



**FOR PUBLICATION**

**DERBYSHIRE COUNTY COUNCIL**

**CABINET**

**Monday, 6 December 2021**

**Report of the Executive Director - Place**

**Public Engagement on Transport and Regeneration Projects**  
(Cabinet Member for Infrastructure and Environment)

**1. Divisions Affected**

1.1 County-wide.

**2. Key Decision**

2.1 This is a key decision because it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

**3. Purpose**

3.1 To update Cabinet on proposals for the preparation and delivery of two specific projects within the regeneration programme and to request authorisation to carry out a public engagement exercise in relation to these projects.

**4. Information and Analysis**

**4.1 Background**

Cabinet receives regular reports either outlining progress on current transport and regeneration projects or setting proposals to develop such schemes. A 'pipeline' of projects is actively planned and managed by the Council and covers proposals that address the regeneration and local plan ambitions of districts/boroughs, facilitate 'good growth or

alleviate transport problems such as traffic congestion and other environmental issues.

- 4.2 The Council has an active programme of project delivery and is currently completing the Woodville - Swadlincote Regeneration Route and also infrastructure to support the expansion of Ashbourne Airfield Industrial Estate. Enabling works are also underway to bring forward the Hollis Lane Link Road Phase 1 as a key component of the Chesterfield Station Masterplan.
- 4.3 The Council also has a number of projects which are progressing through the 'development stage' and Cabinet has previously agreed to support preparatory work such as feasibility studies, ground investigation and option development etc on the Chesterfield-Staveley Regeneration Route ( 6 June 2019, Minute No.116/19 refers); the South Derby Growth Zone (8 November 2018, Minute No.266/18 refers); and Ashbourne Relief Road (11 February 2021, Minute No.28/21). More recently, Cabinet agreed the use of the dedicated Regeneration Kickstart Fund at its meeting on 17 June 2021 (Minute No. 100/21 refers) to 'pump prime' this preparatory work.
- 4.4 The current pipeline of projects also includes other potential schemes for development and construction, including:
- Improving access to Shirebrook in association with regeneration plans for the town.
  - Addressing transport problems on the A61 south of Chesterfield.
  - Bringing forward a solution to Swarkestone Bridge, where a principal road crosses a Scheduled Monument and Grade 1 Listed Building at significant risk of damage.
- 4.5 A full review of the forward pipeline is underway, with work being carried out to assess and confirm a prioritised programme of projects. The outputs of this work are planned for consideration by Cabinet in the early New Year and will:
- Ensure appropriate allocation of staff and revenue monies to carry out preparatory work.
  - Ensure consistency between different projects in the delivery stages identified and the ways in which 'gateway' reviews (decisions to go/ no go) are carried out.
  - Ensure that reporting can meet corporate and Cabinet Member reporting standards.
  - Streamline governance so that Cabinet and Cabinet Members have timely and accurate oversight of the programme.

- 4.6 In the meantime though, to ensure progress is maintained on two specific projects within the preparation/ development stage of the pipeline, approval is sought to undertake the following specific activity:
- 4.7 **Chesterfield-Steveley Regeneration Route (CSRR)**  
As reported on 6 June 2019, this project sits within the Department for Transport's 'Large Local Major' programme as one of a small number of strategic transport projects in the Midlands; a Strategic Outline Business Case (SOBC) has already been approved by Government. The next approval stage, the Outline Business Case, is now expected to be submitted in the final quarter of this current financial year and needs to demonstrate that an appropriate level of stakeholder and public engagement has taken place.
- 4.8 The CSRR is a long-established proposal set out in the Chesterfield Local Plan which identifies the transport corridor and protects it against any other land-use that would prevent construction of the scheme. Recent work to minimise the project costs and risks has identified a number detailed points on which there will be legitimate public interest. This includes river and canal crossings, and junction arrangements where the proposed Regeneration Route crosses Works Road south of Barrow Hill and where it meets Hall Lane and the A6192 Ireland Close at Steveley.
- 4.9 The above do not constitute a different route corridor to the one which landowners and members of the public will have seen in the Local Plan but they do introduce features which have not previously been presented to the public:
- For the points at which the Regeneration Route crosses the River Rother and the Chesterfield Canal, ways in which costs and risks can be minimised through re-aligning the watercourses.
  - With regard to the easternmost of these, at Steveley, where flood zone protection is also an issue, a scheme option has been developed which would avoid the River and Canal crossings entirely through realignment of Hall Lane
- 4.10 It is therefore considered that public engagement is necessary to outline these details, ahead of OBC submission in Spring 2022; however, this engagement is without prejudice to the formal consultation which will be required ahead of the submission of any planning application, likely to take place late in 2022.

