

Minutes of the LEP Place Leadership Group 14 November 2018

COUNCIL CHAMBER, EAST DEVON DISTRICT COUNCIL, SIDMOUTH, EX10 8HL

Attendees

Barbara Shaw (BS)	-	Westward Housing
Derek Phillips (DP)	-	South West Chambers of Commerce
Eifion Jones (EJ)	-	HotSW LEP
Ian Harrison (IH)	-	HotSW LEP Transport Board
John Dixon (JD)	-	Plymouth City Council
Mark Worsfold (MW)	-	South West Water
Mike Deaton (MD)	-	Devon County Council
Paul Hickson (PH)	-	Somerset County Council/HotSW LEP
Tim Jones (TS)	-	Devon and Cornwall Business Council
Andrew Ardley (AA)	-	South Western railway
Matthew Roach (MR)	-	Managing Director, Exeter Airport

Supporting Officers

Rob Hensley (RH)	-	HotSW LEP Place Secretariat/Somerset County Council
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Apologies

Alan Denby	-	Torbay Development Agency
David Northey	-	Network Rail
David Ralph	-	HotSW LEP
Doug Bamsey	-	Somerset District Councils
Heidi Hallam	-	HotSW LEP
Helena Davidson	-	HotSW LEP
Mel Sealey	-	HotSW LEP
Mel Squires	-	NFU
Mike O’Dowd Jones	-	Somerset County Council
Sarah Jennings	-	Local Nature Partnership

	Agenda item	Lead
1.	Welcome, introductions and apologies BS welcomed everyone to the meeting and invited attendees to introduce themselves. Apologies are noted above.	BS
2.	Declarations of Interest There were no declarations.	BS
3.	Minutes of the Last Meeting Minutes of the last Place Leadership Group meeting (11 th July 2018) were approved as an accurate record.	BS RH – To forward minutes to publish.

	<p>IH advised that the Cross-Country consultation on a new franchise has been cancelled and that Direct Award would be made by Government. This is likely to be limited in scope and may lead to delays in the introduction of new rolling stock. As Cross Country is not an operator of stations, work on infrastructure such as Taunton and Plymouth stations will go ahead as planned.</p>	
<p>4.</p>	<p>Air Transport in HotSW</p> <p>MR gave a presentation on Exeter Airport. Key points highlighted included:</p> <ul style="list-style-type: none"> • The airport has been owned by the Rigby Group since 2013 • Has seen year on year growth since 2012 • Supports c.2000 jobs • Airfield for Air Ambulance, Police Helicopter and Devon and Somerset Fire Rescue Service • The Aviation industry faces uncertainty over Brexit • Concerns over competitive “level playing field” • There were 905k passengers in 2017 • Forecast is for 1.1 million passengers by 2020 • Demand for travel is strong in the region – approximately 3.5 million passenger journeys from travellers in Devon and Somerset, including those flying from other airports • Key challenges: <ul style="list-style-type: none"> - Policy on Air Passenger Duty - applies to all domestic flights vs outbound only on international flights - Regional airports need to be able to compete with each other on a level playing field - Access via road and public transport could be improved • Vision is to position the airport as the airport of choice for the South West supported by investments to grow capacity and facilities • Key asks going forward are: <ul style="list-style-type: none"> - Backing via public/private partnership - A supportive policy framework - Recognition of wider economic impact and role - Direct investment <p>The subsequent discussion drew out the following points:</p> <ul style="list-style-type: none"> • Marketing, branding and regional engagement – for example the recommendation to explore opportunities to engage with the business community and leisure users across the wider region, including the possibility to make the airport more universally appealing. The Place Leadership Group would be happy to support engagement across the region, including to the north of Exeter and with urban centres such as Plymouth. 	<p>MR</p> <p>RH to circulate PPT to PLG</p>

