

Agenda Item No. 6(d)

DERBYSHIRE COUNTY COUNCIL

CABINET

11 October 2018

Report of the Strategic Director – Economy, Transport and Environment

**ILKESTON GATEWAY (HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE)**

(1) **Purpose of Report** To seek Cabinet approval to add three cycling infrastructure improvements to the Capital Programme following realignment of Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) Local Enterprise Partnership (LEP) funding and agree a further allocation of grant funding to the Canal and Rivers Trust to upgrade Erewash Canal towpath.

(2) **Information and Analysis** Cabinet has received a number of reports in the past regarding Derbyshire cycle and pedestrian projects proposed as part of Sustainable Travel Programme (STP) at Chesterfield, Dronfield and Ilkeston. The STP is funded through the LEP's Local Growth Fund (LGF) and is a package of measures designed to encourage mode shift from private car to increased levels of walking and cycling. Overall, the planned outcomes of the STP are reduced congestion and improved access to jobs across the County and improvements to quality of place.

Revisions to Proposals at Ilkeston

As part of the STP, at its meetings on 3 November 2015 and 10 January 2017, Cabinet approved the implementation of a package of strategic cycling infrastructure measures in Ilkeston (Minute Nos. 380/15 and 8/17 refer). These are described collectively as the 'Ilkeston Gateway Project' which is confirmed in Supplementary Planning Document (SPD) adopted by Erewash Borough Council (EBC) in 2015. The SPD includes a broader package of access and connectivity improvements to maximise the significant transport and regeneration benefits from the new railway station and encourage travel alternatives to the car.

The approved cycling infrastructure projects linked to Ilkeston Gateway are:

- Erewash canal towpath upgrade from Cotmanhay to Larklands.
- A6096 Millership Way, town centre to new railway station.
- Leisure centre and Manners Industrial Estate.
- Town centre to Manners Industrial Estate.

- Town centre to West End Drive.
- Town centre to Larklands.
- Cotmanhay.

Implementation of these projects commenced in 2016 and work is progressing well with an extensive network of routes, both on and off road, now in place.

However, several of the proposed infrastructure works on these routes have had to be scaled back where it has not been possible to overcome land assembly or other design constraints. This has resulted in an underspend of £415,000 from the approved LGF funding package. As a consequence, the previously agreed outputs which are linked to the LGF cannot be met without now including additional cycle routes.

To generate the necessary outputs for off-road cycling, provision of an additional 2.2km cycle route is required. As a result, Cabinet is requested to approve the addition of three new cycle routes to the Capital Programme as set out in Table 1 and shown on the map in Appendix 1. These three projects will be delivered by utilising unspent LGF monies identified within the Ilkeston Gateway project. The realignment of LGF monies from one project to another within the Ilkeston Gateway package is permissible as Derbyshire County Council was awarded 'programme funding linked to overall outputs. Initial inspection of the proposed routes suggests they are deliverable in engineering terms and within LGF timescales (March 2019).

Table 1 Additional Ilkeston Gateway Cycle Projects and Outputs

Proposed Route	Off-Road Segregated Cycle Route Output	LGF Contribution /Total Cost
Phase 3 Erewash Canal towpath upgrade from A609 Nottingham Road to Hallam Fields Road.	1.300km	£275,000
Bridleway No 9 upgrade from Bridge Street, Cotmanhay to County boundary with Nottinghamshire	0.350km	£80,000
Town Centre connection to Long Lane via the Nelson Street link footpath and Cotmanhay	0.564km	£60,000
Total	2.214km	£415,000

Contribution to Canal and Rivers Trust

The Canal and Rivers Trust (CRT) has indicated it is able to deliver a third Phase of upgrades to the Erewash Canal Towpath between A609 Nottingham Road and Hallam Fields Road by the end of March 2019. These improvements would, in combination with phases 1 and 2, provide a high

quality towpath available to cyclists linking Cotmanhay, Ilkeston Rail Station and the town centre with National Cycle Network Route 67 and the Nutbrook Trail. The upgrade of the route would also support future aspirations for new housing and employment growth at the proposed Stanton Regeneration Site by improving its connectivity to Ilkeston town centre and the new railway station by sustainable travel modes.

The total cost of Phase 3 (£275,000) is based on the cost of the two previous phases of towpath upgrades. The CRT has retained a £39,000 underspend in its accounts from the earlier phases of towpath upgrades and can therefore proceed if the County Council (as scheme promoter) makes available a further £236,000 from its LGF allocation. To confirm, the realignment of LGF monies in this way is permissible under the terms of the LGF offer letter. The Council's contribution would be fixed and, in exchange, the CRT would deliver the specified scheme using approved contributions and would retain responsibility for future maintenance of the asset.

It is therefore recommended that Cabinet agrees the alignment of a total of £236,000 additional LGF grant funding to the project described above and delivered by the CRT.

(3) **Financial Considerations** As detailed within the report and within the scope of the LEP's offer letter.

(4) **Legal Considerations** The grant funding is for the provision of infrastructure improvements and, therefore, falls within the General Block Exemption Regulations (GBER) in relation to State Aid.

(5) **Property Considerations** All land and property affected by the proposed construction projects falls within either the adopted highway or land controlled by the County Council by Erewash Borough Council, (comprising a public right of way) or within the control of the CRT. Further reports will be brought to Cabinet in due course should land assembly or the undertaking of necessary agreements be required.

(6) **Transport Considerations** The Derbyshire Local Transport Plan supports the development of town-wide pedestrian and cycling networks. Improved pedestrian and cycle connectivity in Chesterfield, Dronfield and Ilkeston will increase opportunities for local people to access work, local services and education and training. The proposals support the delivery of economic growth associated with new housing, employment and leisure development by seeking to manage travel demand by prioritising walking and cycling improvements within the early build-out period of new development. Temporary closures of Bridleway No 9 and the Erewash Canal towpath will be required to enable the works to be implemented with due regard for public safety.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health and social value considerations.

(8) **Key Decision** Yes.

(9) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(10) **Background Papers** Held on file within the Economy, Transport and Environment Department. Officer contact details - Jim Seymour, extension 38557.

(11) **OFFICER'S RECOMMENDATIONS** That Cabinet approves:

- 11.1 The addition of three cycle routes, as part of Ilkeston Gateway proposals, to the Capital Programme to ensure agreed outputs for sustainable transport can be met as set out previously in Table 1 of the report and shown on the map in Appendix 1.
- 11.2 To a total additional allocation of £236,000 from the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) Sustainable Travel Programme to the Canal and Rivers Trust for a third phase of upgrades to the Erewash Canal towpath between A609 Nottingham Road and Hallam Fields Road.

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