

Agenda Item No. 6(e)

DERBYSHIRE COUNTY COUNCIL

CABINET

11 October 2018

Report of the Strategic Director – Economy, Transport and Environment

**INVESTMENT STRATEGY AND ACCEPTANCE OF GRANT FOR A61
GROWTH CORRIDOR (HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE)**

(1) **Purpose of Report** To seek Cabinet approval of the Investment Strategy for the A61 Growth Corridor and acceptance of Derby, Derbyshire, Nottingham, Nottinghamshire Local Enterprise Partnership (D2N2 LEP) pre-compliance grant funding to support preparation and implementation of this Strategy.

(2) **Information and Analysis** Cabinet has received a number of past reports regarding the proposed Strategy for the 'A61 Growth Corridor' through Chesterfield and North East Derbyshire. The intention of this Strategy has been twofold: the acceleration of land-use development at a number of key sites along the Corridor; and the introduction of measures to help mitigate the highway impacts of this development, including an improvement of the A61 Whittington Moor roundabout junction. The sites intended to receive direct investment (through enabling infrastructure) as set out in the original Strategy were The Avenue at Wingerworth, the Wagon Works site in northern Chesterfield and Egstow Park on the former Biwater site at Clay Cross.

The Strategy has attracted a provisional offer of £12.8 million grant funding from the D2N2 LEP Local Growth Fund (LGF). A further £3.2 million is available, again provisionally, for an improvement scheme at the Whittington Moor roundabout which comprises one of the key junctions on the corridor. These funds would be supplemented by other resources, including significant Section 106 contributions (from major developments) and Local Transport Plan (LTP) funding. Confirmation of the LGF to be drawn down over the period up to 2020-21 is through a process governed by D2N2s Local Assurance Framework (LAF). Essentially, this requires business cases to be presented that are compliant with HM Treasury's Green Book, demonstrating that the projects are deliverable and are addressing key issues.

Cabinet is being asked to consider a separate (exempt) report at this meeting regarding the legal orders required to assemble land and make alterations to

the highway for The Avenue new access and link road. Separately, at the meeting on 11 October 2018, the Cabinet Member for Highways, Transport and Infrastructure will consider a report regarding proposals for Whittington Moor.

Summary of Proposals

2.1 Revised A61 Growth Corridor Strategy

At its meeting of 13 December 2016, Cabinet agreed to review the original Strategy for the A61 Growth Corridor following Government's announcement of its preferred High Speed 2 (HS2) route and proposal for HS2 rail services stopping at Chesterfield rail station (Minute No. 388/16 refers). The benefit of this approach is that the A61 Growth Corridor Investment Strategy can be embedded within the context of a wider investment programme for the North Derbyshire Growth Zone (NDGZ), enabling other funding opportunities, (including Housing Infrastructure Fund), to be maximised for the Chesterfield Station Masterplan and Staveley Regeneration Route.

2.2 Enabling Infrastructure

The original outline business case for the Corridor anticipated bringing forward: 2,190 new jobs and 1,380 new homes through direct investment to enable development at three sites; and further supporting a total of 5,000 new jobs and 3,500 new homes through a wider transport strategy. To meet the requirements of the D2N2 LAF, funded projects are also required to demonstrate that public sector intervention is necessary to ensure deliveries; they represent good value for money; and are considered deliverable before March 2021 (the deadline for LGF grant funding).

The three development sites identified in the original A61 Corridor Strategy have been reassessed along with two others emerging from the HS2 announcement; the Chesterfield Station Masterplan and Phase 1 of the Chesterfield to Staveley Regeneration Route.

In assessing the deliverability of key sites within the A61 Strategy, it is considered the following two sites meet the specified criteria:

- New A61 access and link road to enable delivery of 653 new homes and 798 new jobs on development sites within the southern part of The Avenue major development site.
- New Hollis Lane link and remodelling of the Lordsmill roundabout to improve access to Chesterfield Rail Station and deliver 438 new homes and 440 new jobs within the Chesterfield Station Masterplan area.

Cabinet should note that the overall magnitude of jobs and homes estimated to be enabled by infrastructure is marginally fewer than those stated in the original A61 strategy. However, this is offset by an overall increased growth

potential of up to 7,000 new jobs and 5,500 new homes along this part of the A61 which is being supported by improved network reliability and resilience (as agreed at the LEPs Infrastructure and Investment Board (IIB)).

