



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

Thursday, 13 October 2022

Report of the Executive Director - Place

Regeneration Programme Pipeline Update
(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 the current and anticipated programme of regeneration projects and to seek approval for acceptance of grant funding from Government to assist preparation and delivery of the A61 South, East Midlands Freeport Seed Capital, Staveley Town Deal (Wheels to Work) and Peer to Peer Electric Vehicle Charging and Sharing projects.

4. Information and Analysis

4.1 Cabinet received at its meeting of 16 June 2022 an update on the Council's active Regeneration Programme consisting of a pipeline of 50+ major projects, framed around four broad programme areas which are:

- Market Towns
- Derwent Valley Corridor
- Growth Zone, South
- Growth Zone, North

- 4.2 Projects within the Programme have been initiated either by the County Council (e.g. transport schemes such as Ashbourne Relief Road), by Government (e.g. town deal proposals) or by district councils (e.g. Hollis Lane Link Road). A copy of the Regeneration Programme Pipeline is provided at Appendix 2 and has an associated £500m+ capital costs; it is worth noting, however, the pipeline itself is a subset of a wider capital programme of work that consists of over 300 projects linked to Council assets.
- 4.3 The projects which make up the Regeneration Programme are at varying stages of preparation; some such as Swarkestone and Shirebrook Access are at very early stages of development (Stage 0) whilst others are more advanced at either outline business case stage (Stage 2 to 3) or beyond (detailed design and construction etc).
- 4.4 The Council has a key role to play either as a direct sponsor or as a delivery partner in any of these projects, some of which have been subject to separate reports and approvals (e.g. for match funding of submission of business cases to Government); others may not have needed approvals to date due to their state of preparation i.e. the projects are at an early stage of development. Also, the Council's role in a project may vary over time; for example, from lead sponsor and enabler to 'delivery partner' when perhaps a district authority may pick up lead responsibility.
- 4.5 Given the inevitable changes over time in the release of Government grant funding, plus the emergence of district and borough council policies and priorities, the exact content of the pipeline will always be fluid. In order to ensure that Cabinet remains sighted on the entire Regeneration Programme, it is proposed that each project update (such as this report) also provides an overview of the Programme as it stands at that point in time, with all committed and anticipated projects tabulated (see below). NB: Cabinet will note that some projects are close to completion with regard to the Council's delivery role but will be retained in the programme update to report on the achievement of wider project outcomes such as the delivery of homes or commercial premises.
- 4.6 The current progress overview is provided in the table below. Two amendments have been made to the Programme previously seen by

Cabinet: adding feasibility work on the A61 south of Chesterfield; and a programme of mobility hubs - for which descriptions are provided in 4.8-4.9 and 4.11-4.13 respectively. For all projects, an overall status rating is provided, advising Cabinet on how the relevant governance board for each project views progress:

PROJECT (and approximate gross infrastructure cost)	CURRENT POSITION	DECISION REQUIRED	STATUS RATING
STAGE: DELIVERY (DCC role as lead sponsor)			
Woodville-Swadlincote Regeneration Route (£13.4m)	New 1km road to facilitate development and relieve traffic congestion at Clock island. Now open to traffic and complete.	N	G
Ashbourne Airfield Expansion (£6m)	New roundabout and link road to bring forward employment and housing site; now substantially complete but with elements to resolve re: construction contractor.	N	A
Hollis Lane Link Road Phase 1 (£10.8m)	Enabling work (land assembly and relocation of builders' merchant) complete. Highway construction due to commence during 2022-23. Will facilitate delivery of the Chesterfield Station Masterplan by providing a new access to the station and through road. Revised planning application in place.	N	A
STAGE: PROJECT PREPARATION (DCC role as specified)			
Fairfield/Hogshaw Enabling Infrastructure (£2.4m)	Led by High Peak Borough with DCC support as advisor. New roundabout and access to facilitate housing development. Provides section of White Peak Loop. Now under construction.	N	A
Chesterfield-Staveley Regeneration Route (£165m)	In Large Local Majors funding pipeline with DCC as sponsor. Public engagement commencing and draft Outline Business Case submitted to Government. Awaiting Cabinet approval on formal go/no go. See separate report.	Y	A
South Derby Growth Zone (£55m)	In Levelling Up funding pipeline with DCC as sponsor. Outline Business Case submission to Government due late 2022. Decision required on land assembly – see separate report.	Y (via separate report to this meeting)	A
Elvaston Castle (£35m)	Business case in preparation with DCC as sponsor. Planning application for access and car park to enable wider regeneration awaiting determination.	N	A

