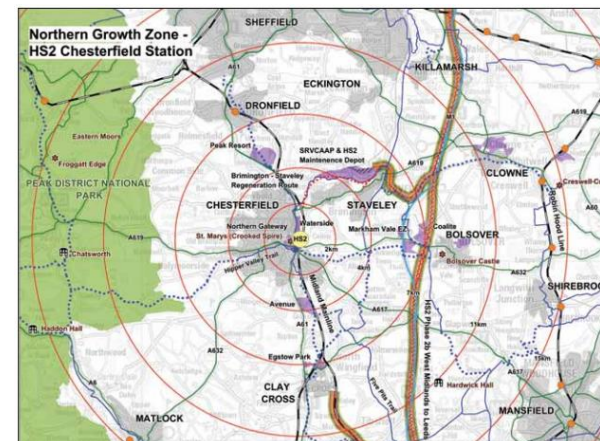


High Risk-Delivery

Formal response from Promoter

<u>Name of Project</u>	<u>A61 Growth Corridor – maximising growth and connectivity in the HS2 Northern Derbyshire Growth Zone/ A61 Whittington Moor Roundabout Improvement</u>
<u>Name of Promoter</u>	<u>Derbyshire County Council</u>
<u>Reason for high risk</u>	Failure to provide a Stage 2/ Outline Business Case for the remaining phases of the A61 Corridor Strategy within planned timescales.
<u>Brief description of project</u>	<p>The D2N2 LEP has provisionally allocated £12.8m of Local Growth Fund grants towards an infrastructure investment plan to provide improvements to build capacity for travel growth and unlock development sites to secure economic growth along the A61 Corridor in Chesterfield and North East Derbyshire. The A61 Whittington Moor roundabout improvement scheme is considered an integrated part of the A61 Growth Corridor strategy and progress is reported within this template, but it should be noted that for business case/ delivery purposes it has a separate £3.24m LGF grant offer.</p> <p>Since the original outline business case was submitted to the D2N2 LEP in 2014, significant preparation work has been undertaken to prepare projects for implementation. However, several issues have emerged during the development and implementation planning period for the A61 corridor which, in agreement with the LEP, has instigated a need to review the A61 Growth Corridor investment strategy to ensure that LGF grant is effectively used to maximise planned and potential economic outcomes.</p> <p>The principal change has been the development of the East Midlands HS2 Growth Strategy that seeks to make the best of the opportunity from the planned high-speed rail (HS2) line between Toton and Sheffield, with some services at Chesterfield. This identifies ambitions to maximise economic growth focussed around the existing Chesterfield rail station, and a strong focus on inclusive growth making sure that local communities and local businesses across a wider Northern Derbyshire Growth Zone benefit from the investment that HS2 will bring. The A61</p>

Corridor Project Control Board (PCB) has endorsed a revised programme approach that focusses LGF investment at proposals that align with ambitions for the Northern Derbyshire Growth Zone to attract inward investment and accelerate housing and employment sites being brought forward; and to build a 21st Century transport corridor that enhances mobility by embracing technology, innovation and greener transport modes. This revised programme approach is in line with that adopted by other LGF projects such as A46 and Nottinghamshire Town Centres.



The A61 Corridor Project Control Board is considering LGF investment in the context of a wider, longer term investment strategy for the Northern Derbyshire Growth Zone and is seeking further investment from relevant funding streams e.g. from the National Productivity Investment Fund, Housing Infrastructure Fund and developer contributions where appropriate to support its ambitions. This includes investing in the Staveley Regeneration Route to open up not only the HS2 depot site but also a whole new community of around 1,500 new homes and hundreds of new jobs.

Similarly, the inclusion of the whole of the A61 through Chesterfield and North East Derbyshire in the Government's draft Major Road Network (MRN), which places increased importance (resilience, reliability, network management) on this part of the County's highway, would provide an opportunity for longer term infrastructure requirements to be considered to support the road's role in supporting the Strategic Road Network, operated by Highways England, and maximising delivery of housing and employment growth along the corridor.

