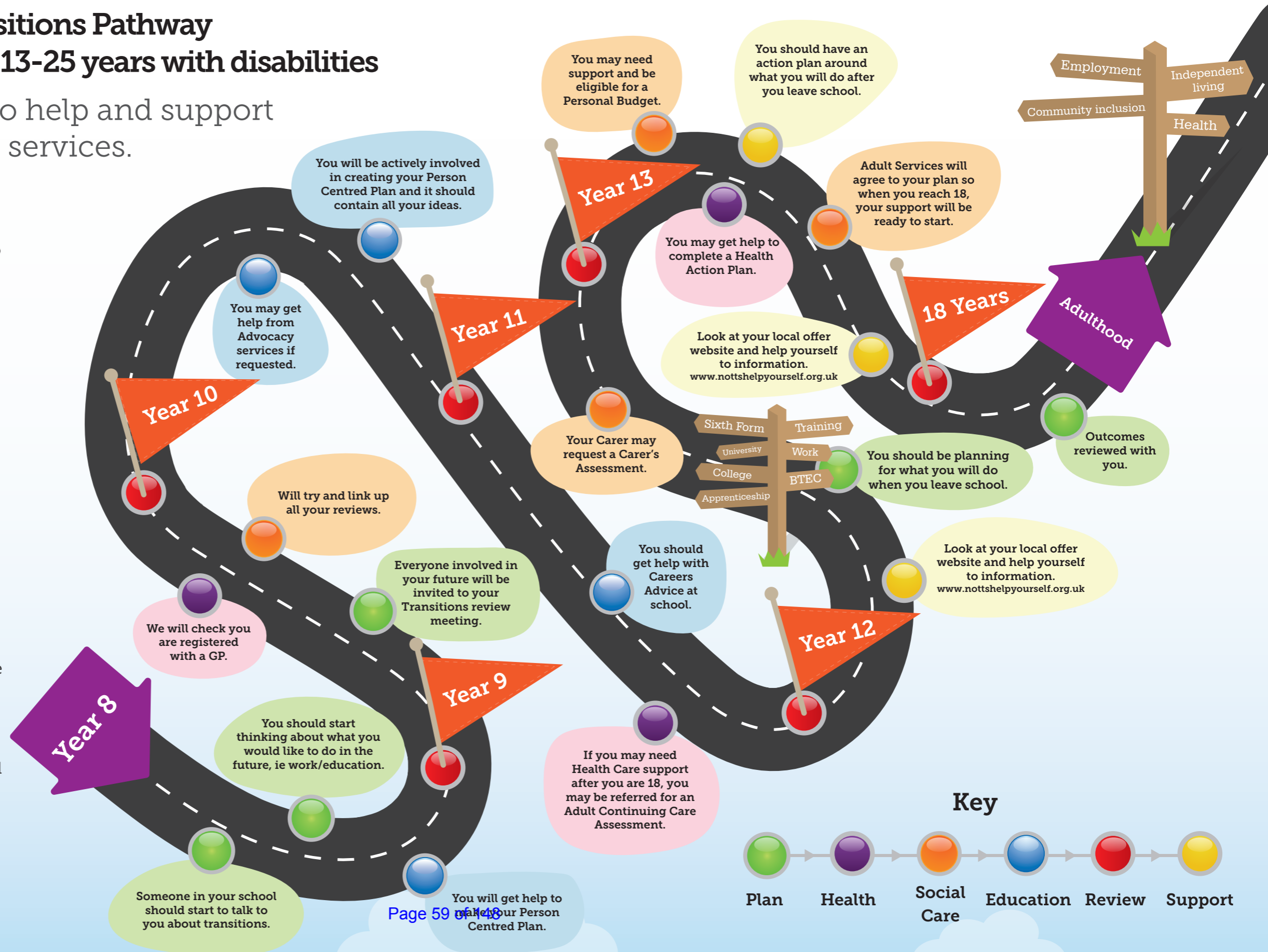
If you are eligible for a Social Care Assessment, the outcome of this may be that you access support through a Personal Budget

Continuing healthcare Assessment

Continuing healthcare is required when a young person's health needs cannot be met by existing universal or specialist services

Self - Directed Support

This allows you to have more choice and control over how your care and support are organised and how your outcomes are met using your Personal Budget.



REPORT OF THE LEADER OF THE COUNCIL**COUNTY COUNCILS NETWORK ANNUAL CONFERENCE 2016****Purpose of the Report**

1. The purpose of the report is to seek approval for relevant Member and officer attendance at the County Councils Network (CCN) Annual Conference to be held in Guildford, Surrey from 6-8 November 2016.

Information and Advice

2. This Committee's terms of reference include approving councillors' attendance at conferences for which fees are payable. It is proposed that approval be given for the Leader, Deputy Leader and Leader of the Main Opposition Group to attend the annual CCN Conference, along with one chief officer.
3. The conference is organised by the CCN which is a cross-party special interest group of the Local Government Association which speaks, develops policy and shares best practice for the County family of local authorities.
4. The benefits of attending the Conference are that it is a key forum for county councils and county unitary authorities to share good practice and to hear from Government Ministers and sector leaders.
5. The County Councils Network's website includes the following information about this year's event:-

*Building on our campaign, Your County Matters, this year's conference will focus on the **Future of County Public Services**. With a new Government taking office, this conference will take place at a critical time for County Authorities and all those involved in promoting growth and delivering public services.*

It will explore opportunities and challenges facing our local government, debating the big political, economic and social reforms facing policy makers and influences in a post-Brexit landscape.

It will showcase CCN member councils' ability to drive forward county devolution and public sector reform at size and scale. It will emphasise how important the delivery of county services are economically and socially to our local communities, demonstrating to the new Government, MPs, and national stakeholders that upper-tier authorities are the

critical bodies for delivering devolution and service transformation in non-metropolitan areas.

The usual array of high-profile speakers have been lined up for the event, and expect plenty of debate around the political upheaval within Westminster over the past few months. Confirmed speakers include:

- *Secretary of State for Communities & Local Government*
- *Secretary of State for Transport*
- *Ben Page, Chief Executive, Ipsos MORI*

Reason/s for Recommendation/s

6. It is recommended that approval is given for attendance at the conference so that the County Council's representatives can continue to share best practice and network with colleagues, MPs and other partners in related fields.

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 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.

Financial Implications

8. The cost of attending the conference is £650 plus VAT per delegate, including accommodation at the venue on the 6 & 7 November. There will also be costs relating to travel to and from the event.
9. The costs of conference attendance, accommodation and travel for the Leader, Deputy Leader and Leader of the Main Opposition Group will be met from the relevant Member Support budgets.

RECOMMENDATION

That approval is given for the Leader, Deputy Leader and Leader of the Main Opposition Group and one Chief Officer to attend the County Councils Network's Annual Conference in Guildford, Surrey from 6-8 November 2016, together with any necessary travel and accommodation arrangements.

COUNCILLOR ALAN RHODES
LEADER OF THE COUNCIL

For any enquiries about this report please contact: Keith Ford, Team Manager, Democratic Services, Tel 0115 9772590

Constitutional Comments (SLB – 16/08/16)

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

Financial Comments (SES – 19/08/16)

11. The financial implications of the report are set out in paragraphs 8 and 9 above.

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.

- CCN Annual Conference Website page <http://www.countycouncilsnetwork.org.uk/events>

Electoral Division(s) and Member(s) Affected

All.

REPORT OF THE LEADER OF THE COUNCIL THE WORK OF EAST MIDLANDS COUNCILS

Purpose of the Report

1. To inform members of the work of East Midlands Councils

Information and Advice

2. Members have requested a regular update report on the work and activities of East Midlands Councils. The Executive Director of East Midlands Councils has agreed to produce a quarterly report for Members. The third of those reports on the work of East Midlands Councils is attached at Appendix 1.

Other Options Considered

3. None

Reason/s for Recommendation/s

4. Members have requested regular updates on the work of East Midlands Councils.

Statutory and Policy Implications

5. 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.

Financial Implications

6. There are no direct financial implications arising from this report.

RECOMMENDATION/S

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

Councillor Alan Rhodes

Leader of the Council

For any enquiries about this report please contact:

Jayne Francis-Ward, Corporate Director – Resources

Constitutional Comments

7. As this report is for noting only, no Constitutional Comments are required.

Financial Comments (SES)

8. There are no specific financial implications arising directly 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.

- None

Electoral Division(s) and Member(s) Affected

- All

Appendix to Policy Committee Report

East Midlands Councils Update

1. Background

- 1.1 East Midlands Councils is the membership organisation for the region's local authorities. It is a voluntary membership body that focuses on issues of significance and common priorities for councils in the East Midlands and where a collective approach is likely to be effective.
- 1.2 It also provides training and development programmes for councillors and staff of councils in EMC membership (at no additional or marginal cost), access to low-cost services and consultancy, e.g. recruitment and HR, and governance and organisational change support.
- 1.3 Nottinghamshire County Council is a leading member council of EMC and two councillors are members of EMC:
 - Cllr Alan Rhodes (member of EMC Executive Board).
 - Cllr Kay Cutts (member of the Regional Migration Board).
- 1.4 EMC also hosts lead members networks for 'portfolio holders' of Children's Services, Adult Social Care and Health and Wellbeing Board.
- 1.5 The following policy report focus on the key areas of:
 - a) Asylum and refugee resettlement programmes
 - b) Economic Growth and Infrastructure
 - c) Employment Policy (Apprenticeship Proposals)
- 1.6 EMC welcomes the advice of Nottinghamshire County Council on these and any other matters of policy development and delivery.

2. Asylum and Refugee Support Programmes in the East Midlands

- 2.1 The main asylum and refugee support programmes in the East Midlands are:
 - a) Asylum Seeker Dispersal
 - b) The Syrian Vulnerable Persons Resettlement Scheme
 - c) Unaccompanied Asylum Seeking Children
 - d) Vulnerable Children's Resettlement Scheme
 - e) Lord Dub's Amendment

a) Asylum Seeker Dispersal

- 2.2 In July 2015 there were 2500 supported asylum seekers in the East Midlands, at the end of April 2016, this number had increased to just under 2850.
- 2.3 Asylum seekers are located in 6 areas across the East Midlands; with approximately 800 in Derby City, 1050 in Leicester City, 1000 in Nottingham City and 3 in Broxtowe. Oadby & Wigston and Gedling Borough Councils have also recently agreed to become asylum dispersal areas.
- 2.4 The number of asylum seekers remains uneven across the country with areas in the north and midlands accommodating the majority of asylum seekers in urban centres of population. The latest information on the dispersal of asylum seekers supported under Section 95 of the Immigration and Asylum Act 1999 can be found at:
www.gov.uk/government/publications/immigration-statistics-january-to-march-2016/asylum
- 2.5 In order to reduce pressure on existing dispersal areas (particularly Derby, Leicester and Nottingham) and the COMPASS contract accommodation providers (G4S in the East Midlands); the Government wishes to widen dispersal beyond the existing areas. EMC continues to work with individual councils that are considering their participation in this programme.
- 2.6 Alongside this, the East Midlands has put the case for a fairer distribution of asylum seekers across the UK for some time and that local authorities should be properly consulted about how and where asylum seekers are housed.
- 2.7 The Asylum and Immigration Act 1999, and its provisions, were implemented with the intention and purpose of ensuring that asylum seekers were dispersed across the UK. Members are advised that the Act makes direct provision for the Secretary of State to provide support for those claiming asylum and to instruct the cooperation and support of local authorities in doing so. While there is no immediate risk of Government mandating support, concerns remains that unless sufficient numbers of local authorities consent to becoming an asylum dispersal area, the power to impose asylum dispersal may be invoked.

b) Syrian Resettlement Programme (The Syrian Vulnerable Persons Resettlement Scheme)

- 2.8 The Government has expanded the existing Syrian Vulnerable Persons Resettlement Scheme and intends to resettle 20,000 Syrians in need of protection during this Parliament. Phase 1 of the Scheme operated until 31st December 2015 and 98 Syrian refugees were resettled in the East Midlands in Nottingham City, Nottinghamshire (Mansfield, Gedling and Broxtowe) and Leicester.
- 2.9 The Government has issued a grant agreement to East Midlands Councils to deliver a regional coordination model that builds on existing structures and partnership arrangements in order to effectively deliver Phase 2 of the scheme.
- 2.10 In the East Midlands; Derbyshire, Leicestershire, Nottinghamshire, Leicester City and Nottingham City Councils have confirmed their interest in participating in Phase 2. The remaining upper-tier councils have highlighted reservations due to concerns with funding for the scheme and the interplay with other migration pressures specifically unaccompanied minors and asylum seeker dispersal.
- 2.11 Across the East Midlands, councils have pledged a further potential 950 places over 21 local authority areas. This figure continues to be revised upwards as more authorities commit firm numbers. A number of other local authorities have made a firm commitment to participate but are continuing to assess the capacity within their local housing markets before identifying numbers.
- 2.12 A recent flight of 41 Syrian refugee arrivals were accommodated in Nottingham, Leicester and Rushcliffe local authority areas. A further flight is scheduled to arrive at the end of August 2016 with arrivals planned for Leicester and Leicestershire.
- 2.13 The Government has also announced its intention to pursue a Community Sponsorship scheme. This was a commitment made by the Home Secretary building on offers of support to allow individuals, charities, faith groups, churches and businesses to support refugees directly. While the Local Authority must give its consent, Members are advised of concerns that there remains potential for this scheme to incur costs to local authorities.

c) Unaccompanied Asylum Seeking Children

- 2.14 Government wrote to councils on 13th May 2016 with information on the resettlement scheme for unaccompanied children, which includes the resettlement of unaccompanied asylum seeking children (UASC), children deemed at risk from countries around Syria and children from other European countries into the UK.
- 2.15 From 1st July until 31st March 2017, local authorities will receive enhanced daily rates for UASC: £114 for under 16 year olds, £91 for 16-17 year olds and £200 for former UASC leaving care. The current daily rates are £95 for under 16 year olds, £71 for 16 - 17 year olds and local authorities supporting more than 25 former UASC care leavers receive £150 per week.
- 2.16 The new transfer scheme will be built on each region taking a proportion of UASC in relation to their current looked after child population, with no region expected to take in excess of 0.07%. The rate will take into account existing UASC populations, and individual local authorities can take more than their proportion. EMC continues to lobby the Home Office on the issue that the agreed levels of UASC transfers should also factor in existing commitments of local authorities, e.g. asylum dispersal and Syrian resettlement.
- 2.17 Directors of Children's Services and EMC developed a draft protocol to support an equitable and efficient transfer process, ensuring the region and no individual council exceeds the 0.07% threshold. Each upper-tier council committed to take these proposals through its local decision-making process. In the development of these arrangements, EMC is grateful to the advice and support provided by Colin Pettigrew, as lead representative of Directors of Children's Services.
- 2.18 The East Midlands (through DCSs and EMC) has confirmed that the region is willing to take part in the national transfer scheme, subject to individual Local Authority agreement, and to date 16 UASC have been transferred to the region (or in-region from Northamptonshire).
- 2.19 The Home Office has acknowledged the East Midlands as the exemplar region for the efficacy of its response and the partnership approach between children's services and EMC. However, it is clear that the transfer scheme is not currently 'national' but involves a limited number of regions, and within those regions, a limited number of local authorities. Whilst the pressures in Kent are understood, EMC has advised the Home Office to take action to gain active participation from a greater number of regions to share the numbers of referrals more equitably.

- 2.20 EMC has made clear to the Home Office that the scheme remains voluntary and while the local authorities are committed to the scheme, this should not oblige councils in this region accepting a disproportionately high responsibility and that local authorities reserve the right to decline proposed transfers, particularly if it is felt not to be in the best interests of the child.
- 2.21 The Home Office has confirmed funding support will be available to pay for additional administrative and wider support in managing this scheme.

d) Vulnerable Children's Resettlement Scheme (The '3000' Announcement)

- 2.22 Announced by the Immigration Minister on 21st April 2016 following consultations with Local Authorities, UNHCR, The International Office for Migration, and other international organisations/NGOs.
- 2.23 This scheme relates to the commitment to resettle up to 3000 people over the life of the Parliament under the Children at Risk category. The Government's intention is to 'resettle several hundred in the first year'.
- 2.24 Following recommendations from UNHCR the scheme will not target unaccompanied children alone, but will be extended to children at risk, as defined by UNHCR. This will encompass unaccompanied, accompanied and separated children, and other vulnerable children such as those facing the risk of child labour, forced marriage, child carers and other forms of abuse and exploitation.
- 2.25 This new resettlement scheme will be open to all children, deemed by UNHCR to be 'at risk' within the Middle-East, North Africa Region (so not just Syrian).
- 2.26 Children will be resettled with their family members or carers where appropriate and where UNHCR deems the resettlement is in the child's best interest.
- 2.27 All those resettled will have a refugee determination from UNHCR and will be granted 5 years Humanitarian Protection (as is the case for those resettled under the Syrian Resettlement Programme)

- 2.28 For those arriving as unaccompanied (lone) children, Government proposes to use the national allocation mechanism and funding in line with UASC transfer rates.
- 2.29 For families and children resettled with adults, Government proposes to use the tariff rate as per the Syrian Resettlement Programme.
- 2.30 The first arrivals (into the UK) are expected in October 2016. Government is asking local government to make offers for support to this scheme.

e) Lord Dubs' Amendment

- 2.31 On 4th May 2016 the Government announced that it would accept Lord Dubs' amendment to the Immigration Bill and will resettle unaccompanied children from within Europe, specifically Greece, Italy and France with the number of children supported under this scheme to be agreed in partnership with local authorities.
- 2.32 The Immigration Act asks Government to consult with local authorities to consider how many children could be supported under the amendment.

f) Governance

- 2.33 In order to meet its responsibilities, EMC has agreed revised governance arrangements that has put in place a local government decision-making board that includes representatives from all local authorities that participate in the asylum and refugee programmes. Its roles include to:
 - a) Agree and oversee arrangements that include asylum dispersal, Syrian Vulnerable Person Resettlement (SVPR) Programme and the National Transfer Scheme for Unaccompanied Asylum Seeking Children (UASCs), as well as children resettled directly from the Middle East and North Africa region and other related refugee programmes.
 - b) Ensure strong local government involvement and influence on programme management and service delivery for asylum seekers and refugees at regional and local level.
 - c) Make recommendations to Government and regional/local partners on matters relating to overall regional numbers of dispersed asylum seekers,

dispersal cluster areas and cluster numbers, UASC and Syrian Vulnerable Person Resettlement Programme.

