

DERBYSHIRE COUNTY COUNCIL

CABINET MEETING

26 September 2012

Report of the Strategic Director – Environmental Services

**OFFER OF GRANT FUNDING FOR CYCLE ACCESS TO
CHESTERFIELD RAIL STATION (HIGHWAYS AND
TRANSPORT)**

(1) **Purpose of the Report** To advise Cabinet of an offer of grant funding which would help to provide one of the key elements of Chesterfield's strategic cycling network; to seek approval in principle to the acceptance of the grant and to local contributions; and to agree arrangements for the administration of the project over its duration.

(2) **Information and Analysis** At its meeting of 11 October 2011, Cabinet received a report into two projects which had been submitted without success to the Local Sustainable Transport Fund (LSTF) administered by the Department for Transport (DfT). One of these was for the delivery of cycling trails linking Matlock and Buxton, and the other for a package of measures focussed on Chesterfield. Both of these were thought to be a good fit with LSTF objectives of boosting local economies and cutting carbon emissions, and it was very disappointing that both were refused support. No more direct applications from the County Council can be made to the LSTF unless further funding rounds are announced. A further opportunity has, though, now arisen to take advantage of this fund as part of a joint project, subject to agreement that local contributions can be made.

A successful submission has been made for LSTF support for "Access to Stations", led by Bedford Borough Council in association with sustainable transport charity Sustrans. This involves a number of different schemes around the country aimed at removing barriers to cycling to and from rail stations. From their involvement in the definition and delivery of Chesterfield's strategic cycling network, local Sustrans representatives were aware of the potential for the inclusion of a key link to Chesterfield station and were able to facilitate its inclusion in the proposal. The scheme would put in place a new link which, as shown on Figure 1, would connect existing and proposed routes through Queens Park and along the Hipper Valley with others north of the rail station. It would provide a connection between several cycle route sections which have been created over recent years without the need to pass through

the town centre, as well as opening up opportunities for cycle access to retail and leisure facilities. This represents what must be regarded as the most important section of the strategic network still to be completed, and LSTF support would enable this to be completed sooner than would otherwise have been possible.

Grant funding totalling £525,100 is available from LSTF over the period up to 31 March 2015. In order to draw upon this, it is necessary to demonstrate that local contributions will be made. The total cost of the project is estimated, at this stage, to be £1 million, providing a continuous off-road link between the station and the Ravenside retail park. The local contribution of just under half of the total would require a similar commitment of resources to that which is taking place at present on local cycling networks but, because this falls into future financial years, it has not yet been considered as part of the Service Plan approval process. The project would be managed by the County Council and delivered as part of its own capital schemes programme, with the grant funding available to be claimed against incurred costs.

Integrated Transport block allocations for the years 2013-14 and 2014-15, which are the principal source of funding for transport network improvements, have now been agreed by Government. The allocation for 2013-14 is the same as for 2012-13 at £4.824 million and increases to £6.784 million in 2014-15 although it should be noted that the separate maintenance block reduces by a similar amount. These grants are not ring-fenced and are, therefore, still subject to Council approval. At this stage, it is difficult to be certain when the largest contribution to the Chesterfield station scheme would fall because a considerable amount of preparatory work is required to secure access to land and consent to work on or alongside the railway. It is recommended, though, in order to allow these processes to begin, that local contributions are met from 2013-14 budgets.

In order to secure the grant funding available, which would allow project management and design work to be advanced, the County Council needs to confirm to its partners in the project that it will be able to make the local contributions to guarantee its delivery. Cabinet is therefore requested to confirm its agreement, in advance of the Service Plan refresh for 2013-14, that local contributions to the Access to Stations project can be met from Integrated Transport capital allocations. Cabinet is also requested to agree, in principle, the acceptance of grant funding from LSTF and that the Cabinet Member - Highways and Transport should be authorised to deal with matters relating to the administration of the project, other than local capital contributions, over its duration.

(3) Financial and Human Resources Considerations Any immediate staff or financial inputs to the Access to Stations project can be met through existing resources.

(4) **Property Considerations** There are no property considerations associated with this report.

In preparing this report the relevance of the following factors have been considered: legal, prevention of crime and disorder, equality and diversity, 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** Report to Cabinet on 11 October 2011, "Sustainable Transport Projects" (Minute No. 290/11 refers). Officer contact details - Jim Seymour, extension 38557.

