

**DERBYSHIRE COUNTY COUNCIL**

**CABINET MEETING**

**18 June 2013**

Report of the Acting Strategic Director – Environmental Services

**LOCAL TRANSPORT BODY – DEVOLVING MAJOR  
TRANSPORT SCHEMES (JOBS, ECONOMY AND TRANSPORT)**

(1) **Purpose of the Report** To advise Cabinet of the latest position on the establishment of local transport bodies and to seek approval for the Derbyshire priority schemes to be considered for submission to the Department for Transport (DfT) for funding in 2015-19.

(2) **Information and Analysis** Proposals from Government to improve local control over the funding and delivery of major transport schemes have been reported previously to Cabinet on 22 January 2013 (Minute No. 3/13 refers). Government intentions are to improve local influence over the delivery of major schemes (those over £2 million), and local transport bodies (LTBs) are proposed to administer the funding and manage the programme. The financial resources will be in place from 2015-16 but LTBs are now being set up in order to establish a programme of schemes and oversee their development.

The new LTBs are aligned to Local Enterprise Partnerships (LEPs). In Derbyshire, there is an overlap between the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) LEP and the Sheffield City Region LEP, which means that the corresponding LTBs will also overlap. Funding in the overlapped area – covering North East Derbyshire District, Chesterfield Borough, Bolsover District and Derbyshire Dales District - is split 50/50 between each of the two LTBs.

Over the four-year period 2015-16 to 2018-19, the D2N2 LTB is advised that it is likely to receive £46.8 million. There is no ring-fencing to individual authorities within this total and the allocation must be based upon the business case for individual schemes, irrespective of location. The nominal Derbyshire 'share' of the total, though, would be £15.32 million including the 50/50 split for the four overlapping districts and boroughs. For the Sheffield City Region LTB, the indicative total available is £37.3 million with a nominal Derbyshire share of £3.34 million to cover the overlapping area.

## **The D2N2 LTB**

The D2N2 Infrastructure Group, comprising directors of highways and transport services, has drawn up a draft Assurance Framework for the LTB. This establishes a governing board with direct (voting) representation for the following:

- Derby City Council (two members)
- Derbyshire County Council (two members)
- Nottingham City Council (two members)
- Nottinghamshire County Council (two members)
- Derbyshire district and borough councils (one member)
- Nottinghamshire district and borough councils (one member)
- D2N2 LEP
- Sheffield City Region LEP

The Board will not be fully constituted until the draft Assurance Framework has been confirmed by the Secretary of State as being fit for purpose. The LTB is still awaiting comments from the DfT on this document which will need formal ratification by the Board when it first meets. It is expected that an agreed Assurance Framework will be available at the time of this Cabinet Meeting. A 'shadow board' is proposed in the meantime, in order to ensure early progress towards establishing a programme of schemes, which is expected to be in place by the end of July 2013. The shadow board will meet in June to approve the Assurance Framework and later in July to agree the final list of prioritised schemes.

The Assurance Framework proposes that candidate schemes are assessed against their deliverability within the 2015-19 period and, primarily, their impact upon jobs and growth. As secondary measures, their contribution to carbon reduction and equitable distribution of benefits across the area will also be considered. The Framework will provide detailed procedures for scheme prioritisation, ensuring consistency in developing business cases, independent audit of scheme appraisals and providing a robust scoring system.

The Board, as the decision-making body, is supported by an Infrastructure Group comprising the directors of highways and transport services of the individual local authorities. The Infrastructure Group acts as the principal advisor to the Board and has established a Prioritisation Working Group of officers to advise on the selection of projects.

## **Sheffield City Region Combined Authority and LTB**

A Combined Authority is being created to cover the City Region and there is already an Infrastructure Board in place to administer the Sheffield City Region Infrastructure Fund (SCRIF). This will be extended to include representation from Derbyshire and Nottinghamshire County Councils and

D2N2 LEP. However, the Board has already taken decisions on the criteria to be used for scheme selection and has assembled a list of schemes for consideration.

### **Scheme Selection for the D2N2 Area**

Each LTB is required to submit their preliminary programmes for funding to the DfT by the end of July 2013. Officers at the County Council have been assessing a long list of possible schemes against the criteria set out in the draft Assurance Framework. The first major selection criterion considered was deliverability, as the funding must be spent within the time period of 2015 to 2019 and the schemes themselves have to require a minimum of £2 million major scheme funding plus a local contribution of at least 20%. Each scheme has also been assessed using the DfT's Early Assessment and Sifting Tool (EAST), which places a priority on value for money and economic benefits, among other attributes.

