

D2N2 Infrastructure Investment Board (IIB) 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-21 <sup>st</sup> Century Transport		
Author	T Goshawk/S Wainwright	Total no of sheets	10

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 £3.00m of Local Growth Funding to support the A61 Corridor- 21<sup>st</sup> Century Transport project.

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- 21<sup>st</sup> Century 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

- 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 Standard Gauge 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.

There is a need for an intelligent transport system (ITS) to provide an innovative and integrated approach to increase capacity and transport network efficiency along the A61 Corridor, without the need to construct significant new infrastructure.

The production of the Derbyshire ITS Strategy resulted in the technology aspects of this element being refined and updated. An ITS action plan was

prepared which undertook a further sifting exercise of technology schemes to inform the Technology package for the A61 Corridor.

The elements to this project are:

- Technology Package, including bus real time passenger information (RTPI), car parking guidance and information (PGI) system and CCTV.
- Signalisation of the A61/Sheepbridge Lane/Broomsbank Road junction.
- Improvements to the St Augustine's junction with the A61
- Upgrade of the signals on the A61 near Alma Leisure Park.

The funding for the project is sourced from the following:

<b>Funding Source</b>	<b>TOTAL</b>
Derbyshire County Council	£488,198
Section 106 contributions	£262,000
LGF	£3,000,791
<b>TOTAL</b>	<b>£3,750,989</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.

### **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:

Scheme	Design	Build
A61 / <del>Sheepbridge Lane / Broombank Road Junction</del>	Consultant via Eastern Shires Purchasing Organisation (ESPO) Framework	DCC
A61 / St Augustine's Road Junction	DCC	DCC
A61 / Alma Leisure Park Signals Upgrade	DCC	DCC
Technology Package: Bus RTPI	Consultant via Midlands Highway Alliance (MHA) Professional Service Partnership (PSP) Framework <i>(includes support for procurement / implementation)</i>	Nottingham City Council Framework
Technology Package: Traffic Signal Upgrades		Traffic Management Technology (TMT) 2 Framework Lot 1 ( <i>Traffic Signal Junctions, Controlled Pedestrian Crossings and Ramp Metering</i> )
Technology Package: PGI System		TMT2 Framework Lot 5 ( <i>Parking and Access Control Systems</i> )
Technology Package: VMS		TMT2 Framework Lot 4 ( <i>Variable Message Signs</i> )
Technology Package: CCTV		TMT2 Framework Lot 2 ( <i>GIS Data Systems</i> )
Technology Package: FVD		Framework Competition or via AECOM with re-sell agreement
Technology Package: Control System Upgrades		TMT2 Framework Lot 7 ( <i>Urban Traffic Management Control and Common Database Systems</i> )

## 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.

Public

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

## 7.0 Delivery Programme

		Preliminary Design Complete	Detailed Design Complete	Procurement for Build Commences	Scheme Complete
A61 / Sheepbridge Lane / Broombank Road Junction		March 2019		n/a	May 2020
A61 / St Augustine's Road Junction		Q3 (2018/19)		n/a	Q1 (2019/20)
A61 / Alma Leisure Park Signals Upgrade		Q3 (2016/17)		n/a	Q4 (2016/17)
Technology Package	Bus RTPI	October 2018		November / December 2018	March 2019
	Traffic Signal Upgrades	July 2019	September 2019	Autumn 2019	March 2021
	PGI System	July 2019	September 2019	Autumn 2019	March 2021
	VMS	July 2019	September 2019	Autumn 2019	March 2021
	CCTV	July 2019	September 2019	Autumn 2019	March 2021
	Control System Updates	July 2019	September 2019	Autumn 2019	Summer 2020
	FVD	July 2019	September 2019	Spring 2020	March 2021

## 8.0 Outputs and Outcomes

- Signalisation of A61/Sheepbridge Lane/Broombank Road junction
- Improvements to the St Augustine's junction
- Upgrade of signals on the A61 Alma Leisure Park
- Technology upgrades including Bus RTPI, Car Parking Guidance and Information System (PGI), CCTV.