	<ul style="list-style-type: none"> • Public transport access – including ease of access from the wider region and inclusion of the airport on existing public transport routes such as the Falcon bus service. The barriers for the latter being identified as commercial viability and the extra time needed for services to stop at the airport. • Linking flights to key hubs – Links to international hubs such as Paris and Amsterdam are seen as the way forward. • Services to the Isles of Scilly – there are 6 flights per day in July but no imminent plans for flights on Sunday or in winter. Flights are available in winter from Newquay. 	
<p>5. Local Industrial Strategy (LIS)</p>	<p>The Group discussed the development of the Local Industrial Strategy. The areas explored during the discussion were as follows:</p> <ul style="list-style-type: none"> • Existing Strategies include: <ul style="list-style-type: none"> - Strategic Economic Plan (SEP) focuses on growth and jobs - Productivity Strategy focuses on productivity and opportunities • Local Industrial Strategy <ul style="list-style-type: none"> - one way to take forward some productivity opportunities, but not the only way - part of the Government’s national Industrial Strategy - co-authored and co-owned by Government and needs to be signed off by Government departments - West Midlands and Great Manchester are LIS “trail-blazers” - Government expectation is that the LIS should focus on 2 – 4 distinctive/unique growth opportunities - this will be challenging as there are lots of local opportunities that could be chosen • Development stages <ul style="list-style-type: none"> - Document framing priority areas to be produced in January 2019 informed by Productivity Strategy evidence base - Draft of the LIS available by the end of April 2019 - Consultation after local elections in May 2019 - Sign-off mid 2019 noting that this includes sign-off through Government • For Government, the LIS is about aligning local priorities with the (national) Industrial Strategy. This will inform the development of the Shared Prosperity Fund. <p>Discussion highlighted the following:</p> <ul style="list-style-type: none"> • The Government will have a view on the priorities for the LIS and this will inform the development of the document to be drafted in January • The priorities identified in the Productivity Strategy that are not included in the LIS will still be taken forward • Inclusive growth is important, particularly around how to spread the benefit of the priorities as far as possible 	<p>EJ</p>

	<ul style="list-style-type: none"> Given the nature of the issues involved a joint session involving all three Leadership Groups was raised Post meeting note – Conference call was held on 27th November to discuss a joint Leadership Group meeting. Outcome was.... Some areas could be shared across LEP boundaries e.g. challenges associated with demographic changes What messages will be going to the business community? For example, will the result be funding and where does it fit with the Government’s Grand Challenges? <ul style="list-style-type: none"> The Shared Prosperity Fund (SPF) is the target for the LIS, but there will be other funding sources (e.g. departmental budget contributions) The LIS will focus on Unique Selling Points (USPs) The Department for Education will be brought in to consider the LIS (for example to look at skills), but the LIS itself is not a single solution Other areas such as healthy aging and how to address the challenge of demographic changes are of interest to Government Agreed that in developing the LIS, tough choices will be needed The process/criteria/logic train needed to choose the priorities for inclusion in the LIS needs to be clear Whilst the LIS is being developed, it will be important to highlight what has already been delivered and implemented from the Strategic Economic Plan and what else is planned or currently underway A Project Manager will be recruited to support the development of the LIS 	
6.	<p>Updates</p> <ul style="list-style-type: none"> Coastal Economies – Following two coastal economies workshops a set of common themes and challenges have been identified and next steps proposed to take the work forward. Natural Capital – Work on the advocacy document has continued. A further (shorter) piece will be prepared setting out a proposed approach to embedding natural capital in the delivery plans. The target for this is the end of November 2018. <ul style="list-style-type: none"> It was noted that North Devon Biosphere now has marine and landscape pioneer status. Work is ongoing looking into the market for ecosystem services and carbon sequestration opportunities. The natural capital approach is supported, but a balance is needed; whilst there are numerous pilot projects, there is a need to understand how to apply the approach on a large scale. Energy – BEIS has funded five local energy capacity hubs in England. The South West Hub includes LEP and Local Authority representation from CloS, Dorset, HotSW, Solent, GFirst and WECA. WECA is the accountable body and a Programme Manager has recently been appointed. The LEPs are represented on the Steering Group. The Programme Manager will have three supporting officers, one of whom will be shared across CloS HotSW and possibly Dorset. The Hub will manage a programme of investment for “non-people” aspects to identify common themes 	<p>RH to circulate coastal summary paper to PLG</p> <p>RH to invite Hub Manager to January PLG meeting</p>

