

An aerial photograph of a rural landscape. A dark asphalt road with white dashed lines curves from the top left towards the center. To the right of the road is a large, dense forest with trees in various shades of green and brown. A river flows through the forest, curving from the top right towards the bottom right. In the foreground, there are large, dark brown plowed fields. In the background, there are green fields and some buildings.

# STRATEGIC GROWTH AND INFRASTRUCTURE FRAMEWORK

V7 – 21/07/2021

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# 1. INTRODUCTION

1.1 Located at the very heart of the UK, with excellent transport links and one of the strongest economic performances in the country, Derbyshire is known for its thriving market towns, stunning countryside, vibrant business economy and range of opportunities. Derbyshire provides an attractive setting for businesses and quality of life.

1.2 Infrastructure has a crucial role in enhancing and supporting economic growth by attracting visitors, workers and investment to Derbyshire. Better quality infrastructure allows an economy to be more efficient, improving its productivity, and raising its long-term growth rate and living standards.<sup>1</sup> It is essential that existing deficiencies are addressed and infrastructure is provided to cater for a growing and changing population

and to enable clean growth. The need to plan strategically and prioritise investment and resources is necessary to the efficient and effective delivery of that infrastructure.

1.3 The delivery of new, and improvements to existing infrastructure are fundamental to achieving our ambitions for shaping Derbyshire. It is recognised that any proposed growth within Derbyshire must be supported by improvements to physical, social and green infrastructure. This infrastructure is needed for development to function, and flourish and to ensure the integration and creation of sustainable communities.

1.4 Growth and infrastructure provision must also be considered in the context of the Government's 'Ten Point Plan'<sup>2</sup> a blueprint for a green industrial

revolution powered by clean energy. To enable the UK to meet its target of net zero by 2050, the Government seeks to lay the foundations for green economic growth, and through public and private investment position the UK as the world's number one centre for green technology and finance, building on the UK's current expertise and innovation, and creating and supporting up to 250,000 green jobs. Further plans for reducing emissions across all the UK's major economic sectors were published in 2021 including the Heat and Buildings Strategy, and Net Zero Strategy, which sets out the UK's pathway to achieving net zero emissions by 2050.

1 House of Commons Library - Infrastructure Policies and Investment

2 The Ten Point Plan for a Green Industrial Revolution

1.5 A robust and dynamic response to the COVID-19 pandemic by the County Council has focused on developing a shared strategy and action plan to guide economic recovery in the County over the short to long term. The Derbyshire Economic Recovery and Employment and Skills Strategy sets out a roadmap for how the Council can capitalise on the economic changes that are emerging from COVID-19, articulating the County’s unique selling point and distinctive offer to UK PLC. The Strategy has a strong place-based focus but also explores the potential of new sectors, technologies and physical infrastructure to realise competitive advantage for the County.

It is also recognised that skills and employment will also contribute to the economic recovery and interventions have and will be brought forward to support key/new skills development and target support at young people or those most likely to require re-training through unemployment in vulnerable sectors.

1.6 This Strategic Growth and Infrastructure Framework (SGIF) prepared by Derbyshire County Council, provides the initial stage in their approach towards the identification and prioritisation of investment across a range of infrastructure in the County Council’s administrative area, in order to

accommodate planned growth, to unlock potential future growth opportunities and aid the post Covid economic recovery. By planning strategically, it enables the County Council to respond to the pressure which growth exerts on the County’s infrastructure and creates a platform not only for efficient delivery but also to identify inter-relationships between projects. This approach will ensure the delivery of infrastructure and services to support well-planned, sustainable development and clean economic growth which contributes to a good quality of life for Derbyshire residents.



