

DERBYSHIRE COUNTY COUNCIL

CABINET

26 July 2016

Report of the Strategic Director – Economy, Transport and Communities

D2N2 SUSTAINABLE TRAVEL PROGRAMME PROJECTS (HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)

(1) **Purpose of Report** To seek Cabinet approval in principle to the County Council as scheme promoter to receive grant funding, select a package of cycling and walking infrastructure improvements in Ilkeston and Dronfield and add these projects to the Capital Programme to enable preparatory work to commence.

(2) **Information and Analysis** At its meeting of 26 May 2015, Cabinet considered a report about potential projects in Derbyshire which will directly benefit from Growth Deal fund being coordinated through the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) Local Enterprise Partnership (LEP). Cabinet will be aware that the D2N2 Growth Deal allocates £5.8 million towards a Sustainable Travel Programme across the area in recognition of the importance of cycling and walking investment in supporting sustainable economic growth, accessing housing, creating new jobs and improving health and well-being.

At its meeting of 27 October 2014, the D2N2 Local Transport Board (LTB) (now superseded by the D2N2 Infrastructure and Investment Board (IIB), provisionally allocated D2N2 Sustainable Travel Programme grant funding to several projects located across the four D2N2 local authority areas. Two of these are Derbyshire projects; Ilkeston Gateway (£1.35m) and Inspiring Sustainable Growth and Connectivity in Chesterfield and surrounding areas (£0.750m). The Local Growth Fund is available from this financial year to 2018-19, but is only confirmed as part of the annual Growth Deal offer to D2N2.

Cabinet's attention is drawn to the fact that the former LTB agreed an allocation of funding to individual projects rather than to their promoters; the significance of this is that should the County Council now wish to consider alternative projects, this will require the consideration of the new IIB which could, if it also wished, allocate the money to projects outside Derbyshire which would be at liberty to allocate to projects outside of Derbyshire if it so wished. It is therefore recommended that the funding, once confirmed,

remains allocated to the original proposals, as set out in this report to ensure that Derbyshire, its economy and its residents continue to benefit

Sustrans (the charity enabling people to travel smarter) has been commissioned by the D2N2 LEP to carry out a value for money assessment of the D2N2 Sustainable Travel Programme to ensure requirements of the LEP's Assurance Framework are met. The Sustrans commission is funded by the Department for Transport to also provide intelligence about potential economic outcomes from cycling and walking investment to support future funding decisions.

Cabinet is requested to agree, in principle, for cycling and walking infrastructure proposals to be supported by the Local Growth Fund in Ilkeston and Dronfield to enable Sustrans to carry out a value for money assessment ready for submission to the D2N2 IIB in autumn 2016. It is also requested for these proposals to be added to the Capital Programme to enable design and preparatory work to be carried out in readiness for implementation from 2017.

Ilkeston Gateway

At its meeting of 3 November 2015, Cabinet considered a report to approve the provision of financial support for the first phase of the Ilkeston Gateway project to the Canal and Rivers Trust (C&RT) to upgrade a section of the Erewash Canal towpath (Minute No. 380/15 refers). This upgrade is now complete and provides a high-standard, off-road walking and cycling route from Awsworth Road south to Potter's Lock, and will soon provide connections to the town's new railway station, once this is complete.

Cabinet will recall from the previous report that the 'Ilkeston Gateway', as a concept, has been developed by Erewash Borough Council into a Supplementary Planning Document (SPD), adopted in March 2015. The SPD includes a broader package of access and connectivity improvement projects to maximise the significant transport and regeneration benefits from the construction of the new railway station and encourage travel alternatives to assist Ilkeston in accommodating the impacts of additional development.

Some of the projects contained within the SPD will be delivered through the changes in station design already reported to Cabinet. Other improvements identified within the SPD will need to be delivered separately and over the longer term through a range of resources, including developer contributions. These include improvements within the highway, notably an aspiration to reduce traffic on Coronation Road and Station Road.

