



## Humber LEP Ltd - Investment and Regulation Board

Minutes of the Investment and Regulation Board meeting held on Friday, 24 February 2017, commencing at 10.00am at the Country Park, Hessle Foreshore, Hessle.

### Attendance

#### Board Members

Chris Haskins (Chairman) - Humber LEP  
Councillor R Waltham - North Lincolnshire Council  
Rob Burnett - Natural England  
Philip Winn - Environment Agency  
Nicholas Whitford - Highways England  
Karen Goodwin - North East Lincolnshire Council  
Deb Gray - Hull City Council

#### Secretariat

Kishor Tailor - Chief Executive, Humber LEP  
Andrew Hewitt - Humber LEP  
Jon Whyley - East Riding of Yorkshire Council (Clerk)

#### Also in attendance:

Louise Ebbs - Strategy Director, TransPennine Express  
Graham Meikelejohn - Regional Development Manager, TransPennine Express

### 233 Apologies

Councillor P Wheatley - North East Lincolnshire Council  
Andrew Horncastle - Private Sector  
Jo Barnes - Private Sector  
Mark Scott - Environment Agency  
Richard Marshall - Highways England  
Rob Pearson - Homes and Communities Agency  
Councillor M Mancey - Hull City Council  
Councillor S Parnaby, OBE - East Riding of Yorkshire Council

### 234 Declarations of interest

The following members made declarations:-

Humber Habitat Compensation and Mitigation Plan - Update (Minute 243 refers). Rob Burnett and Philip Winn declared non-pecuniary interests in Minute 243 insofar as they were both directors of the Humber Nature Partnership.

### 235 Minutes of the meeting held on 2 December 2016

**Agreed** - That the minutes be approved as a correct record and signed by the Chairman.

## 236 Matters Arising

- (i) A - Minute 221 A - Able Projects Update - It was reported that there was another contractor on the site but no further information was available. It was also indicated that a planning application had been submitted for the storage of cars. Councillor Waltham confirmed he would be meeting with representatives of Able on 27 February 2017.
- (ii) B - Minute 222(i) - Electrification - Kishor Tailor had written to the Chief Executive of Network Rail regarding concerns in engaging with the organisation. Although a letter of acknowledgement had been received, there had been no response, however this would be pursued.  
**ACTION - KT.**

## 237 TransPennine Express

Louise Ebbs and Graham Meikelejohn of TransPennine Express attended the meeting and gave a presentation on the vision for the new franchise and the benefit arising for the region during the period of the licence.

As a region, it was recognised that the Northern Powerhouse was in the top 10 economies within the European Union. The vision and brand for the company was to bring growth and prosperity to the north over the next seven years. As part of this programme significant investment had been identified (£500m) which would be used to deliver transformation. This investment included 220 new carriages and new fleets of trains. Existing class 185 trains would be upgraded with enhanced accommodation and would be the mainstay of the Hull and southern rail areas. At this stage it was confirmed that no business case had been made to bring about enhancement of the frequency of services to Hull and Cleethorpes, however the potential to promote this still existed.

The new investment would realise greater availability of seats, faster journeys and an improved customer experience. Other plans included projects to reduce the cost of travel for job seekers and improvement works at Hull station. The scheme for the station would realise investment of £1.4m and result in the provision of new toilets and waiting rooms in order to improve the retail experience. There would also be modification of the ticket office whilst other schemes included looking at increasing car parking provision for travel users.

In terms of marketing the area, TransPennine Express was looking to work more closely with the LEP as well as statutory agencies in order to identify a common branding. This would aim to drive up interest and increase tourism footfall within the area and include promoting and marketing events and attractions in conjunction with other organisations.

Improvements were also being sought in service provision through extending evening services. This included the Sunday service offer. Work would also be undertaken on route studies, again geared at bringing about improvement. This work recognised that rail service enhancements would support economic development. Currently TransPennine Express's business provision was modest but efforts were being undertaken to improve the current offer, however leisure was still seen as the key element of the franchise.

**Agreed** - (a) That TransPennine Express be thanked for the useful presentation, and

(b) that a meeting be set up involving the four local authorities, Network Rail, TransPennine Express, Hull Trains and Northern Rail regarding general rail issues. **ACTION - KT.**

## 238 Industrial Strategy

The Government had issued a green paper on which it sought a response by 17 April 2017. The aim was to create a competitive, productive economy and build on the country's strengths, close the gap between the United Kingdom's most productive companies and industries and make the country a competitive place. Locally partners had agreed that a single response from the Humber would be made to the consultation. A working group had been established and was currently seeking contributions from businesses and other partners. It had been further agreed that the focus of the response would seek to engage a number of key sectors that included:-

Ports  
Energy  
Chemicals  
Light engineering  
Food and agriculture

In order to achieve a suitable response, consultation would be undertaken with companies from each sector in order to identify key risks, challenge and opportunities. The green paper identified a number of pillars that drove productivity. Infrastructure had been identified as one of these and the purpose of engaging this Board was to secure issues that should be reflected in the local response. In particular, partners were asked to consider the challenges of local infrastructure and regulations, external trade and procurement.

The aim was initially to use the green paper to generate an industrial strategy for the Humber. This would require the input of the statutory agencies in order to give the response a Humber-wide feel as opposed to a more generic response. Issues where the statutory agencies could contribute included upgrading infrastructure in terms of flood risk, the potential impact on the economy of the city in the event of a significant tidal surge, flood management and aligning with the concept of natural capital. It was imperative that each sector leader identified as part of this work spoke with the relevant statutory agencies.