1.7 The SGIF identifies current and future demands and demonstrates the role that Derbyshire County Council plays in co-ordinating county wide infrastructure delivery to both respond to planned development and as a catalyst for growth. Infrastructure projects where the County Council has an involvement as either a consultee, enabler, stakeholder or delivery agent, has been drawn from a range of sources, including the

Derbyshire District/Borough local plans and associated Infrastructure Delivery Plans (IDPs) and other infrastructure and service providers. In identifying and compiling this list of projects, Derbyshire County Council has worked closely with stakeholders, including internal County Council departments, districts/borough councils, the Peak District National Park Authority and key strategic partners.



## 2. SCOPE

2.1 The SGIF covers infrastructure within the administrative county of Derbyshire. The unitary area of Derby City is excluded from this study, however opportunities for alignment with Derby City's Integrated Infrastructure Plan will continue to be pursued. Derby City was selected as one of five pilot areas by the National Infrastructure Commission (NIC) to develop an integrated infrastructure strategy and whilst this is fairly high level there are opportunities to ensure that the two plans complement each other. Opportunities for cross boundary working on future strategic projects will be explored.

2.2 The SGIF includes the most strategic projects which the County Council alongside partners seek to progress and aids the County Council to prioritise and plan the delivery of projects with regard to delivery, capacity and finance. There are many other infrastructure schemes and

projects important across the county however not every project can be included in the SGIF.

2.3 Four broad geographical project typologies have been identified as part of the framework

- Large scale projects which have national importance
- Projects which have regional importance, usually cross boundary, and have strategic significance
- Projects that have county wide or sub regional significance
- Local key projects that will unlock growth potential

2.4 The infrastructure projects identified within the SGIF will be time lined to show their potential delivery trajectory to provide the County Council with a forward planning tool with regard

to delivery mechanism, capacity, prioritisation, funding, and resources. This approach will also identify potential pinch points in capacity and allow these to be considered and resolved. To aid this process a summary timeline of all potential projects is shown at Appendix 1 where trajectory information is available. Where projects are necessary to the delivery of a local plan, matters will be resolved jointly with the district borough councils to ensure their successful delivery.

2.5 At any given time in the process, some projects will be more evolved than others and delivery mechanisms, robust investment figures and implementation timelines will be available. Other projects will be in the early stages of design, and information will be less detailed. Having a shared understanding of the current development stage is critical to then identifying any further feasibility work that may be needed, or the likely state of 'readiness' for funding applications where necessary.

2.6 The SGIF is a dynamic document which will be updated annually to

capture changes as local plans are reviewed, or replaced, as national or regional infrastructure plans develop or as government policy changes. The SGIF update will also include information about project starts, progress and completions, changes in delivery trajectories, and the inclusion of new projects.

2.7 All the information in the SGIF is correct as of the date of publication and will be reviewed on an annual basis.





## 3. DERBYSHIRE IN CONTEXT

3.1 The level of Derbyshire's future population, along with its economic, housing and employment growth is a central consideration in the SGIF and a driver of the level of infrastructure investment needed.

3.2 Derbyshire sits within the wider East Midlands region which prior to the pandemic was the fastest growing economy in the UK, with strong economic and employment growth. The recent development of the East Midlands Development Corporation backed the Midlands Engine (see paragraph 4.10) where Councils, businesses and universities across the region have come together to develop long-term plans to help drive economic growth, is expected to bring thousands of new jobs and prosperity to the region.

3.3 The economic, physical and spatial characteristics of Derbyshire

as summarised below, highlight Derbyshire's exceptional potential and the scale of opportunity within the county. It is vitally important to support Derbyshire's growth potential by providing timely investment and delivery of the right infrastructure.

### Geography

3.4 Derbyshire is centrally located in the UK, covering an area of 255,000 hectares and is home to around 806,000 people. It is a county of geographical contrasts, with a flatter landscape of river valleys found to the south and south east, coalfields to the east, and the limestone and gritstone of the dales and southern Pennines to the west and north.

