

D2N2 INFRASTRUCTURE AND INVESTMENT BOARD (IIB)

2nd December 2016

A61 Corridor

1.0 Background

In February 2015 DCLG awarded D2N2 Grant Funding to deliver the approved schemes on the Local Growth Fund (LGF).

The LGF comprises of 36 schemes and runs until March 2021.

In March 2015 D2N2 and Derbyshire County Council issued the LGF Local Assurance Framework which sets out the procedures for managing and approving projects.

In April 2015 D2N2 appointed Derbyshire County Council as the Accountable body to administer the Local Assurance Framework.

2.0 Scheme Overview

The A61 Corridor project is due to be completed over the next five years and is made up of several phases. The first phase is to provide sustainable infrastructure along the A61 South of Chesterfield Town Centre. This forms part of a broader strategy to help mitigate the impacts of land use development along a constrained corridor which is already subject to significant levels of congestion. This first phase will deliver:

- A61 Derby Road cycle infrastructure
- Rother Washlands Gateway public realm
- A61 Alma traffic signal upgrade/bus/cycling/walking
- 1st element of A61 cycle wayfinding strategy

The cost of Phase 1 is £325,000 and is funded as follows:

D2N2 LGF	£300,000
Derbyshire County Council	£25,000
Total	£325,000

The promoter has formally requested a pre-compliance grant for Phase 2 of the project. Phase 2 includes the continuation of the sustainable transport across land outside of the highway and also the provision of a second principal access to the Avenue site. This phase needs design and preparation works and land assembly of which this funding will go towards. It is then requested that the promoter be compliant with stage 2 of the Local Assurance Framework within 12 months for the rest of this project.

The request for pre-compliance funding for phase 2 is £200,000

3.0 Approvals

No planning permission is required for Phase 1 of the project. The A61 Strategy has been approved by Derbyshire County Council's Cabinet on the 24th March 2015.

4.0 Procurement

Works on phase 1 will be delivered using Derbyshire County Councils in house All Roads team.

5.0 State Aid

The promoter has confirmed that the project is State Aid compliant..

6.0 Business Case

The business case has been forwarded to Regeneris and at the time of writing this report the Value for Money (VFM) report has not yet been completed. Any approval given will be on the basis that the project reports good VFM.

7.0 Delivery Programme

Derby Road	Start of works w/c 9/1/2017 Completion of works w/c 4/2/2017
Alma crossing and bus detection	Start of works w/c 20/2/2017 Completion of works w/c 6/3/2017
Rother Gateway and signing strategy	Start of works w/c 20/2/2017 Completion of works 6/3/2017

8.0 Outputs and Outcomes

-0.67km upgraded cycle and walking route, including 0.3km full segregation between pedestrians and cyclists and four junctions improved to alter priority for traffic approaching the A61 at side road junctions to give-way to pedestrians and cyclists.

-One upgraded traffic controlled junction to include technology for providing priority to buses, future proofed in readiness for introduction of urban traffic management control, and enhanced crossing facilities fully connected to segregated routes.

-One new cycle and walking gateway with enhanced public realm.

-Comprehensive signing strategy to assist user interpretation for seamless journeys.

9.0 Spending profile

For phase 1 £300,000 2016/17

Pre-compliance grant funding £200,000 2016/17

10.0 Local Assurance Framework

Stage 1 approval was granted on the 17th October 2016 and a Business Case was submitted in line with Stage 2 of the approval process. The Accountable Body and D2N2 have assessed the Business Case submission and approval is recommended subject to the project achieving a good VFM report.

The IIB are asked to approve the project and release funding for Phase 1 subject to the project achieving a good VFM report.

The IIB are also asked to approve the release of £200, 000 of pre compliance funding for Phase 2 of the project

The promoter will come to a future IIB to request funding for the further phases.

Sarah Wainwright, Accountable Body, Derbyshire County Council
Tom Goshawk, D2N2 LEP

Local Assurance Framework

Stage 2 Approval Check List:

<p>1. A Value for Money assessment carried out in accordance with the Local Assurance Framework and concluding that the project overall provides at least a good value for money score</p>	<p>A Value for Money assessment has not been completed at the time of writing this report.</p>
<p>2. Evidence supporting the need for the project and the how the outputs in the Business Case will be delivered/guaranteed. This will also include evidence identifying when the outputs will be delivered.</p>	<p>This project is to be delivered in phases. The first phase is the sustainable transport infrastructure along the A61 south of Chesterfield town centre. This forms a broader strategy to help mitigate the impacts of land use development along a constrained corridor which is already subject to significant levels of congestion. The Growth Corridor Strategy looks to introduce a number of measures to help the A61 south of Horns Bridge accommodate existing demand for travel and that is to be generated by new development, specifically phase one will incorporate:</p> <ul style="list-style-type: none"> -measures to assist bus transit -collection and distribution to users of real time information (on car park occupancy, travel times by mode etc) -demand management through an uplift in the quality of pedestrian and cycle routes <p>The outputs for Phase 1 are:</p> <ul style="list-style-type: none"> -0.67km upgraded cycle and walking route, including 0.3km full segregation between cyclists and cyclists. -four junction improvements for pedestrians and cyclists

	<ul style="list-style-type: none"> -one upgraded traffic controlled junction -one new cycle and walking gateway with enhanced public realm -New comprehensive signing strategy <p>The total cost of phase 1 is £325,000 which is funded as follows: LGF £300,000 Derbyshire County Council through Derbyshire Local Transport Plan capital programme £25,000</p>
3. A statement confirming that the funds are in place and that adequate safeguards have been taken in regards to any cost over-runs. Examples of this could be confirmation that contingency has been secured for the project and/or that all risk have been passed to the contractor/developer.	The promoter has confirmed that funds are in place and they will be responsible for any cost overruns.
4. A statement confirming that the project is State Aid compliant.	The promoter has confirmed that the project is State Aid compliant.
5. Full design and specification to RIBA Stage 4 (if applicable)	The scheme is fully designed, RIBA specifications do not apply to highways schemes
6. A detailed Business case submitted by the Section 151 officer, Finance Director or Chief Executive Officer.	The business case has been authorised by the S151 officer.
7. Confirmation that all Planning consents and other consents in relation to the delivery of the project have	Planning permission is not required for this first phase of works.

been granted. The promoter is also required to confirm that all pre-commencement conditions have been met along with details regarding how and when the remaining planning conditions will be discharged.	
8. A statement from the promoter confirming how the project aligns with the LEP'S sustainability and local procurement framework (if applicable)	The promoter has confirmed it carries all its work out under an Environment Policy and operates Environmental Management Systems covering highway works dealing with the sourcing and re-use of materials.
9. Confirmation that all funding is approved and in place to deliver the project along with written confirmation from the other funders confirming the funds are agreed and available.	Confirmation that all funding is in place has been provided
10. Confirmation that a delivery contract is in place (JCT or equivalent) and confirmation of how cost/programme overruns to be managed. The LEP will require promoters to either confirm that any cost over-runs are the risk of the developer or additional funds have been set aside.	Work is to be undertaken internally by the All Roads service which is part of Derbyshire County Council.
11. All land assets purchased and vacant possession obtained (if applicable)	All works will be done within the Highway
12. Value for Money report carried out by a suitably	A Value for Money assessment has not been completed at the

<p>qualified and experience professional with at least a 'Good' score. The LEP and the Accountable body will seek confirmation on the conclusions of the report from external consultants.</p>	<p>time of writing this report.</p>
<p>13. How the risks will be managed?</p>	<p>Several risks and mitigations have been identified.</p>