- d) Monitor the impact of migration on community cohesion, housing, education, employment, health and other services.

2.34 The Board has the following membership:

Cllr Richard Jackson	Broxtowe Borough Council
Cllr Brian Murray-Carr	Bolsover District Council
Cllr Paul Gleeson	Boston Borough Council
Cllr Asif Azal	Derby City Council
Cllr John Clarke	Gedling Borough Council
Dep. Mayor Rory Palmer	Leicester City Council
Cllr Peter Robinson	Lincolnshire County Council
Mayor Kate Allsop	Mansfield District Council
Cllr Heather Smith (Chair)	Northamptonshire County Council
Cllr David Liversidge	Nottingham City Council
Cllr Kay Cutts MBE	Nottinghamshire County Council
Cllr John Boyce	Oadby and Wigston Borough Council
Cllr Patricia Bradwell	Lincolnshire County Council (Lead Member Adult Social Care/Children's Services)
Cllr Ernie White	Leicestershire County Council (Lead Member – Health and Wellbeing Boards)

And will be supported by the following senior officer advisor group:

- Lead Officer for East Midlands Strategic Migration Partnership (East Midlands Councils)
- SOLACE Lead Chief Executive for SVPR programme.
- 1 Director Children's Services
- 1 Director Adult Social Services
- 1 Director of Public Health
- Executive Director (East Midlands Councils)

3. Economic Growth and Infrastructure

a) Midlands Engine

- 3.1 Sir John Peace has now taken over as Chair of the Midlands Engine, and will combine this with his existing role as Chair of the Midlands Connect

partnership. Sir John outlined his approach to both roles at the EMC AGM which took place in early July at Nottinghamshire County Council.

- 3.2 The Midlands Engine Senior Steering Group met on 21st July 2016 and agreed to focus activity initially on Midlands Connect (see below), trade missions and promotions – particularly on the run up to the 2016 Party Conferences.

b) Midlands Connect

- 3.3 Following successful meetings in July 2016 of the Midlands Connect Strategic Board and Partnership Board, at which Rt. Hon Chris Grayling MP made his first speech as the new Secretary of State for Transport, the 'Picking up the Pace' report was launched and is available at:

https://www.midlandsconnect.uk/media/1070/mc_picking-up-the-pace_report_110716_final.pdf

- 3.4 In summary:

- The Midlands has an economy of over £240bn per year and accounts for 17% of all UK exports selling to over 178 countries worldwide.
- The Midlands has a strong advanced manufacturing and engineering base which employs over 600,000 people and accounts for 22.5% of the UK's manufacturing output.
- One in three businesses may re-locate if transport issues continue or get worse. This rises to almost one in two in the professional services sector.
- Our work so far has shown that transport investment could create 300,000 new jobs, improve productivity by £1.1bn per annum and save businesses £0.5bn per annum.
- The Midlands Connect Strategy will set out a programme of transformational transport investment to power the Midlands Engine, addressing this and opening up new opportunities for sustained economic growth.
- We are embedding Midlands Connect in the development of future investment programmes by both Highways England and Network Rail ensuring the potential to unlock economic growth is at the heart of decision making.
- Making the case to Government for targeted development funding will enable us to continue to advance business case and feasibility work on our key priorities from April 2017. This will send a clear message to the market as part of the Midlands Engine for Growth offer.

- The Government is committed to supporting Midlands Connect in establishing a Sub-National Transport Body by 2018.
- 3.5 The technical elements of the work programme are progressing well and to agreed timescale, and an 'Emerging Strategy' document will be published by the end of September 2016 for consultation.
- 3.6 Further information is available at: <https://www.midlandsconnect.uk/>

c) HS2

- 3.7 A formal route announcement for the HS2 Eastern Leg is expected in November 2016. The agreement of a station solution for Sheffield removes the last major barrier to the Government to make a decision on HS2 Phase 2. The new Transport Secretary Chris Grayling reaffirmed Government support for the full HS2 network at a Midlands Connect meeting in Derby in July 2016.
- 3.8 The Government has already confirmed its support for a Hub Station serving the East Midlands located in Toton, and strongly welcomed the work of councils and business leaders through EMC's HS2 Strategic Board.
- 3.9 Policy Committee Members are reminded that the Government recently made available £1.25 million to support the development of an HS2 Growth Strategy for the East Midlands which will address connectivity and economic development issues related to both the Hub Station at Toton and the maintenance depot at Staveley. An Emerging Strategy document will be published by the end of September 2016, with the final version published in mid-2017.
- 3.10 Other notable developments include the establishment of an HS2 Executive Team, including a secondee from Nottinghamshire County Council, to drive forward the development of the Growth Strategy - with a view to moving to a development company solution once the Growth Strategy has been completed in 2017.
- 3.11 An agreement has been signed with the Government's HS2 Growth Partnership to develop a commercially focused 'investible masterplan' for the area around the Hub Station.

- 3.12 If Members wish to obtain further information and detail on HS2 matters, in particular station design principles, then the following sources will be helpful:
- http://www.emcouncils.gov.uk/write/Final_Farrells_Report.pdf
 - [http://www.emcouncils.gov.uk/write/HS2_Hub_Station_Concept_Design.p
df](http://www.emcouncils.gov.uk/write/HS2_Hub_Station_Concept_Design.pdf)
[Note option 1 as the preferred design].
 - and the general page for HS2 matters is found at <http://www.emcouncils.gov.uk/HS2>

d) East Midlands Rail Franchise

- 3.13 EMC is working with the relevant Local Transport Authorities to secure the necessary support to procure a joint resource to work with DfT throughout the franchise competition to maximise the benefits for the East Midlands. The revised timescales for the competition are set out below:
- Issue of Expressions of Interest Document (Prospectus): December 2016
 - Invitation to Tender: April 2017
 - Contract Award: March 2018
 - Start of New Franchise Agreement: July 2018
- 3.14 The joint resource could be supplied through a commercial consultancy, sole trader or a local authority secondee. The closing date for tender submissions is the 31st August 2016. Further details at:
<http://www.emcouncils.gov.uk/News/Tenders>.
- 3.15 The project covers a period of up to 18 months and is an important opportunity to work as a partner to DfT on the development of the entire franchise specification and on the assessment of tenders from an East Midlands perspective.
- 3.16 Once the franchise has been awarded, there is also the potential to nominate an East Midlands member representative to the DfT Project Board that will oversee the franchise.

4. Employment Policy

a) Apprenticeship Proposals Update

- 4.1 The Government announced their proposals for apprenticeship funding on 12th August 2016. The latest information and associated links are set out at point 4.3 below.
- 4.2 EMC will co-ordinate a regional response to the proposals and councils are asked to provide their feedback to sam.maher@emcouncils.gov.uk before 3rd September 2016. EMC is also arranging an event for local authority officers to meet with government officials about apprenticeships in September.
- 4.3 The information published includes:
- Proposals for apprenticeship funding in England from May 2017.
 - Proposals for a new Register of Apprenticeship Training Providers.
 - Guidance for employers thinking about becoming apprenticeship training providers. Apprenticeship funding [calculator](#) to help employers understand what levy they will pay and how they could use the new digital service to plan and fund training.
 - Updated guidance on the apprenticeship levy: how it will work.

All documents can be found on-line [here](#), and the survey for feeding back views on the funding proposals is [here](#).

- 4.4 EMC continues to work with officials in highlighting concerns of the level of apprenticeship targets and potential cost of the apprenticeship levy. Local authorities in the region remain supportive of apprenticeships but the proposals as set out above present a challenge for the sector, particularly given the context of financial pressures, the reducing workforce and the difficulties already encountered in recruiting to apprenticeships.
- 4.5 The Government aims to publish final policy details in October.

b) Councillor Development

- 4.6 Members are also reminded of the range of councillor development programmes that EMC manages and delivers in the East Midlands. These are delivered at nil or marginal cost, and focus on the policy priorities for local government and councillor skills support and development.

Stuart Young

**Executive Director
East Midlands Councils**

12th August 2016

REPORT OF THE LEADER OF THE COUNCIL**CITY OF NOTTINGHAM AND NOTTINGHAMSHIRE ECONOMIC
PROSPERITY COMMITTEE AND D2N2 LOCAL ENTERPRISE PARTNERSHIP****Purpose of the report**

1. To update Policy Committee on the work of the City of Nottingham and Nottinghamshire Economic Prosperity Committee and on the work of the D2N2 Local Enterprise Partnership.

Background

2. At its meeting in November 2015, Policy Committee requested an update on the work of the Nottingham and Nottinghamshire Economic Prosperity Committee (EPC) and on the work of the D2N2 Local Enterprise Partnership (LEP). This progress report is the second six-monthly progress report.
3. The D2N2 LEP was established in December 2010 in response to significant changes to the economic development landscape that were introduced by the coalition government. Local Enterprise Partnerships have become well established across England and the current government remains fully supportive of them as the principal vehicles for driving economic growth and regeneration. The D2N2 Local Enterprise Partnership is chaired by Peter Richardson, a Derbyshire businessman. The Leader of the County Council is a Board Member and the Chief Executive acts as an advisor.
4. The LEP is responsible for significant growth resources that are allocated to the area by the government, including the Local Growth Fund, European Structural and Investment Funds, Growing Places Fund, Skills Capital funding and other, smaller revenue funding streams relating to business support and skills development.
5. A number of schemes in Nottinghamshire have benefitted from investment through the LEP's capital resources, including Harworth Access Road, Vision West Notts University Centre, Medicity (Enterprise Zone), Newark Southern Link Road, A46 Growth Corridor, A57 / A60 improvements in Worksop and the Better Broadband for Nottinghamshire programme.
6. The LEP has also successfully launched the Growth Hub for the D2N2 area. This co-ordinates access to business support for companies across the area, with a focus on companies that demonstrate higher growth potential in the LEP's priority sectors. The Growth Hub is due to benefit from investment through the European Structural and Investment Fund programme and the County Council has committed to supporting this with an annual contribution of £50,000 for the next three years, to ensure an enhanced level of

service in Nottinghamshire (approved at Economic Development Committee on 3rd November 2015).

7. The Nottingham and Nottinghamshire Economic Prosperity Committee (EPC) was formally established at the beginning of 2014. It replaced the previous Notts Leaders meetings and the Joint Leadership Board and was set up to reflect the requirement for a more formal arrangement in Nottinghamshire to support work with the D2N2 LEP. A similar Prosperity Committee was also established for Derby and Derbyshire. The EPC meets in public and the Leader of the County Council is currently in the chair. All of the Leaders of local authorities in Nottinghamshire are members of the EPC and all of the Chief Executives attend in an advisory capacity.
8. The EPC has responsibility for strategic issues related to growth and economic development in Nottingham and Nottinghamshire. It is steering the development of a single Growth Strategy for Nottingham and Nottinghamshire as well as considering strategic priorities such as employment and skills, infrastructure and place marketing. The EPC has a recognised role in terms of advising the D2N2 LEP on investment priorities for the area, in particular with regard to the Local Growth Fund, where the EPC considers projects from across the area and proposes priorities for endorsement to the D2N2 LEP.
9. The EPC regularly receives updates on the European Structural and Investment Fund (ESIF) programme and on the Better Broadband for Nottinghamshire programme and has supported the County Council's efforts to secure additional resources in terms of the latter.
10. Finally, the EPC has oversight of the Nottinghamshire authorities' Business Rates Pool (excluding the City of Nottingham).

Recent priorities

11. The business of both the D2N2 LEP Board and the Nottingham and Nottinghamshire EPC has been dominated in recent months by developing a business case for the third round of Local Growth Deal monies with the government, which had a deadline of the end of July. The EPC spent considerable time reviewing options for capital investment schemes in Nottingham and Nottinghamshire and prioritising these in terms of their deliverability and strategic impact. The Chief Executive of the D2N2 LEP worked closely with the EPC (and its Derbyshire equivalent) to build a consensus around the Growth Deal submission, which was formally launched at the D2N2 AGM on 26th July.
12. The Growth Deal submission seeks £107million investment from the government, which would lever in £318million of other public and private sector investment to create nearly 13,000 new jobs, deliver over 1,700 new homes and enable over 7,000 new qualifications to be gained at new learning facilities. For Nottinghamshire, the following schemes were prioritised within the Growth Deal submission:
 - N2 Town Centre Programme – a bid to create a capital programme fund for investment across town centres in Nottinghamshire
 - Medicity Incubation Centre
 - Sherwood Forest Visitor Centre – a bid by the RSPB, supported by Nottinghamshire County Council
 - Vesuvius Works site (Workshop) – bid for enabling infrastructure works

- Sherwood Energy Village – funds to enable speculative business units to be built
 - Brackenhurst Skills Centre – NTU submission to build a new centre for food, agriculture and horticulture training at the Brackenhurst campus
13. Nottinghamshire County Council is also supporting two D2N2 LEP wide bids – one for investment in sustainable transport initiatives and the other around strategic site development linked to the HS2 station at Toton.
14. Notwithstanding the changes at national government level, it is still anticipated that an announcement on Local Growth Deals in England will be made by the Chancellor in the Autumn Statement this year.
15. The EPC last met on 22nd July 2016. At this meeting, Leaders considered reports on the outline HS2 Growth Strategy (subject of a separate report to Policy Committee), Growth Deal 3 (see above), the consultation on the expansion of the Sheffield City Region (SCR) Combined Authority to include Bassetlaw and the N2 Business Rates Pool.
16. The Committee considered the issue of the Sheffield City Region Combine Authority. In light of issues raised at the meeting, the Chair has subsequently written to Sir Steve Houghton, setting out a broadly neutral position (given Bassetlaw District Council's membership of the EPC) but also stressing that Nottinghamshire Councils would object to any changes regarding Bassetlaw which would have a detrimental impact to the wider county.
17. In terms of the N2 Business Rates Pool, at its May meeting the EPC agreed several investment proposals aligned with the previously agreed principle that the pool should be used to support economic growth in the county (note: Nottingham City Council does not contribute and therefore has no interest / vote in this matter). In short, these investment proposals are:
- up to £1million to support the development of feasibility studies and business cases amongst pool partners to ensure that Nottinghamshire has a robust pipeline of schemes when future funding rounds become available. This 'pre-development fund' will be managed by the County Council (as accountable body for the pool) and launched in early September
 - up to £500,000 to support the N2 Town Centre Programme bid
 - up to £30,000 to support the work of the One Public Estate programme
18. Approximately £1.37 million remains in the N2 Business Rates pool and Chief Executives will be considering proposals to release some of this to support economic growth initiatives over the coming months.
19. The EPC meets again on Friday 23rd September where it is scheduled to discuss skills issues (particularly graduate retention and forthcoming changes to apprenticeships) and the Nottinghamshire Innovation Centre Network. There will also probably be an update on devolution to cover both the issues related to Sheffield City Region and the latest feedback from government on devolution in the D2N2 area.

Other options

20. None considered as this is a progress report.

Reason/s for Recommendation/s

21. To provide information on the Nottingham and Nottinghamshire Economic Prosperity Committee and D2N2 Local Enterprise Partnership for Policy Committee, as requested by Members in November 2015.

Statutory and Policy Implications

22. 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

23. The 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 to draw down £250,000 per year from the government to support ongoing revenue costs. 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.

RECOMMENDATIONS

It is recommended that Policy Committee notes this report.

Report author: Matt Lockley, Acting Programme Director, Economic Development and Devolution

For any enquiries about this report please contact: Matt Lockley, ext 72446

Constitutional Comments

Constitutional Comments are not required as this progress report is for noting only.

Financial Comments (SES 09.09.2016)

The financial implications are set out in 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.

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.

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://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Electoral Division(s) and Member(s) Affected

All

21 September 2016

Agenda Item:

REPORT OF THE CHAIRMAN OF TRANSPORT AND HIGHWAYS COMMITTEE

EAST MIDLANDS HS2 GROWTH STRATEGY

Purpose of the Report

1. To introduce Members to the Emerging East Midlands HS2 Growth Strategy, focussed on the proposed Hub Station at Toton. The Emerging Strategy will help to set out a positive case for HS2 in the East Midlands in the run up to the Phase 2 Route Announcement expected in November.
2. To seek in principle endorsement from Policy Committee to the Emerging East Midlands HS2 Growth Strategy, recognising that work to develop a final version will continue over the next 12 months and that the County Council will continue to be actively involved through existing Member and officer representation on governance and working structures.

