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Agenda Item 8

## D2N2 Investment Board Cover Sheet – 30<sup>th</sup> September 2019

Document Classification	Restricted <input type="checkbox"/>	Controlled <input type="checkbox"/>	Public <input checked="" type="checkbox"/>
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Meeting and Date	30 <sup>th</sup> September 2019		
Subject	Approval of the A61 Corridor-Standard Gauge for Sustainable Transport		
Author	T Goshawk/S Wainwright	Total no of sheets	9

Papers are provided for:	Approval <input checked="" type="checkbox"/>	Discussion <input type="checkbox"/>	Information <input type="checkbox"/>
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### Summary and Recommendation(s)

This paper sets out a request for £1.688m of Local Growth Funding to support the A61 Corridor-Standard Gauge for Sustainable Transport.

The project is now compliant with the Local Assurance Framework and after a review of the business case, D2N2 recommends that the project is approved by the Investment Board subject to the Value for Money report being returned by the external consultants.

**D2N2 INVESTMENT BOARD****30<sup>th</sup> September 2019****A61 Corridor-Standard Gauge for Sustainable Transport****1.0 Background**

In February 2015 DCLG awarded D2N2 Grant Funding to deliver the approved schemes on the Local Growth Fund (LGF).

The LGF comprises of 51 schemes and runs until March 2021.

In March 2015 D2N2 and Derbyshire County Council issued the LGF Local Assurance Framework which sets out the procedures for managing and approving projects.

In April 2015 D2N2 appointed Derbyshire County Council as the Accountable body to administer the Local Assurance Framework.

**2.0 Scheme Overview**

This package of measures will provide infrastructure improvements and reduce commuter journey times, provide sustainable transport routes, and also 'unlock' further opportunities for major housing and employment growth along the A61 corridor through Chesterfield and into north-east Derbyshire.

Furthermore, as part of D2N2s commitment to clean growth, the improvements to the transport network will prioritise active travel, cycling, and pedestrianisation through new and upgraded paths and cycle routes.

The A61 Corridor is made up of 5 elements:

- Chesterfield Station Masterplan
- The Avenue Southern Access
- 21<sup>st</sup> Century Transport
- Standard Gauge for Sustainable Transport

Public

Agenda Item 8

- Clowne North

The project has received upfront development funding and now the Final business case is being presented to the Investment Board to unlock the remaining allocation. Whilst the overall A61 Corridor project has specific jobs and homes output targets, both this element and the 21<sup>st</sup> Century Transport element do not directly contribute to those targets and have primarily transport based outputs.

This element is part of a Transport Mitigation Strategy for the corridor and aims to improve the resilience of the transport network.

There are a number of significant residential and employment developments proposed within the corridor including Peak Resort and the Avenue. This growth will place additional demands on the transport network in the surrounding areas. These works are being carried out to ensure there is sufficient access to these growing sites and mitigate against the demands that will be placed on the local network.

The transport network needs to support efforts to improve the local environment, including addressing local air quality issues associated in part with higher dependency on the private car. Transport provision also needs to have greater resilience to changing environment conditions, with flooding a prominent risk at particular locations in Chesterfield. Evidence of peak time congestion in Chesterfield, which exacerbates several of the above issues including air quality, journey times and journey time reliability and can deter cyclists/pedestrians as a result of the conditions.

The Standard Gauge for Sustainable Transport considered 2 options from the long list, the first being a cycle link between Sheepbridge and Chesterfield Town Centre and the second being a strategic route between Clay Cross and Chesterfield Town Centre. The options were then developed further and a comprehensive wayfinding system included within this element to help promote the active travel network and encourage greater uptake of cycling and walking.

Public

Agenda Item 8

The elements to this project are:

- Whittington Moor to Sheepbridge cycle route
- Chesterfield Town Centre to Storforth Lane cycle route upgrade (Phase 1 Derby road, Phase 2 Rothervale road to Storforth Lane); and
- Wayfinding system

These three schemes are all critical components to the completion of a continuous, high standard route for active travel between the Avenue and Sheepbridge. The project is seeking to complete the gaps identified to provide an entire route with off road, surfaced paths, quiet roads or controlled crossings of major roads which is available all year round.

The funding for the project is sourced from the following:

<b>Funding Source</b>	<b>TOTAL</b>
Derbyshire County Council	£197,450
Section 106 contributions	£224,750
LGF	£1,688,800
<b>TOTAL</b>	<b>£2,111,000</b>

### 3.0 Approvals

The A61 Strategy was approved by Derbyshire County Councils Cabinet on the 11<sup>th</sup> October 2018. No planning consents are required for this project. Planning permission for phase 2 Rothervale road to Storforth Lane was granted in March 2018.