	<p>The A61 Corridor PCB is now established and has now met several times (with D2N2 LEP representation) and has agreed the revised investment plan for the A61 Corridor which is set out in a revised Strategic Outline Business Case (SOBC). The SOBC was submitted to the LEP on 5th March 2018. The County Council will present the revised investment plan to the March IIB meeting.</p> <p>The wider project objectives are set within the context of the East Midlands HS2 Growth Strategy and the two draft Local Plans for Chesterfield Borough and North East Derbyshire District which illustrate the continued and increased importance of the A61 corridor to deliver more growth in housing and employment than was anticipated in the 2014 outline business case, and the increased challenge for the capacity for growth package to create the conditions for growth and meet an increased demand for travel.</p> <p>The A61 Growth Corridor Package Objectives are:-</p> <ul style="list-style-type: none">• To unlock the creation of 1,238 jobs.• To unlock and accelerate new housing growth by delivering 1,091 new homes.• To support the delivery of 6,670 homes (3,500 in 2014) and 8,298 (5,000 in 2014) new jobs by delivery of a transport capacity for growth. <p>The development of the A61 Growth Corridor investment plan has considered a wide range of options (set out in detail in the SOBC) and includes four key investment strands set out below in addition to the separate A61 Whittington Moor roundabout improvement project.</p>
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1. Chesterfield Station Masterplan

Enabling Infrastructure - directly unlocking houses and jobs. Delivery of infrastructure that enhances Chesterfield Rail Station's existing and future HS2 role as both a gateway and destination to surrounding localities including the Peak District and Sherwood Forest.

To unlock the full development potential LGF investment is required to provide a new **Hollis Lane Link** road and associated **remodelling** of the existing **Lordsmill roundabout** junction to provide a new southern access to the station, with benefits to local traffic, enabling new development opportunity and improving access from the A61 and M1 motorway with associated public realm, cycle facilities and bus priority.

Outputs: A medium density masterplan scenario is expected to deliver a total of 2,700 jobs (40,400 sqm B1 Office), 1,450 houses, new hotel, car park and station forecourt public realm and improved linkages to the town centre. The LGF investment will directly unlock **440 jobs** and **438 houses**.

Cost: £4.66 million

Timescale: Design and business case (2018-19), design, land assembly and construction (2019-20), construction (2020-21).

Additionally, the access improvements will enable other masterplan projects to be brought forward by other means e.g. to create 'Platform 4' a modern and attractive pedestrian / cycle route across the A61 with well-designed public realm to connect the station into the town centre.

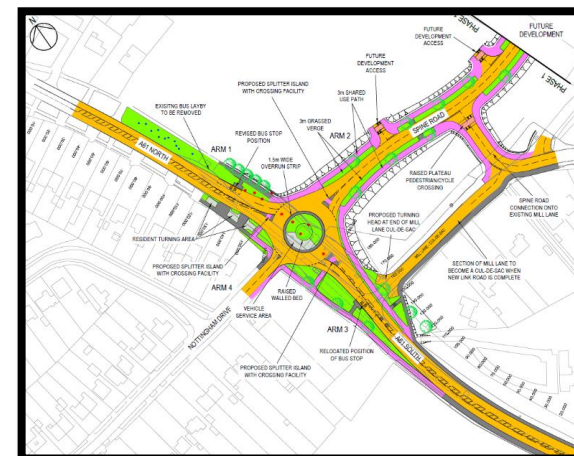
Remodelling of Lordsmill junction will build additional capacity to support new housing and employment provision and access to the town centre. A high quality public realm will provide an enhanced gateway to the town centre from the A61 and M1 motorway.



2. The Avenue

Enabling Infrastructure - directly unlocking houses and jobs.

The Avenue major development site is the single, largest regeneration scheme in the Coalfields Programme and is situated close to the heart of the Northern Derbyshire Growth Zone. The remediation process is now complete and the first house builder, Kier Living, is due to commence construction of the first homes on the northern part of the site in Spring 2018.



Plans for the publically-owned southern part of the site are currently being developed through the One Public Estate programme to create an exemplar high quality development within the Northern Derbyshire Growth Zone. LGF investment is required to provide a new **A61 (southern) roundabout and link road** and public realm to unlock and accelerate the full development potential for housing and employment growth within the southern part of the Avenue site compatible with the place-making vision set out in the Avenue Area Strategic Framework.

Outputs: 1,100 new homes, 1,000 jobs (4-5ha of employment land), a new school and community/leisure facilities. The LGF investment will directly unlock **653 houses** and **798 jobs**.

Cost: £4.5 million

Timescale: Design (2017-18), design, land and utilities (2018-19), construction (2019-20).

3. Embracing Innovation & Technology

Supporting Infrastructure

To Build a **21st Century Transport Corridor** as a Platform for the HS2 Northern Derbyshire Growth Zone Transport infrastructure improvements that embrace the use of technology provide an opportunity to build additional capacity into the transport network to provide a platform for economic growth supporting the creation of new houses and jobs along the A61 corridor and across the wider Northern Derbyshire Growth Zone.