Proposals in and around Chesterfield form the first of the five projects within the A61 Growth Corridor. It is made up of three elements: the Station, Hollis Lane and Lordsmill roundabout.

a) Chesterfield Station Masterplan (HS2 Growth Strategy)

Following the Government's announcement that HS2 services would call at Chesterfield Rail Station by 2033, Derbyshire County Council has worked closely with Chesterfield Borough Council (CBC) officers have been working with CBC and other partners, including Network Rail, to develop plans to maximise economic growth within close proximity to the rail station. These plans are designed to create a vibrant gateway for visitors to the town and for onward journeys to other areas of Derbyshire and to support economic activity enabled by residential, commercial and infrastructure development close to the railway station. Initial masterplan proposals are currently being reviewed by a specialist consultant to finalise the proposals for CBC to ensure it fully reflects the magnitude of the opportunity presented by HS2 and has the ability to attract the types of jobs and homes based on anticipated market demand.

b) Hollis Lane Link Road

The development of the station masterplan has confirmed the importance of a new road within the station site. This would provide an alternative access to the railway station from the south of the town centre. It would also enable the railway station site to be redeveloped for mixed use development with hotel, multi-storey car park and public realm improvements to create an attractive visitor gateway. The new road, known as the Hollis Lane Link Road, has been a long standing aspiration within the Chesterfield Local Plan. Its inclusion within the heart of the Chesterfield station masterplan will be a major step forward in its deliverability.

c) Lordsmill Roundabout

It is anticipated the provision of the Hollis Lane Link Road would increase traffic around the existing A619/A632 Lordsmill roundabout. The Lordsmill roundabout is an existing congestion pinch-point and investment will be required to remodel this junction to increase its capacity. Remodelling of the junction would provide an opportunity to tackle existing traffic congestion and develop proposals to enhance the area as a gateway to the town, providing better facilities for pedestrians and cyclists. It is anticipated the junction would need to be signalised to enable it to be embedded in a wider urban traffic control system, as set out later in this report.

2.4 The Avenue New Access and Link Road

The Avenue forms the second major project of the A61 Corridor. The Avenue is one of several major brownfield sites located along the A61 Corridor, which collectively provide the capacity and magnitude to attract significant inward investment and regeneration within the NDGZ. A new A61 northern access to The Avenue is now in place and provides sufficient capacity for the first phase of development to be brought forward by Homes England, but with no capacity for other development. At its meeting on 13 December 2016, Cabinet approved the acceptance of D2N2 pre-compliance funding to assist with the development of proposals for a second, southern A61 access and link road (Minute No. 388/16 refers) in advance of acquiring land in private ownership to construct the new access. A separate report making recommendations on next steps is being considered at this Cabinet meeting (11 October 2018). Within the recommendations of this report, though, is one to accept a further £280,000 pre-compliance LGF grant funding to support a second phase of preparation and design to establish detailed proposals for the internal link road.

2.5 Transport Mitigation Strategy

Previous work undertaken by Mouchel Consulting identified (through joint work with CBC and North East Derbyshire District Council (NEDDC)) two key investments strands that are now forming a 'Transport Mitigation Strategy' to improve network resilience and reliability. The Transport Mitigation Strategy is also compatible with the Government's Clean Growth Strategy (2017) by seeking a shift to low carbon transport modes. The Strategy is made up of two key projects:

a) 21st Century Transport Corridor

The 21st Century Transport Corridor project seeks to embrace innovation and technology to improve the transport network to create a platform for growth within the NDGZ. The project is largely focussed around implementation of an urban traffic control (UTC) system with coverage across Chesterfield and the A61 Corridor. UTC is a more intelligent approach to managing traffic and providing information to transport users and can help ensure data is shared freely, enabling the Council to identify appropriate interventions to keep traffic moving. Appendix 1 of this report sets out target dates for completion of the key stages of delivery. A further report will be brought to Cabinet to agree transport technology solutions in due course.