Background

3. HS2 East Midlands is led by a Strategic Board, the Chair is Cllr. Jon Collins and the Vice Chair is Cllr. Anne Western CBE. The Board oversees HS2 work locally and is supported by a Growth Officer Group and a small executive team led by David Ralph (D2N2) and Andrew Pritchard (East Midlands Councils).
4. Nottinghamshire County Council is represented by Cllr. Calvert at the HS2 Board with senior officer support. Highways and economic development are working closely on the HS2 project with representation across all of the sub-groups including the HS2 Executive Team. The County Council, along with the other upper tier Councils in D2N2, has agreed to contribute up to £20,000 towards the development of the Emerging Growth Strategy and this is being delivered through a dedicated staff resource (from the Economic Development team) being effectively seconded on a temporary, part-time basis to work with the HS2 Executive Team. The agreement to contribute up to £20,000 was made at the HS2 Programme Board.
5. The Emerging East Midlands HS2 Growth Strategy is a particularly important document, it will establish the vision and economic opportunity for HS2 in the East Midlands. The Emerging Strategy will be a fundamental part of informing the Phase 2 Route Announcement expected in November, the desired outcome is that Toton will be confirmed as the station location for HS2 in the East Midlands. The Government have requested that a Growth Strategy is developed and have made available £1.5m of funds to the D2N2 LEP to deliver this (£1.25 million

matched locally by £250,000). This funding is in two tranches, half before the Route Announcement and the other half afterwards to enable a final HS2 Growth Strategy to be produced in July 2017.

6. The most up to date version of the Emerging East Midlands HS2 Growth Strategy is appended to this report although Members should note that it may be amended following the HS2 Board Meeting on September 13th.
7. The Emerging East Midlands HS2 Growth Strategy comprises of a number of work streams, the largest of these is an 'economic opportunities study' of the Toton station and surrounding area. The work is being undertaken by ekosgen (a consultancy company). In order to make sure that stakeholder views and aspirations are captured, ekosgen have held two workshops. The broad outcomes of the workshops are that there are a number of important factors which will need to be addressed in order to maximise the economic opportunities arising from the HS2 investment, these are:
 - a. The HS2 Hub Station should be a multi-modal transport hub with high speed and classic rail links, strategic road access and local public transport accessibility.
 - b. The importance of efficient transport connectivity across Nottinghamshire, Derbyshire and Leicestershire linking with HS2 at Toton. Examples include the airport, current and future strategic sites and connectivity to maximise existing infrastructure investments e.g. upgrading the Mansfield and Ashfield freight line to carry passengers.
 - c. Ensuring that the HS2 station at Toton delivers significant economic opportunities for the local area. Examples discussed at the workshop include the presence of Knowledge Intensive Business Services (KIBS) at the station area, a university presence from across the East Midlands and the opportunity to strengthen the rail and engineering supply chain. Translating these aspirations into reality will be extremely important for the Nottinghamshire economy and the wider East Midlands.
8. A second work stream feeding into the Emerging East Midlands HS2 Growth Strategy is a section on employment and skills, this work is being undertaken by a consortium led by the Rail Forum. This work stream is focused on the construction of HS2 and assesses the likely number of jobs and skill levels that will be required, the study makes a top line assessment of the required skills uplift and the availability of appropriate provision in the local area. The employment and skills work stream will also consider opportunities for the local area arising from the investment in the proposed Staveley Maintenance Depot.
9. The timescales for completion and approval of the Emerging East Midlands HS2 Growth Strategy mean that it was tabled at the HS2 Growth Officer Group on the 6th September and will have been presented at the HS2 Board meeting for sign off on the 13th September.

Next Steps

10. The submission of the Emerging East Midlands HS2 Growth Strategy in late September will help to set out a positive case for HS2 in the East Midlands in the run up to the Phase 2 Route Announcement expected in November.
11. A significant amount of further work will then be required to produce a final Growth Strategy in 2017. One of the most important areas to be included will be finance and funding mechanisms in order to identify ways in which the transport connectivity can be funded. In this wider context, the link to Midlands Connect will be important and the consideration of options such as proposals for a Strategic Transport Body and proposals to establish a Development Company.
12. The HS2 Board will be considering the Emerging East Midlands HS2 Growth Strategy at the meeting on September 13th, it is intended that the Emerging East Midlands HS2 Growth Strategy will be submitted at the end of September 2016.

Other options considered

13. The County Council could choose not to offer its in principle endorsement to the Emerging East Midlands HS2 Growth Strategy. However, given the significance of HS2 to the national economy and the anticipated transformative impact of it for Nottinghamshire's economy, not supporting efforts to maximise growth through the proposed strategy would seem inappropriate.

Reason for Recommendation

HS2 is strategically important for the East Midlands' economy and Nottinghamshire in particular. It is important that the Emerging East Midlands HS2 Growth Strategy is submitted with the full knowledge and input of Members and for Members to consider how they may wish to be more closely involved with HS2 in the future.

Statutory and Policy Implications

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 within the body of the report.

Finance implications

There are no financial implications arising from this report

RECOMMENDATIONS

It is recommended that Policy Committee:

1. Notes the development of an Emerging HS2 East Midlands Growth Strategy and the requirement for this to be submitted to the government by the end of September
2. Offers its in principle endorsement for the Emerging HS2 East Midlands Growth Strategy
3. Emphasises the County Council's ongoing commitment to work with strategic partners and stakeholders to ensure that plans and finances are in place to maximise the economic benefits of the East Midlands Hub station at Toton.

Kevin Greaves
Chairman of Transport and Highways Committee

For any enquiries about this report please contact:
Fiona Anderson ext. 72688

Constitutional Comments (SLB 12.09.2016)

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

Financial Comments (RWK 12/09/2016)

There are no financial implications arising directly from the proposals in this report. Any future financial implications arising from either the Emerging Growth Strategy or the Final Growth Strategy will be addressed in future reports.

Background Papers

Electoral Division(s) and Member(s) Affected
All

EAST MIDLANDS HS2 GROWTH STRATEGY

Emerging Strategy Submission

“FAST TRACK TO GROWTH”

September 2016
East Midlands HS2 Strategic Board

DRAFT

East Midlands Councils
D2N2 LEP
Leicester & Leicestershire LEP
Rail Forum East Midlands
East Midlands Chamber of Commerce

Foreword

HS2 is a once in a generation opportunity for the communities and businesses we serve. At long last we will be able to benefit from the kind of world class transport infrastructure that other countries and cities have taken for granted.

HS2 will transform connectivity between our local economies and those of the West Midlands, the North of England and Scotland, as well as with London and the South East. It will release capacity from the existing rail network for more local services. It will open up new development opportunities for jobs and housing. It will provide massive business opportunities to our world class rail engineering sector and for firms working in the construction industry.

But this potential will not be realised without strong and consistent local leadership and a clear vision for what success looks like. That is why we have come together through the East Midlands HS2 Strategic Board to develop a comprehensive HS2 Growth Strategy, which will sit within the emerging Midlands Connect Strategy and the Midlands Engine initiative.

This document just represents work in progress. There is more to do before we finalise the Growth Strategy in 2017. However, it shows the scale of our ambition and the commitment of local leaders to make the most of this fantastic opportunity.

<p>Cllr Jon Collins Leader, Nottingham City Council Chair of East Midlands HS2 Strategic Board</p>	<p>Cllr Anne Western CBE Leader, Derbyshire County Council Vice Chair of East Midlands HS2 Strategic Board</p>
<p>Peter Richardson Chair of D2N2 LEP</p>	<p>Nick Pulley Chair of Leicester & Leicestershire LEP</p>
<p>Michelle Craven-Faulkner Chair of Rail Forum East Midlands</p>	<p>Scott Knowles Chief Executive of EM Chamber of Commerce</p>

Executive Summary

1. The development of HS2, including the development of an East Midlands Hub Station at Toton, the Maintenance Depot at Staveley and the potential for classic compatible trains serving Chesterfield, has huge economic potential for the East Midlands.
2. Independent research commissioned from KPMG by HS2 Ltd¹ suggested that an East Midlands Hub Station could have the greatest economic uplift of any of the proposed HS2 stations. Our own initial work confirmed this assessment². This potential reflects the ability of HS2 to radically improve connectivity between the local economies of the East Midlands with those of the West Midlands, the North of England and Scotland - as well as London and the South East. In fact, East Midlands Hub will be the most connected HS2 station on the network outside of London, with at least seven HS2 trains per hour in each direction - and potential for additional 'classic compatible' services.

Journey Time Savings by HS2³

HS2 Journey Time Savings from Nottingham			
Destination	Via HS2 (mins)	Current (mins)	Time Saving (mins)
Leeds	47	106	59
York	54	115	61
Birmingham	36	73	37
Newcastle	123	179	56
London	68	104	36
HS2 Journey Time Savings from Derby			
Destination	Via HS2 (mins)	Current (mins)	Time Saving (mins)
Leeds	50	77	27
York	57	86	29
Newcastle	126	150	24
London	71	91	20
HS2 Journey Time Savings from Leicester			
Destination	Via HS2 (mins)	Current (mins)	Time Saving (mins)
Leeds	66	117	51
York	71	145	74
Newcastle	141	205	64

¹ HS2 Regional Economic Impacts, KPMG for HS2 Ltd, September 2013.

<http://www.kpmg.com/UK/en/IssuesAndInsights/ArticlesPublications/Documents/PDF/Market%20Sector/Building%20and%20Construction/hs2-regional-economic-impact-1.pdf>

² Maximising the Economic Benefits of the East Midlands HS2 Station at Toton, Voterra Partners for Nottingham City Councils and Partners, November 2013.

<http://voterra.co.uk/wp-content/uploads/2014/03/Maximising-the-Economic-Benefits-of-the-East-Midlands-HS2-station-at-Toton.pdf>

³ East Midlands Hub Station Fact Sheet, HS2 Ltd, July 2013.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381963/HS2_Phase_Two_East_Midlands_Hub_station_factsheet.pdf

3. But economic growth will not be realised without strong and consistent locally led action. That is why local leaders from the public and private sector have come together to develop an HS2 Growth Strategy for the East Midlands, which will complement the wider Midlands Connect Strategy and the work of the HS2 East Partnership.
4. The analysis we have done so far suggests that by targeting 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 2042.

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

5. Our work has highlighted opportunities to improve transport linkages between HS2 and key growth opportunities which will support our sector strategy – close to the Hub Station, in Derby, Leicester and Nottingham and in surrounding locations. We are proposing to develop Outline Business Cases for those improvements that show the greatest potential. Key emerging priorities include:
 - Development of a northern-facing ‘classic compatible’ link at the Hub Station to boost connectivity between the Midlands Engine and the Northern Powerhouse;
 - A comprehensive re-modelling of Trent Junction south of Nottingham to meet the long term passenger and freight requirements of both HS2 and Midlands Connect; and
 - The development of a ‘Mass Transit Strategy’ as part of the Derby-Nottingham Metro initiative, which could be broadened to include consideration of road access from A52 and wider impacts on the Strategic Road Network led by Highways England.
6. We believe there is a potentially strong economic case for advancing the construction of the East Midlands Hub Station and the recently proposed ‘classic compatible’ link to Sheffield Midland Station by three years to 2030.
7. The functional design of the Hub Station can either enable or frustrate accessibility to key growth opportunities. We have set out a series of functional design principles and a concept design for the Hub Station that would maximise accessibility and growth potential, to inform the work of HS2 Ltd and the Hybrid Bill process.



8. We have assessed the requirement for skills associated with construction of HS2, and have set out initial proposals to help local people access employment opportunities based on five key priorities:
- Inspiring our young people;
 - Building Further Education (FE) capacity;
 - Harnessing the power of our Universities;
 - Support for individuals; and
 - Ensuring our businesses are 'HS2 Ready'.
9. We believe there are opportunities for some 'early wins' by aligning planned spending on apprenticeships with HS2 skills requirements.
10. We have signed a Collaboration Agreement with the Government's HS2 Growth Partnership and established a small Executive Team to drive forward the development of the Growth Strategy. We are looking at ways of accessing private sector funding to reduce the requirement for public investment, including from international markets targeted by the Midlands Engine - in particular China and India.
11. We intend to develop proposals for a Strategic Delivery Vehicle to promote the implementation of key development opportunities and connectivity improvements.
12. The Government has signalled its intention to make a formal Route Announcement on Phase 2b of HS2 in late 2016. Following this, we will publish our full East Midlands HS2 Growth Strategy in July 2017.

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Section 1: Our Economic Vision

Summary

We have gone back to first principles and looked at the economic drivers that are likely to shape economic growth over the coming decades. From this we have set out an economic vision for how we can use HS2 to deliver a more productive and resilient economy across the East Midlands, which we believe can deliver a 43% uplift in employment over the projected baseline by 2042, equivalent to an extra:

- 74,000 jobs; and
- £3.99 billion GVA

We have undertaken a comprehensive analysis of key sites and locations across the East Midlands which we believe have the potential to benefit either directly or indirectly from HS2. Locally owned spatial planning frameworks have been developed for the areas around the Hub Station and the Staveley Depot.

We are working through the Midlands Connect Partnership to identify additional opportunities to use HS2 to maximise 'agglomeration' benefits across the Midlands, to be published as part of the Midlands Connect Strategy in March 2017.

Working through the HS2 East Partnership, we have also made an assessment of the economic benefits of improving connectivity between the local economies of the East Midlands with the North East of England and with Scotland, maximising the economic potential of the Eastern Leg of HS2

A 'once in generation opportunity' for the East Midlands' economy

- 1.1 HS2 will provide a major opportunities for businesses and institutions 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. However these economic benefits will not happen automatically. Continued, strong and consistent local leadership will be required, working closely with Government and the private sector.
- 1.2 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. As a result our strategy for growth is distinctive, confident and ambitious.

Baseline Economic Position

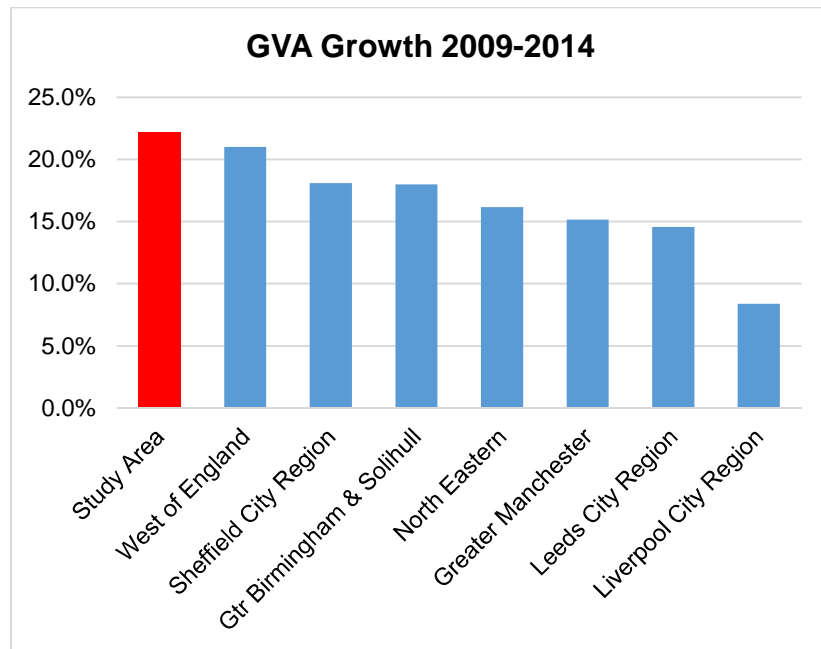
- 1.3 We have focussed our analysis on the area covered by the D2N2 LEP and the Leicester and Leicestershire LEP, which evidence suggests has greatest potential for direct local economic benefits from HS2.

Figure 0: Study Area



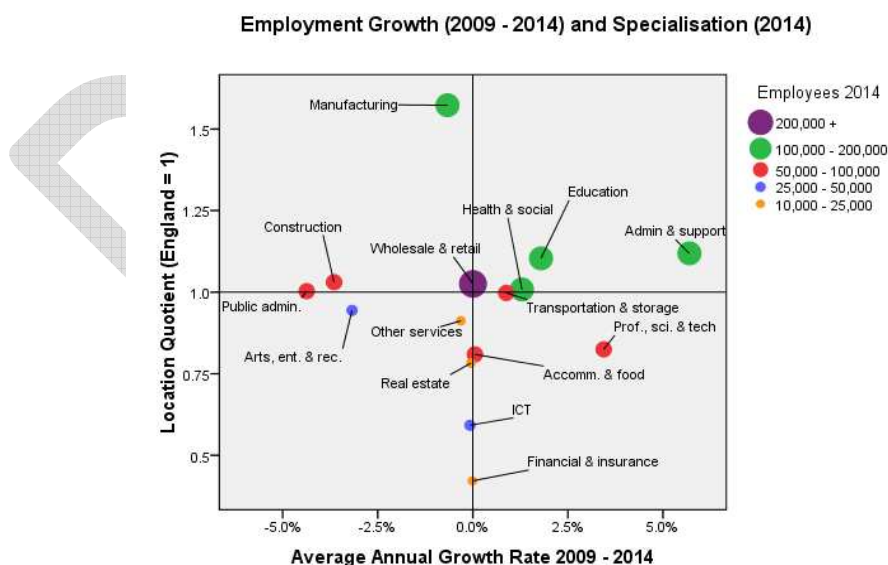
- 1.4 This study area comprises:
- 3.15 million people;
 - 109,000 business;
 - £65 billion GVA; and
 - 1.45 million people in employment, with 76,000 unemployed and 473,000 'economically inactive'.⁴
- 1.5 Whilst GVA growth across the study area has been slower than the English average (which is skewed by London) over the last 20 years, it has been faster than other 'core city' LEP areas since 2009, due mainly to strong private sector growth.

⁴ HS2 in the East Midlands Assessment of the Economic Opportunities: Position Statement, Ekosgen & Fore Consulting, August 2016.