Ashbourne Relief Road (>£20m)	Work being undertaken by DCC to prepare more detailed design and planning application.	N	G
Access to Shirebrook (c£50m)	Option assessment work currently on-going by DCC in liaison with Bolsover District Council.	N	A
Swarkestone Bridge (c£50m)	Early assessment of size and scale of problem being undertaken by DCC.	N	A
A61 South of Chesterfield	Assessment of scheme options to improve connectivity. Offer of grant funding received to support delivery.	Y (acceptance of grant)	A
STAGE: PROJECT ASSESSMENT (DCC role to be confirmed)			
Chesterfield Station Masterplan (costs to be established)	Proposal includes Hollis Lane Link Road Phase 2 . Delivery & funding plan to be agreed with Chesterfield BC .	N	A
Clay Cross Town Investment Plan (£25m)	5 projects in total that require DCC role in funding and delivery, including skills and enterprise hub, town centre improvements, Creative and Clay Cross Connection.	N	A
Long Eaton Town Investment Plan (£25m)	2 projects in total that require DCC role to help deliver - to be agreed with Erewash Borough Council.	N	A
Staveley Town Investment Plan £25m)	3 projects in total that require DCC role in delivery including Staveley Basin and town centre, improvements. Offer of grant funding received to support delivery.	Y (acceptance of grant)	A
Connecting Chesterfield (£20m)	Levelling Up funding, DCC acting in advisory role to assist Chesterfield Borough Council.	N	G
East Midlands Freeport (£25m seed funding)	DCC role in delivery of enabling infrastructure recommended Offer of grant funding received to support delivery.	Y (acceptance of grant)	A
Market Towns Programme – Mobility Hubs	DCC role in preparation and delivery of hubs to cluster active and public transport infrastructure, information and services. Offer of grant funding received to support delivery.	Y (acceptance of grant)	A

Projects Requiring Cabinet Approvals

- 4.7 To enable progress on projects within the programme there are four recommendations relating to acceptance of grant funding. These are set out below:

A61 South of Chesterfield

- 4.8 At its meeting of 6 December 2021, Cabinet approved a recommendation to carry out public engagement around options for

potential future highways and transport schemes on this important corridor, which is accommodating significant amounts of development. 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.

- 4.9 The public engagement on the above authorised by Cabinet is open at present, closing on 16 October. At this stage, therefore, it is not possible to advise Cabinet on the findings, although there has been a healthy level of response. In the meantime, though, Midlands Connect (the Sub-national Transport Body covering Derbyshire) is to offer £50,000 of capacity funding towards developing a business case for a potential future scheme on this corridor which is to be 100% match funded by the Council. This has been earmarked from the Kickstart reserve. This is from a fund designed to ensure that early work on Midlands projects is in place, allowing them to be ready to take advantage of future Roads Investment Strategy funds. Once the findings of the current public engagement have been analysed it should be possible to draw down this funding to undertake work on one of the potential major scheme options, assuming that a clear preference emerges. Cabinet's approval in principle to accept the grant is sought through this report, and it is recommended that the Cabinet Member for Infrastructure and Environment be authorised to allocate this to a specified project (the A61-A617 link or a Clay Cross scheme).

East Midlands Freeport

- 4.10 Within the arrangements for the creation of the East Midlands Freeport, Government is providing 'seed funding' to enable early progress on key areas of work. Cabinet has previously approved the addition of enabling walking and cycling infrastructure to the capital programme in its report on 10 March 2022 (Minute No. 80/22 refers). This will strengthen the network of sustainable travel options around the proposed East Midlands Intermodal Park and the existing Toyota Manufacturing UK campus. Officers have, since Cabinet gave this approval, prepared a submission to the Freeport Board seeking release of £310,000 of funding to cover project management, design and consultation process plus the completion of the Full Business Case (FBC).

Mobility Hubs

- 4.11 The Council has, through its Bus Service Improvement Plan (BSIP) identified a case for introducing a network of mobility hubs around the County, clustering public and sustainable transport infrastructure and information to make access to these as easy as possible. Subject to further negotiation with Government it is anticipated that capital resources will be available over the next few years to implement some of these. There have also been productive discussions with district and borough councils over the inclusion of hubs in Town Deal and Levelling Up Fund programmes, and there is scope to combine BSIP resources with others to make good progress on this programme of work. There are two short-term opportunities available:

Staveley Town Deal – Wheels to Work

- 4.12 Provisional funding within the Staveley Town Deal is available for several mobility hub components, including real-time bus passenger information, e-bike purchase and electric vehicle charge points. Subject to resolving some conditions on the business case a grant offer of £110,000 is expected. The project involves expanding the existing commission of Rural Action Derbyshire to offer wheels-to-work transport options to enable access to employment and skills, for which some additional County Council revenue funding will be required; this can be met through delegated budgets.