	<p>and investment opportunities. The Hub Programme Manager to be invited to the Place Leadership Group meeting in January.</p> <p>The Joint CloS, Dorset and HotSW LEP Energy Strategy is nearing completion.</p> <ul style="list-style-type: none"> • National Infrastructure Commission (NIC) – NIC provides independent advice to Government and published the first National Infrastructure Assessment in July 2018. A roundtable discussion between the LEP and Local Authority representatives across the region was held in October. Feedback on the NIA was provided and <i>will be</i> followed up with a summary note to the Commission. Government has yet to respond to the NIA (in the October 2018 Budget, the Government committed to respond in full in a National Infrastructure Strategy in 2019¹). 	<p>RH to circulate summary note when finalised</p>
<p>6. AOB</p>	<p>Sub National Transport Body (SNTB)</p> <ul style="list-style-type: none"> - Formation encouraged by Government - Purpose is to advise on investment in the Major Road Network (MRN). Highways England is responsible for the Strategic Road Network - HotSW LEP will still advise on transport, including developments outside the area such as the A303 - The geographic area of the SNTB is: CloS, HotSW, Glos, WECA, Wiltshire and Dorset - The first SNTB meeting has been held with a core membership of Local Transport Bodies, (the LEPs are co-opted along with representatives from Highways England and Network Rail) - SNTBs need to work together and co-opted members will support this - A Stakeholder Group made up of interested parties such as train and bus operators, Air representatives and District Councils will meet three times per year - A Stakeholder Forum for a wider group of participants will be convened once a year - The first task of the SNTB will be to develop a regional evidence base to inform future prioritisation decisions <p>The following discussion points were raised:</p> <ul style="list-style-type: none"> - For rail, the strategy needs to look at the whole of the South West with a clear route for investment (Network Rail are representing the whole industry in this case) - Will some roads go to Highways England? No, Local Authorities now have a higher level of funding following the creation of the Major Road Network - The SNTBs set priorities but don't change existing road related responsibilities and obligations (such as the draining of surface water) - Advocacy between boards was seen as critical. - Advocacy for business will be via the LEPs (co-opted on the Board) as well as through participation in the Stakeholder Group and Stakeholder Forum 	

¹
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/752185/CX_letter_resilience_study_and_terms_or_reference_29102018_002_final-digi.pdf

	<ul style="list-style-type: none"> - As Growth Deal comes to an end, the role of the Local Transport Boards (LTBs) for prioritisation and oversight will also come to an end. Therefore, LTB agendas will get smaller over time - Perhaps the LTB monitoring of the smaller scale schemes (£2m - £20m) could pass to the Strategic Investment Panel in future with the Place Leadership Group assessing impact? - MRN schemes are typically £20m - £50m. The SNTB will advise Government and give a view on priorities. Government will approve business cases - The relationship between the SNTB and the Joint Committee has yet to be clarified - The Peninsular Rail Task Force (PRTF) and SNTB have the same regional footprint; the PRTF is effectively a sub-group of the SNTB 	
7.	Next meeting: 16 th January 2019 – Details to be confirmed	

Actions Log Summary	Meeting Date	Owner	Status Update	Next Steps
To forward previous Place Leadership Group meeting minutes for publication on HotSW LEP website.	14/11/2018	Rob Hensley	Completed 15/11/2018	N/A
Rail operators to be advised to liaise with PH and RH regarding participation in future PLG meetings.	14/03/2018	Ian Harrison	Completed	South Western Railway attended 14/11/18
Update on emerging work on the Delivery Plan by the Policy and Technical Support Group to be provided to July PLG meeting.	08/05/2018	Paul Hickson		
A brief on Natural Capital to be prepared for the July LEP Board meeting.	08/05/2018	Paul Hickson Rob Hensley	Deferred to September	Note in CEO's update was provided
Update on Natural Capital to be provided to July PLG meeting.	08/05/2018	Sarah Jennings	Verbal update from RH 14/11/18	
XCountry Rail Consultation presentation by IH to be circulated	11/07/2018	Rob Hensley	Completed 12/07/2018	
Draft XCountry Rail Consultation	11/07/2018	Ian Harrison	Completed	

response to be prepared				
Draft XCountry Rail Consultation response to be circulated to PLG and BLG for comment	11/07/2018	Rob Hensley	Circulated 14/08/2018	
Link publicising the XCountry Rail Consultation to be posted on HotSW LEP website	11/07/2018	Helena Davidson	Completed	
National Infrastructure Assessment report to be circulated to PLG members	11/07/2018	Rob Hensley	Completed 12/07/2018	
Presentation on Exeter Airport to be circulated to Place Leadership Group	14/11/2018	Rob Hensley	Completed 15/11/2018	
Coastal Economies summary paper to be circulated to the Place Leadership Group	14/11/2018	Rob Hensley	Completed 15/11/2018	
HOTSW LEP summary note for NIC to be circulated to PLG	14/11/2018	Rob Hensley		