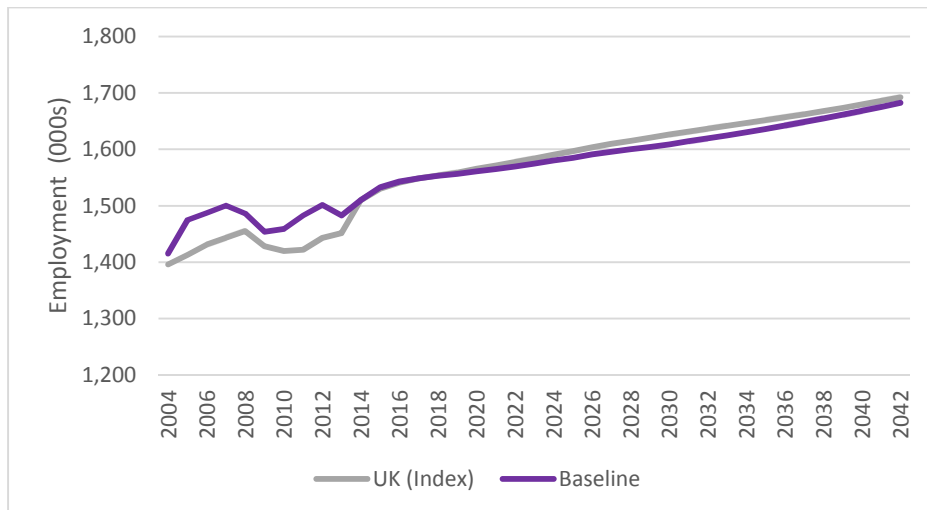
Source: Source: HS2 in the East Midlands Assessment of the Economic Opportunities: Position Statement, Ekosgen & Fore Consulting, August 2016

- 1.6 Manufacturing remains important to the local economy. Although lower value activity has tended to contract, high value and advanced manufacturing remains a key strength. The study area is relatively under-represented in financial and professional services compared to England as a whole.



Source: Source: HS2 in the East Midlands Assessment of the Economic Opportunities: Position Statement, Ekosgen & Fore Consulting, August 2016

- 1.7 In terms of future prospects, analysis from Cambridge Econometrics suggests that the study area will generate an additional 172,000 jobs (net) by 2042. Although substantial, this is below the projected trend for the UK as a whole.



Source: Source: HS2 in the East Midlands Assessment of the Economic Opportunities: Position Statement, Ekosgen & Fore Consulting, August 2016

Our Economic Vision

1.8 As a result our key objective has been to develop a strategy that will use HS2 to deliver job and GVA growth across the study area at a rate **above**, rather than below, the UK trend. To achieve this, we will focus on maximising the following impacts of HS2:

- **Productivity & Direct employment** - journey time savings and new connections will allow firms and individuals to undertake business more efficiently, more quickly, with more people and in more markets. This will include businesses that are more dependent on public transport connectivity for accessing labour markets and accessing customers and markets.
- **Catalytic job growth** at the hub and connected Enterprise Zones, business parks, and University innovation districts. This will include the role of HS2 in unlocking wider improvements benefiting local businesses.
- **Indirect capacity improvements** – Use of HS2 will free up capacity on freight lines and roads which could support growth in the distribution, manufacturing and energy sectors. Freeing up capacity on commuter lines also enables options for improving access to employment centres in areas without HS2 connectivity
- **Procurement and supply chain benefits** – benefits linked specifically to the design, construction and delivery of HS2 which could support engineering and rail engineering sectors.

1.9 From our Baseline analysis and examination of the Strategic Economic Plans for D2N2 and the Leicester and Leicestershire LEP, we have identified those sectors in the local economy which can most benefit from HS2.

Direct Impact Sectors These will benefit directly from HS2 through productivity and direct employment impacts.	Wider Impact Sectors These will benefit more widely from HS2 through catalytic job growth (i.e. the unlocking of wider infrastructure investment), wider capacity improvements across the road and rail network or through procurement and supply chain benefits.
<ul style="list-style-type: none"> • Accommodation • Media • IT Services • Financial & Insurance, • Real Estate, • Legal & accounting • Head Offices & Management Consultancies • Architectural & Engineering Services • Other Professional Services (including R&D) • Business Services & Administration 	<ul style="list-style-type: none"> • Pharmaceuticals • Electronics & Electrical Equipment • Motor vehicles • Construction • Wholesale Trade • Retail Trade • Land Transport • Logistics & Distribution, • Food & Beverage Services, • Education • Arts • Other Services

1.10 We have worked closely with local stakeholders to establish a series of alternative growth scenarios based around these sectors. From further analysis and stakeholder engagement, we have developed an 'Economic Vision' for HS2 in the East Midlands that is distinctive, confident and ambitious.

Our Economic Vision
<p><i>We will use HS2 to amplify our acknowledged regional strengths in advanced manufacturing, engineering, science, technology and innovation.</i></p> <p><i>We will use the super-connectivity of East Midlands Hub Station and the close proximity of strategic sites for growth, infrastructure and leading edge science and technology assets to attract global talent and investment, by creating an internationally competitive location for high value manufacturing, engineering, reinforced by world class innovation support.</i></p> <p><i>Through enhanced connectivity to our urban centres, we will use HS2 to develop a higher value service economy, capturing a competitive share of the strong national growth forecast in these sectors, driving up productivity and job creation, and helping to retain skills.</i></p> <p><i>The East Midlands Hub Station itself will be both gateway and destination bringing a new generation of visitors to the East Midlands, and becoming a place to do business at the heart of UK's strategic transport network.</i></p>

Key Drivers		
Manufacturing Engine The UK's most competitive location for high value engineering and manufacturing	Technology A fertile innovation eco-system attracting global talent in research strengths	High Value Services Delivering a step change in high value services
Enablers		
Smart Growth Creating the conditions to compete for investment, talent and knowledge nationally and internationally, including excellence in logistics and distribution capacity		
A dynamic entrepreneurial economy One of the best places to start and grow a business in the UK, high quality business space reinforced by world class business support and access to funding and investment		
Galvanised visitor economy and distinctive gateway A transformed and expanded visitor economy, bringing a new generation of visitors to established and new attractions		

- 1.11 If we can deliver our Economic Vision in full, analysis by Cambridge Econometrics suggests that we could boost growth across the study area by 43% above the baseline by 2042.⁵

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

- 1.12 To deliver our Economic Vision we will first of all need to align our sector priorities with local opportunities for development and regeneration, both close to the Hub Station and beyond.

⁵ HS2 in the East Midlands Assessment of the Economic Opportunities: Final Report, Ekosgen & Fore Consulting, September 2016.

Development around the Hub Station Site

- 1.13 The East Midlands Hub Station will be built on existing railway land near the town of Toton in the Borough of Broxtowe, within the built-up area of Greater Nottingham and 11km southwest of the city centre. It would lie to the east of the M1, north of Long Eaton, 14km east of Derby and 40km north of Leicester. East Midlands Hub will be both an HS2 and a 'classic' rail station with four platforms and two high speed through lines. It has the potential to be a 'super-connected location' for economic growth.

Figure 0: Location of East Midlands Hub Station



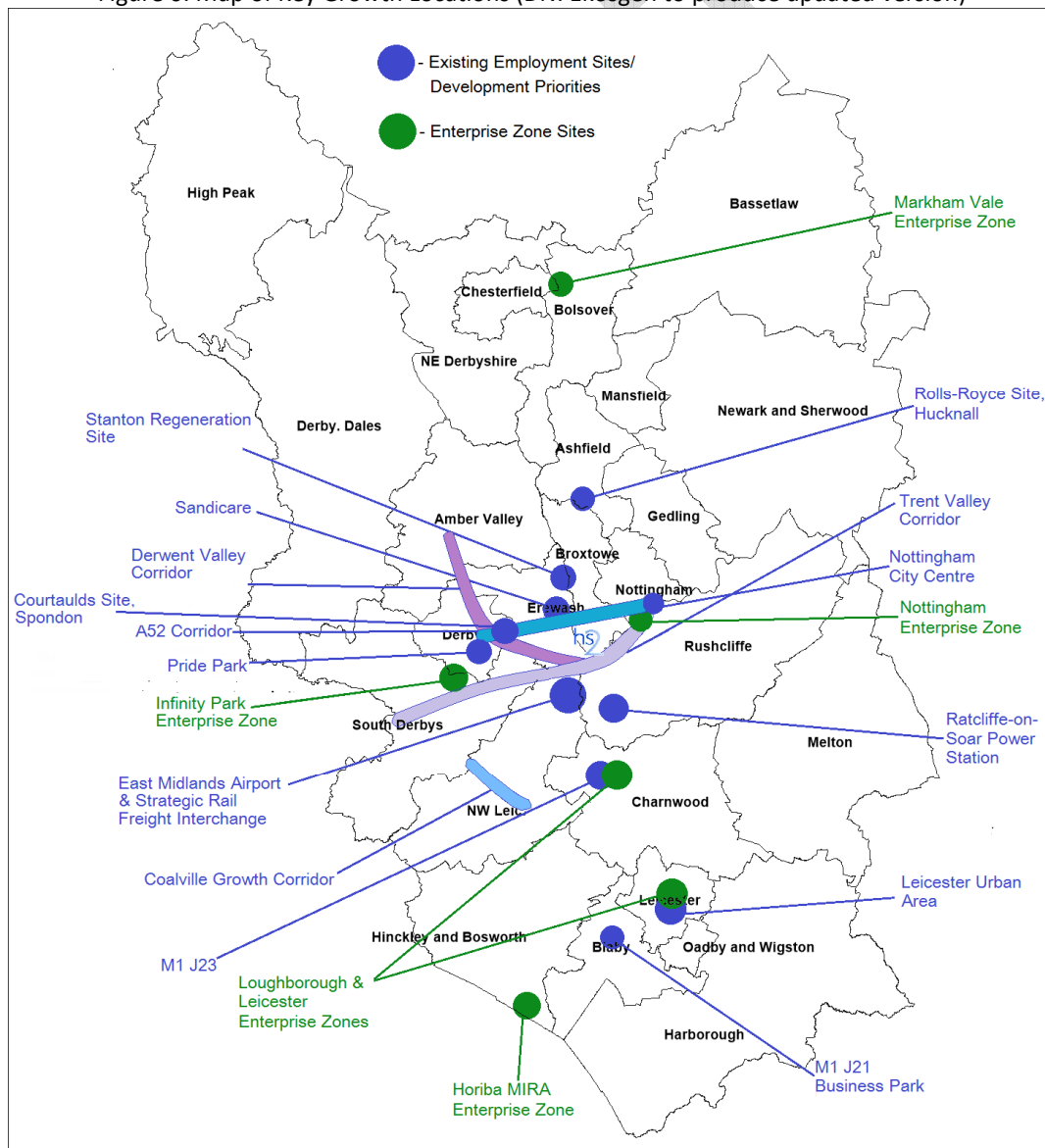
- 1.14 The local Planning Authority, Broxtowe Borough Council has agreed a strategic master plan for mixed use development around the Hub Station which will deliver up 43 hectares of land for economic development (with a further 28 hectares contingency) and 13 hectares of housing with provision for highway access from the A52, education and community uses and green infrastructure.

- 1.15 The development of the employment land will need to be consistent with our economic vision for growth and make best use of the super-connectivity offered by HS2. We are currently evaluating a number of options, including the potential for a teaching and research facility that could support the growth of business services in the city centres and advanced manufacturing in surrounding areas, and facilities for business exhibitions and meetings.

Thinking beyond the Hub Station

- 1.16 We have undertaken a comprehensive assessment of sites and locations across the study area that have the potential to deliver our sector strategy. There is massive potential for growth in the three city centres, around East Midlands Airport, the Enterprise Zones and in key regeneration opportunities such as the former Stanton Ironworks and the Chetwyn Barracks site.

Figure 0: Map of Key Growth Locations (DN: Ekosgen to produce updated version)



Source: HS2 in the East Midlands Assessment of the Economic Opportunities: Position Statement, Ekosgen & Fore Consulting, August 2016

- 1.17 Our strategy for the East Midlands is one which looks to maximise the growth potential for all these locations – not just at the Hub Station.

Infrastructure Maintenance Depot (IMD) at Staveley

- 1.18 Proposals for an HS2 Maintenance Depot at Staveley near Chesterfield offer major opportunities to the communities in the north of the study area, both in terms of job creation and training opportunities linked to the High Speed College facilities at Birmingham and Doncaster. Chesterfield Borough Council's emerging masterplan for Staveley includes provision for:

- remediation of 150 hectares of brownfield land
- 1,500 new homes
- 30 hectares of new employment floorspace
- Up to 800 new jobs on site (supporting 100-125 in wider area)

(DN: insert latest masterplan from Chesterfield BC)

Connectivity across the Midlands

- 1.19 HS2 will have wider connectivity benefits to the East Midlands economy. We are working through the Midlands Connect Partnership to identify additional opportunities to use HS2 to maximise 'agglomeration benefits' across the Midlands, to be published as part of the Midlands Connect Strategy in March 2017.

Midlands Connect & the 'Midlands Engine'

Midlands Connect is a partnership of 28 local transport authorities and 11 Local Enterprise Partnerships from across the Midlands that have come together to develop a strategic transport strategy by March 2017, which will support economic growth and in particular the objectives of the Government's 'Midlands Engine' initiative.

The final Midlands Connect strategy will set out a 20 year programme of investment in strategic road and rail improvements that will benefit the whole of the Midlands.

The Midlands will form the heart of the nation's HS2 Network and will effectively be served by four HS2 Stations: Birmingham Curzon Street, UK Central (Solihull), Crewe Hub and East Midlands Hub. As a result, a key theme of the Midlands Connect Strategy will be to ensure the Midlands is 'HS2 Ready'. In particular the strategy will consider:

- opportunities to advance investment to deliver greater economic benefits;
- priorities for making use of classic rail capacity released by HS2; and
- opportunities to integrate HS2 more fully into the Midlands' strategic transport network

The East Midlands HS2 Growth Strategy and the Midlands Connect Strategy are being developed in parallel using a common evidence base, and will be mutually re-enforcing.



For more information, please visit: www.midlandsconnect.uk

Connectivity to the Northern Powerhouse and Scotland

- 1.20 Working through the HS2 East Partnership, we have also made an assessment of the economic benefits of improving connectivity between the local economies of the East Midlands with the North East of England and with Scotland, maximising the economic potential of the Eastern Leg of HS2 as a whole.

HS2 East

HS2 East is a partnership of councils, local enterprise partnerships and chambers of commerce from the Midlands, Yorkshire, the North East and Scotland that have come together to promote the delivery of the Eastern Leg of HS2.

The Eastern Leg of HS2 runs from Birmingham to Leeds via the East Midlands Hub Station and South Yorkshire. It has the best business case of any part of the proposed HS2, with a benefit to cost ratio of over 5 to 1⁶.

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.

⁶ Technical Business Case Work in High Speed Rail, Arup for Eastern Network Partnership, July 2011.
<http://www.syltp.org.uk/documents/Final%20Report%20ENP.pdf>

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Section 2: Emerging Connectivity Priorities

Summary

The Economic Opportunities Assessment has confirmed that the key to unlocking the economic potential of the Hub Station will be the extent to which it can be connected to key areas of economic potential that will deliver our sector strategy.

We have undertaken initial assessments of a range of options for improving connectivity to the Hub Station, including:

- options for heavy rail connectivity, including dedicated shuttle and classic compatible services;
- options for strategic tram (NET) extensions or Bus Rapid Transit linkages; and
- options for bus/taxi, cycling and pedestrian access from surrounding communities.

We will produce Outline Business Cases for those that have the greatest potential as part of the final Growth Strategy in 2017.

We are very keen to work with Highways England and HS2 Ltd to identify a preferred option for direct access from the A52 to the Hub Station and proposals to mitigate pressure on strategic and local roads. We believe that there are opportunities integrate this work into proposals to develop an area-wide 'Mass Transit Strategy' that would help to reduce the number of journeys made by the private car.

An integrated approach to connectivity

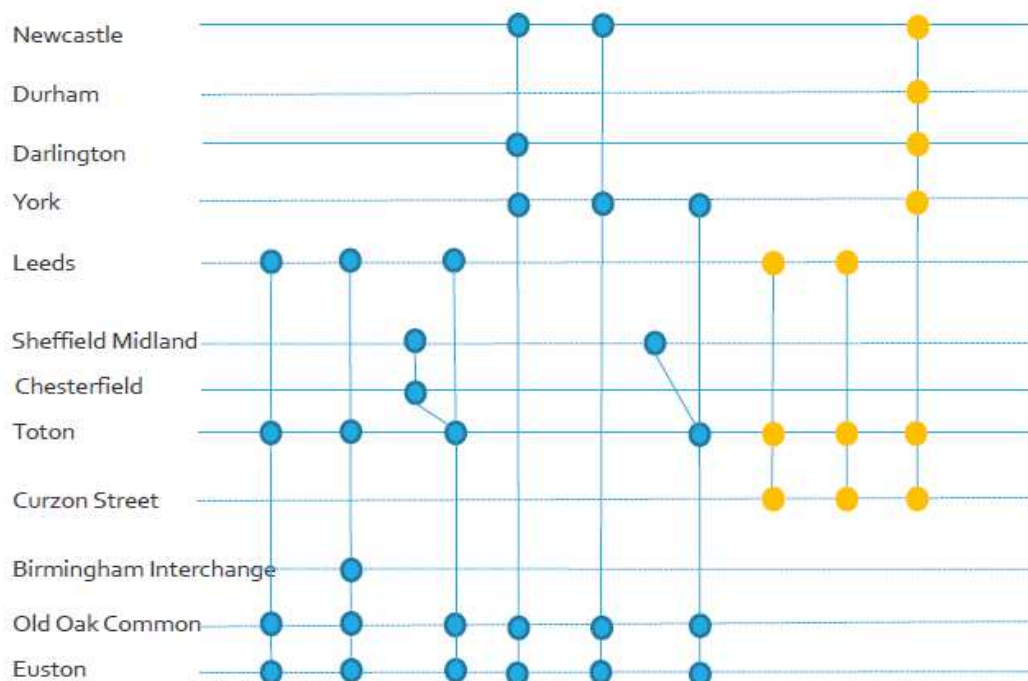
- 2.1 The Economic Opportunities Assessment has confirmed that the key to unlocking the economic potential of the Hub Station will be the extent to which it can be connected to areas of economic potential linked to our sector strategy. There are significant opportunities in the immediate vicinity of the Hub Station. However these are exceeded by those in the cities of Derby, Leicester and Nottingham and on strategic sites in surrounding locations. There is also potential for major 'agglomeration' benefits resulting from reducing the effective distance between centres of economic activity in East Midlands and those elsewhere.
- 2.2 Our connectivity plans must relate to these different opportunities and the geographies they represent. As a result we need an integrated approach which addresses strategic, sub-regional and local connectivity requirements, to form a comprehensive transport 'mesh' which will support economic growth and regeneration. We believe that improving public transport access to the Hub Station will help to reduce the number of journeys made by the private car.