b) Standard Gauge for Sustainable Travel

The second project within the Mitigation Strategy is the Standard Gauge project. This seeks to establish high quality walking and cycling routes along the length of the A61 Corridor by completing a strategic route between the Sheepbridge area north of Chesterfield, and The Avenue development site to the south of Chesterfield. Over the past few years, the Council has invested significantly in extending a route along the A61 Corridor through its LTP

allocations and funding secured from external sources, not least the recent opening of the Chesterfield Rail Station route. Two principal gaps remain, however. A new route and upgrade to an existing route, together with implementation of a comprehensive wayfinding system, are required to fill the gaps, help promote the cycle network and enable users to easily navigate their way to key destinations:

- Whittington Moor to Sheepbridge cycle route. A preliminary route alignment has been prepared which would provide a new cycle route within the western verge of the A61 Dronfield Bypass before crossing to the eastern side via the existing Sheepbridge underpass and continuing to Sheepbridge as a shared cycle path alongside the B6057 Sheffield Road.
- Upgrade of the shared cycle route between Hornsbridge roundabout and Storforth Lane. D2N2 LEP pre-compliance funding was drawn down in 2016-17 to complete Phase 1, alongside A61 Derby Road between Hornsbridge roundabout and the entrance to Rother Washlands. Pre-compliance funding has also enabled preparation and design of the continuation of this route across the Rother Washlands to connect to Storforth Lane. The design of this route is now almost complete and has involved developing proposals for the provision of a new River Rother Bridge. Discussions with CBC around the future maintenance of the route is ongoing and planning consent and Environment Agency consent for work in the floodplain has been secured.

2.6 A61 Whittington Moor Roundabout Improvement

The fifth and final project in the A61 Growth Corridor is the proposal for Whittington Moor roundabout. A separate report is to be considered by the Cabinet Member for Highways, Transport and Infrastructure on 11 October 2018 which will set out proposals for improvements going forward.

2.7 Summary of Revised A61 Growth Corridor Investment Strategy

Reports to Cabinet on 13 December 2016 have already approved the addition of The Avenue Southern Access, and the first phase of the Sustainable Travel to the Capital Programme (Minute No. 388/16 refers). The addition of the A61 Whittington Moor roundabout improvement to the Capital Programme was approved at the Cabinet Meeting on 7 December 2017 (Minute No. 358/17 refers). Table 1 below sets out a revised Investment Strategy for the A61, notes the proposed additions to the Capital Programme and reconfirms the retention of previously approved projects:

Table 1: A61 Growth Corridor Investment Strategy

Project	Cost Estimate
A61 Whittington Moor roundabout improvement (Retention to Capital Programme)	£4.86 million
Chesterfield Station Masterplan (HS2 Growth Strategy) (Proposed addition to the Capital Programme)	£4.76 million

<ul style="list-style-type: none"> • Hollis Lane Link Road • Lordsmill Roundabout remodelling 	
The Avenue, Wingerworth (Retention to Capital Programme) <ul style="list-style-type: none"> • New A61 roundabout and link road 	£4.60 million
21 st Century Transport Corridor (Proposed addition to the Capital Programme) <ul style="list-style-type: none"> • Sheepbridge junction improvements • A61/St Augustines Road junction improvement • Technological solutions, including bus real time information, urban traffic management system, variable message signs and car park guidance. 	£3.84 million
Standard Gauge for Sustainable Travel (Retention to Capital Programme) <ul style="list-style-type: none"> • Whittington Moor to Sheepbridge cycle route. • A61 Hornsbridge roundabout to Storforth Lane cycle route upgrade. • Wayfinding strategy. 	£2.80 million
Total	£20.86 million

3 Acceptance of Pre-compliance Funding

The D2N2 Assurance Framework enables early draw down of (pre-compliance) for the preparation and development of projects where there is good reason to do so. Cabinet should note that pre-compliance funding is drawn down at the promoter's risk and that it would be clawed back from the promoter (in this case the County Council) in the event that the associated projects do not subsequently receive D2N2 IIB approval.

