

Agenda Item No. 6 (h)

DERBYSHIRE COUNTY COUNCIL

CABINET

5 April 2018

Report of the Strategic Director – Economy, Transport and Environment

**DERBYSHIRE HIGHWAYS HUB ADVANCED REAL TIME INFORMATION
PROJECT (HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

(1) Purpose of Report To:

- (i) Accept the Department for Transport (DfT) National Productivity Investment Fund (NPIF) grant of £2.45m.
- (ii) Add the Derbyshire Highways Hub Advanced Real Time Information (DHART) project to the capital programme.
- (iii) Seek approval to access the Nottinghamshire County Council (NCC) procurement framework to purchase electronic real time information (RTI) bus stop information displays and the Crown Commercial Service (CCS) Traffic Management Technology 2 (TMT2) Framework Agreement for both the NPIF DHART Project and the A61Growth Corridor Project.

(2) Information and Analysis

**Background
NPIF (DHART)**

The DfT launched the NPIF for the Local Road Network in April 2017 and the deadline for the submission of bids was 30 June 2017.

The scope of the NPIF for the Local Road Network was intended to promote or facilitate:

- Easing congestion and provide upgrades on important national, regional or local routes.
- Unlocking economic and job creation opportunities.
- Delivering new housing developments.

The DfT was particularly interested in receiving technology based bids that:

- Avoided the unlocking of latent demand.

- Improved the efficiency of the existing space allocated to transport.
- Used smart technology to ease congestion and provided a service to road users.

The primary aim of the funding bid that was submitted was focussed on providing information in real time to road and public transport users in order for them to make informed decisions regarding travel and, hence, reduce congestion.

The geographic area that was the focus of the project was the area bounded by the A52, A38 and M1 and is a key travel to work area for Derby, Nottingham and Ilkeston. The area contains significant centres of commercial activity and an area likely to experience significant housing growth and, hence, increased pressure on the highway network.

At key locations, roadside infrastructure such as Variable Message Signs (VMS), RTI at bus stops will be installed. In addition, the plan will be to upgrade key assets to increase network efficiency and to provide bus priority to ease congestion and increase network reliability.

The project will also require back office systems to be upgraded to provide the necessary tools to help manage the initiative and to ensure that the Highways Hub is at the centre of the communications with the road user and key stakeholders, such as the bus operators, both now and in a more connected and autonomous future. This will require the Council to join the Service Level Agreement to manage the back office aspect of the RTI system.

In October 2017, the DfT confirmed that the County Council had been successful in its bid for funding from the NPIF for its DHART project. The grant award of £2.45m will be available from April 2018 and requires local contributions of £1m which will be funded from the Local Transport Plan (LTP) grants over the two year delivery period for the project.

A61 Growth Corridor

Derbyshire County Council, working in collaboration with partners North East Derbyshire District Council and Chesterfield Borough Council, has secured £12.8m grant funding for the A61 Growth Corridor as part of the D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Growth Deal. This grant is supported by a minimum £3.2m local contribution, sourced predominantly from developer contributions. (Project Gross total £16m). Part of the grant conditions is for the Project to be delivered by April 2021. The project is primarily focussed on the A61 Corridor between Sheepbridge to the north of Chesterfield and Clay Cross to the south. The strategy for the A61 Growth Corridor also recognises the close association and influence between the corridor and other parts of the North East Derbyshire Zone, including the town

centre, the railway and M1 motorway and recognises that solutions may not necessarily be confined to the corridor.

A key aspect in delivering the strategy for the corridor is the deployment of effective technology to assist in maximising the current road network, managing congestion, journey time predictability and RTI to the road user, together with ensuring the appropriate communications and back office systems are deployed to help inform both the County Council's management and the road user.

For both projects, funding will support a number of initiatives including:

- Real time passenger information for key bus corridors - A successful bus RTI system already operates in Derby, Nottingham and Nottinghamshire. This provides electronic signs at over 2,000 bus stops. These count down in minutes until the arrival of the bus and provide an opportunity to display more general information to bus users. Implementation of DHART and the A61 Growth Corridor will extend coverage of the scheme to include communities in eastern Derbyshire. For the DHART project, it is envisaged that around 130 bus stops in Derbyshire, at an estimated cost of approximately £320,000 will be covered by RTI. Additional locations on A61 Growth Corridor will be identified as part of the development of the various work packages. These will focus on the more heavily used stops where they will be of most value to passengers.
- VMS at key locations.
- A central control system, appropriate communication systems and infrastructure to aid in the effective traffic management in both project areas.
- Bus punctuality improvements at appropriate locations.
- The implementation of a pre-emptive traffic management system covering the DHART project area following on from the trial undertaken as part of the DfT's collaborative intelligent transport systems demonstrator funding as approved at the 14 March 2017 Cabinet meeting (Minute No. 96/17 refers). This aims to provide real time network condition information to the roadside or in vehicle in order that road users can make informed travel decisions thus helping to alleviate congestion and increase the efficiency of existing roadspace.