## 4.0 Procurement

DCC considered all the options for procurement for the design and build of the schemes, including in house, frameworks and open tenders. The selected procurement approaches are as follows:

	Design	Build
Whittington Moor to Sheepbridge Cycle Route	AECOM through Midlands Highways Alliance PSP Framework	Balfour Beatty through SCAPE framework
Chesterfield Town centre to Storforth Lane cycle route upgrade	DCC	DCC
Wayfinding System	Midlands Highways Alliance PSP Framework	DCC

## 5.0 State Aid

The promoter is satisfied that these works constitute general public infrastructure and as such, do not involve providing any State Aid to any particular applicant.

## 6.0 Business Case

An Outline Business Case for the project was approved in March 2018.

The business case has been forwarded to Regeneris Hatch and at the time of writing this report the Value for Money (VFM) report had not been completed. Any approval given will be on the basis that the project reports good VFM

Public

Agenda Item 8

## 7.0 Delivery Programme

	Whittington Moor to Sheepbridge Cycle Route	Rothervale Road to Storforth Lane Cycle Route Upgrade	Wayfinding System
Design Complete	August 2019	November 2017	August 2019
Construction Start	November 2019	April 2019	July 2020
Construction Complete	April 2020	November 2019	December 2020

## 8.0 Outputs and Outcomes

- Journey time savings for cyclists and pedestrians
- Journey quality improvements for cyclists and pedestrians
- Reduction in accidents involving cyclists and pedestrians
- Greater level of physical activity and consequently reduced absenteeism
- Non user benefits with decongestion, environment and indirect tax impacts.

## 9.0 Spending Profile

2016-18	£1,218,000 (already received in pre compliance funding)
2019/20	£470,000

## 10.0 Local Assurance Framework

An outline business case was approved in March 2018 and a Business Case has now been submitted in line with the approval process. The Accountable Body and D2N2 have assessed the Business Case submission and approval is recommended.

The IIB are asked to approve the project and to release the remaining £470,000 of LGF on the condition that the Hatch Regeneris report confirms the project represents good value for money.

Public

Agenda Item 8

Sarah Wainwright, Accountable Body, Derbyshire County Council  
Tom Goshawk, D2N2 LEP

Appendix 1

Local Assurance Framework

Final stage Approval Check List:

<p>1. A detailed 'Green Book' compliant business case has been completed detailing the project and its alignment to the 5 case model.</p>	<p>A detailed business case for the project has been submitted to the LEP and follows the Five Case 'Green Book' compliant model.</p>
<p>2. A VFM assessment must be completed. The VFM assessment will be independently assessed by D2N2 and must show an overall score of 'High'.</p>	<p>A Value for Money assessment is currently being carried out by external consultants and the project is requested to be approved subject to Value for Money approval.</p>
<p>3. Details confirming that all planning consents have been granted and that all pre start conditions have been met.</p>	<p>Planning permission was granted in March 2018, on phase 2 (Rothervale road to Storforth lane) of the Chesterfield Town centre to Storforth Lane cycle route.</p>
<p>4. Confirmation that any Section 106 or other agreements have been entered into.</p>	<p>Copies of the S106 agreement have been provided</p>
<p>5. Confirmation of the results of the procurement exercise detailing: -the tenders received (along with detailed costs) -the tender accepted (along with timescales/conditions)</p>	<p>A mixture of in house, framework and open tenders have been used across the different elements.</p>
<p>6. Details of the construction contract to be entered into by the promoter detailing: -start date -completion date -liquidated damages/cost over runs</p>	<p>For the contracts awarded externally the contracts are a Direct Award from SCAPE.</p>
<p>7. Confirmation that the promoter will be responsible for any variations to the contract price and that once</p>	<p>It has been confirmed that the promoter will be responsible for any cost overruns.</p>



Appendix 1

entered into, the contract will be completed in line with the details submitted.	
8. Confirmation that the project has been designed to RIBA stage 4 or its equivalent.	All the work has been fully designed
9. Details of any outstanding points preventing/delaying the start-up of the construction contract.	n/a
10. Details of any changes for the project from the initial EOI and OBC submissions with reasoning behind these changes. Including an updated viability report as submitted in point 5 of the OBC.	n/a
11. Confirmation that all funding is now in place with details of the sources of funding, please include letters from third party funders confirming any conditions and timescales.	All funding has been confirmed by the promoter
12. Confirmation that all land/legal agreements have been completed and are in the control of the promoter to deliver the entire project	The promoter has confirmed there is no land agreements required for this project.
13. A phasing plan identifying the start and completion elements of the project along with costs associated with each phase and the outputs/outcomes that will be delivered on a quarterly basis.	<ul style="list-style-type: none"> <li>• Whittington Moor to Sheepbridge cycle route August 19-April 20</li> <li>• Rothervale Road to Storforth Lane cycle route upgrade November 17-November 19</li> <li>• Wayfinding System August 19-December 20</li> </ul>

Appendix 1

<p>14. An updated risk register identifying the key risks and the project manager responsible. The risk register needs to be scored and include a mitigation plan.</p>	<p>A risk register has been provided by the promoter and includes mitigations</p>
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