

Agenda Item No. 7(I)

DERBYSHIRE COUNTY COUNCIL

CABINET

22 September 2015

Report of the Strategic Director – Economy, Transport and Environment

**SOUTHERN DERBY INTEGRATED TRANSPORT LINK (HIGHWAYS,
TRANSPORT AND INFRASTRUCTURE)**

- (1) **Purpose of Report** To seek Cabinet approval for the County Council to play a role in the governance of work to prepare a major infrastructure project in support of land-use planning and regeneration priorities, and to approve, in principle, some initial financial support.
- (2) **Information and Analysis** At its meeting of 26 May 2015, Cabinet considered a report into projects already approved or with the potential to fall within Growth Deal programmes, and approved the carrying out of preparatory work on some of these (Minute No. 200/15 refers). To re-cap, the Growth Deal initiative has been the Government's principal response to Lord Heseltine's "No Stone Unturned" report which made recommendations aimed at stabilising the economy, creating the conditions for growth and maximising the performance of the UK. A commitment of a minimum of £2 billion over six years has been made, with each Local Enterprise Partnership entering into its own Growth Deal with Government.

Those Derbyshire projects with confirmed funding to date through the Sheffield City Region and/or Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) Growth Deals are:

- A61 Growth Corridor
- A61 Whittington Moor Roundabout
- Seymour Link Road, Markham Vale
- D2N2 Sustainable Transport Programme (Chesterfield and Ilkeston)
- Ashbourne Airfield
- Drakelow Park
- Buxton Crescent and Thermal Spa
- Chesterfield Waterside
- Chesterfield Centre for Higher Level Skills
- Chesterfield Northern Gateway
- High-Speed Broadband (subject to funding becoming available from underspends).

Good progress has been made on these projects, with the business cases for both the Seymour Link Road and High-Speed Broadband being approved by the D2N2 Infrastructure and Investment Board at its meeting on 10 August 2015. This allows them to receive firm funding offers.

At its meeting of 26 May 2015, Cabinet approved the carrying out of preparatory work on Ashbourne Airfield, and also on further projects with strong potential to be added to Growth Deal programmes; these are Mill Lane (Avenue Site, Wingerworth), Peak Resort cycling links and the Woodville-Swadlincote Regeneration Route (Minute No. 200/15 refers). It was also reported to Cabinet that, in due course, there would be further projects which the County Council and partners would wish to see delivered. One of these has been the subject of recent discussion at officer level with Derby City and South Derbyshire District Councils, and is outlined below:

As Cabinet will be aware, local planning authorities have a statutory duty to cooperate in the preparation of their plans, and coordinate much of this through defined Housing Market Areas (HMAs). The Derby HMA comprises the areas of Derby City, Amber Valley and South Derbyshire, and the respective Councils, together with the County Council, work in partnership to ensure that the needs of the area are met. This work covers the supply of sufficient sites for housing and economic development, and also the planning of whatever infrastructure is required to accommodate this development. A traffic and transport model covering the whole Derby HMA area allows the testing of possible 'mitigation' measures to establish which are most effective at minimising the impacts of development on transport networks and local communities.

This work has established that, in association with significant development in the south of Derby City, but also those areas of South Derbyshire adjacent to the City, there is a need for a new section of road. The purpose of this is to provide direct access to sites allocated for development, but also to facilitate the most efficient movement of people and goods to and from the City Centre, the A50 Trunk Road and other key corridors. This is, in terms of both infrastructure and regeneration, an extension of the City's Infinity Park project which is already underway and eligible for Growth Deal support.

The proposed road will be important for this movement of cars and for logistics associated with new development, but also for the movement of buses and for walking and cycling. Its title of 'Southern Derby Integrated Transport Link' (SDITL) reflects this range of functions. An indicative route alignment is shown on the attached plan. A new junction on the A50 Trunk Road and a rail station at Sinfen are identified as potential future additions to the mitigation package (but neither would represent alternatives to the provision of SDITL).