- 2.3 We have undertaken an initial assessment of a range of connectivity options. We will produce Outline Business Cases for those that have the greatest potential as part of the final Growth Strategy in 2017.

Strategic connectivity to major urban centres

- 2.4 East Midlands Hub Station will be both a HS2 and a 'classic' rail station, with four platforms and two high speed through lines. HS2 Ltd's revised business assumes that there will be seven HS2 trains per hour serving the Hub Station - ***making it the most connected HS2 station outside of London.***

Figure 0: Hourly Service Pattern for the Eastern Leg based on HS2 Ltd revised proposals for Sheffield.



The economic case for advancing the HS2 Link between UK Central and East Midlands Hub Station

It is currently proposed that the Eastern Leg of HS2 including the East Midlands Hub Station will not be operational until 2033 - seven years after Birmingham Curzon Street and UK Central and six years after Crewe Hub. Given the economic potential of the Hub Station, this would seem to represent a huge missed opportunity.

Through Midlands Connect, we are looking at the economic and practical case for delivering the link to East Midlands Hub Station by 2030 in order to boost east-west connectivity across the Midlands prior to the completion of the full Eastern Leg to Leeds. There may also be potential to extend the link far as the recently proposed classic compatible connection to Sheffield Midland Station.

- 2.5 Currently there are proposed to be nine trains per hour using the Eastern Leg of HS2 – with potential for two more if the Sheffield trains split at the Hub Station. Given the line will be constructed to a standard equivalent to eighteen trains per hour, there is at least the potential to run an additional seven services along the Eastern leg.
- 2.6 We believe that there is a strong business case to use some of this spare capacity north of the Hub Station to develop two additional ‘classic compatible services’. In particular, to directly link stations on the Midlands Main Line to the south of the Hub Station, such as Leicester, to major urban centres in the north that are currently very difficult to reach via the current network - such as Leeds and Manchester. To run such services, a ‘classic compatible connection’ would need to be built into the East Midlands Hub Station, providing a physical link between the HS2 line and the Midland Main Line – similar to that planned for the East Coast Main Line further north.

A ‘Northern Facing’ Classic Compatible Connection at the Hub Station

A northern facing ‘classic compatible’ connection at the Hub Station would allow some high speed trains to serve locations to the south of the Hub Station on the Midland Main Line (in particular Leicester), transfer on to the HS2 line, and then access key urban centres in the north of England which are currently very difficult to serve via the classic rail network – such as Leeds and Manchester.

Network Rail have estimated the capital cost of providing such a link at the Hub Station would be between £60 and £95 million – although other estimates have suggested a lower figure.

Consultants SLC Rail⁷ have looked at the economic benefits that could be achieved by services using this connection. There are a number of potential service patterns serving Derby, Leicester and Nottingham that could generate strong economic benefits. The analysis to date shows that the best results could be achieved by:

- a service connecting the southern end of the Midland Main Line with Manchester via the proposed ‘Northern Powerhouse Rail’, which would deliver a GVA uplift of £1 billion; and
- a service connecting the Thames Valley, Midland Main Line and Leeds via the proposed ‘East-West Rail’, which would deliver a GVA uplift of £0.9 billion.

These new services would replace the two trains per hour shuttle service between Leicester and East Midlands Hub and the service between Reading and Nottingham, both of which are proposed in Network Rail’s East Midlands Route Study.

⁷ Toton HS2 Classic Connectivity, SLC Rail Ltd for EMC and Leicestershire County Council, August 2016.

- 2.7 Strategic connectivity to major urban centres in the East Midlands from the Hub Station will be secured by classic rail services and via the Strategic Road network (SRN) – in particular the M1 and the A52.

Classic Rail Connectivity to Derby, Leicester and Nottingham

- 2.8 The Hub Station will have both classic rail and HS2 connectivity. In order to maximise the transport benefits of HS2 to the city centres of Derby, Leicester and Nottingham, high quality fast reliable rail services to the Hub Station will be essential. Such connectivity cannot be achieved by diverting existing long distance classic rail services via the Hub Station. These services do not have the capacity or reliability to integrate with HS2 effectively. To make the most of the potential offered by HS2, passengers in Derby, Leicester and Nottingham should feel they are effectively starting their HS2 journeys when boarding a connecting service.
- 2.9 That is why Network Rail's East Midlands Route Study⁸ has set out options to serve the Hub Station from Derby, Leicester and Nottingham by a series of 'shuttle services', which would be timed to connect with the HS2 timetable. Through Midlands Connect we are evaluating the economic benefits of these services. With Network Rail, we are looking at the need for any consequential infrastructure improvements, such as additional platform capacity at city centre stations and improved junctions. As set out above, there is the potential to develop the shuttles from Leicester into longer distance 'classic compatible' services.

Classic Rail Released Capacity

- 2.11 Analysis set out in Network Rail's East Midlands Route Study⁹ confirms that without HS2, the Midland Main Line will become increasingly overcrowded – even with the additional capacity provided by upgrade and electrification of the Midland Main line which will be completed by 2023.
- 2.12 A major benefit to the whole of the East Midlands from HS2 will be capacity released by HS2 from the classic rail network that can be used to deliver improved and additional services. For example there is the potential to move towards an even 'clock-face' for services between Leicester and London as opposed the 'bunching' that currently exists. Midlands Connect is currently assessing the economic benefits a range of potential new services enabled by released capacity that would improve east-west connectivity across the Midlands, including:
- Nottingham – Birmingham
 - East Midlands Hub - Derby - Crewe Hub
 - Derby - East Anglia

⁸ East Midlands Route Study, Network Rail, March 2016: <https://www.networkrail.co.uk/long-term-planning-process/east-midlands-route-study/>

⁹ East Midlands Route Study, Network Rail, March 2016: <https://www.networkrail.co.uk/long-term-planning-process/east-midlands-route-study/>

- Leicester – Birmingham

Trent Junction: a key constraint on the rail network

Insufficient capacity exists on the rail network between Sheet Stores Junction and Trent South and East Junctions south of Nottingham to meet projected passenger growth on the rail network as well as the additional HS2 shuttle services. This is because of convergence of multiple local and strategic routes resulting from the rail closures in the 1960s.

That is why Network Rail's East Midlands Route Study includes an option¹⁰ to re-model the existing junction through grade separation to remove key conflicts.

Midlands Connect is assessing the economic benefits of a comprehensive enhancement for Trent Junction which would meet the needs of both the HS2 and future growth on the classic rail network.

New Opportunities for Chesterfield

- 2.14 The recent proposal from HS2 Ltd to serve Sheffield Midland Station with classic compatible services via an electrified Erewash Valley Line (in preference to a new station at Meadowhall) raises the exciting opportunity of Chesterfield being served by high speed rail services – reducing journey times to London by half to 71 minutes. There are already proposals for major housing and employment development around Chesterfield Station. We will produce a comprehensive strategy for maximising local economic benefits to Chesterfield and surrounding areas of both connectivity to the HS2 network and the proposed HS2 Maintenance Depot at nearby Staveley.

Rail Connectivity from Mansfield/Ashfield

- 2.15 Mansfield/Ashfield currently has a very poor train service to and from both London and Birmingham, with very slow journey times. HS2 offers the opportunity to transform this situation and provide a major boost to the regeneration of the area. This would be possible because of a rail link that leads directly from the Robin Hood line at Kirkby in Ashfield down into the Erewash Valley where it joins the Chesterfield - Toton route. Currently the line from Kirkby-in-Ashfield is only used by freight, but it would also be capable of use by passenger trains. We will evaluate options for new services in the context of HS2 Ltd's proposals to serve Sheffield Midland Station.

Access from the M1 and A52

- 2.16 To be successful, East Midlands Hub Station must be an iconic Multi-Modal Transport Interchange - not a 'parkway station'. However, good access from the strategic trunk road network will still be crucial for many passengers.

¹⁰ East Midlands Route Study, Network Rail, March 2016: <https://www.networkrail.co.uk/long-term-planning-process/east-midlands-route-study/>

- 2.17 Although the scale of additional trips directly associated with accessing HS2 services will be a small proportion of total road journeys, both the M1 and A52 between Derby and Nottingham are already congested at peak hours. The Government has confirmed support for completing the upgrade of the whole of the M1 in the East Midlands to 'smart motorway' standard. This will help secure additional capacity from existing infrastructure, but is unlikely to be a long term solution given the scale of expected background traffic growth.
- 2.18 As a result Midlands Connect is assessing longer term strategic options to improve connectivity to Derby and Nottingham via the M1 and A52, including M1 J25. This will need to include the impact of the proposed direct access from the A52 to the Hub Station.
- 2.19 Highways England has undertaken a high level assessment of the potential impacts of HS2 East Midlands hub station proposals on the SRN and given early consideration to a range of potential options such as widening of sections of the A52, new junction forms (including grade separation of existing junctions) and additional provision for local traffic. Derby City Council is looking at road options for improved access from key strategic sites along the A52 corridor to the Hub Station.
- 2.20 Substantial further work is required in conjunction with HS2 Ltd in order secure effective solutions for the strategic road network as part of an overall transport strategy for the area. Highways England is committed to taking this work forward as part of its current Route Strategy refresh. However, a proposed access solution will need to be set out in the Phase 2b Hybrid bill, which is due to be deposited in 2019.
- 2.21 There is an opportunity to integrate consideration of strategic highway solutions with opportunities for public transport improvements that will mitigate the impact on highway infrastructure.

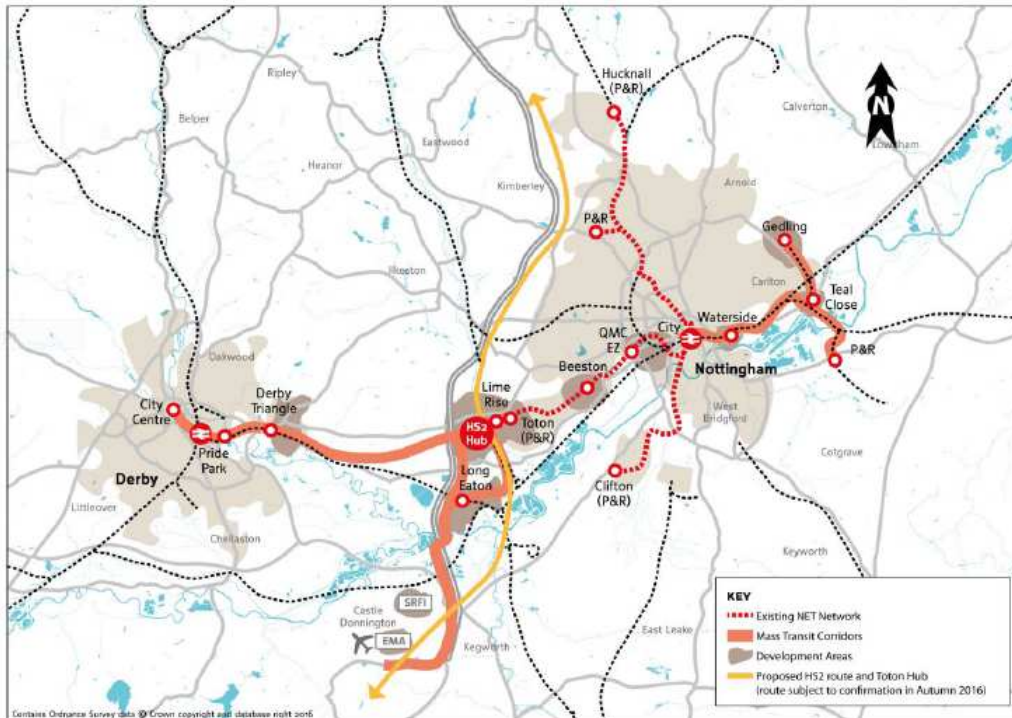
Sub-regional connectivity to major economic opportunities

- 2.22 Whilst classic rail will be the most effective way to reach the Hub Station from the city centres of Derby, Leicester and Nottingham, the Economic Opportunities Assessment has highlighted a number of intermediate sites and locations which would benefit from direct connectivity to the HS2 network.
- 2.23 The Government's 2013 proposition includes the extension of the existing Nottingham Express Transit (NET) tram from the Toton Park and Ride site to the Hub Station, directly connecting HS2 to the Queens Medical Centre, Boots Enterprise Zone and the Nottingham University Campus. However are also opportunities to connect to key locations to west of the Hub Station in Derby and Derbyshire, and south towards East Midlands Airport and the East Midlands Gateway Freight Interchange.

Development of a 'Mass Transit Strategy'

- 2.24 To maximise the economic potential of HS2 and realise existing growth aspirations as the wider area, we are working together to develop an integrated 'Mass Transit Strategy' - with the East Midlands Hub Station at its heart.

Figure 0: Proposed 'Mass Transit Strategy'



- 2.25 We have undertaken an engineering assessment on the potential for extending the NET system, which has demonstrated the feasibility of a number of alternative alignments serving key locations¹¹. However, we are also looking at other potential modes. An initial study into the feasibility of Bus Rapid Transit (BRT) between Derby and the HS2 Hub will be completed shortly. Tram-Train is likely to be a medium to long term option for some locations and will also be assessed. There may be potential to utilise existing or former freight routes to connect to new developments, and to provide improved public transport services along existing rail corridors in the area.
- 2.26 In order to develop full Outline Business Cases for the best performing combination of options, Nottingham City Council on behalf of the relevant councils and LEs as submitted a bid for development costs to Department for Transport's fund for Large Local Major Transport Schemes. There is an opportunity to link this work

¹¹ NET Extensions to East Midlands Hub, Long Eaton, East Midlands Airport & Derby, NET & Mott MacDonald for Nottingham City Council, May 2016.

more closely to consideration of impacts on the Strategic Road Network led by Highways England and HS2 Ltd.

Derby & Nottingham Metropolitan Strategy 2030

The opportunity presented by the East Midlands Hub Station has been a catalyst for greater joint working between councils. In particular Derby City Council and Nottingham City Council launched the 'Nottingham and Derby Metropolitan Strategy' in July 2016.

The first draft of the Metropolitan Strategy Action Plan outlines what the two councils will work together on over the next three years. It is based on the four themes:

- Enterprise;
- Talent;
- Connectivity and;
- City Living.

For more information please visit:

<http://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/consultationpapers/consultationdocuments/metro-strategy-action-plan.pdf>

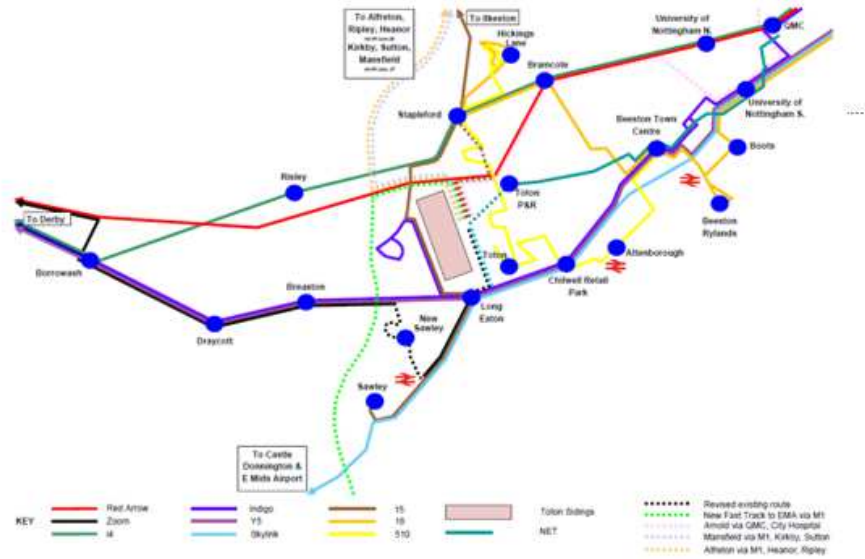
Proposals for a 'Mass Transit Strategy' provide the major component of the connectivity strand. There is an opportunity to link this work more closely to consideration of impacts on the Strategic Road Network led by Highways England and HS2 Ltd, and to develop integrated multimodal approach that will mitigate the impact on highway infrastructure.

Local Connectivity to surrounding communities

- 2.27 Local connectivity to the towns and villages surrounding the Hub Station, such as Toton, Long Eaton and Stapleford will help to maximise the economic benefits for those people most effected by the environmental impacts of HS2. Good local accessibility by bus, taxi, cycling and walking will also help to reduce reliance on the private car.
- 2.28 We have looked at the potential for reconfiguring local and sub-regional bus services to incorporate the Hub Station into the existing local public transport network. Key to achieving this from a commercial perspective will be to ensure access for buses 'through' the Hub Station - rather than it becoming a terminus destination¹².