At its meeting of 26 July 2018, the IIB approved an offer of £2.112 million pre-compliance funding to support design, land assembly and business case preparation across the A61 Growth Corridor programme, plus the implementation of 'early starts' ahead of business case submission during 2018-19 as follows:

- Chesterfield Station Masterplan £0.300 million. Preparation of design for Hollis Lane Link.
- Avenue Southern Access and Link Road £0.280 million. Preparation of Phase 2 design for the Avenue Link Road.
- 21st Century Transport Corridor £0.613m. Improvements to A61/St Augustines Road junction and the A61/Broombank Road/Sheepbridge Lane and B6050 Dunston Road/Sheepbridge Lane junctions in Chesterfield in readiness for integration into a UTC system, and to take advantage of an opportunity to procure a first phase of bus real time information screens in collaboration with the Derbyshire Highways Hub Advanced Real Time Information Project (DHHART).

- Standard Gauge for Sustainable Transport £0.919 million. Implementation of the Rother Washlands route so as to enable the route to be in place in readiness for the first homes to be occupied on The Avenue major development site. This funding would also support the completion of the design of the Whittington Moor to Sheepbridge cycle route and development of a cycle wayfinding strategy for the A61 Corridor.

This offer was made in response to an earlier officer application, (which noted that it was subject to Cabinet approval) to enable the Council to meet the D2N2 LEPs approved financial profile for the A61 Growth Corridor project. The acceptance of pre-compliance funding would mitigate the risk of drawing the required resources from the Council's own funding with consequent delays to agreed highways and transport programmes and would also avoid placing the project at risk of the overall LGF grant offer being withdrawn.

Target dates for completion of the key stages of delivery are set out in Appendix 1.

(3) **Financial Considerations** The A61 Growth Corridor Investment Strategy is estimated to total £20.860 million (gross budget), including allowances for design and construction. The report requests approval in principle to progress with the Investment Strategy and financial profile as set out in Table 2.

Table 2 Anticipated A61 Growth Corridor Financial Profile

Scheme Name	Total Cost (£m)		Spend Profile (£m)				
			2016-17	2017-18	2018-19	2019-20	2020-21
Chesterfield Station Masterplan	£4.760		-	-	£0.300	£0.550	£3.910
	LGF		-	-	£0.300	£0.550	£2.958
	Public		-	-	-	-	-
	Private		-	-	-	-	£0.952
Avenue Southern Access	£4.600		-	£0.172	£0.280	£2.150	£1.998
	LGF		-	£0.172	£0.280	£1.673	£1.555
	Public		-	-	-	-	-
	Private		-	-	-	£0.477	£0.443
21 st Century Transport Corridor	£3.840		-	-	£0.925	£1.415	£1.500
	LGF		-	-	£0.613	£1.209	£1.250
	Public		-	-	£0.050	£0.206	£0.250
	Private		-	-	£0.262	-	-
Standard Gauge for Sustainable Travel	£2.800		£0.300	£0.131	£1.119	£1.250	-
	LGF		£0.300	£0.028	£0.919	£0.993	-
	Public		-	£0.103	-	£0.257	-
	Private		-	-	£0.200	-	-
Total Cost Estimate		£16.000	£0.300	£0.303	£2.624	£5.365	£7.408
	LGF	£12.800	£0.300	£0.200	£2.112	£4.425	£5.763
	Public	£0.866	-	£0.103	£0.050	£0.463	£0.250
	Private	£2.334	-	-	£0.462	£0.477	£1.395

Cabinet should note that the estimated cost of the individual projects has been assembled through a broad feasibility assessment of potential costs and which will be subject to refinement during preparation and development of projects. The financial profile between 2016-17 and 2020-21 is compliant with the D2N2 LEPs overall financial commitments to provisionally approved LGF projects, and its commitment to Government through its Growth Deal. The financial profile has been set out in advance of formal approval of LGF grant and local contributions (e.g. from significant developer contributions).

Cabinet is requested to approve delegation to the Strategic Director for Economy, Transport and Environment to make necessary adjustments to the Investment Strategy and financial profile for the programme and individual projects where these can be contained within the overall gross budget and annual commitments as set out in Tables 1 and 2. Further reports will be brought to Cabinet where level of grants or local contributions secured is insufficient to deliver the full Investment Strategy.