#### **4.11 A61 South of Chesterfield**

This project comprises the assessment of short, medium and long term options to identify possible solutions that address traffic and transport issues on the A61 south of Chesterfield. Work is currently being taken forward by in house resources, is supported by previously - commissioned work carried out last year. There is a close interface between the A61 work and elements of the Clay Cross Town Investment Plan, led by North East Derbyshire District Council which is also due for submission to Government in Spring 2022.

4.12 The recent introduction of signalised junction improvements and real-time bus passenger information along the A61 is likely to be followed by further similar projects funded through contributions from developers of housing sites along the corridor. Amongst the long term potential options available for improvements to the A61, (all of which are likely to require grant funding) is a possible link across or through the Avenue site to the A617 or a potential scheme to address traffic levels and congestion through the centre of Clay Cross.

4.13 comprehensive, strategic discussion around the nature of existing problems, priorities and potential options which will then inform the next stage of scheme development. Cabinet should note that the Clay Cross Town Investment Plan has to fulfil its own, specific requirements for public engagement and any approach taken by the Council to engage the public on the A61 south project will need to be undertaken with care to avoid duplication or confusion.

4.14 Subject to Cabinet approval, the CSRR and A61 public engagement exercises outlined above will take place during the current financial year through a combination of physical and virtual formats. Whilst there is no doubt that many people will welcome the opportunity to view drawings and to discuss these face-to-face, recent experience (in particular, on Ashbourne Bypass) shows that virtual formats are very effective in engaging groups of people who may not or cannot attend physical events and can help secure wider take up.

### **5. Consultation**

5.1 This decision is required in order for public engagement to be carried out; none has therefore taken place in advance.

### **6. Alternative Options Considered**

6.1 Alternatives to the carrying out of the proposed public engagement exercises would be:

## 6.2 CSRR

### Option 1

To withdraw the scheme from the Large Local Majors programme; this would be a major decision in itself and Cabinet would need to review a report on alternative ways of delivering the project's objectives in tackling strategic transport issues east of Chesterfield.

## 6.3 Option 2

To delay public engagement to a later date; this is incompatible with the programme requirements of the Large Local Majors grant fund.

## 6.4 Option 3

To proceed to OBC without carrying out public engagement; this carries two significant areas of risk:

- That the OBC itself is judged by Government to set out insufficient evidence of support.
- That scheme alterations arising from later public consultation change its alignment or cost from those set out in the OBC.

6.5 The relatively modest implications of carrying out public engagement ahead of OBC submission minimise these risks.

## 6.6 A61 South

Option 1: do not carry out public engagement at this stage. This is not considered a suitable option as scheme development is enhanced through the input of local people and the timing of this activity aligns with the wider preparations of the Clay Cross Town Investment Plan.

## 7. Implications

7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

## 8. Background Papers

8.1 The Regeneration Kick Start Fund was created through Revenue Budget Report 2021-22 approved by Cabinet on 21 January 2021 (Minute No 18/21 refers) with arrangements for making allocations to projects being subsequently approved on 17 June 2021.

## 9. Appendices

9.1 Appendix 1 – Implications.

9.2 Appendix 2 – Location Plans.

## **10. Recommendations**

That Cabinet:

- a) Notes the on-going development and delivery of the regeneration pipeline and pending report to Cabinet due in the New Year.
- b) Approves that public engagement be carried out on key aspects of the proposed Chesterfield-Steveley Regeneration Route and traffic issues on the A61 South of Chesterfield as set out in paragraphs 4.5 to 4.12.

## **11. Reasons for Recommendation**

- 11.1 To understand the wider context within which the two proposed projects sit.
- 11.2 To ensure appropriate engagement is undertaken with the public and interested parties in the preparation of potential projects.

## **12. Is it necessary to waive the call in period?**

12.1 No.

Report Author: Joanna Jackson,  
Author: Jim Seymour

Contact details: Joanna.Jackson@derbyshire.gov.uk,  
Jim.Seymour@derbyshire.gov.uk

## **Implications**

### **Financial**

- 1.1 Should the report be approved, costs of the two public engagement exercises will need to be approved from the Regeneration Kick Start Fund via the delegations previously approved by Cabinet. Based upon similar recent work, each of the two exercises would be expected to be met within a £20,000 budget.

### **Legal**

- 2.1 None.

### **Human Resources**

- 3.1 Should the report be approved, work is likely to be commissioned through existing frameworks; no human resource issues as a direct result of this report.

### **Information Technology**

- 4.1 None.

### **Equalities Impact**

- 5.1 The public engagement exercises will need to meet accessibility standards. The combination of physical and virtual formats will assist in ensuring that all interested parties are able to participate easily.