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

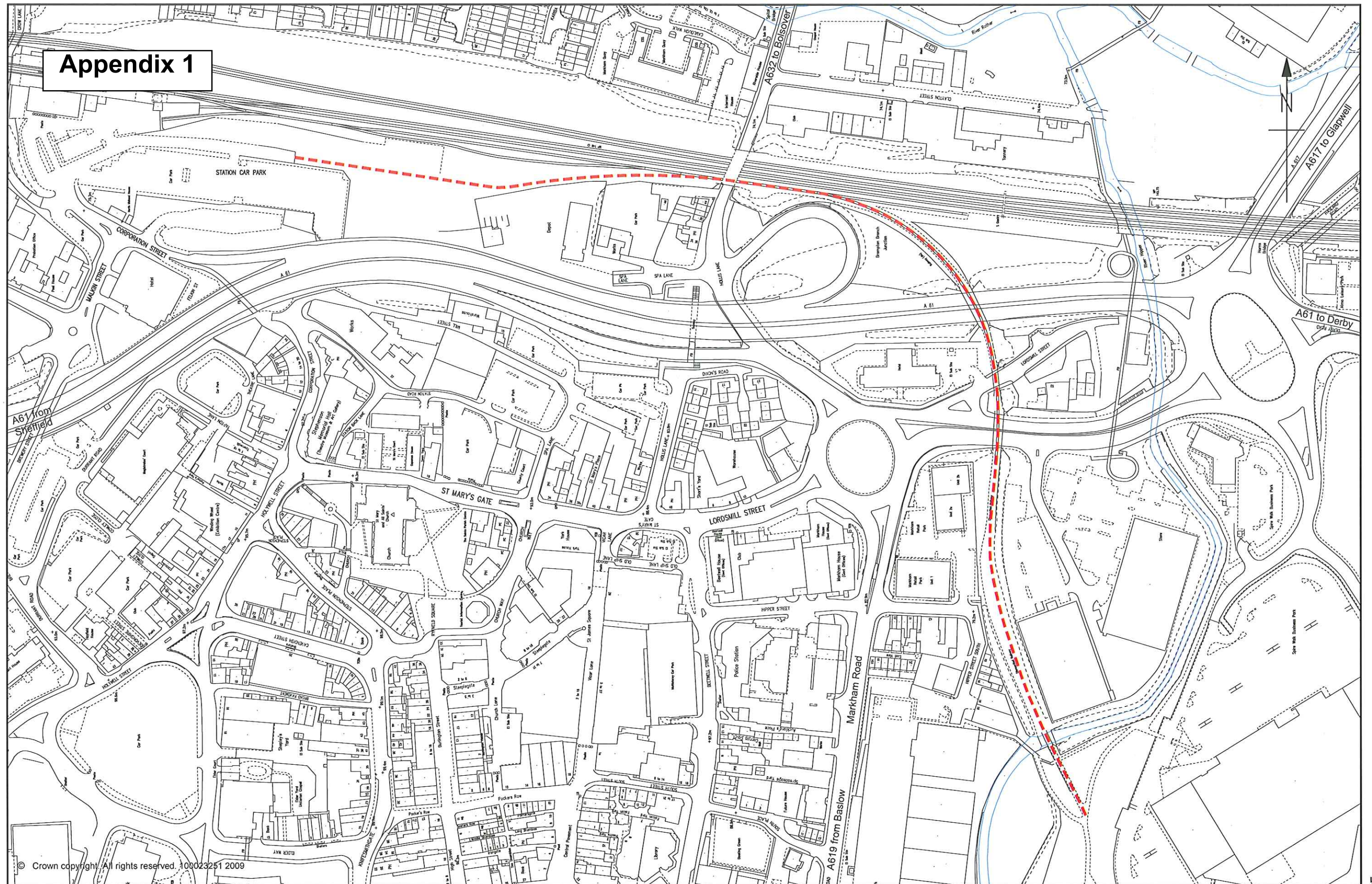
8.1 Agrees, in advance of the Service Plan refresh for 2013-14, that local contributions of up to £0.5 million to the Access to Stations project can be met from Integrated Transport capital allocations.

8.2 Agrees in principle to the receipt of grant from the Local Sustainable Transport Fund.

8.3 Authorises the Cabinet Member - Highways and Transport to deal with matters relating to the administration of the Access to Stations project, other than local capital contributions, over its duration.

Ian Stephenson
Strategic Director – Environmental Services

Appendix 1



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IAN STEPHENSON
Strategic Director—Environmental Services

**DERBYSHIRE
CONSULTING
ENGINEERS**



PROJECT TITLE

CHESTERFIELD CYCLE NETWORK

SKETCH TITLE

ROUTE TO RAILWAY STATION

DRAWN

N. Clemson

Date

24 Nov 2009

DCE Project
Reference No.

93001

Sketch
Number

93001/SK/12

SCALE

1:2500

XREFS:

ORIGINAL DRAWING SIZE 420 x 297 (A3)

COMPUTER REFERENCE