Timescales and Programing

The £12.8 million D2N2 LGF grant allocations (excluding separate funding for Whittington Moor roundabout) are dependent on the approval of Stage 3 full business cases by IIB. The preparation, development and land assembly programmes set out in this report will enable the Council to prepare the required information for the submission of full business cases by the following dates agreed with the D2N2 LEP:

September 2019	A61 Avenue Southern Access, 21 st Century Transport Corridor and Standard Gauge for Sustainable Travel.
March 2020	Chesterfield Station Masterplan

The D2N2 LGF grant is required to be supported by a minimum £3.2 million local contribution from other local sources and is to be broadly shared between the Council's own resources and the private sector. As set out below, the preferred option is to maximise private sector funding for the local contribution, but there may be a requirement for the Council to underwrite a proportion of these in the short term to support cash flow and help ensure delivery.

The principal source of private sector funding is anticipated to be drawn from developer contributions in the form of Section 106 obligations or obligations to contribute to the provision of new development accesses. (The Council and developers are parties to Section 106 Agreements which are attached to otherwise unacceptable planning consents to make them acceptable in planning terms). Section 106 contributions totalling £1.963 million to the A61 Growth Corridor Investment Strategy have already been secured from various sites, not least from The Avenue major development site and there is a strong commitment from the county and district/borough councils to ensure that

further developer obligations are secured to minimise the use of the Council's own resources.

Cabinet should note that Section 106 obligations are usually paid in instalments at key stages during the construction of a development, known as trigger points. It can therefore take a number of years from the Section 106 being completed to the contributions being received by the Council and will not be paid if the development is not brought forward for any reason. This presents a risk to the Council, and the delivery of the Investment Strategy, if Section 106 contributions do not materialise as expected, or within the required timescales. Mitigation of these risks will be achieved by securing Section 106 obligations in excess of the required amount where possible. The Council may also be required to underwrite future developer contributions and clawback these contributions as development comes forward (now included in Agreements as a matter of course). Further reports will be brought to Cabinet where Council resources are required to underwrite developer contributions.

Where there is limited ability to attribute the anticipated benefits of the implementation of infrastructure to nearby developments, the Council would be expected to support LGF grant funding from its own resources. The Council has previously approved a £1.620 million local contribution to the A61 Corridor Growth Strategy from its 2018-19 LTP capital allocation (Minute No. 104/18 refers), together with allocations in previous years' capital programmes, towards the preparation and development of major infrastructure projects. Where necessary, any further local contributions required from the Council's LTP capital allocations will be brought to Cabinet for approval as part of the annual Economy, Transport and Environment Department's Service Plan capital programme.

(4) **Legal Considerations** Promoters of projects are required to satisfy the D2N2 LEP that each project complies with State Aid rules before a project is approved. The Director of Legal Services will provide advice on the application for State Aid rules for each project.

(5) **Environmental, Health, Social Value and Transport Considerations** The A61 Growth Strategy will help meet the D2N2 LEP target to create 55,000 jobs and 77,000 housing units across the region by 2033. It also supports the East Midlands HS2 Growth Strategy by seeking to maximise the economic and regeneration opportunities along the A61 Corridor and the wider NDGZ that the arrival of HS2 services calling at Chesterfield will bring.

The delivery of enabling infrastructure will bring back into use brownfield land that is currently largely unused or underused (e.g. for car parking). Local people will benefit from the creation of a significant number of new jobs through delivery of employment growth areas and accelerating the completion

of new housing to support growth, including delivery of more affordable homes.

Sustainable transport investment will provide better connectivity along the A61 Corridor and improve access by local residents' to jobs and services. A strategic north-south cycle route will improve connectivity to major employment and housing growth sites and will support the visitor economy by making Derbyshire a safer and more accessible place to visit. The value for money assessment for investment in cycle and walking infrastructure will consider the benefits of a more healthy and active workforce and shows support for improved productivity and reduced sickness absenteeism. Travel to work journeys in north-eastern Derbyshire are relatively self-contained which provides opportunities to create more sustainable and green communities with reduced reliance on the car, leading to reduced carbon emissions.

Improving transport connectivity and mitigating for increased travel demand can help reduce road casualties, increase physical activity, improve security, reduce community severance, improve journey quality and make travel.

(6) **Property Considerations** Property considerations for land assembly for The Avenue Southern Access and Link Road are subject to a separate (exempt) report being considered at this Cabinet meeting. Future reports will be required to approve land assembly for the Chesterfield Station Masterplan, and other projects as appropriate, undertaking necessary agreements and agreeing compensation packages with landowners.

Other Considerations

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

(7) **Key Decision** Yes.