¹² HS2 East Midlands (Toton), Connectivity & Mobility – A Bus Operators Perspective, Trent Barton, February 2016. <http://www.emcouncils.gov.uk/write/Connectivity and Mobility - A Bus Operator Persepctive.pdf>

Figure 0: Initial proposals for bus connectivity



- 2.29 To achieve through connectivity for buses and accessibility for taxis, local drop off/pick up and cyclists from both the Derbyshire and Nottinghamshire sides, it will be necessary to configure the local road network. We believe that extending Midland Road from Long Eaton and Bessel Road from Toton to connect with the Hub Station could meet these objectives. Access to the Hub Station underground car park should be from the A52 only to prevent local road congestion.
- 2.30 Finally, pedestrian access to the station from local communities, the underground car park and other modes connecting with the Hub Station should be safe and attractive for passengers. The masterplan for the Hub Station area produced by Broxtowe Borough Council establishes a series of green corridors which will become the ‘first infrastructure’.

Section 3: Hub Station Design Principles

Summary

The functional design of the Hub Station can either enable or frustrate connectivity to key economic opportunities, particularly by public transport.

We have set out a series of design principles for the Hub Station that would maximise accessibility and economic growth potential. We want to use these principles as a basis for working in partnership with HS2 Ltd on the development of the Hybrid Bill and the detailed station design.

We want the Hub Station to become an inspiring 21st Century Gateway to the towns and cities of the East Midlands.

Maximising the economic potential of the Hub Station.

- 3.1 The Economic Opportunities Assessment has confirmed that the key to unlocking the economic potential of the Hub Station will be the extent to which it can be connected to areas of economic potential that will deliver our sector strategy. There are significant opportunities in the immediate vicinity of the Hub Station. However these are exceeded by those which exist in the cities of Derby, Leicester and Nottingham and on strategic sites in surrounding locations.
- 3.2 We have set out initial options for linking the Hub Station to the economic opportunities that have the greatest potential to deliver jobs and homes. Not all of this connectivity will be delivered on 'day one'. Rather, it is likely to be an incremental process linked to the implementation of key developments.
- 3.3 It is clear that the functional design of the Hub Station can either enable or frustrate connectivity to the key economic opportunities, particularly by public transport. Making major changes once the Hub Station is built will be difficult and expensive. We therefore need to make sure that the design is 'future proofed' to enable connectivity improvements to be made over time as opportunities arise.
- 3.4 That is why we commissioned international architects Farrells to work with us to develop a series of functional principles for the Hub Station that would maximise accessibility and economic growth potential¹³. We want to use these principles as a basis for working in partnership with HS2 Ltd on the development of the Hybrid Bill and the detailed station design

¹³ East Midlands HS2 Hub, Maximising the Wider Regional Benefits, Farrells & PBA Associates for EMC, November 2015. http://www.emcouncils.gov.uk/write/Final_Farrells_Report.pdf

An Iconic Multi-Modal Transport Interchange – not a ‘parkway’ station

- 3.5 The Hub Station cannot be a traditional ‘parkway’ station. Although it will have car parking facilities, to be economically transformational the Hub Station must be an *iconic multimodal transport interchange, a destination station, and act as a catalytic hub for economic growth across the whole East Midlands*. To achieve this outcome we have set out ten key functional design principles for the Hub Station.

East Midlands Hub Station Design Principles

1. Provide High Speed and ‘classic compatible’ connectivity from the Hub Station, not only to London, but also to Birmingham, Sheffield, Leeds, York - and on to the North East and Scotland.
2. Create efficient rail connections with the principal East Midlands stations – including Derby, Leicester, Nottingham, Chesterfield, Mansfield/Ashfield, Loughborough, Long Eaton and Beeston.
3. Make changing between modes and between HS2 and classic trains as easy and convenient as possible for passengers at the Hub Station, for example through the provision of ‘cross platform interchange’.
4. Extend the existing tram network from the existing Toton Park and Ride site to the Hub Station.
5. Make provision for future extensions of the tram network west of the Hub Station, potentially to Long Eaton, East Midlands Airport and Derby.
6. Provide efficient access from the Strategic Road Network, without adding to local congestion.
7. Provision for ‘through’ bus and coach services serving the Hub Station as part of wider public transport networks.
8. Maximise land available for economic development around the station, for example by provision of efficient multi-storey underground car parking.
9. Achieve high quality cycle and walking connectivity to and through the Hub Station from surrounding communities east and west of the Hub Station.
10. Maintain and improve local connectivity across the rail alignments from surrounding communities – particularly in Long Eaton.

Applying the Design Principles

- 3.6 There are a number of ways in which these principles could be applied in the design of the Hub Station. From the work we have done so far, our preferred scenario would

involve integrating both a northern facing 'classic compatible' connection and a 'single crossing' shared between public transport, pedestrians and cyclists into the design of the Hub Station. Past Toton Yard, the tram/bus link could split to head out to Long Eaton, East Midlands Airport and Derby as required.

- 3.7 Due to the single crossing being above the HS2 and classic rail platforms, later delivery would present a significant risk of disruption to services and additional costs – even if so called 'passive provision' was made. As a result it would be more efficient and cheaper to deliver the single crossing as part of the construction of the Hub Station itself.
- 3.8 The provision of an integrated single crossing also provides an opportunity to create a high quality public square in front of the Hub Station, making it more of a 'place' and a destination in its own right.

Figure 0: Single Crossing Layout

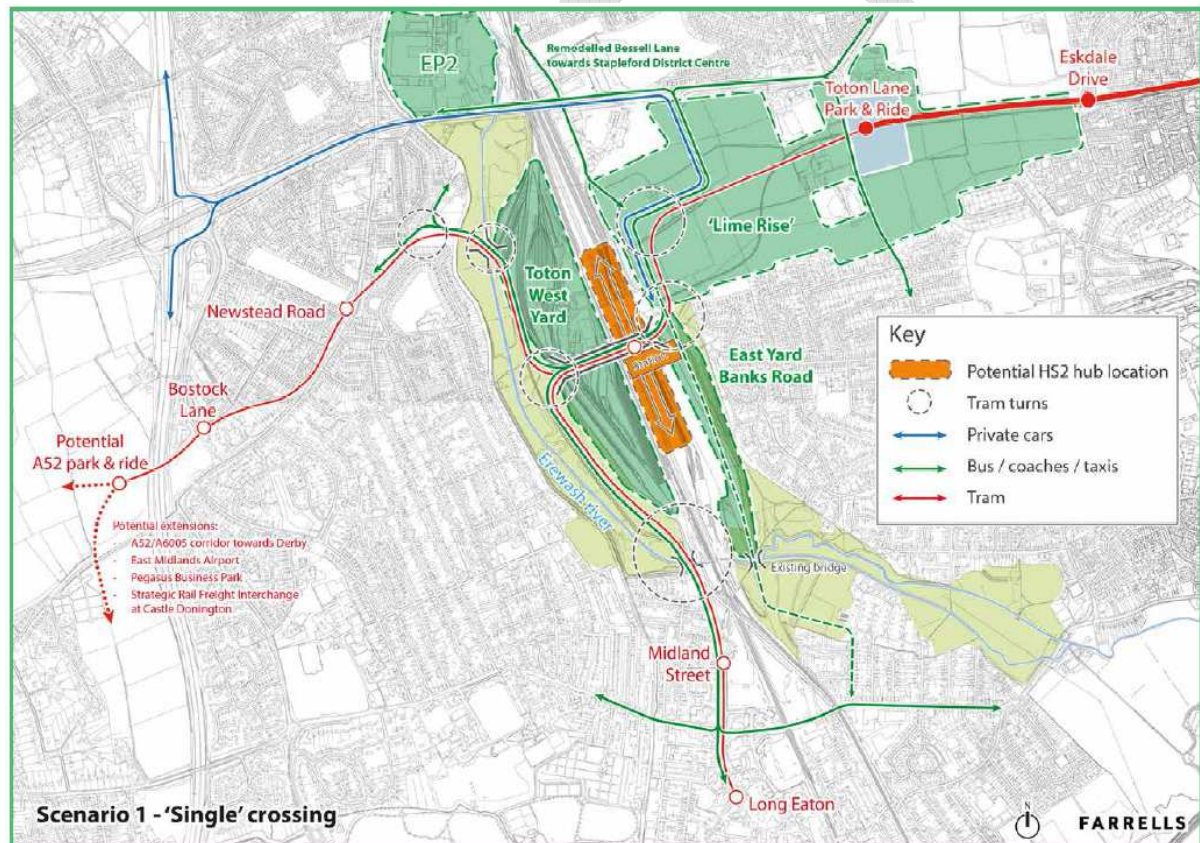
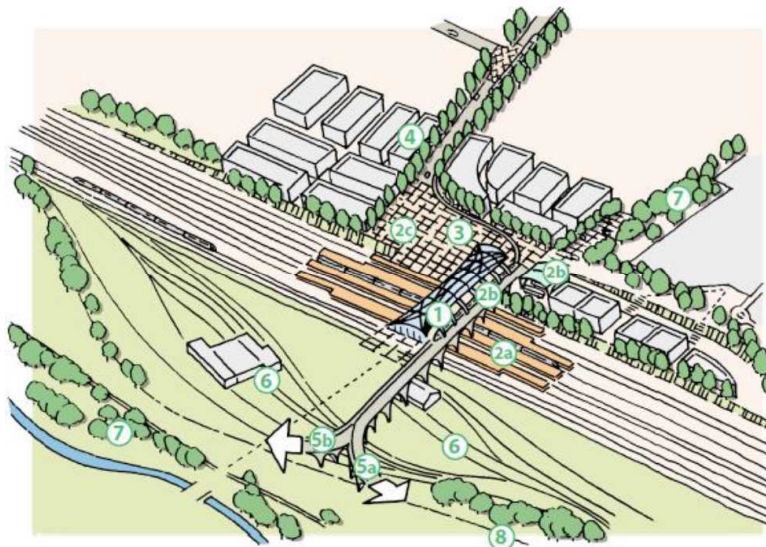


Figure 0: Single Crossing Concept Design

East Midlands Hub Station: Concept Design



Commissioned by East Midlands Councils from Farrells & Peter Brett Associates
November 2015

- 1** An iconic, world class destination station
- 2** Efficient interchange and attractive regional & national connectivity with capacity for growth
 - 2a HS2 & classic rail services cross-platform connectivity
 - 2b Nottingham Express Transit 'The Tram' & buses/coaches/taxis
 - 2c Car parking underground, not occupying developable land
- 3** High quality public 'station square' as the gateway to the area...
- 4** ...and the heart of the development of a new 'destination'
- 5** Day one (a) and future (b) track alignment crossings for NET, buses taxis, cyclists and pedestrians towards Long Eaton & beyond
- 6** Allow for future development potential west of the station
- 7** Green corridors in the Landscape as the 'first infrastructure'
- 8** Ensure connections to the south, and to all surrounding communities

- 3.9 The opportunities for cross-platform interchange will be intrinsically linked to the layout of the station approaches. As a result, an area-wide integrated design approach will be required which considers station layout, Trent Junction re-modelling and classic compatible connectivity together.

Section 4: Skills & Supply Chain Opportunities

Summary

We have undertaken an assessment of the local skills requirements result from the construction of both phases of HS2, and set out some initial proposals to ensure local people receive the necessary training to access employment opportunities.

We will work industry bodies to develop a comprehensive approach to supply chain development that our world class rail engineering sector can fully benefit from HS2 investment.

We will develop a comprehensive East Midlands employment and skills plan as part of our final Growth Strategy in July 2017.

Job Opportunities across the East Midlands

- 4.1 HS2 has the potential to create new jobs in the East Midlands on an unprecedented scale; from the construction and operation of the railway together with the wider regeneration and economic development that the arrival of HS2 will drive.
- 4.2 The East Midlands sits at the heart of the UK rail industry and is uniquely placed to provide the skilled workforce to both develop the rail infrastructure and to provide the trains that will run on it. The area has a long and deep rail heritage dating back 180 years, home to international companies like Bombardier. It is vital to our region's economic wellbeing that we take every opportunity to build on our rail heritage by investing in the skills of the existing and future workforce. We aspire to meet the needs of both a new emerging high speed rail industry and a rapidly evolving and changing conventional rail industry. This change will not happen without a focused approach and appropriate levels of investment.
- 4.3 The work to date on employment and skills is centred on the construction and railway engineering associated with HS2, further work will be undertaken as part of the full Growth Strategy for submission in 2017.

Construction

- 4.4 The National Infrastructure Plan for Skills (NIPS) models the £411bn National Infrastructure Pipeline. Within the NIPS, the Midlands has a projected pipeline of infrastructure works for 2015-20 of £11billion; most of that spend is in transport, energy and water. The NIPS considers both construction and engineering skills requirements and the data includes HS2.
- 4.4 The skills demand in the Midlands required to deliver the pipeline of work is a current workforce of 43,700 peaking at 56,500 people by 2020.

Figure 0: National Infrastructure Plan for Skills workforce requirements in the Midlands

Occupational group	Current workforce (2015)	Peak workforce (2020)	Absolute Increase	% increase
Client & project leadership	3,600 (8.2%)	4,800 (8.5%)	1,200	33%
Engineering & technical	12,500 (28.6%)	15,500 (27.4%)	3,000	24%
Construction management	9,000 (20.6%)	10,800 (19.1%)	1,800	20%
Skilled trade & labour	18,600 (42.6%)	25,400 (45.0%)	6,800	37%
Total	43,700 (100%)	56,500 (100%)	12,800	29%

Source: DN to complete

- 4.5 Around 45% of the labour demand is within skilled trades and labour. The remainder is split between the three other groups with almost 30% in engineering and technical skills occupations. The Midlands has the highest skills gap in all four occupational groups of any of the English regions considered in the NIPS, this presents a significant opportunity for the East Midlands to develop a labour force plan to capitalise on the investment in HS2.
- 4.6 A key point to note is that the construction workforce increases rapidly with mobilisation from 2017 reaching a peak of up to around 30,000 in 2020 before dropping off to a low in 2023 then rising to a second somewhat lower peak associated with Phase 2 construction in the mid 2020's¹⁴. It is therefore important that the East Midlands acts now to ensure local people are aware of and can prepare for jobs associated with HS2.
- 4.7 Construction employment in the East Midlands region increased steadily from just over 135,000 in 2002 to 180,000 in 2008. Although impacted by the recession, in 2015 the number of construction workers in the region had climbed to 164,000 and the current Construction Skills Network (CSN) forecast is for continued employment growth. The arrival of HS2 in the East Midlands will help to support the growth and vibrancy of this key sector.
- 4.8 In terms of assessing where potential skills gaps and shortages may occur, it is only possible to make a number of observations at this stage. Factors noted such as the mobility and fluidity of the construction labour market are key, many workers may follow HS2 related work 'up the line' as the project progresses.
- 4.9 In terms of construction occupational 'gaps', there are some notable gaps in the wider Midlands and the infrastructure sector. Looking at the high level demand forecasts for the HS2 project occupations in the categories of Construction Project Managers, Construction Trade Supervisors, Steel Erectors/Structural, Scaffolders, Labourers, Logistics and Civil Engineers are all running close to or above capacity. Comparisons across the wider Sheffield and Leeds City Regions also indicate that Labourers, Logistics and both Civil Engineers and Civil Engineering Operatives are also running 'hot' from a capacity perspective and therefore drawing on skilled resources from a wider geographical area may prove challenging.

¹⁴ North West High Speed Rail Skills Strategy and Implementation Plan, Atkins for Greater Manchester Combined Authority, July 2016 · <https://www.greatermanchester-ca.gov.uk/download/meetings/id/1071/26-nw-high-speed-rail-regional-skills>

- 4.10 This indicates an opportunity for the East Midlands to ensure that the right provision is in place to support local people and maximise the economic value that HS2 brings to the local area.

Railway Engineering

- 4.11 Rail throughout the UK is enjoying a sustained period of significant growth: passengers and freight, renewal investment and major new projects. The National Skills Academy for Rail (NSAR) forecasts the need for 10,000 new engineering and technical entrants to the national rail industry by 2019 to cater for growth in demand, new investment, and replacement of an ageing workforce. In Traction and Rolling Stock alone, 8,200 new entrants are needed by 2025 to replace an ageing workforce, new replacement vehicles and growth of 25% in the national fleet.
- 4.12 The average skill level is currently under level 3. With the advent and deployment of new technologies and systems new roles within the rail industry will require level 3 skills development and qualifications at the very least with significantly more people qualified to higher skill levels of 4 and above than at present.
- 4.13 Demand forecasts associated with rolling stock manufacture are particularly complex as they depend on the procurement strategy adopted. One of the strengths of the East Midlands is in rolling stock supply chain. Therefore this component has the potential to create or secure hundreds if not thousands of jobs in the region.

Infrastructure Maintenance Depot (IMD) at Staveley

- 4.14 A vital component of HS2 in the East Midlands will be the Infrastructure Maintenance Depot at Staveley. Research commissioned by Derbyshire County Council from Volterra & Partners¹⁵ suggests that following completion of HS2, between 200 and 250 full time equivalent jobs will be created. In addition, HS2 have published their initial thoughts on how the first IMD (to be based at Calvert and serving Phase 1) will operate. It is reasonable to assume that Staveley will operate in a similar way:
- A 24 hour/7 day a week operational facility with the majority of work being carried out at night;
 - The IMD will service the line from Birmingham through to Leeds covering almost 120 miles. There are likely to be rapid response teams located at the far ends of the line to provide a quick response;
 - The IMD at Staveley is likely to be responsible for managing and providing preventative and predictive maintenance. Staff will use active monitoring systems with data obtained from both the fixed infrastructure and from passenger trains being fed back electronically;
 - The depot will house dedicated inspection trains with specialist on-board measuring equipment

¹⁵ Economic Impacts of the HS2 Infrastructure Maintenance Depot at Staveley, Volterra Partners for Derbyshire County Council, July 2014. <http://volterra.co.uk/wp-content/uploads/2014/03/ECONOMIC-IMPACT-OF-STAVELEY-DEPOT.pdf>

- 4.15 Staveley will offer a range of jobs from ‘operatives’ (level 2) through to higher skilled jobs such as the operation of highly sophisticated inspection trains (level 4 or above). The IMD at Staveley means that there will be a significant opportunity for local people who may have been involved in aspects of the construction work to progress into higher level roles supporting the wider regeneration opportunities associated with HS2 in the East Midlands.

