



Regeneration and Housing Scrutiny 2 July 2019

ITEM 5

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Derby Integrated Infrastructure Plan and the National Infrastructure Commission

Purpose

- 1.1 To give an overview of the 'case study' project and the role of the National Infrastructure Commission in working with Derby to develop an Integrated Infrastructure Plan. The Plan would set out Derby's infrastructure vision and strategy with a pipeline of developed priority projects to 2050.

Recommendations

- 2.1 To support the development of an integrated infrastructure plan for Derby.
- 2.2 To engage with the development of the plan as part of stakeholder engagement.

Reason

- 3.1 To create a credible and meaningful plan for Derby requires the broadest engagement from all sectors of the city.

Supporting information

- 4.1 **Background**
Derby has been chosen as a 'case study' city, along with West Yorkshire, Liverpool City Region, Basildon and Exeter, to work with the National Infrastructure Commission (NIC) over the next 12-18 months to develop an integrated infrastructure strategy.
- 4.2 **The National Infrastructure Commission (NIC)**
The NIC aims to be the UK's most credible, forward-thinking and influential voice on infrastructure policy and strategy. It is an arm's length executive agency of the HM Treasury and reports to the Chancellor of the Exchequer twice a year.

The Commission is tasked by the Chancellor to produce:

1. a national infrastructure assessment (NIA) once in every Parliament, setting out their assessment of long-term infrastructure needs with recommendations to government
2. specific studies on pressing infrastructure issues and challenges

3. an annual monitoring report – assessing government’s progress where it has committed to take forward the recommendations of the NIC

The NIC published its first NIA in July 2018 and the Government has responded saying it will set out a National Infrastructure Strategy this year.

4.3 **The NIA and Integrated Infrastructure Plans**

To deliver thriving cities the NIA calls for mayors and city leaders to develop integrated plans for transport, employment and housing. It says these integrated strategies should be backed by stable, substantial, devolved funding and powers. It believes that the potential to unlock economic growth in the UK’s cities will require:

- the development of integrated strategic studies for housing, employment and transport, to allow cities to grow and people to live and work where they want
- devolving planning and funding for urban infrastructure to all cities
- prioritising major upgrades for cities with the most growth potential and capacity constraints
- £43 billion of additional investment in urban transport by 2040
- £500 million a year of funding from 2025/26 to 2034/35 for local highways authorities to address the local road maintenance backlog

The NIC believes that Government should fund cities that can demonstrate that they can work in collaboration with infrastructure partners, and in consultation with residents, communities and business, to create credible infrastructure plans.

4.4 **The NIC Case Study Cities - Opportunity for Derby**

As one of only 5 areas selected by the NIC as a case study, Derby is being offered the opportunity to be at the forefront of the government approach to tackling the infrastructure needs of the UK. The project does not come with funding but we have on-going contact and support from named officers in the NIC team over the coming 12 months, through a series of activities:

- **Challenge Panels:** At least 2 over the life of the project, these will be held with NIC Commissioners who will scrutinise first the strategy context and the infrastructure policies
- **Mentoring:** Flexible offer of mentoring advice, support and guidance from one of four larger cities – Manchester has been selected to mentor Derby
- **‘Report card’:** A final assessment including where the expert advice provided has made a positive difference

- 4.6 Derby was selected as a case study for a number of reasons. One of these was that the current 2015 Infrastructure Delivery Plan, which forms part of the current Local Plan was due for a refresh. This then gives the new plan credibility and weight in the cities future spatial planning processes.

Public/stakeholder engagement

- 5.1 As the project develops over the next 12 months engagement work is planned with a wide range of stakeholders.

Other options

6.1 Do nothing. This is not considered an option as the current Infrastructure Delivery Plan was due for refresh and working with the NIC offers the city a valuable opportunity to work with an influential national body.

Financial and value for money issues

7.1 The costs of developing the project will be met within current resources.

Legal implications

8.1 None arising from this report.

Other significant implications

9.1 None.

This report has been approved by the following people:

Role	Name	Date of sign-off
Legal		
Finance		
Service Director(s)	Acting Director of Planning and Transportation	
Report sponsor	As above	
Other(s)		

Background papers:	None
List of appendices:	None