LGF Investment will focus on establishing a 21st Century transport infrastructure that fully embeds the use of technology under the control of an **Urban Traffic Management System (UTMC)**. Improvements will use innovative approaches to influencing travel demand including **pre-emptive guidance in-vehicle and at the roadside and mobile phone apps, variable message signs and car park guidance systems**. Public transport provision will be enhanced with the introduction of **real time information** at key interchange points.

The scheme will improve connectivity for north Chesterfield employment areas and proposals for A61 Whittington Moor roundabout improvement by **signalisation of A61 (eastern) slip roads and Sheepbridge industrial estate junction**.

Outputs: 21st Century Transport Corridor, releasing network capacity through information sharing and intelligence, supporting the delivery of new houses and jobs.

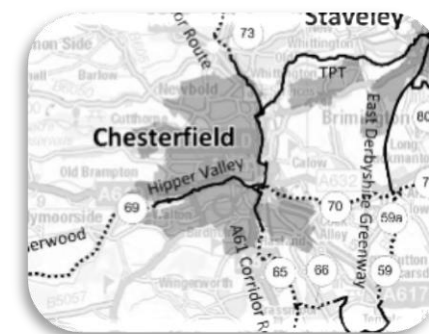
Cost: £4.14 million (5:1 BCR over a 10 year payback period for implementation)

Timescale: 2017-2021

A 'Standard Gauge' for Sustainable Transport

Supporting Infrastructure

Taking inspiration from George Stephenson's pioneering of innovation (and establishing the standard gauge for convention for most of the world's railways), this programme of work seeks to establish **high quality sustainable transport** provision 'as standard' within the HS2 Northern Derbyshire Growth Zone. LGF investment will build on previous investments to complete a continuous 8.3km (5 mile) north-south segregated off road cycle route connecting existing residential and employment areas and key housing and employment development sites along the A61 corridor between Sheepbridge/ Peak Resort and the Avenue development.



Derbyshire's Strategic Key Cycle Network (KCN)

Developing high quality sustainable transport provision as standard within the HS2 Northern Derbyshire Growth Zone and embracing innovation such as establishment of a 'Dutch-style' wayfinding system and intelligent transport systems will provide Chesterfield residents with an alternative than travel by private car with associated benefits to health, and reduced congestion.

The LGF investment will deliver the following sections of missing cycleway to effectively 'plug' the gaps in the Chesterfield network and wider KCN;

- **Whittington Moor to Peak Resort cycle route**
- **Chesterfield Rail Station to Avenue cycle route**
- **Provision of cycle hubs and associated network wayfinding.**

Outputs: High quality sustainable transport provision promoting increased walking and cycling, with associated health benefits, reduced absenteeism and congestion.

Cost: £2.7 million (Similar projects present a high BCR)