Figure 0: Job Creation at the Staveley IMD

Job Type	Number
Managers	25-30
Elementary	65-80
Process, Plant, Machine Operatives	115- 140
Total	205 – 250

Source: Volterra Partners

Priorities for Intervention

- 4.16 As a result of the opportunities linked with HS2 in the East Midlands, five areas have been identified for intervention to make a significant and sustained uplift to the East Midlands economy:
- 4.17 ***Inspiring Our Young People.*** HS2 provides the opportunity to inspire young people to pursue a career in the rail industry. Examples of interventions to enable this to happen include:
- A programme of activities to ensure that all primary and secondary schools benefit from ‘HS2 outreach activity’
 - Work with the rail industry to develop an ‘Inspirational Teachers’ programme to support STEM teachers and facilitate industry links
 - Support future ‘RailWeek’ activities to showcase industry opportunities to parents as well as young people and to encourage wider participation by under-represented groups e.g. women
 - Identify ways to build on the successful Glen Parva Young Offenders Institute Trackwork programme to provide more opportunities for these young people
- 4.18 ***Building Further Education (FE) Capacity.*** In order for local people to be prepared for the job opportunities associated with investment in HS2, it will be vital that FE Colleges can deliver HS2 relevant qualifications and work collaboratively with specialist centres such as the National College for High Speed Rail in Doncaster and Birmingham. Specialist local provision such as an East Midlands Institute of Technology could be developed as a flagship regional centre and link with infrastructure such as Staveley to provide a pipeline of talented local people.
- 4.19 ***Harnessing the Power of our Universities.*** One of the challenges facing the East Midlands is low levels of graduate retention. The opportunities associated with long-term HS2 investment will almost certainly provide an up-lift in the number of graduates retained in the local area. Examples of initiatives that will harness the power of our universities in achieving this goal are:

- Support the creation of a Rail Research and Innovation Centre to re-inforce the region as a 'centre of rail excellence';
- Encourage employer and university collaboration on specific research projects and work placements; and
- Ensure that our universities are involved with the development of new degree level rail and construction apprenticeships.

4.20 ***Support for Individuals.*** Local people deserve the best support to ensure that they can benefit from jobs that will be associated with HS2. In order to make sure this this happens, the following interventions are proposed:

- Tailored support for disadvantaged individuals to develop skills and qualifications that will help them to become 'HS2 ready'; and
- Provide a specific mechanism that links local people to future job opportunities with HS2 and the associated local supply chains.

4.21 ***Ensuring our Businesses are 'HS2 Ready'.*** The majority of jobs associated with the construction of HS2 will be created in the supply chain of consultancies, contractors and rolling stock manufacture. For local people to be successful in securing jobs, East Midlands employers need to be ready to win contracts. Examples of proposed interventions include:

- Provide opportunities for East Midlands' employers to learn about and understand the expectations and requirements of HS2 well in advance so that they can capitalise on them;
- Consideration of tailored business support e.g. Leadership and Management 'HS2 Readiness' module, access to growth finance for companies wishing to gear up for HS2;
- A mechanism to link local employers to people who are equipped with the appropriate HS2 skills; and
- Make sure that key transport documents are updated to include rail infrastructure opportunities associated with HS2.

Next Steps

4.22 The employment and skills information presented to date is indicative and centred on construction and rail engineering. In order to capitalise on these opportunities, we will develop a comprehensive East Midlands employment and skills plan as part of our final Growth Strategy in July 2017. In the short term the potential to align planned spending on apprenticeships with HS2 related skills.

4.23 Further in depth work will also be required to develop an holistic approach to the employment and skills opportunities associated with the development of the rail cluster, transport connectivity and the East Midlands Hub Station.

Section 5: Developing an Investment Proposition

Summary

For the final Growth Strategy in 2017, we will develop a clear Implementation Plan, including Outline Business Cases for key interventions and proposals for new funding and delivery mechanisms that can help to unlock private sector funding.

We have signed a Collaboration Agreement with the Government's HS2 Growth Partnership to help develop a commercial case for investment in key development opportunities related to HS2.

We intend to develop a proposal for a Strategic Delivery Vehicle to promote the implementation of key developments and connectivity improvements.

Definition of the investment proposition

5.1 We are working to identify and agree the scope, timing and scale of the investment programme to deliver our Growth Strategy. This will be divided into three elements:

- strategic sites – the delivery of a series of key sites and developments throughout the study area that will implement our sector strategy;
- delivering the connectivity package – connectivity, including classic compatible connectivity, is the key to unlock the economic opportunities in key locations; and
- HS2 Hub Station and its environs – delivering the station masterplan at and immediately adjacent to the station to deliver a destination in its own right

5.2 The final Growth Strategy will develop a set of costs, funding and financing scenarios that will be evaluated through the financial model. The approach to delivery and local appetite for risk be explored and used to inform scenario development. This will should have the potential to be attractive to a wide range of potential investors, including international markets targeted by the Midland Engine, including China and India.

Developing a financial model

5.3 Whilst the Government will fund the core infrastructure required to deliver HS2, we are clear that the Growth Strategy will need to secure a mix funding from the private sector to be fully implemented. As a result, the final Growth Strategy will be underpinned by a financial model that will:

- demonstrate potential cost, programme and funding, financing and risk allocation scenarios that would allow the Growth Strategy to be delivered;

- reflect the different potential delivery models that will secure the local and national economic benefits that the Growth Strategy would deliver; and
- provide a robust evidence base and platform for discussions with key public and private sector stakeholders.

5.4 The financial model will need to be capable of producing outputs in the form that key stakeholders and potential funders will require, including:

- whole life costs, including acquisition, construction, operations and maintenance;
- local, national and third party funding sources;
- borrowing totals and balance sheet impacts;
- optimism bias and contingency;
- indexation assumptions; and
- financing assumptions

5.5 In addition we will:

- assess the key risks/uncertainties within the base input data and develop a core set of sensitivity tests; and
- engage effectively with relevant Central Government partners on the identified financing structures, the appropriateness of the financial assumptions used in the model, and the implications of different approaches for the delivery of the Growth Strategy objectives and the overall business case.

5.6 This analysis will be consistent with the HMT Green Book and the latest appraisal guidance from relevant Government departments.

Options for alternative funding mechanisms

5.7 Alongside the structuring of cost and financing scenarios, the options for alternative funding mechanisms will be identified and assessed in terms of revenue potential, viability, risk and impact on the outcomes being targeted by the HS2 Growth Strategy. This will include:

- an assessment of the different approaches to value capture, including drawing on models that have been successfully developed, or are in development, for similar investment programmes elsewhere in the UK, such as other HS2 Growth Strategies, Devolution Deals and major transport projects;
- an assessment of the applicability of these models to support the delivery of the East Midlands HS2 Growth Strategy;
- quantification of the scale and timing of new funding that could be raised from alternative sources for the East Midlands HS2 Growth Strategy;
- consideration of the different approaches to allocating risk between the various public and private stakeholders.

5.8 The East Midlands has signed a partnership agreement with the Government's HS2 Growth Partnership to develop a clear investment proposition for the land around

the Hub Station (set out in Appendix 7.2). The Growth Strategy will clearly provide the basis for this work.

Establishing Strategic Delivery Vehicle

- 5.9 There is an emerging consensus that a Strategic Delivery Vehicle will be required to implement the East Midlands HS2 Growth Strategy. A co-ordinated and strategic approach to planning, site assembly, infrastructure prioritisation and delivery will be required to deliver growth in the right opportunities and ensure the right connections are in place. We will set out our proposals for a Strategic Delivery Vehicle in the final Growth Strategy in 2017.

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Section 6: Governance & Next Steps

Summary

We have established a broadly based and inclusive East Midlands HS2 Strategic Board chaired by Cllr Jon Collins, to provide strategic leadership for the delivery of HS2 in the East Midlands. We have also established Delivery Boards for the Hub Station and the Staveley Maintenance Depot which will play a more prominent role as the work progresses.

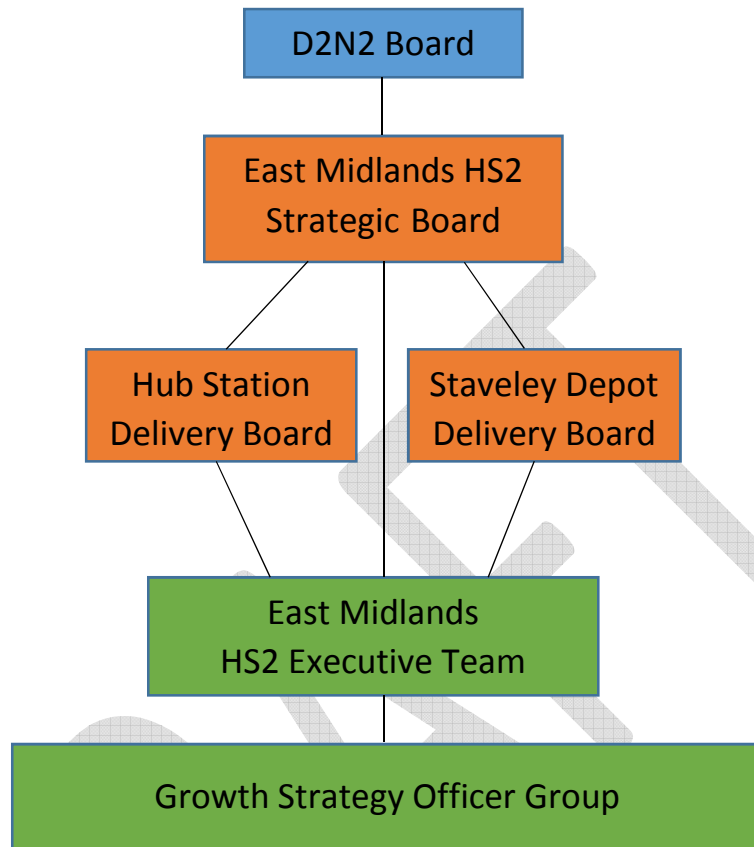
We have established a small HS2 Executive Team to drive forward the development of the Growth Strategy, reporting to the East Midlands HS2 Strategic Board, and supported by a wider Growth Strategy Officer Group.

The Government has signalled its intention to make a formal Route Announcement on Phase 2b of HS2 in late 2016. Following this, we shall will publish our full East Midlands HS2 Growth Strategy in July 2017.

- 6.1 We have established a broadly based and inclusive East Midlands HS2 Strategic Board chaired by Cllr Jon Collins, to provide strategic leadership for the delivery of HS2 in the East Midlands. Terms of reference and full membership is set out in Appendix 7.3.
- 6.2 The HS2 Strategic Board meets on regular a basis and makes reports to the D2N2 LEP Board. The Strategic Board membership reflects the complex geography of the area and the range of legitimate interests involved and has proved successful in securing consensus on key issues to date, not least station location. The Strategic Board is supported by two Delivery Boards focussed on the Hub Station and the Staveley Maintenance Depot respectively, which will play a more prominent role as the Growth Strategy develops and moves towards implementation.
- 6.3 We have established a small HS2 Executive Team to drive forward the development of the Growth Strategy, reporting to the East Midlands HS2 Strategic Board. This is supported by a wider Growth Strategy Officer Group drawn from the relevant councils, public bodies and private sector partners.
- 6.4 Derbyshire County Council acts as the accountable body the Growth Strategy funding on behalf of D2N2. Expenditure is certified jointly by the D2N2 Chief Executive and the Derbyshire County Council S151 officer in line with arrangements for the Local Growth Fund.

- 6.5 Our HS2 governance structures will work closely with new arrangements resulting from the ongoing devolution agenda and other relevant Government initiatives.

Figure 0: East Midlands HS2 Growth Strategy Governance Structure



- 6.6 The Government has signalled its intention to make a formal Route Announcement on Phase 2b of HS2 in late 2016. Following this, we will publish our full East Midlands HS2 Growth Strategy in July 2017.

Section 7: Appendices

- 7.1 East Midlands HS2 Strategic Vision
- 7.2 Collaboration Agreement with the HS2 Growth Partnership
- 7.3 East Midlands HS2 Strategic Board Membership

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Appendix 7.1 Strategic Vision & Principles: Agreed by the East Midlands HS2 Strategic Board in September 2014

Councils, LEPs, universities and colleges will work in partnership with the Government to ensure that high speed rail in the East Midlands delivers unique and sustainable places that are well connected by high quality infrastructure, for people who will benefit from enhanced employment prospects resulting from targeted investment in skills and business support.

'...unique and sustainable places...'

1. High quality design that achieves an inspiring 21st Century Gateway to the towns and cities of the East Midlands:
 - an iconic yet highly functional Hub Station, with provision for business meeting space and surrounded by excellent public realm and accessible green infrastructure;
 - viaducts and bridges which have architectural merit but are designed to minimise the impact of noise;
 - cuttings and embankments which are well integrated into the natural environment and provide opportunities to improve biodiversity.
2. Planned development that uses the locational advantages of the Hub Station to strengthen and re-enforce the roles of existing settlements across the East Midlands:
 - establishment of a major new high tech research/HQ institution adjacent to the Hub Station which adds value to the existing East Midlands offer;
 - well integrated, high quality, mixed tenure housing and employment development (including provision for relocated businesses), which makes best use of the land around the Hub Station and reflects the recently agreed Joint Core Strategy;
 - avoiding major retail development that would undermine the roles of existing centres;
 - maintaining the integrity of the Derby-Nottingham Greenbelt west of the M1;
 - continuing to invest in infrastructure elsewhere that supports the roles of existing settlements.
3. Making use of innovative and effective engineering solutions that avoid or mitigate the severance of communities and businesses in Long Eaton, Mansfield/Ashfield, Worksop and Chesterfield.
4. Using land value/business rate uplift and increased investor confidence around the Hub Station to address local regeneration priorities and to improve areas of low quality housing stock.

'...that are well connected by high quality infrastructure...'

5. Ensuring that HS2 is additional to current levels of classic service provision and using released classic rail capacity to significantly improve connectivity:
 - post HS2, MML services should be re-orientated around an even 'clock face' service pattern that would benefit Leicester and other stations along the line;
 - capacity released from the Midland Main Line must enable further improvements to connectivity between Derby, Leicester and Nottingham and the northern 'core cities', and enhanced services for Chesterfield, Loughborough, Market Harborough, Corby, Kettering and Wellingborough;
 - capacity released from the East Coast Main Line must enable enhanced services for Retford, Newark, Grantham and Lincoln;
 - capacity released from the West Coast Main Line must enable enhanced services for Northampton to both Birmingham and London.
6. Constructing direct links between HS2 and the Midland Main Line to allow some trains to run on both lines, increasing connectivity to Birmingham, the North of England and Scotland:
 - a link at the Hub Station to allow for direct services from Derby, Leicester and Nottingham to Leeds, Newcastle and Scotland via HS2;
 - provision for direct services from Nottingham to Birmingham via HS2.
7. Ensuring effective local multi-modal accessibility to the Hub Station:
 - regular and reliable heavy rail services from Derby, Leicester and Nottingham that do not compromise existing levels of connectivity between the three cities; and also from Mansfield/Ashfield & Worksop (via the Robin Hood Line) and local stations on the west of Nottingham and beyond;
 - extending NET to serve areas west of the proposed Hub station at Toton;
 - provision for direct access from Long Eaton, Toton and Stapleford for pedestrians, cyclists, buses, taxis and local car pick-up/drop off facilities, and effective public transport connectivity to the rest of the Greater Nottingham area;
 - access from the strategic road network which does not result in additional traffic congestion and associated environmental problems;
 - providing appropriate levels of well-designed station car parking, whilst avoiding the development of a 'parkway station';
 - ensuring that communities in northern Derbyshire and Nottinghamshire also have effective access to HS2 stations in Sheffield and Manchester.
8. Using innovative technology, such as Integrated flexible ticketing to allow people to undertake 'seamless' multi-modal journeys via HS2, classic rail and other forms of public transport at reasonable prices and without booking on a specific service – reducing reliance on the private car.

'...for people who will benefit from enhanced employment prospects resulting from targeted investment in skills and business support.'

9. Rebuilding pride and excellence in the construction and manufacturing sectors through the development of a highly skilled local workforce:

- working with established centres of excellence to train the next generation of engineers, working with the High Speed Skills college;
- establishing apprenticeships for HS2 construction and engineering jobs; and
- focusing on STEM subjects in schools to help local children access such opportunities.

10. Maximising the economic potential of the Staveley Maintenance Depot, building on the established strengths of the local rail supply sector to create and maintain high value manufacturing and engineering jobs across the East Midlands.

11. Increasing connectivity to new and existing major employment opportunities, including:

- East Midlands Airport
- East Midlands Gateway (Freight Interchange)
- the former Stanton Iron Works site

12. Ensuring that local companies have a fair chance to win contracts to design and build HS2 and the required rolling stock:

- establishing a dedicated rail engineering support initiative to further boost the competitiveness of the sector;
- encouraging local participation at HS2 procurement events.

Appendix 7.2 East Midlands - HS2GP Collaboration Agreement

PARTIES

East Midlands HS2 Strategic Board and HS2 Growth Partnership (HS2GP)

HS2GP is a partnership between LCR and HS2 Ltd bringing together LCR's station development and regeneration capability and HS2 Ltd's station delivery programme to support the regeneration objectives of the East Midlands HS2 Strategic Board and other Local Places. LCR will act as the contracting entity on behalf of HS2GP as and when necessary.