A pool of six schemes has been identified as the most suitable Derbyshire schemes that satisfy the funding criteria and the LTB's selection process. These six schemes, as described in Appendix 1, will be considered in greater detail alongside scheme pools from partner authorities in the LTB to determine which schemes will be advised to the DfT for funding using the devolved budget. Schemes will be prioritised on the basis of their performance primarily against economic criteria, but also taking into account carbon emissions and socio-distributional impacts.

(3) **Financial Considerations** Any scheme in Derbyshire that is supported by the LTB major schemes funding will require a contribution from Local Transport Plan capital funds of at least 20% of the overall project cost. Any cost overrun on the project would have to be met by the County Council; the LTB contribution is capped at the sum determined by the Board and as advised to DfT.

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

(4) **Key Decision** Yes.

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

(6) **Background Papers** Guidance on the Assurance Framework, scheme selection and other aspects of major scheme funding. Officer contact details - Jim Seymour, extension 38557.

(7) **OFFICER'S RECOMMENDATIONS** That Cabinet:

- 7.1 Approves the six schemes to be put forward for consideration in developing the Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) programme of major schemes for 2015-19.
- 7.2 Authorises the Cabinet Member for Jobs, Economy and Transport to agree the final D2N2 schemes, following assessment using the Assurance Framework for consideration by the Shadow Board of the Local Transport Body.

**Mike Ashworth**  
**Acting Strategic Director – Environmental Services**

## Appendix 1

The six schemes selected for further consideration by the Prioritisation Working Group and approval by the Infrastructure Group are detailed below, in no particular order:

### **A61 – A617 Avenue Link Road**

**£6million**

The site of the former Avenue Coking Plant, lying next to the A61 south of Chesterfield, is planned as a major redevelopment consisting of around 1,100 houses, together with business and retail premises. The redevelopment creates the opportunity to build the A61-A617 Avenue Link Road that would reduce traffic levels, congestion and delays on the main A61 arterial route through the town and provide improved access to the M1 for this and other nearby planned developments.

### **Gamesley Railway Station**

**£5million**

The Gamesley Estate has the highest level of unemployment in the High Peak Borough and low levels of car ownership. The busy Glossop to Manchester railway line runs next to the estate and a new station would provide improved access to employment and education opportunities in Greater Manchester and neighbouring towns. The Pennine Bridleway National Trail passes next to the proposed site of the station, enabling sustainable access to the rail services from Gamesley and surrounding settlements such as Hadfield, Simmondley and Charlesworth.

### **Seymour Link**

**£7million**

The Markham Vale Enterprise Zone lies adjacent to junction 29A of the M1 motorway and the site is a priority for D2N2 and the Sheffield City Region. While considerable areas of the site have been developed, construction of the Seymour Link would open up a further 33 hectares of the former Seymour Colliery site, bringing forward investment to create around 141,500m<sup>2</sup> of new industrial space, creating around 3,000 new jobs on site and within the wider economy, helping to boost employment opportunities in an area with one of the highest unemployment levels in the County.

### **White Peak Loop Cycle Network**

**£2.5 million**

The popular Monsal Trail multi-user route has seen a huge increase in users since the tunnels on the former railway were opened up to walkers, cyclists and horse riders. The White Peak Loop seeks to extend this facility north to Buxton and south to Matlock and Cromford, where the extended trail will link in to the existing greenway network, which includes the Tissington Trail and the High Peak Trail. This would create a 40 mile circuit linking into the Peak District National Park, the Derwent Valley World Heritage Site and the major towns of Buxton and Matlock, creating opportunities for local economy, sustainable access and healthy lifestyles.

**Whittington Moor Roundabout****£4.5million**

Whittington Moor roundabout lies on the A61 strategic route to the north of Chesterfield. The route itself, and this junction in particular, suffer from severe congestion and delay at peak times and has a poor accident record from high traffic speeds and conflict. The improvements would improve the capacity and operation of the roundabout, creating the conditions that will support a number of significant developments along and adjacent to the A61 corridor in the town and aiding housing and employment opportunities.

**A514 Woodville-Swadlincote Regeneration Route**

Decline of mining and heavy industries to the south Swadlincote have left behind large areas of brownfield sites. Unemployment in the town is similar to the Derbyshire average while the surrounding district has the highest growing population in the County. Local redevelopment sites to the south of the town that will provide housing and employment opportunities currently have poor connectivity to the strategic highway network, and this link will create better access and provide traffic relief to the town centre.