Peer-to-peer Electric Vehicle Charging and Sharing

- 4.13 Midlands Connect has been funding a programme of work exploring options to improve rural mobility. As part of this it has set aside a budget of £100,000 and, through a competitive process, identified a project which it would like to support. This is for the production of a digital platform under which individuals and businesses could share charging facilities and vehicles, helping to overcome some of the barriers to the take-up of low-carbon transport. It is proposed that the solution is transferable to other locations but will be piloted in Buxton and the Hope Valley. Midlands Connect has expressed a preference that the County Council act as recipient and distributor of the funding. This will involve some direct procurement, for outreach work in the local (Buxton and Hope Valley) communities, but also acting as client for the supplier of the digital platform, and some sub-contractors.
- 4.14 Cabinet's approval in principle is sought to the acceptance of all of these grants, delegating authority to accept them to the Executive Director – Place, liaising with the Director of Finance and ICT, should the terms and conditions be acceptable.

Future Anticipated Decisions

4.15 Having regard to the wider regeneration pipeline of activity Cabinet is advised that future updates in 2022 are likely to include recommendations for:

- Approval to procure a contractor for the Hollis Lane Link Road Phase 1.
- Approval to submit the Outline Business Case for the South Derby Growth Zone.
- Approval to roles to be taken by the Council in delivery of further Levelling Up projects being submitted to Government for funding approval during July and August 2022 by Derbyshire district and borough councils, and to projects supported by allocated Shared Prosperity Fund resources.

Consultation

5.1 No direct consultation has been undertaken relating to the recommendations of this report but has been underway on some of the relevant projects. The Chesterfield-Staveley regeneration Route was the subject of informal consultation in early 2022, which will be followed up in more detail ahead of a planning submission during 2023. Public engagement on the A61 south of Chesterfield is currently concluding, closing on 16 October.

Alternative Options Considered

6.1 There is no obligation for the Council to accept the grants set out in the report, the alternative being to decline this but not to proceed with the relevant projects. Each of these, though, accords with Council priorities and complementary workstreams, so there is no strong reason why this is preferable to acceptance.

7 Implications

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

8 Background Papers

8.1 Previous reports to Cabinet as set out in the body of the report: Regeneration Programme Pipeline reports dated 10 March 2022 (restricted) and 16 June 2022 (Minute Nos. 80/22 and 118/22 refer).

9 Appendices

9.1 Appendix 1 – Implications.

9.2 Appendix 2 – Regeneration Programme Pipeline.

10 Recommendations

That Cabinet:

- a) Approves in principle, the acceptance of grant funding for the A61 South of Chesterfield, East Midlands Freeport (Seed Capital walking and cycling infrastructure), Staveley Town Deal (Wheels to Work) and Midlands Connect Rural Mobility Programmes Electric Vehicle Charging and Sharing projects, delegating authority to the Executive Director – Place to finalise and accept the grant agreements in consultation with the Director of Finance and ICT.

11 Reasons for Recommendations

11.1 To enable the receipt of resources to bring forward projects supporting connectivity on the A61 south of Chesterfield, the East Midlands Freeport and mobility hubs.

12 Is it necessary to waive the call in period?

12.1 No.

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Implications

Financial

- 1.1 The portfolio of projects set out in this report is supported in a number of ways, through grants including the Local Growth Fund, Large Local Major schemes programme, Towns Fund, Housing Infrastructure Fund and Levelling Up Fund. Capacity funding is sourced from the Regeneration Kick Start Fund, for which Management Arrangements were approved by Cabinet on 17 June 2021 (Minute No. 100/21 refers). The grants recommended through this report provide additional resources from external bodies. Match funding for the A61 south of Chesterfield has been earmarked from the Kickstart reserve.

Legal

- 2.1 Further reports to Cabinet will be required to seek approval for further steps required for each of the projects and to update Cabinet generally as to progress.

Human Resources

- 3.1 The portfolio of regeneration projects has significant implications for the workload of staff within the Economy and Regeneration Service and for supporting legal, property, finance and highways functions in particular. External support is commissioned for individual projects within their confirmed budgets, but additional in-house capacity is being established (as was reported to Cabinet through the Regeneration Kick Start Fund approval referred to in 1.1 above).

Information Technology

- 4.1 None.

Equalities Impact

- 5.1 Individual projects within the portfolio will be subject to equalities impact assessment at the appropriate stages of their development.

Corporate objectives and priorities for change

- 6.1 The regeneration portfolio addresses directly a number of objectives set out in the Council Plan.

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

Property and Asset Management

7.1 No direct implications arise from the recommendations of this report.

Environmental Sustainability

7.2 Under the Council's Climate Change Strategy and Action Plan all infrastructure projects sponsored by the County Council will now be subject to a Climate Impact Assessment covering the whole-life carbon cycle and impacts upon resilience.