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

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

(10) **OFFICER'S RECOMMENDATIONS** That Cabinet gives approval:

10.1 In principle, to implement the revised A61 Growth Corridor Investment Strategy and financial profile, as set out in Table 2 of this report, subject

to the provisional £12.8 million Local Growth Fund grant offer being approved by the Derby, Derbyshire, Nottingham, Nottinghamshire Local Enterprise Partnership (D2N2 LEP) and securing a minimum £3.2 million local contribution.

- 10.2 To the addition of the proposed Chesterfield Station Masterplan and 21st Century Transport corridor projects to the 2018-19 Capital Programme, and retention of The Avenue Southern Access, A61 Whittington Moor Roundabout improvement and Standard Gauge for Sustainable Travel Programme projects in the Capital Programme.
- 10.3 To the acceptance of £2.112 million pre-compliance grant funding from the D2N2 LEP for the projects listed in this report to support preparation and development, land assembly and business case preparation and implementation of 'early starts'.
- 10.4 To delegate authority to the Strategic Director - Economy, Transport and Environment to make necessary adjustments to the Investment Strategy and financial profile the A61 Growth Corridor Programme where these can be contained within the overall gross budget and annual commitments, as set out in Table 2.

Mike Ashworth
Strategic Director – Economy, Transport and Environment

Appendix 1 A61 Growth Corridor Investment Strategy: Proposed Delivery Timetables

Chesterfield Station Masterplan

Target dates for completion of the key stages of delivery for the Hollis Lane Link Road and Lordsmill roundabout remodelling is set out below. This programme is at risk if the Council cannot secure the required land or necessary agreements with Network Rail within these timescales:-

Table 1 Chesterfield Station Masterplan Delivery Programme

Delivery Stage	Target Completion Date
Preliminary design	31 December 2018
Detailed design	31 March 2019
Planning submission	28 February 2019
Land assembly	31 December 2019
Procurement	31 December 2019
Stage 3 business case	28 February 2020
Construction	31 March 2021

The Avenue New Access and Link Road

Delivery Programme

Target dates for completion of the key stages of delivery is set out below. This programme is at risk if the Council cannot secure the required land within these timescales:-

Table 2 Avenue Southern Access Delivery Programme

Delivery Stage	Target Completion Date
Phase 1 Preliminary design	Complete
Phase 1 Detailed design	Complete
Phase 1 Planning consent	20 September 2018
Phase 1 Land assembly	30 September 2019
Phase 2 Preliminary design	31 December 2018
Phase 2 Detailed design	31 May 2019
Phase 2 Planning consent	30 April 2019
Phase 2 Land Assembly	31 May 2019
Procurement	31 July 2019
Stage 3 business case	30 September 2019
Construction	31 March 2021

21st Century Transport Corridor

Delivery Programme

Target dates for completion of the key stages of delivery is set out below.

Table 3 21st Century Transport Corridor Delivery Programme

Delivery Stage	Target Completion Date
Design of transport technology proposals	July 2019
Design of A61/ St Augustines Road, Chesterfield	30 November 2018
Design of A61/ Broombank Road/ Sheepbridge Lane junction	31 November 2018
Design of B6050 Dunston Road/ Sheepbridge Lane junction	31 March 2019
Design of Phase 1 Real time bus information	31 December 2018
Construction of A61/ St Augustines Road, Chesterfield	31 March 2019
Construction of A61/ Broombank Road/ Sheepbridge Lane junction	31 March 2019
Implementation of Phase 1 Real time information	31 March 2019
Stage 3 business case	30 September 2019
Implementation of transport technology proposals	31 March 2021

Standard Gauge for Sustainable Travel

Delivery Programme

Target dates for completion of the key stages of delivery is set out below.

Table 4 Standard Gauge for Sustainable Travel Delivery Programme

Delivery Stage	Target Date for Completion
Phase 1 Derby Road route	Complete
Rother Washlands route design	30 September 2018
Whittington Moor to Sheepbridge design	31 July 2019
Wayfinding strategy design	31 July 2019
Rother Washlands route construction	31 March 2019
Stage 3 business case	30 September 2019
Whittington Moor to Sheepbridge construction	31 March 2020
Wayfinding strategy implementation	31 March 2020