

Report to Cabinet

Subject: Derby-Nottingham Metropolitan Strategy

Date: 8 March 2018

Author: John Robinson, Chief Executive

Wards Affected

All

Purpose

To seek Cabinet's endorsement of the Derby-Nottingham Metropolitan Strategy and the Leader's involvement in the Metro Delivery Board.

Key Decision

This is not a key decision.

Background

- 1.1 The Metro Strategy was commissioned by the Leaders of Derby and Nottingham City Councils in late 2015.
- 1.2 The strategy, which is attached at Appendix 1, builds on the complementary strengths of the two cities' economies, the close proximity of the two cities and their transport links and commuting flows.
- 1.3 The strategy seeks to drive economic growth by utilising the scale of the combined conurbations i.e. Nottingham City, Ashfield, Broxtowe, Gedling, Derby City, Amber Valley, Erewash, Rushcliffe and South Derbyshire.
- 1.4 Individually, the two cities are ranked outside of the top 100 population centres in Europe but together with their conurbations, the Derby-Nottingham area is within the top 30. The case for a metro is based on the premise that scale is significant in establishing a global reputation for the Derby-Nottingham area in order to boost trade and inward investment.
- 1.5 The strategy seeks address to address a legacy of underfunding to the metro area and wider East Midlands by speaking to Government with a cohesive voice and maximising its influence through the Midlands Engine,

Midlands Connect, HS2 and East Midlands Airport. With England's six Mayoral authorities set to continue to receive a disproportionate amount of additional investment funding, one of objectives of the metro is address that imbalance.

1.6 The Metro Strategy sets out five initial themes for action:-

- Metro Enterprise - to promote Derby and Nottingham worldwide to attract new investment, support businesses to innovate, diversify and find new markets; increase productivity and strengthen supply chains.
- Metro Talent - to enhance leadership, knowledge and creativity of skilled workers; nurture young people to be ready for work in the 21st century
- Connected Metro - to improve accessibility to the cities through shared development of transport corridors, application of new transport technologies and better integration with rail and airport interchanges
- Metro Living - to provide a range of exciting and accessible opportunities for a modern urban lifestyle, befitting of a world class urban area
- Efficient Metro - Protecting and improving public services

1.7 The two cities have started work on some 'quick wins', for example integrating their leisure and cultural offer allowing those who work in one city and live in the other to access facilities and services in both. In addition, liaison between universities and further education colleges has been taking place and collaboration between the two separate place marketing organisations.

1.8 It's fair to say that delivery of the strategy is still in its early stages and that the two cities are keen to engage beyond their boundaries to help shape and implement the work going forwards. A Metro Summit was held on 17 January 2018 at which the Leader and Chief Executive attended and at which the two cities sought to raise awareness with, and generate support from, a wide range of stakeholders. The summit also fed back on the findings of an independent report on the potential growth opportunities of a Derby-Nottingham metro and the full report is attached at Appendix 2. While the report concluded that there were compelling economic benefits for metro collaboration, none of these benefits are specific to Gedling at this stage. However, since the majority of Gedling residents are employed in the City, strengthening the City's economy can be assumed to be of benefit to Gedling residents and businesses too.

- 1.9 While some concerns were raised at the time of publication of the report that metro collaboration was a move towards local government re-organisation, the two cities have made it clear that this is intended to be 'a coalition of the willing' and will not impact on existing local authority structures.
- 1.10 To date, a number of prominent businesses have endorsed the strategy and agreed to participate in its development, including Boots, Rolls Royce and Toyota. Gedling's Leader has been invited to form part of a Metro Delivery Board.

Proposal

- 2.1 Given Gedling's economic dependence on the City, it is proposed that the Council actively engages in the further development and implementation of the Metro Strategy and seeks to maximise benefits for Gedling. These are likely to include support for improved transport infra-structure and inward investment related to Colwick Industrial Park.

Alternative Options

- 3.1 To have no involvement with the Metro Strategy.

Financial Implications

- 4.1 None at this stage

Appendices

- 5.1 A copy of the Metro Strategy and the Economic Case for a Derby-Nottingham Metro are attached at Appendices 1 and 2.

Recommendations

Cabinet is recommended to endorse the Derby-Nottingham Metro Strategy and agree to be represented by the Leader (or his alternative) in governance arrangements associated with the development and implementation of the strategy.

Reasons for Recommendations

To ensure that Gedling has the opportunity to influence and benefit from a potentially significant new venture.