Approval to access both the CCS TMT2 and the NCC frameworks will help to facilitate the delivery of the above initiatives in the timeframes stated, whilst reducing the work required to procure the relevant goods and services, thus reducing project risk and making more effective use of resources.

Utilising the NCC RTI framework will enable the Council to deliver a connected, seamless regional system which is more cost effective than

procuring a standalone service delivery model and the existing partners have welcomed Derbyshire's participation in this wider scheme.

NCC has an established procurement framework to purchase the roadside electronic displays which is open to other local authorities, including Derbyshire. Using this framework contract and the associated Nottingham City Council service level agreement will ensure the most efficient use of resources and a consistent regional approach, benefiting both passengers and bus operators and will also help to reduce future maintenance costs.

A business case for the use of the CCSTMT2 framework and the NCC RTI framework has been submitted to the Director of Finance and ICT and the Director of Legal Services.

(3) **Financial Considerations** The NPIF DHART Project will be funded from a £2.45 million DfT grant, together with a local contribution of £0.5 million from each of the 2018-19 and 2019-20 LTP grants. These amounts will be identified within the programme of schemes to be approved for each of these LTPs.

For the RTI goods and services, bulk purchase through the NCC framework is expected to achieve a 15% saving, compared to buying independent at the current price, which is considered to be more favourable than could be achieved through negotiation based on current prices:

DHART

- Further work to develop the work packages around bus punctuality measures and appropriate back office systems will provide a more detailed breakdown of costs, however, the overall spend utilising both the NCC and CCS TMT2 framework will be a maximum £3.1 million on the DHART project.

A61 Growth Corridor – At this stage, the budget for each of the proposed initiatives has not been finalised. However, it is envisaged that a maximum of £4m of funding will be available to develop appropriate technology interventions to deliver the A61 Growth Corridor Strategy. It is likely that it will prove desirable to utilise both the NCC and CCS TMT2 frameworks to procure the relevant goods and services. Call-off under the NCC framework, will be by way of direct award and call-off under the CCS TMT2 framework, will be the subject of a mini-competition.

(4) **Legal Considerations** The County Council is already named in the NCC framework and the CCS TMT2 framework is nationally available. The Director of Legal Services considers that the use of the framework is in accordance with the Council's Financial Regulations.

(5) **Social Value Considerations** This project will provide a range of tools for the Council to be more proactive in managing the highways network, resulting in a network that is less congested with all the associated benefits, including reduced and more reliable journey times, reduced health impacts that in turn have positive economic benefits.

Bus services are a major employer in Derbyshire and rely on other businesses in Derbyshire to help run their operations (e.g. vehicle maintenance). The introduction of RTI displays encourage more people to use buses as they give people confidence that the bus is on its way. Bus services are particularly important in providing access to services for younger and older people.

The Council is working with its currently contracted consultant, AECOM, based in Chesterfield, and it is proposed that local companies will be employed, where possible, to support this project.

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, property and transport considerations.

(6) **Key Decision** Yes.

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

(8) **Background Papers** Held within the Economy, Transport and Environment Department. Officer contract details – Chris Hegarty, extension 36721 / Neill Bennett extension 38659

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

- 9.1 Authorises the Strategic Director – Economy, Transport and Environment to accept the National Productivity Investment Fund (NPIF) grant of £2.45m.
- 9.2 Approves the addition of the £2.45m for the Derbyshire Highways Hub Advanced Real Time Information (DHART) project to the Capital Programme.
- 9.3 Approves the virement of £0.5m of funds from each of the Local Transport Plans 2018-19 and 2019-20 as each becomes available.
- 9.4 Approves the use of the Nottinghamshire County Council framework for both the NPIF DHART and the A61 Growth Corridor projects to deliver

work in accordance with Protocol 2A of the Council's Financial Regulations up to a value limit of £0.6m.

- 9.5 Approves the use of the Crown Commercial Service Traffic Management Technology 2 Framework contract, for both the NPIF DHART Project and the A61 Growth Corridor Project, in accordance with Protocol 2A of the Council's Financial Regulations up to a value limit of £7m.

Mike Ashworth
Strategic Director – Economy, Transport and Environment