Timescale: 2017-2021

	As part of the overall ‘programme approach’ the planned outputs and ultimate outcomes for the A 61 Growth Corridor will be amalgamated across the individual projects and activities that make up these four strands. This will allow for flexibility in the timescales and outputs without prejudicing overall delivery.														
<u>Please set out how and when the project is to be delivered</u>	<p>The D2N2 LEP IIB has profiled the £12.8 million LGF grant allocations across a five year period from 2016-17 to 2020-21 for the A61 Growth Corridor. As previously reported to the IIB, the 2017-18 allocation will not be spent as planned. The revised LGF spend profile has been determined from the delivery of projects associated with the four key A61 Growth Corridor investment strands set out earlier in this highlight report and will be reported in detail to the February IIB:-</p> <table><tr><td></td><td>2016-17</td><td>2017-18</td><td>2018-19</td><td>2019-20</td><td>2020-21</td><td>Total</td></tr><tr><td>LGF</td><td>£0.300</td><td>£0.200</td><td>£3.806</td><td>£4.742</td><td>£3.752</td><td>£12.800</td></tr></table> <p>A £3.2 million local contribution to the LGF grant funding is profiled across the programme.</p> <p>Chesterfield Station Masterplan – the provision of the new Hollis Lane link and remodelling of Lordsmill Roundabout is programmed to commence on site in January 2020 and be completed by March 2021. Design resources will be procured through the Midlands Highway Alliance (MHA) Professional Services Partnership (PSP) Framework. The County Council will procure a construction contractor through its own internal procurement guidelines.</p> <p>4.The Avenue – the provision of the A61 Southern Access and Link road is programmed to commence on site in July 2019 and be completed by June 2020. Design resources have been procured through the MHA PSP Framework. The County Council will procure a construction contractor through its own internal procurement guidelines.</p> <p>21st Century Transport Corridor – A61/ St Augustine’s Road junction is programmed to commence in August 2018 and be complete by September 2018. The A61 slip road/ Sheepbridge junction signalisation scheme is programmed to commence in October 2018 and be completed by March 2019. The County Council is using its own resources to design the two schemes. The intelligent transport technology package of schemes is programmed to</p>		2016-17	2017-18	2018-19	2019-20	2020-21	Total	LGF	£0.300	£0.200	£3.806	£4.742	£3.752	£12.800
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	<p>commence in October 2018 and be completed by March 2021. Design resources have been procured through the MHA PSP Framework. The County Council will seek approval to access national framework contracts such as Transport Management Technology 2 to enable a streamlined flexible and scalable solution for procurement.</p> <p>Standard Gauge for Sustainable Travel – Phase 1 Derby Road is complete and Phase 2 is currently on site, due to complete by March 2018. Rother Washlands scheme is due to commence in August 2018 and be complete by March 2019. This scheme will be designed and built by the County Council. Whittington Moor to Sheepbridge route section is due to commence in August 2018 and be complete by March 2019. The wayfinding strategy is due to be implemented following completion of the route sections, commencing April 2019 and completing in October 2019. Design resources for these two schemes have been procured through the MHA PSP Framework. The County Council will procure a construction contractor through its own internal procurement guidelines.</p> <p>A61 Whittington Moor Roundabout The County Council has procured design resources through the MHA Professional Services Partnership Framework and has appointed Balfour Beatty as construction contractor through the Scape national procurement framework. As reported previously in this Highlight Report, the A61 Whittington Moor roundabout improvement is now programmed to commence on-site in the 2018-19 financial year.</p>
<p><u>Please set out how you will ensure the project is compliant with the Local Assurance Framework (LAF)</u></p>	<p>The four A61 Corridor investment strands are currently at different stages of development and therefore the A61 Corridor Project Control Board has endorsed a programme approach with a phased approach to bringing forward Full business cases in accordance with LAF requirements to the D2N2 LEP for approval. The A61 Corridor PCB has submitted a revised Strategic Outline Business Case to the D2N2 LEP on 5 March 18 which sets out compliance with the LEPs strategic objectives and that the project will deliver a high value for money outcome.</p> <p>The Avenue</p>

	<p>Site enabling proposals for the Avenue Southern Access and access road are well advanced with detailed design programmed for completion in April 2018 and planning consent in May 2018. Although negotiations with landowners and a developer with an option agreement on the land required have commenced, the County Council has programmed delivery on CPO being required. A brief has been assembled for preparation of a LAF compliant business case, which has been integrated with existing work being carried out with One Public Estate grant funding to agree land use options and housing and employment outputs for NEDDC and HCA land unlocked by the Southern Access. It is anticipated a full business case would be submitted to the LEP in July 2019. The business case could be brought earlier should land assembly conclude through negotiation.</p> <p>Chesterfield Station Masterplan</p> <p>Proposals for the Chesterfield Station masterplan are less well developed and a similar approach to business case development to the Avenue Site will be undertaken during 2018-19.</p> <p>Capacity for Growth Package</p> <p>Design for the Standard Gauge for sustainable travel package is well advanced and is on track for commencement in 2018-19. A full business case will be prepared using the same methodology as used to prepare the full business case for the D2N2 Sustainable Travel Programme.</p> <p>21st Century Transport Corridor</p> <p>Consultants AECOM have been commissioned to develop the business case for an ITS action plan to incorporate traffic signal upgrades, car park guidance systems, mobile variable message signs, pre-emptive traffic management and control systems. The consultants.</p> <p>A61 Whittington Moor improvement</p> <p>Significant amounts of investigation work have been carried out into potential improvement schemes for the A61 Whittington Moor roundabout. Several proposals for signalisation have</p>
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	<p>been ruled out previously on technical grounds. A proposal for grade-separation is beyond the scope of this project in terms of timescale for delivery, but will likely be brought forward in long-term, should the A61 be included on the Government's Major Road Network.</p> <p>Following a further 'option development' stage, consultants AECOM have prepared a preliminary design for full signalisation of the roundabout and engineering measure to create additional circulatory lanes to build capacity for growth and incorporate road safety improvements. Signalisation of the roundabout will enable the junction to be incorporated into a wider Urban Traffic Management System in due course. The construction contractor Balfour Beatty are currently preparing a cost estimate which, alongside quantification of user delay in the 'do minimum' versus 'do something' scenarios, will enable the value for money assessment to be completed. The scheme has proved difficult to establish given the very limited space available to 'store' queueing vehicles on the circulatory carriageway, and as a result requires a Traffic Regulation Order for partial closure of one roundabout entry arm. This will require further stakeholder engagement before the business case can be brought before the LEP. It is anticipated a full business case would be submitted to the LEP in September 2018 and construction commencing in autumn 2018.</p>
<p><u>Please set out your timescales for compliance with the LAF</u></p>	<p>A revised Strategic Outline Business Case was submitted to the D2N2 LEP on 5th March 2018 and includes a delivery plan for the four A61 Growth Corridor Strands. A presentation to the March IIB will set out the revised proposals for the A61 Growth Corridor. It is anticipated that Stage 3 Full Business Cases are brought forward to the LEP for approval in three phases as follows:-</p> <p>21st Century Transport Corridor/ Standard Gauge for Sustainable Travel – July 2018 Avenue Southern Access – July 2019 Chesterfield Rail Station Masterplan – December 2019</p> <p>A Stage 3 Business case for the A61 Whittington Moor roundabout improvement will be brought to the October 2018 IIB meeting.</p>