The SPD also includes several improvements to walking and cycling networks. These networks have been assessed using Sustrans' Geographical Information System (GIS) based Route Assessment and Evaluation (RATE) tool and show a good potential for increasing walking and cycling and should deliver good economic outcomes. Intelligence drawn from the 2011 Census,

suggests that the networks and improvements contained in the SPD could offer genuine alternative modes of travel to a large population e.g. 57% of Ilkeston residents currently travel less than 10km to work. The new railway station will also offer opportunities for residents to walk and cycle as part of longer journeys. The C&RT has also supplied monitoring information for other locations on its local network which shows good levels of usage commensurate with other off-road infrastructure around the County in both urban and rural locations. It is therefore considered appropriate that the SPD cycling and walking networks form the basis of the £1.35 million Growth Deal project.

One of the SPD proposals extends enhancements to the Erewash Canal towpath and further increases its role as an important green infrastructure asset, from Cotmanhay in the north to Larklands in the south of Ilkeston. This will involve a range of measures including re-surfacing, demarcation, safety enhancements and the undertaking of associated works such as bank strengthening. It would also improve local connectivity to the potential Stanton Ironworks major redevelopment site and potential opening of the iconic Bennerley Viaduct as a walking and cycling route, which is being pursued separately, with Sustrans leading bids for funding.

The C&RT will need to carry out preliminary design to prepare more detailed costs if the County Council, as scheme promoter, agrees in principle to the inclusion of the towpath upgrades as a key component of the Growth Deal package. Following notification of a successful D2N2 IIB value for money assessment, a further report will be brought to Cabinet to agree:

- a fixed Growth Deal contribution to the C&RT for the delivery of a specified scheme (C&RT would retain responsibility for future maintenance of the asset), and;
- C&RT mechanisms for procuring a contractor for construction services.

The remainder of the SPD proposals are to improve east-west connectivity between the new railway station, the town centre and existing off-road networks. These proposals involve a range of measures within the highway, including new toucan crossings (which allow both pedestrians and cyclists to cross safely), upgrades of existing puffin crossings to toucan crossings, new on-road cycle routes, widening of footways to allow shared off-road walking and cycling use, and route signing and wayfinding. It is recommended that Cabinet gives its approval in principle for these cycle and walking enhancements within the highway to also form a key component of the Growth Deal package of measures for Ilkeston Gateway, and to add the project to the capital programme to enable preparatory work to commence.

Inspiring Sustainable Growth and Connectivity (Chesterfield and surrounding areas)

Since 2011, the County Council has supported delivery of a strategic cycling/pedestrians network for Chesterfield and surrounding areas developed through a collaborative exercise between public bodies and user groups. The County Council has supported improvements to complete sections of this network with significant allocations from its annual Local Transport Plan programme, as well as securing additional resources from the Government's Local Sustainable Transport Fund (via a Sustrans-led project to improve sustainable access to railway stations).

The focus for recent improvements to cycle and walking infrastructure in Chesterfield and surrounding areas has been the creation of a north-south shared route along the A61 corridor connecting key destinations such as the railway station, Chesterfield College, retail areas, as well as planned major housing and employment growth sites.

Officers within the Economy, Transport and Communities Department are working closely with Chesterfield Borough Council, North East Derbyshire District Council, Bolsover District Council, Chesterfield Cycle Campaign, Transition Chesterfield and Sustrans to develop further proposals for the Chesterfield Strategic Cycle Network to identify key interventions that would assist with sustainable employment and housing growth in Chesterfield and its wider surrounding hinterland, and to support growth in the visitor economy sector.

A number of these proposals are located along the A61 corridor and will be brought to Cabinet separately during autumn 2016 to consider their inclusion in an investment plan associated with a separate allocation of Local Growth Fund for the A61 Growth Corridor Strategy. Several other cycle and walking interventions, such as connections to Markham Vale, Chesterfield Royal Hospital and Bolsover, and upgrades along Chatsworth Road have also been identified as possible future proposals. However, these proposals are not recommended to Cabinet for Local Growth Deal funding at this stage because they either require the purchase of land, which is unlikely to be secured within the grant timescales, or that the proposals have potential to be secured as part of new housing or employment developments.