### **Corporate objectives and priorities for change**

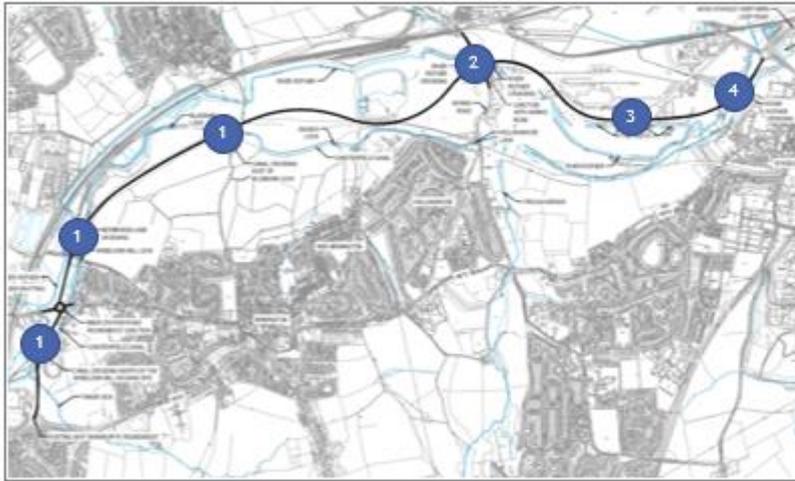
- 6.1 None.

### **Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)**

- 7.1 None arising directly from this report. Individual projects may involve several of these considerations as they progress.