The provision of the road will certainly draw down private sector contributions but will also require public funding, if the associated developments are to be economically viable. As it facilitates substantial employment and housing development, it is a good fit with D2N2 Growth Deal selection criteria and appears to have a strong business case. It does, though, require significant preparation work in order to be ready to deliver and to complete the assurance procedures required ahead of the receipt of public funding. This is complicated by the fact that the road would be almost entirely within Derbyshire but is of equal, if not greater, strategic importance to Derby City. It is, though, a reflection of the strengthening working relationships under the Derby and Derbyshire (D2) Joint Committee for Economic Prosperity that the City Council is now expected to make a firm commitment of officer resources to project management.

Initial work on the project will involve setting up a governance structure so that tasks and accountability are identified and, once this is in place, there will need to be discussion and agreement over resource requirements. Clearly, it will be important for the County Council to fulfil its own duty to cooperate through offering appropriate support, not least the officers or Members who will sit on identified project boards and working groups. Subsequent tasks will be to work towards the design, costing and risk assessment of the scheme, securing planning consent and land assembly, plus the consultation required in support of all of these. Whilst final scheme costs will, of course, only emerge from this process, there is no doubt that should there appear to be a good prospect of Growth Deal funding, there will need to be a commitment of resources to preparation, which could be substantial. The work will need to be closely aligned with the Trent Valley Vision and in liaison with the Lowland Derbyshire and Nottinghamshire Local Nature Partnership.

It is expected that Government will, during the autumn of 2015, invite LEPs to submit proposals for projects to be added to Growth Deal programmes. In anticipation of this, work has been underway on a 'single assessment framework' to be used for the selection of projects by the D2N2 area. This is to be approved by both the D2 and Nottingham and Nottinghamshire (N2) Joint Committees for Economic Prosperity, and by the D2N2 Infrastructure and Investment Board. Once in place, it will serve as the selection methodology for all projects, irrespective of which body is promoting them. It will also allow promoters to carry out early self-assessment of potential projects in order to determine which have the strongest business case.

As this work is yet to be concluded, it is not possible to determine where SDITL will be placed within a list of D2N2 priorities. It does, though, link closely to the delivery of significant numbers of jobs and houses, and can be expected to perform well against the assessment criteria. Irrespective of this, the importance of the scheme to land-use planning for both Derby City and South Derbyshire District Councils is such that even if it were not successful in

attracting Growth Deal grant, an alternative funding source would need to be identified. The authorities are therefore keen to proceed with its preparation, hence the anticipated commitment of resources at this stage from the City Council. It is also the case that a firm programme for scheme design, securing land assembly and planning consent will assist the case for Growth Deal support.

At this stage, the only direct request made of the County Council is to confirm its willingness to work with partners on the early preparation of SDITL. This will initially involve the commitment of officer time to work on project governance and the establishment of roles, responsibilities and a project development plan. It is likely that this early work will result in a proposal for the establishment of some form of steering group at elected member level, and it is recommended that Cabinet, at this stage, authorises the Cabinet Member - Highways, Transport and Infrastructure to represent the County Council or to delegate as appropriate. Whilst this work will need to precede any significant activity on the assessment of scheme options, it would be helpful for approval to be given to a limited financial contribution to early consultancy work. It is recommended that up to £25,000 be allocated for this purpose. Any further commitments in the form of resources for design, planning consent and land assembly will be brought to Cabinet in due course.

(3) **Financial Considerations** The approved Economy, Transport and Environment Department Service Plan 2015-16 includes a budget of £500,000 (Scheme 02 08 01) for development of Growth Deal projects and a contribution towards construction. This will be the source of a short-term financial contribution to the preparation of the SDITL should this be agreed with partners.

(4) **Property Considerations** The SDITL has no fixed alignment but will certainly require land currently outside the control of the public sector partners. Part of the early preparation work to be carried out would be to establish the exact requirements and acquisition process.

Other Considerations

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 and transport considerations.

(5) **Key Decision** No.

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

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

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

- 8.1 Notes the intention of Derby City and South Derbyshire District Councils to initiate preparation work for the Southern Derby Integrated Transport Link and agrees to the participation of the County Council.
- 8.2 Authorises the Cabinet Member - Highways, Transport and Infrastructure to ensure appropriate representation for the County Council on governance structures associated with the scheme.
- 8.3 Approves an initial financial contribution of up to £25,000 towards early consultancy work.
- 8.4 Notes that a further report will be submitted to Cabinet in due course concerning the identification of additional resources for scheme preparation.

Mike Ashworth
Strategic Director – Economy, Transport and Environment

