

MINUTES of a meeting of the **D2N2 INFRASTRUCTURE AND INVESTMENT BOARD** held on 28 July 2017 at County Hall, Matlock.

PRESENT

Councillor B Lewis (Derbyshire County Council)

Councillor J Clarke (Gedling Borough Council), Councillor D Davis (Ashfield District Council), Councillor C Hart (Erewash Borough Council), Councillor T King (Derbyshire County Council), Councillor M Rawson Derby City Council), P Richardson (D2N2 LEP) and Councillor S Webster (Nottingham City Council).

Also in Attendance – J Battye (Derbyshire County Council), S Birkinshaw (Erewash Borough Council), D Gartside (Derby City Council), T Goshawk (D2N2 LEP), C Henning (Nottingham City Council), K Hopkinson (D2N2 LEP), N McCoy-Brown (Nottinghamshire County Council), J Seymour (Derbyshire County Council), S Wainwright (Derbyshire County Council), A Westray-Chapman (Bolsover and North East Derbyshire District Councils), V Wheelwright (Cities and Local Growth) and C Williams (Derby City Council).

Apologies for absence were submitted on behalf of Councillor J Collins (Nottingham City Council), Councillor K Cutts (Nottinghamshire County Council), P Gadsby (D2N2 LEP), D Ralph (D2N2 LEP) and Councillor A Syrett (Bolsover and North East Derbyshire District Councils).

36/17 MINUTES RESOLVED to confirm the minutes of the meeting of the Board held on 30 June 2017.

37/17 PROJECT UPDATES AND HIGH RISK PROJECTS A project update was attached as an Appendix to the report for the Board's information.

Detailed updates were presented relating to the Infinity Park and Our City Our Rivers projects. It was noted that both these projects required re-profiling as the project outcomes differed from those originally agreed by the Board. There was strong challenge from members of the Board regarding the need to ensure robust performance monitoring and reporting of individual projects and the overall LGF programme. The Board requested that regular highlight reports be provided to the programme manager for all projects and that escalation reports were received based on those projects causing concern. Progress against planned outputs would be closely monitored at the Board. To assist with this, it was agreed that a standard update template be developed. It was also proposed that the Derbyshire County Council Scrutiny Section be asked to undertake work on monitoring of outputs.

RESOLVED to (1) note the report;

(2) present reports re-profiling the Infinity Park and Our City, Our River projects to a future Board meeting;

(3) receive regular highlight reports for all projects and escalation reports on those projects causing concern;

(4) develop a standard update template for re-profiling projects; and

(5) agree that the appropriate Derbyshire County Council Improvement and Scrutiny Committee undertake a review of the monitoring of project outputs.

38/17 LOCAL GROWTH FUND TO 2020-21 D2N2 had been successful in attracting £250.7m to deliver a range of infrastructure projects many of which were either completed or on-going, further details of which were presented, including estimated spend profiles to 2020-21.

LGF 3 was announced in March 2017 and details of these projects are also presented. Based on the profiles provided by promoters (of which five were still to be received), an underspend of £9.62m for 2017-18 was anticipated. This underspend assumed that all profiles were met on LGF 1 and 2 projects and that new projects in LGF 3 were approved and work was progressed to evidence spend by 31 March 2018. In 2016-17 the project was underspent by £10.8m and this had been profiled to be returned to the programme by 2018-19.

It was noted that the LEP were meeting with the Government in the near future regarding funding arrangements and it was unclear what the outcome would be. Work would be undertaken on new projects and how they should be assessed but it was clear that the LEP/IIB needed to be better prepared in the future. The LEP would discuss the position with Council Leaders with a view to developing a five year programme.

RESOLVED to (1) note the report; and

(2) monitor the budget position on a monthly basis, taking action on ensuring delivery and spend in line with profiles as required.

39/17 QUARTER 1 2017-18 MONITORING OUTPUTS Local Growth Fund payments totally £7,750,771 were made to promoters in quarter 1 of 2017-18. A summary of the output forecast and actuals was presented.

For Quarter 1, only 36% of the job target was met, 190 new homes delivered and 107 new learners. Overall for the Local Growth Fund, only 30% of the job target had been met and 33% of the housing target. From the projects which had targets this quarter the promoters had provided an update as set out below:

Infinity Park	No further update provided
Seymour Link	Delays with completing legal agreements with private sector businesses had and would result in delays for the delivery of outputs (jobs). The BILSTEIN Ferdinand building was completed but was in the fit-out stage, 5 employees had been recruited but larger numbers would be recruited during the summer.
Bulwell Market	There had been problems with collecting data by the promoter. Further data was due to be provided next quarter.

Our City Our River had reported this quarter 93 jobs had been delivered which was an update from their output target which was missed in quarter 4 of 2016-17. Some projects had delivered outputs earlier than forecast namely:

- Ada Lovelace House had delivered 5 jobs in quarter 1. Within a month of completion, 3 out of the 7 offices had been let which meant they had met their jobs target for the end of 2018-19 within their first quarter.
- Chesterfield Centre for Higher Level Skills had reported 21.8 FTE jobs this quarter which was being reported earlier than expected. They had a target of 15FTE's in quarter 2 of 2017/18.
- A46 Corridor-Employment Units were reporting a higher than expected housing figure, they had a target of 100 homes in quarter 4 of 2016-17, but reported a nil return at the time. The information had now been provided by the third party and Rushcliffe Borough Council had reported there were 190 new homes.
- The Institute for Advanced Manufacturing had delivered 6 jobs in quarter 1 and their forecast was 5.
- Medicity had delivered 12 jobs from a company which had moved into the new facility in quarter 1 and their forecast was 5.