### Economy

3.5 Derbyshire's central location and good transport links as shown in figure 1 provide connectivity and integration with surrounding areas which provides

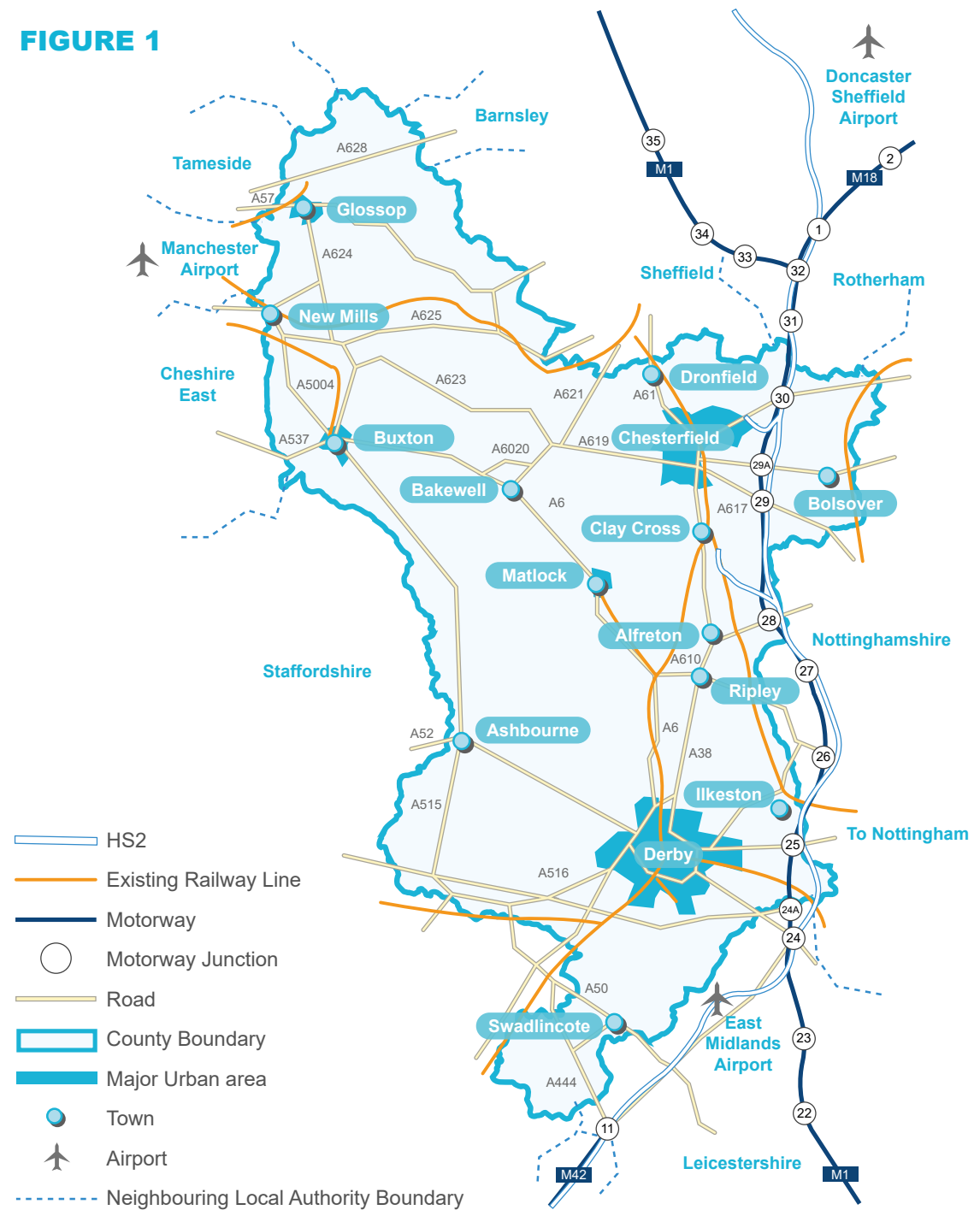
opportunities to link into employment and new economic growth, as well as expand markets for local goods and services. Derbyshire's relationship to neighbouring economies, particularly those of Manchester, Nottingham, Sheffield and the West Midlands, is evident in travel to work patterns and Housing Market Areas which extend beyond Derbyshire's borders.