A need for cycling and walking routes in Dronfield has been established in association with an emerging regeneration framework being developed by North East Derbyshire District Council for the town. The framework will be adopted as part of the District Council's Local Plan in due course, and will set out broad proposals to support regeneration, building on the town's existing assets, such as the railway station and Callywhite Lane Industrial Estate, and the economic growth potential from the planned Peak Resort leisure and health development on Dronfield's doorstep.

Public consultation and collaboration with stakeholders on proposals for the regeneration framework has identified priority cycle linkages such as an east-west route connecting the town centre, residential neighbourhoods, the railway station and Callywhite Lane Industrial Estate; southern connections to residential neighbourhoods and the proposed Peak Resort and onwards to Chesterfield town centre. These routes would provide an opportunity to maximise the significant transport and regeneration benefits from enhanced town centre connectivity. With regard to Peak Resort, this project has now completed assurance processes to draw down Sheffield City Region funding, an element of which (£150,000) may be available for improvement of trails outside the site, in addition to D2N2 funding. These would connect directly to the proposed Dronfield networks and could be incorporated within the same construction programme.

It is anticipated that a network of shared use routes for walking and cycling can be delivered either within highway boundaries or on land in public ownership. It is therefore recommended that Cabinet gives its approval, in principle, for Dronfield cycle and walking linkages to form the basis of the £0.750m Local Growth Fund for the Inspiring Sustainable Growth and Connectivity project, possibly supplemented by £150,000 of Sheffield City Region funding for specific improvements relating to Peak Resort, and to add the project to the capital programme to enable preparatory work to commence.

(3) **Financial Considerations** The former Economy, Transport and Environmental Department Service Plan 2015-16 included a budget of £500,000 (Scheme 02-08-01) for the preparation and development of future transport projects. Costs incurred in the preparation of projects listed in this report can be met from this budget.

The Service Plan 2015-16 also included local contributions to both these projects; Scheme 02-02-01 £0.350m, as a local contribution to the Inspiring Sustainable Growth and Connectivity project, and Scheme 02-02-02 £0.350m to the Ilkeston Gateway project.

(4) **Legal Considerations** Should Cabinet agree to the recommendation of this report and a successful D2N2 IIB value for money assessment is completed, a further report will be brought to Cabinet to seek agreements with the C&RT over the release of funding in exchange for commitment to deliver the upgrades to the C&RT.

(5) **Equality and Diversity, and Health considerations** A health and equality and diversity impact assessment will be carried out alongside the development of the proposals to ensure any potential detrimental impacts are identified and mitigated where possible. Overall, the proposals will make a significant positive contribution to health and well-being and will provide more affordable and easy access to jobs and community facilities.

(6) **Property Considerations** It is anticipated that all land and property affected by the proposed construction projects fall within the highway or within the control of public sector partners, including the C&RT. Further reports will be brought to Cabinet in due course, should land assembly or the undertaking of necessary agreements be required.

(7) **Social Value Considerations** Packages of cycling and walking infrastructure measures in Ilkeston and Dronfield will provide better connectivity and improve access to jobs and services. Sustainable travel networks will improve connectivity to support the delivery of new housing and employment growth sites, and develop a thriving tourism sector to support the creation of new jobs in the local economy.

A more healthy and active workforce will support improved productivity and reduced sickness absenteeism. Travel to work journeys in north-eastern Derbyshire and Ilkeston 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.

(8) **Transport considerations** The Derbyshire Local Transport Plan supports the development of town-wide cycling and walking networks. Improved walking and cycling connectivity in 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 with the early build out period of new development.

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

(9) **Key Decision** Yes.

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

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

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

12.1 Agrees, in principle, to the acceptance of potential D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire) Growth Deal and Sheffield City Region grants towards the implementation of a package

of cycling and walking infrastructure measures in Ilkeston and Dronfield, as set out in the report.

- 12.2 Authorises the addition of these projects to the Council's Capital Programme and for preparatory work to be undertaken to develop the proposals.
- 12.3 Authorises costs incurred against the preparation of schemes to be met from the Economy, Transport and Environment Department's Service Plan 2015-16.
- 12.4 Notes that a further report will be submitted to Cabinet in due course confirming Growth Deal allocations to these projects and agreeing mechanisms with the Canal and Rivers Trust for delivery of any towpath upgrades.

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