Areas that were identified as having a high economic relevance included the interaction between strategic and local road networks, rail electrification, the potential for the south bank airport, fisheries, environmental assets and works as well as the Humber estuary's international designations. This process would have to be used to identify the big opportunities and produce a Humber strategy.

**Agreed** - That the input from the statutory agencies be welcomed as part of this process.

## 239 Housing White Paper

In the absence of Rob Pearson it was agreed that this item should be deferred until the next meeting.

**Agreed** - (a) That this item be deferred to the next meeting of the Board, and  
(b) that a briefing note about the white paper be circulated to representatives for information. **ACTION - AH/RP/KT/JW.**

## 240 National Infrastructure Commission

The National Infrastructure Commission had been established to provide the Government with impartial, expert advice on major long-term infrastructure challenges. The Commission had produced a national infrastructure audit which set out its assessment of long-term infrastructure needs on a 30 year time span. The Commission would consider the demand and supply of infrastructure services such as journeys or communication as well as infrastructure assets such as roads or fibre optic cables. The audit would be developed by assessing the infrastructure system as whole, using a robust common methodology to develop needs assessments that took account of strategic cross-sector considerations and resilience implications. The Commission would cover transport, digital communications, energy, water and waste water (drainage and sewage), flood risk management and solid waste. Details of the compiled response were outlined within the report. An initial response had been made to the Commission with regard to the infrastructure needs of the Humber.

**Agreed** - That the report be noted.

## 241 Growth Deal Programme

The Board received an update on the following schemes in the Growth Deal Programme:-

- (i) **South Humber Gauge Enhancement** - An assurance had been given that funding was in place and that the scheme would be delivered. Although this scheme was recognised as a priority there was an urgent need to secure the same level of priority by Network Rail. **ACTION - RW.**
- (ii) **Hull-East Coast Main Line Rail Electrification** - This scheme had been removed from the Growth Deal Programme and funding would be reallocated in due course. **ACTION - All.**
- (iii) **Delivering Housing Growth in Hull** - The project continued to progress well with most of the final £1.5m Local Growth Fund (LGF) having been brought forward from 2017-18 to 2016-17 to assist programme performance.
- (iv) **Bridlington Integrated Transport Plan Phase 2** - This project had experienced delays due to the Network Rail decision making process. The project had been further revised in terms of the forecast which was now £1.8m against a profile of £4.09m in 2016-17.

- (v) **Stallingborough Interchange Phase 1** - As a result of the consultation having been delayed, a decision had been deferred in January 2017. It had now been indicated that the consultation had been completed and a summary response was anticipated shortly. The full project allocation of £1m LGF had been allotted in the financial year and therefore the project was still considered a high risk. **ACTION - All.**
- (vi) **Increasing the Visitor Economy in North Lincolnshire** - The funding agreement was not yet in place and although updated milestones had been sought these had not been provided. It had therefore been assumed that no progress had been made. Councillor Waltham would pursue this further. **ACTION - RW.**

**Agreed** - That the report be noted.

## **242 Growth Deal 3**

The Chancellor had announced in the Autumn Statement that £556m Local Growth Fund (LGF) would be allocated to LEPs in the Northern Powerhouse. On 23 January 2017 it was announced that the Northern Powerhouse Growth Deals included the commitment of £27.9m to support the following projects in the Humber: Unlocking Hull City Centre Development, Grimsby Town Centre - Unlocking the Potential, Goole Intermodal Terminal, Growing the Humber: Business Growth Programme, Skills Capital Programme, River Hull Defences, Paull Phase 1 and 2 Employment Site and Stallingborough Strategic Employment Site. This allocation represented a significant increase in the Humber LEP's national population share. Currently the detailed programme profile had not yet been received. The first of the new projects, Growing the Humber: Business Growth Programme would be processed in March with a recommendation to commit £8m from the LGF.

**Agreed** - That the report be noted.

## **243 Humber Habitat Compensation and Mitigation Plan - Update**

In February 2016 ABPmer had been appointed to undertake the first phase in the delivery of a Humber Habitat Compensation and Mitigation Plan. This piece of work would assist in identifying the scope of potential habitat creation that would be required to enable developers and investors to better deliver sustainable economic development in the region alongside a well-connected, safe, rich and vibrant environment. A refined scope and methodology had now been developed for calculating a best anticipated estimate of the amount of compensation/mitigation land required over the current Local Plan period.

The key issues had been the uncertainties surrounding the proposed time-frame and the impact of unknown development on the environmental designation. Once a number of issues had been resolved a refined project scope and methodology would be signed off. A key refinement was to reduce the project scope from 25 years to 10-15 years. It was also proposed that for clarity and consistency, the project would only consider sites allocated for development within local plans, developments not within any local plan but within the publicly accessible planning system, developments within the public domain and

schemes within the Humber Flood Risk Management Strategy. For each of the above schemes it would be established whether compensation or mitigation was required and if so whether land had been fully identified.

In those circumstances where unknown developments came forward, it was proposed that a flat percentage increase would be agreed with the Single Conversation Group to accommodate them and this would be added to the overall total of compensation/mitigation land required.

**Agreed** - (a) That the Board notes the Humber Habitat Compensation and Mitigation Plan progress update, and

(b) that the Board agrees the proposed scope and methodology proposed by East Riding of Yorkshire Council, Natural England and the Environment Agency. **ACTION - All.**

**244 Agency Updates**

There were no issues to report on.

**245 Any other business**

No issues were raised.

**246 Date of next meeting**

It was confirmed that the next meeting of the Board would be held at 10.00am on Friday, 5 May 2017 at The Humber Bridge Board Offices.

**Signed:**