3.6 To the east of the county, the M1 provides easy access to the north and south with the A50 and A38 providing important links to the M6. Derbyshire's transport asset is a significant part of the county's infrastructure, allowing people to get around by driving, walking, cycling or public transport. The maintenance, management and development of the network therefore plays a vital part in supporting the local economy and its future growth.

3.7 The county is also well served by rail including the Sheffield to Birmingham and Sheffield to London mainlines. The eastern leg of HS2 is currently pending a decision by Government expected in 2021 in conjunction with the publication of the Integrated Rail Plan. Derbyshire is also within easy reach of Doncaster, Sheffield, East Midlands and Manchester airports.

3.8 A high proportion of the County is rural, with the Peak District National Park covering approximately a third of the land. There are a number of heavily built up urban areas along with large sparsely populated rural areas in Derbyshire. Chesterfield is the main urban area, which in conjunction with a number of important market towns, plays a significant role in the local economy as centres of employment and service provision. Derby City although a separate unitary authority, also has a significant relationship with Derbyshire. Housing markets, labour markets, supply chains and transport routes cross County and City boundaries.

**FIGURE 1**



3.9 The County has a strong manufacturing reputation with many international manufacturing companies located here and international business leaders that bring significant supply chains. In addition to manufacturing, other clusters of activity which are specific to Derbyshire include:

- The aggregates industry: focused within the upland areas of the Peak District.
- The creative and digital industries: particularly in the High Peak, Derbyshire Dales and Amber Valley
- The retail sector: an important employer across the County.
- Health and social care: the third largest sector in employment terms across the County

3.10 The County's business survival rate is above the national average with areas of rural Derbyshire in

particular having high levels of entrepreneurialism. Micro-businesses form approximately 90% of firms in rural Derbyshire and are an important asset to the Derbyshire economy. Small businesses, home-working and self-employment are key features of the rural economy, supporting diversification and increased resilience as well as providing local employment opportunities to help retain young people in local communities.

3.11 However since the onset of the Covid 19 pandemic, unprecedented economic conditions have arisen. The East Midlands Chamber of Commerce 'State of the Economy' study showed that for Derbyshire, there was a significant dip during Quarter 2 of 2020. Their Quarterly Economic Survey however showed a small recovery in Quarter 3 which flatlined in Quarter 4. In summary the pandemic's effect on the economy has resulted in redundancies in some workplaces, reduced hours, a hold on recruitment

and apprenticeship places, as well as the closure of some businesses, with Derbyshire's strong visitor economy and hospitality sector being amongst the hardest hit. However following the East Midlands Chamber's latest survey results from November 2020, positive signals were received with a net 16% of businesses in Derbyshire, Leicestershire and Nottinghamshire expecting to create jobs in the three months following the study, with positive indicators for turnover, profitability and investment intentions. This is a rapidly changing picture and the long-term impact of the pandemic on the Derbyshire economy is as yet unknown.

## Environment

- 3.12** Derbyshire is an area of high quality natural and built heritage, incorporating the Peak District National Park covering 35% (89,000ha) of the county, the Derwent Valley Mills World Heritage Site extending for 15 miles (24km) between Derby and Matlock, the National Forest, 6 Special Areas of Conservation/Special Protection Areas, 87 Sites of Special Scientific interest, 331 Conservation Areas and over 6,500 listed buildings.
- 3.13** The County's strong tourist offer ranges from the historical attractions

of Bolsover Castle and Hardwick Hall in the east, the Derwent Valley Mills World Heritage Site and Chatsworth House, to the rural landscape and outdoor/sporting offer of the Peak District National Park and the National Forest.

- 3.14** This stunning natural landscape and diverse heritage make it one of the country's premier destinations. Derbyshire's environmental assets and green infrastructure are of significant importance to the county's economy and offer an unrivalled living and working environment.