<p><u>Please identify what you foresee as the risks of delivery and how these will be mitigated</u></p>	<p>Key risks to delivery are:-</p> <table border="1"> <thead> <tr> <th data-bbox="678 419 1312 464">Risk</th><th data-bbox="1312 419 1948 464">Mitigation</th></tr> </thead> <tbody> <tr> <td data-bbox="678 464 1312 743">Preparation of compliant business cases</td><td data-bbox="1312 464 1948 743">Establishment of Project Board (first meeting was held on 1st November 2017) with D2N2 and LA partner representation. A dedicated A61 Growth Corridor Project Manager was commenced employment in February 2018.</td></tr> <tr> <td data-bbox="678 743 1312 986">Land assembly – notably for the Avenue Southern Access and Chesterfield Station Masterplan.</td><td data-bbox="1312 743 1948 986">A Working Group has been established - DCC Economy & Regeneration, DCC Property, DCC Legal and NEDDC Economic Regeneration. Negotiation has commenced, and preparations for CPO will be undertaken in parallel.</td></tr> <tr> <td data-bbox="678 986 1312 1187">Community/ stakeholder support for proposals.</td><td data-bbox="1312 986 1948 1187">Stakeholders have been engaged during the option development stage and are being engaged during development and preparation of proposals.</td></tr> <tr> <td data-bbox="678 1187 1312 1303">Unforeseen ground conditions</td><td data-bbox="1312 1187 1948 1303">Early engagement with appropriate organisations and technical surveys where required.</td></tr> </tbody> </table>	Risk	Mitigation	Preparation of compliant business cases	Establishment of Project Board (first meeting was held on 1 st November 2017) with D2N2 and LA partner representation. A dedicated A61 Growth Corridor Project Manager was commenced employment in February 2018.	Land assembly – notably for the Avenue Southern Access and Chesterfield Station Masterplan.	A Working Group has been established - DCC Economy & Regeneration, DCC Property, DCC Legal and NEDDC Economic Regeneration. Negotiation has commenced, and preparations for CPO will be undertaken in parallel.	Community/ stakeholder support for proposals.	Stakeholders have been engaged during the option development stage and are being engaged during development and preparation of proposals.	Unforeseen ground conditions	Early engagement with appropriate organisations and technical surveys where required.
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	Securing relevant permissions and consents.	Early engagement with appropriate organisations and technical surveys/ stakeholder involvement.	
<u>Risk Rating</u>		<u>Amber –</u> The amber rating is considered appropriate given the need for tendered/ certified costs required for the proposals and land assembly and planning permission are required to deliver the Avenue and Chesterfield Rail Station Masterplan projects . Although there is slippage against previously planned project targets, the significant change in strategic context has required a substantial review of planned activity and timescales. A revised Strategic Outline Business Case has been submitted to the LEP with associated delivery plan and preparation of projects has been well advanced during 2017-18. A Project Control Board has been established to oversee the delivery of the project and a dedicated Project Manager has been appointed to provide confidence that the revised programme will be delivered on target.	