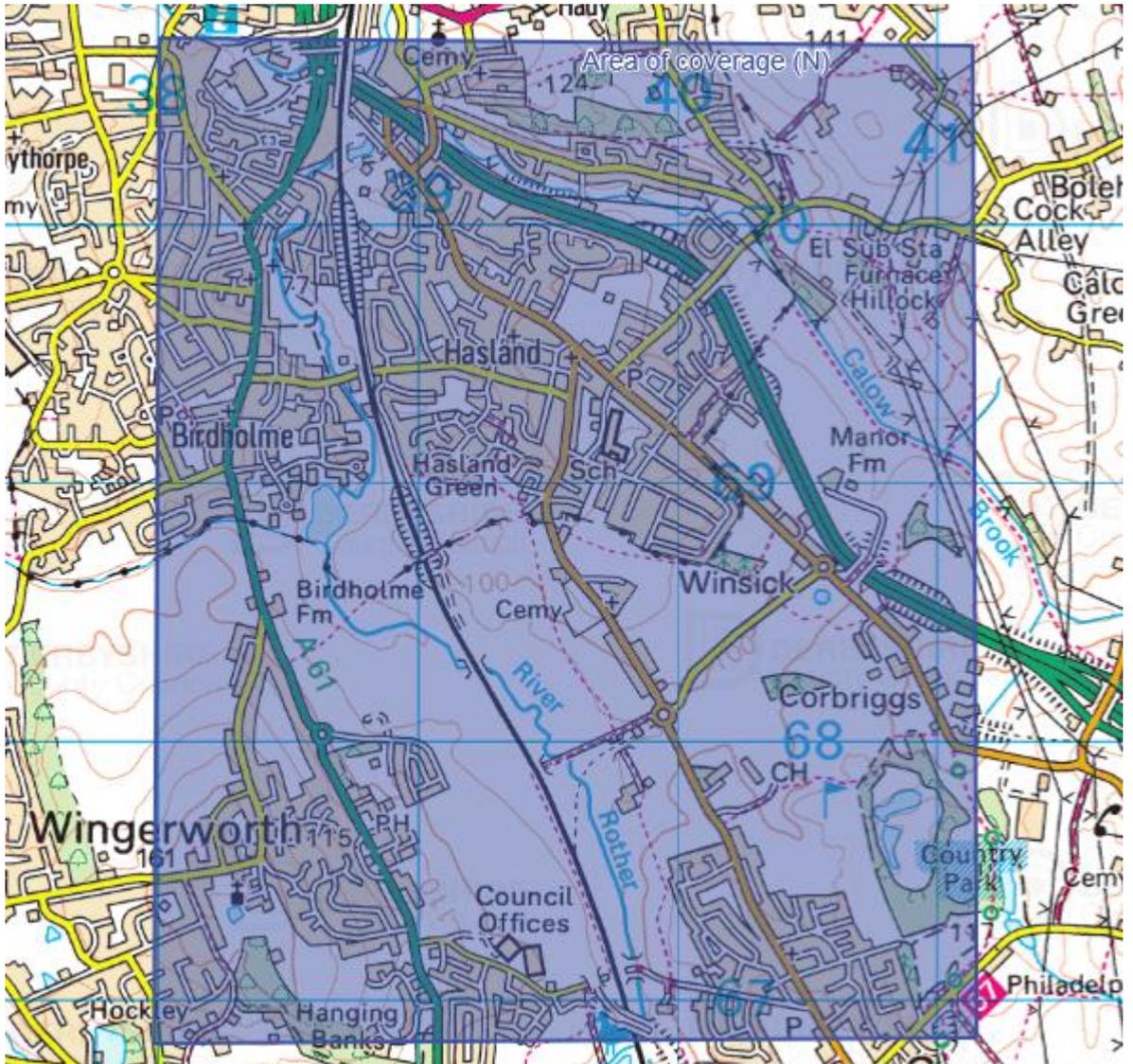
## Appendix 2 – Location Plans

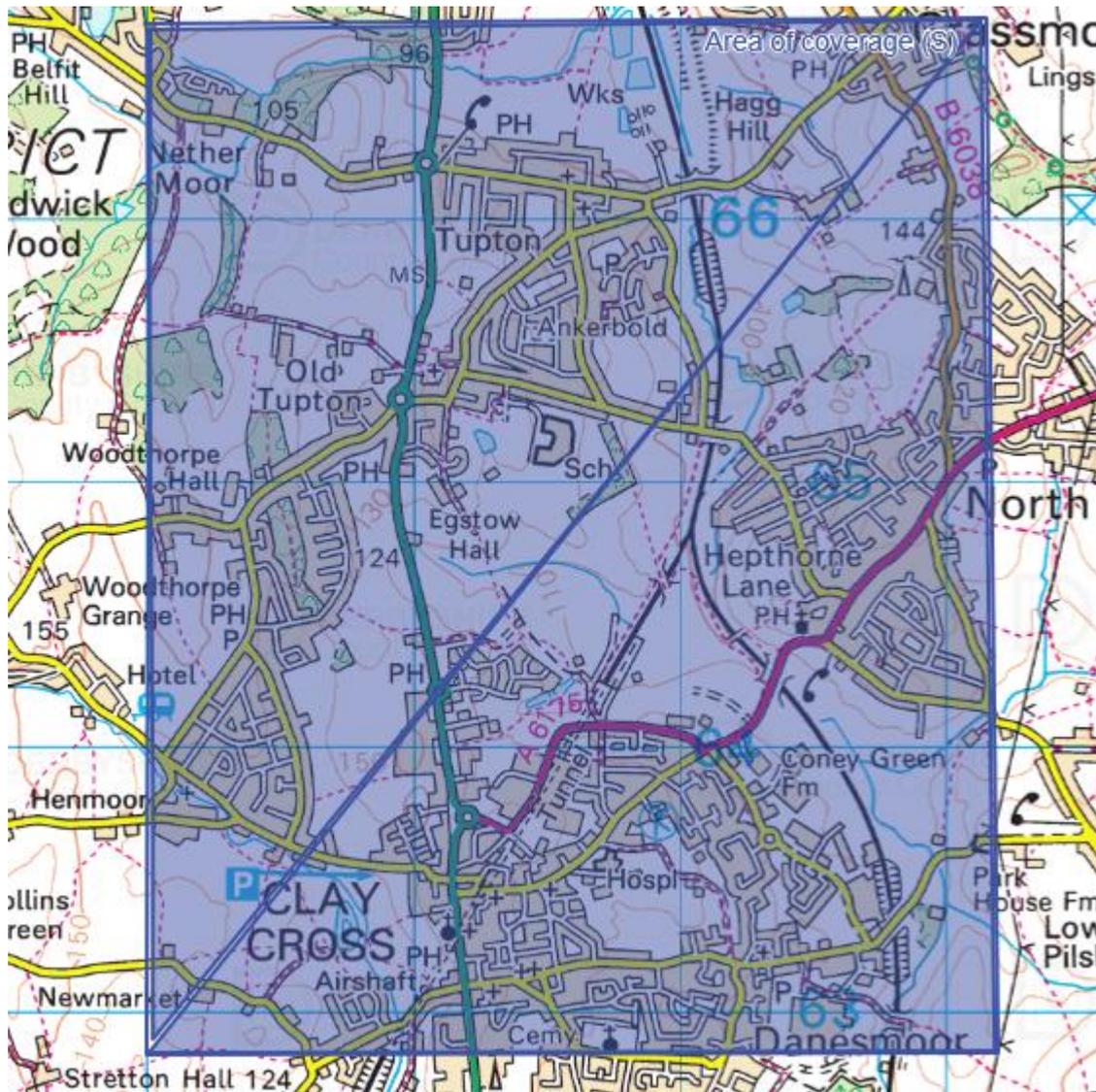
### 1. Chesterfield-Staveley Regeneration Route



- 1 Canal Diversions
- 2 Works Road Structure
- 3 Contaminated Land
- 4 Hall Lane Structure

2. A61 South of Chesterfield





CONTROLLED