RESOLVED to note the report.

40/17 A52 WYVERN TRANSPORT IMPROVEMENTS The A52 was a regionally important road that, in the vicinity of the Wyvern junctions, was used by 72,790 vehicles on an average weekday, including around 760 local buses. It provided a major link between Derby city centre, the strategic road network and the M1 and Nottingham. The A52 Wyvern junction was a major interchange providing the main access to Pride Park and an alternative route to the city centre.

Problems with existing traffic congestion on the A52 in the vicinity of the Wyvern junctions had been a network management concern since 2000. Congestion affected the strategic road network, including the A52 (Trunk) and Raynesway A5111. Existing congestion was constraining growth of strategic

employment and housing sites and, if left unmanaged, would further impact on the adjacent strategic road network. Without the scheme, traffic generated by development of the Derby Triangle site could not be accommodated. Traffic growth generated by housing allocations in and adjacent to the city, would either divert onto other, less appropriate routes, or extend existing queue lengths.

The project would reduce traffic congestion and improve safety on the A52 and Wyvern by providing additional capacity on the A52 and the off slip into Wyvern from the A52. A new signalised Wyvern Way junction with Derwent Parade would better manage traffic into and out of Pride Park and Wyvern. The widening of Wyvern Way would accommodate additional trips generated by the development of Derby Triangle site. A signalised network, including Pullman Road and The Sidings junctions with Wyvern Way, would manage traffic flow through Wyvern and provide drivers accessing the retail facilities with a controlled opportunity to join the main carriageway. The works would include:

- Extra lanes and a 50mph speed limit on the A52, near the Wyvern junctions
- A two lane, realigned access to Wyvern/Pride Park from the A52.
- A realigned access to the A52 from Wyvern/Pride Park
- A new signal controlled crossroads at the junction of Wyvern way and Derwent Parade
- Bus priority detectors on the westbound approach to the traffic signals
- Extra lanes on, and improvements to, Wyvern Way
- Improvements to Pullman Road, the Stanier Way roundabout and the entrance to the Wyvern Business Park
- Carriageway resurfacing
- Replacement safety barriers
- New, share use pedestrian and cycle routes in Wyvern Way and Pullman Road
- Crossing facilities at junctions
- A replacement footbridge linking Meadow Lane, Chaddesden and Wyvern.

The total project cost was £14,906,000 and was funded as set out below:

Funding Source	TOTAL
Council Corporate Borrowing (2014/16)	£582,817
Council Corporate Borrowing (2017/19)	£1,217,313
Local Transport Plan (LTP) 2017/18 H&T Work programme	£200,000
National Productivity Investment Fund	£669,000
Local Growth Fund	£6,720,000
Growth Housing Fund	£2,600,000
Existing developer contributions (s106)	£251,870
Derby Triangle s. 278 agreement & £400k	£2,665,000

utility diversion	
TOTAL	£14,906,000

The project was approved at Cabinet on the 7th December 2016. Planning Permission (DER/01/16/00087) was granted in April 2016 and all pre-conditions had been met.

The Midlands Highways Alliance Medium Schemes Framework 2 was chosen as the best method for construction procurement. To appoint a contractor, the promoter ran a mini competition; the successful contractor was Galliford Try, a large multi-disciplinary contractor with a specialist civil and highway delivery arm.

The promoter had confirmed that the project is State Aid compliant. The business case had been assessed by Regeneris who had confirmed that project represented good value for money. Details of the delivery programme were presented in the report.

In terms of outputs and outcomes, the project would:

- unlock 3,300 jobs
- unlock approx.. 23 ha (net) of brownfield employment land
- provide 21,260m² of new carriageway
- provide 21,740m² of reconstructed carriageway
- provide a replacement foot/cycle bridge
- provide 23 new crossing facilities at junctions
- introduce new traffic signals
- create 2,500m of shared use foot/cycle paths
- create 55,000m² of drained area directed through sustainable drainage systems
- create over 5,000m² of wetland habitat

The total project spending profile was as set out below:

2014-16	2016-17	2017-18	2018-19	Total
£582,817	£1,496,149	£9,440,000	£3,387,034	£14,906,000

Local Growth Fund spend was proposed as below:

	2016-17	2017-18	Total
Pre Compliance already agreed	£1,500,000	£2,000,000	£3,500,000
Standard LGF grant		£3,220,000	£3,220,000
Total	£1,500,000	£5,220,000	£6,720,000

A pre-compliance grant of £3.5m was approved on 28 October 2016 and a Business Case had now been submitted in line with Stage 2 of the approval process. The Accountable Body and D2N2 had assessed the Business Case submission and approval was recommended.

RESOLVED to approve the project and convert the £3.5m from a pre-compliance grant to a standard grant and also to release the remaining funding of £3.22m.

41/17 **DATE OF NEXT MEETING** The next meeting will take place on Thursday 7 September 2017 commencing at 10.00am in Committee Room 1, County Hall, Matlock.