Collaboration Agreement

HS2GP will work collaboratively with the East Midlands HS2 Strategic Board and its members over the next 12-18 months to support them in delivery of their HS2 Growth Strategy, including:

- **The production of an investable masterplan for the Toton station area.**

This masterplan will aim to deliver the strategic vision and objectives as set out in the East Midlands HS2 Growth Strategy submission 28th January 2016. It will plan for high quality local development and public realm, with the integration of a high quality HS2 station design, in a way that will take advantage of the enhanced connectivity, to strengthen and reinforce the roles of existing settlements.

HS2GP can bring LCR's development expertise as necessary to advise and support this workstream, including links to the development industry. HS2GP can also facilitate HS2 Ltd's engagement in this work as and when necessary, to engage the HS2 Design Panel and bring lessons learnt from HS2 Phase 1, and from comparable stations across Europe and elsewhere.

- **Station Commercialisation Plans**

HS2GP to engage the local authorities in planning the commercialisation of the HS2 station, with the aim of providing a retail offer that supports and fits with the local planning policy and strategy, and local area development plans, as well as serving interchanging passengers. This will include the transfer of LCR experience from St Pancras station development.

- **Connectivity**

HS2GP will provide support as appropriate to the ongoing connectivity workstreams, focusing on optimisation of the route alignments into the HS2 Hub, and integration of these in a way that supports local development values and enhances interchange and public realm.

- **Land Strategy**

HS2GP will support the formulation of a land strategy that will identify strategic opportunity sites and key landowners, locally in the HS2 station area, and in the

wider region. This will enable the identification of land assembly opportunities, including land-pooling and land acquisition opportunities.

In the Toton area, priority sites for investigation include the railway land to the west of the HS2 station site, in particular the possibility of relocating the DB Schenker facility, and the MoD's Chetwynd Barracks site.

In the wider region, HS2GP will work with local partners in the identification and investigation of strategic sites in the areas of East Midlands Airport, East Midlands Gateway, Staveley HS2 IMD and the former Stanton Ironworks Site, and in local town centres including Long Eaton and Toton, and the city centres of Nottingham, Derby & Leicester.

- **Investment Strategy**

HS2GP will draw on its investment portfolio planning work with RIO to target and attract private sector investment into the area. This will build on the strength of the East Midlands HS2 Growth Strategy and the HS2 brand. In the interim, HS2GP will consider appropriate contributions to the cost of studies that support the local HS2 Growth objectives.

- **Governance**

HS2GP will support the shaping and optimising of local governance arrangements, in accordance with devolution policy. This will include optimised engagement of HS2 Ltd., HCA, RIO, Network Rail and Highways England as appropriate.

HS2GP will work with the local partners to explore the need and opportunity for the establishment of future joint ventures with specific authorities for the development of specific sites.

Approved:	Approved:
East Midlands HS2 Strategic Board	HS2 Growth Partnership Programme Board
25 May 2016	7 June 2016
Signed:	Signed:
Cllr Jon Collins	Lorraine Baldry
Chair of East Midlands HS2 Strategic Board	Chair of HS2 Growth Partnership

Appendix 7.3 East Midlands HS2 Strategic Board

Terms of Reference

- to provide leadership and direction on strategic issues relating to HS2;
- to act as the 'place to go' for business leaders and local authorities on matters relating to HS2;
- to liaise at a strategic level with HS2 Ltd, the proposed national regeneration company and other government agencies;
- to receive and consider reports from the Station and Maintenance Depot Delivery Boards;
- to develop close links with local authorities and organisations outside the East Midlands to build support for the eastern arm;
- to consider and provide a co-ordinated response to initiatives and proposals from HS2 Ltd, DfT and other relevant organisations;
- to work with Network Rail and the rail industry to achieve closer integration of the high speed and 'classic' rail networks, ensure effective use of released capacity for passenger and freight services, and to protect and promote the interests of existing rail users;
- to secure the resources necessary to support the work of the Strategic Board and the two Delivery Boards;
- to provide a focus for media enquiries and develop a strategy to promote the interests of the region and the Board's constituent members.

Membership

- | | |
|--|--|
| • Derby City Council | • Nottingham Trent University |
| • Nottingham City Council (Chair) | • D2N2 LEP |
| • Leicester City Council | • Leicester & Leicestershire LEP |
| • Derbyshire County Council (Vice Chair) | • East Midlands Chamber |
| • Leicestershire County Council | • Rail Forum East Midlands |
| • Nottinghamshire County Council | • East Midlands TUC |
| • Northamptonshire County Council | • Institution of Civil Engineers |
| • Ashfield District Council | • NET |
| • Chesterfield Borough Council | • HS2 Ltd |
| • Broxtowe Borough Council | • Department for Transport |
| • Erewash Borough Council | • Network Rail |
| • NW Leicestershire District Council | • Highways England |
| • East Midlands Airport | • HMG Cities & Local Growth Unit |
| • East Midlands Further Education Colleges | • East Midlands Councils (Secretariat) |

Section 8: Links to Key Supporting Documentation

HS2 Regional Economic Impacts, KPMG for HS2 Ltd, September 2013.

<http://www.kpmg.com/UK/en/IssuesAndInsights/ArticlesPublications/Documents/PDF/Market%20Sector/Builing%20and%20Construction/hs2-regional-economic-impact-1.pdf>

Maximising the Economic Benefits of the East Midlands HS2 Station at Toton, Voterra Partners for Nottingham City Councils & Partners, November 2013.

<http://volterra.co.uk/wp-content/uploads/2014/03/Maximising-the-Economic-Benefits-of-the-East-Midlands-HS2-station-at-Toton.pdf>

East Midlands Hub Station Fact Sheet, HS2 Ltd, July 2013.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381963/HS2_Phase_Two_East_Midlands_Hub_station_factsheet.pdf

HS2 in the East Midlands Assessment of the Economic Opportunities: Position Statement, Ekosgen & Fore Consulting, August 2016.

HS2 in the East Midlands Assessment of the Economic Opportunities: Final Report, Ekosgen & Fore Consulting, September 2016.

East Midlands Route Study, Network Rail, March 2016. <https://www.networkrail.co.uk/long-term-planning-process/east-midlands-route-study/>

Heavy Rail Connectivity to East Midlands Hub, Network Rail, February 2016

Toton HS2 Classic Connectivity, SLC Rail Ltd for EMC and Leicestershire County Council, August 2016

NET Extensions to East Midlands Hub, Long Eaton, East Midlands Airport & Derby, NET & Mott MacDonald for Nottingham City Council, May 2016.

East Midlands HS2 Hub, Maximising the Wider Regional Benefits, Farrells & PBA Associates for EMC, November 2015. http://www.emcouncils.gov.uk/write/Final_Farrells_Report.pdf

HS2 East Midlands (Toton), Connectivity & Mobility – A Bus Operators Perspective, Trent Barton, February 2016. http://www.emcouncils.gov.uk/write/Connectivity_and_Mobility_-_A_Bus_Operator_Perspective.pdf

Development of a High Level Skills Strategy for the Construction of HS2 in the East Midlands, Rail Forum East Midlands & Partners for Nottinghamshire County Council, September 2016

Economic Impacts of the HS2 Infrastructure Maintenance Depot at Staveley, Voterra Partners for Derbyshire County Council, July 2014. <http://volterra.co.uk/wp-content/uploads/2014/03/ECONOMIC-IMPACT-OF-STAVELEY-DEPOT.pdf>

REPORT OF THE LEADER OF THE COUNCIL**MIDLANDS ENGINE TRADE MISSION TO CHINA****Purpose of the Report**

1. To seek approval for the Chairman of Economic Development Committee and the Chief Executive to participate in the Midlands Engine Trade Mission to the People's Republic of China (China) from 28 October 2016 to 4 November 2016.

Information and Advice**Midlands Engine Trade Mission**

2. The Department for International Trade (formerly UKTI) is organising a Midlands Engine Trade Mission to take place in early November.
3. Following the highly successful visit of President Xi Jinping to the UK last year, the Government is now seeking more substantive, long term engagement with China. With China's foreign direct investment increasing year on year, the potential for cooperation is better than ever.
4. The Midlands Engine is a partnership organisation, chaired by Sir John Peace, which has the single ambition of promoting regional economic productivity and growth in order to generate an additional £34bn over the next fifteen years and create 300,000 jobs. A key factor in delivering this will be international trade and investment. The Midlands Engine has [formal aims and objectives for growth](#) which are listed as a background paper to this report.
5. The Mission will be led by a senior Government Minister who will be accompanied by a multi-sector Midlands delegation of over 53 business representatives and civic leaders and chief officers from at least 7 local authorities including; Wolverhampton, Derby, Derbyshire, Nottingham, Birmingham, Solihull and Leicester.
6. Of the 53 Midlands businesses, there is a strong representation from Nottingham and Nottinghamshire with both the University of Nottingham, Nottingham Trent University and 16 businesses expressing participatory interest. The Council is proactively engaging with local businesses to strengthen this further.
7. The advantages for the local region include a vibrant and diverse economy, world class research and innovation capabilities, along with sector strengths that match China's needs.

8. The overarching goal of the Mission will be to showcase the Midlands and make it a favoured investment destination, with the specific objectives to:
- Formally launch the 'Midlands Engine for Growth' pitch to Chinese institutional, state owned and large private investors at a strategic level with ministerial and UK Government backing
 - Engage Chinese development and construction companies in live investment projects across the region
 - Encourage cities and counties to build partnerships and create further economic opportunities
 - Run a trade mission to support small and medium sized enterprises to establish stronger trade connections in China
 - Support Midlands based Higher Education institutions to further increase commercial innovation, creative and research collaboration with Chinese partners
 - Agree with the Chinese Government a pathway for the Midlands Engine and East China to develop more official partnership agreements and a 'five year plan' focusing on trade and investment between the regions.
9. The delegation will be based in the city of Shanghai and will participate in the [4th CBBC China Outbound Conference](#). (The China – Britain Business Council). The programme for this is listed as a background paper to this report.
10. Delegates will engage in discussions regarding investment policies with senior members of the Chinese and UK Governments, find out about new trends and opportunities in key sectors and learn from case studies of leading Chinese businesses investing in the UK.

Promoting Nottinghamshire's interests

11. Given the importance of this initiative for the local economy, it is proposed that Nottinghamshire sends a two person senior delegation consisting of the Chairman of the Economic Development Committee, who is also the Director of Marketing Nottingham and Nottinghamshire, and the Chief Executive.
12. This would enable the Council to engage at an appropriate level with this major initiative, whilst evaluating the potential of any future participation prior to the investment of any substantial resource. By way of comparison, Nottinghamshire's representation would be amongst the smallest in the wider delegation, with other authorities sending between 3 and 6 delegates.
13. Additionally, under the auspices of the formal Trade Mission programme, there will also be specific opportunities for Nottinghamshire. The trip would also allow for a series of high level business, civic and political meetings which would focus on Nottinghamshire's sector strengths that match China's needs and promote the County as a well-connected, cost competitive location for trade and investment.
14. To this end, the Chief Executive has already held exploratory discussions with the Director General of the China Council for the Promotion of International Trade who is the Chinese Government's representative in the UK. The British Consulate-General in Shanghai have also offered Nottinghamshire their support in arranging appropriate meetings.

15. The proposed geographical focus of this would be in the Zhejiang province, primarily in the capital city of Hangzhou and the city of Ningbo. This will build on the Chief Executive's [September 2015](#) visit to Ningbo which was hosted by the University of Nottingham and fits well with other local initiatives working in partnership with the University of Nottingham and Nottingham City Council on their well-established relationships in the city of Ningbo.
16. The programme and outcome of the Chief Executive's visit to Ningbo is listed as a background paper to this report.

Realising longer term benefits

17. As stated earlier in this report, both the University of Nottingham and the City Council have already developed positive links with China through an established link with the city of Ningbo. To this end, the City Council has developed an International Strategy for the Period 2014 to March 2017. This aims to attract investment, support and international trade and grow the visitor economy, in order to boost growth.
18. Other neighbouring local authorities are prioritising international relations including Derbyshire who have recently (29 June 2016) signed a Memorandum of Understanding with Anhui province in China to work together on investment, trade, education, culture, tourism and skills. Leicestershire have established a relationship with Sichuan and Lincolnshire are involved in similar discussions and negotiations with Henan Province.
19. This visit aims to provide an initial platform for engagement with east China. The next phase would be to ascertain the most effective way to substantiate any future relationship. Following the trip, a review of benefits and outcome of the visit will be brought back to Economic Development Committee within 12 months. This will include an assessment of options for a Nottinghamshire International Strategy and/or a Memorandum of Understanding with the region.

Other Options Considered

20. The Council could decline the Department for International Trade's invitation, however, this would prevent the County from fully benefitting from the opportunities that the Trade Mission and wider programme offers in terms of potential economic development.

Reason/s for Recommendation/s

21. To enable the Council to be represented on this Trade Mission.

Statutory and Policy Implications

22. 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.

Financial Implications

23. The Council will be required to meet the cost for travel and accommodation for 7 nights including all internal transport in China. The anticipated cost is up to £7,100, or £3,550 per person, and will be contained within Members Allowances and the Chief Executive's travel budgets.

RECOMMENDATION/S

- 1) It is recommended that Policy Committee approves the participation of the Chairman of Economic Development Committee and the Chief Executive to participate in the Midlands Engine Trade Mission as detailed in the report.

Councillor Alan Rhodes
Leader of the Council

For any enquiries about this report please contact: Paula Mullin, Project Manager 0115 9774298/ paula.mullin@nottsc.gov.uk

Constitutional Comments (JFW 07/09/16)

24. Policy Committee has the authority to approve this recommendation.

Financial Comments (NS 08/08/16)

25. The financial implications are set out in 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.

- Draft itinerary for the Midlands Engine Trade Mission
- [The draft programme for the 4th CBBC China Outbound Conference](#)
- [The Midlands Engine for Growth Prospectus](#)
- [Report to Policy Committee on 17 June 2015 to seek approval for the Chief Executive to visit China and Malaysia with the University of Nottingham](#)
- [Report to Economic Development Committee on 23 February 2016 reporting the outcome of the Chief Executive's visit to China and Malaysia](#)

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 2016/17.

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 following 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 21 September Policy Committee meeting to enable consideration by Members at the earliest opportunity:-
 - i) Midlands Engine Trade Mission to China
 - ii) HS2 Strategy Progress
 - iii) The Regulation of Investigatory Powers Act – Office of the Surveillance Commissioner Inspection
 - b. The following items have been rescheduled to enable further work to be undertaken:-
 - i) The State of Nottinghamshire – deferred to October 2016.
 - ii) Commercial Development Unit – Next Steps – deferred to October 2016.

- iii) Flood Risk management Strategy – deferred to October 2016.
- c. The following new items have been added to the Work Programme:-
 - i) Supported Housing – added to October 2016
- d. The scheduling of the regular Quarterly Performance Report on Progress against the Strategic Plan and Redefining You Council has been brought forward. Timescales for performance reporting to Policy and Service Committees have been reviewed and data will be available to bring reports to Policy Committee a month earlier than originally envisaged which will provide Members with more timely information. It is therefore proposed to amend the Work Programme to reflect this with the Quarterly Performance Report on Progress against the Strategic Plan and Redefining Your Council brought forward to December 2016 and March 2017.

Other Options Considered

- 6. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

- 8. 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 13 SEPTEMBER 2016)

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>Lead Officer</u>	<u>Report Author</u>
19 October 2016			
County Council Network Conference	To seek approval for the attendance of Members and the Chief Executive at the annual conference on 6 th - 8 th November in Guildford, Surrey	Jayne Francis-Ward	Keith Ford
Flood Risk Management Strategy	To seek approval for new Strategy.	Tim Gregory	Gary Wood
Supported Housing	To consider the further development of supported living properties.	David Pearson	Cath Cameron-Jones
Commercial Development Unit – Next Steps	To consider the next steps in progressing the Commercial Development Unit.	Martin Done	Martin Done
Quarterly Performance Report on Progress Against the Strategic Plan and Redefining Your Council	To consider progress and performance against each of the Strategic Plan priorities and the programmes within Redefining Your Council.	Nigel Stevenson	Celia Morris
The State of Nottinghamshire	To assess the County's current social, economic and environmental issues in order to inform the development of the Council's Strategic Plan 2018 – 2022 and provide an evidence base for future service commissioning.	Anthony May	Paula Mullin
16 November 2016			
Update on use of Urgency Procedure	To update Policy Committee about the number of occasions the Urgency provisions have been used and the reasons for their use.	Jayne Francis-Ward	Keith Ford
14 December 2016			
Update on the work of East Midlands Councils	Quarterly Update from Stuart Young, Executive Director.	Jayne Francis-Ward	Stuart Young

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>Lead Officer</u>	<u>Report Author</u>
Quarterly Performance Report on Progress Against the Strategic Plan and Redefining Your Council	To consider progress and performance against each of the Strategic Plan priorities and the programmes within Redefining Your Council.	Nigel Stevenson	Celia Morris
18 January 2017			
8 February 2017			
15 March 2017			
Update on the work of East Midlands Councils	Quarterly Update from Stuart Young, Executive Director.	Jayne Francis-Ward	Stuart Young
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.	Tim Gregory	Matt Lockley
Quarterly Performance Report on Progress Against the Strategic Plan and Redefining Your Council	To consider progress and performance against each of the Strategic Plan priorities and the programmes within Redefining Your Council.	Nigel Stevenson	Celia Morris
19 April 2017			
21 June 2017			
Quarterly Performance Report on Progress Against the Strategic Plan and Redefining Your Council	To consider progress and performance against each of the Strategic Plan priorities and the programmes within Redefining Your Council.	Nigel Stevenson	Celia Morris