## 9.0 Spending profile

Up to 18/19	£670,000
19/20	£1,165,000
20/21	£1,165,000

## **10.0 Local Assurance Framework**

An outline business case was approved on the 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 Investment Board are asked to approve the project and to release the remaining £2,330,000 of LGF on the condition that the Hatch Regeneris report confirms the project represents good value for money.

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>All planning permissions have been granted</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>Due to the various elements of the project there has been several different procurement routes taken, see below for each element:</p> <table border="1" data-bbox="1131 1026 2033 1358"> <thead> <tr> <th data-bbox="1131 1026 1420 1075">Scheme</th> <th data-bbox="1420 1026 1688 1075">Design</th> <th data-bbox="1688 1026 2033 1075">Build</th> </tr> </thead> <tbody> <tr> <td data-bbox="1131 1075 1420 1206">A61 / Sheepbridge Lane / Broombank Road Junction</td> <td data-bbox="1420 1075 1688 1206">Consultant via Eastern Shires Purchasing Organisation (ESPO) Framework</td> <td data-bbox="1688 1075 2033 1206">DCC</td> </tr> <tr> <td data-bbox="1131 1206 1420 1283">A61 / St Augustine's Road Junction</td> <td data-bbox="1420 1206 1688 1283">DCC</td> <td data-bbox="1688 1206 2033 1283">DCC</td> </tr> <tr> <td data-bbox="1131 1283 1420 1358">A61 / Alma Leisure Park Signals Upgrade</td> <td data-bbox="1420 1283 1688 1358">DCC</td> <td data-bbox="1688 1283 2033 1358">DCC</td> </tr> </tbody> </table>	Scheme	Design	Build	A61 / Sheepbridge Lane / Broombank Road Junction	Consultant via Eastern Shires Purchasing Organisation (ESPO) Framework	DCC	A61 / St Augustine's Road Junction	DCC	DCC	A61 / Alma Leisure Park Signals Upgrade	DCC	DCC
Scheme	Design	Build											
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	<p>Technology Package: Bus RTPI</p> <p>Technology Package: Traffic Signal Upgrades</p> <p>Technology Package: PGI System</p> <p>Technology Package: VMS</p> <p>Technology Package: CCTV</p> <p>Technology Package: FVD</p> <p>Technology Package: Control System Upgrades</p>	<p>Consultant via Midlands Highway Alliance (MHA) Professional Service Partnership (PSP) Framework (includes support for procurement / implementation)</p>	<p>Nottingham City Council Framework</p> <p>Traffic Management Technology (TMT) 2 Framework Lot 1 (<i>Traffic Signal Junctions, Controlled Pedestrian Crossings and Ramp Metering</i>)</p> <p>TMT2 Framework Lot 5 (<i>Parking and Access Control Systems</i>)</p> <p>TMT2 Framework Lot 4 (<i>Variable Message Signs</i>)</p> <p>TMT2 Framework Lot 2 (<i>GIS Data Systems</i>)</p> <p>Framework Competition or via AECOM with re-sell agreement</p> <p>TMT2 Framework Lot 7 (<i>Urban Traffic Management Control and Common Database Systems</i>)</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 entered into, the contract will be completed in line with the details submitted.</p>	<p>It has been confirmed that any cost overruns will be responsible for any cost overruns.</p>		

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8. Confirmation that the project has been designed to RIBA stage 4 or its equivalent.	All 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	There are no land agreements needed 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>• A61/Sheepbridge Lane/Broomsbank Rd-April 19-May 20</li> <li>• A61/St Augustine's rd-September 18-June 19</li> <li>• A61/Alma Leisure Park-Sept 16-March 17</li> <li>• Technology Package-July 18-March 21</li> </ul>
14. An updated risk register identifying the key risks and the project manager responsible. The risk	A risk register has been provided by the promoter and includes mitigations

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register needs to be scored and include a mitigation plan.	
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