## Spatial Development

- 3.15** The administrative area of Derbyshire is currently home to around 806,000, the population being projected reach 896,000 by 2043.
- 3.16** Derbyshire therefore needs to provide homes, employment and infrastructure for both the existing population and to accommodate the predicted growth in population.



3.17 Based on the current national standard methodology, Derbyshire authorities will have to plan for the delivery for the delivery of around 3,300 houses per annum. The graph in Figure 2 below shows the number of homes delivered (taken from the Housing Delivery Test) and the projected delivery (taken from local plan and/or 5 year housing supply trajectories). Current local plans also require the delivery of 317 ha employment land. Please note the employment figures exclude

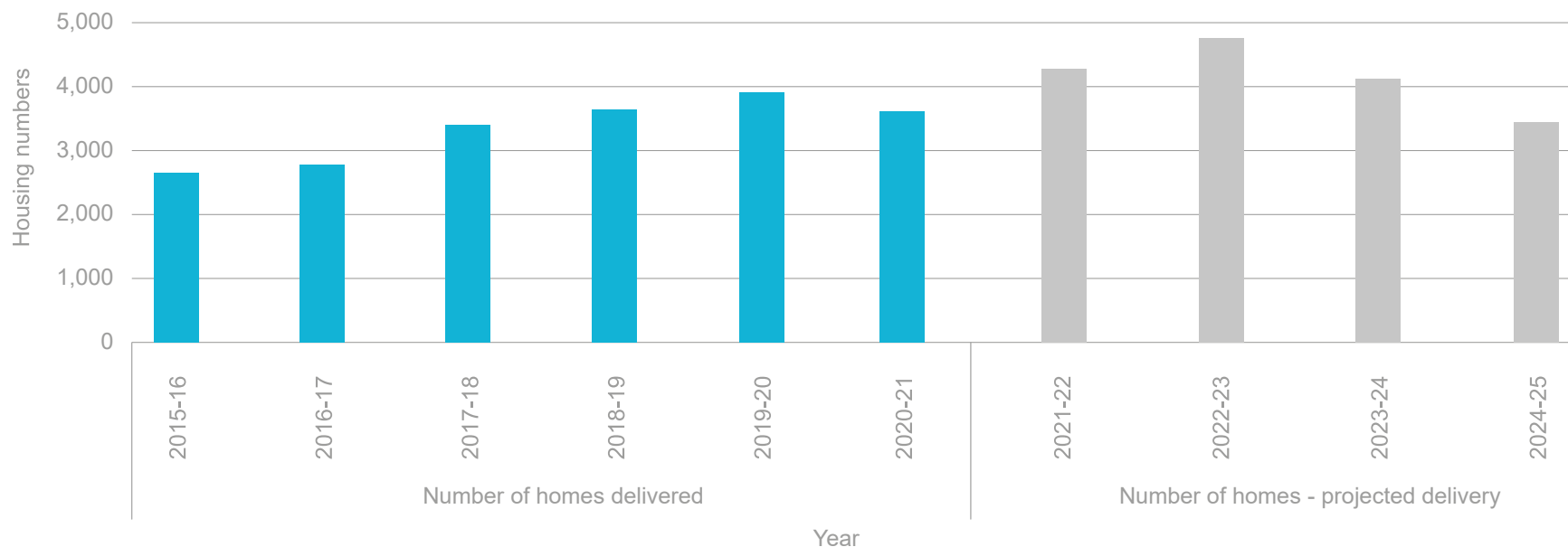
Amber Valley due to the withdrawal of the Submission Local Plan (2018) in May 2019 and the subsequent commencement of the preparation of a new Local Plan.

3.18 Figures 2 and 3 outline the key strategic housing and employment sites contained within currently adopted local plans which will deliver the majority of this growth. Growth, both residential and employment, is generally focussed around key urban areas which have existing

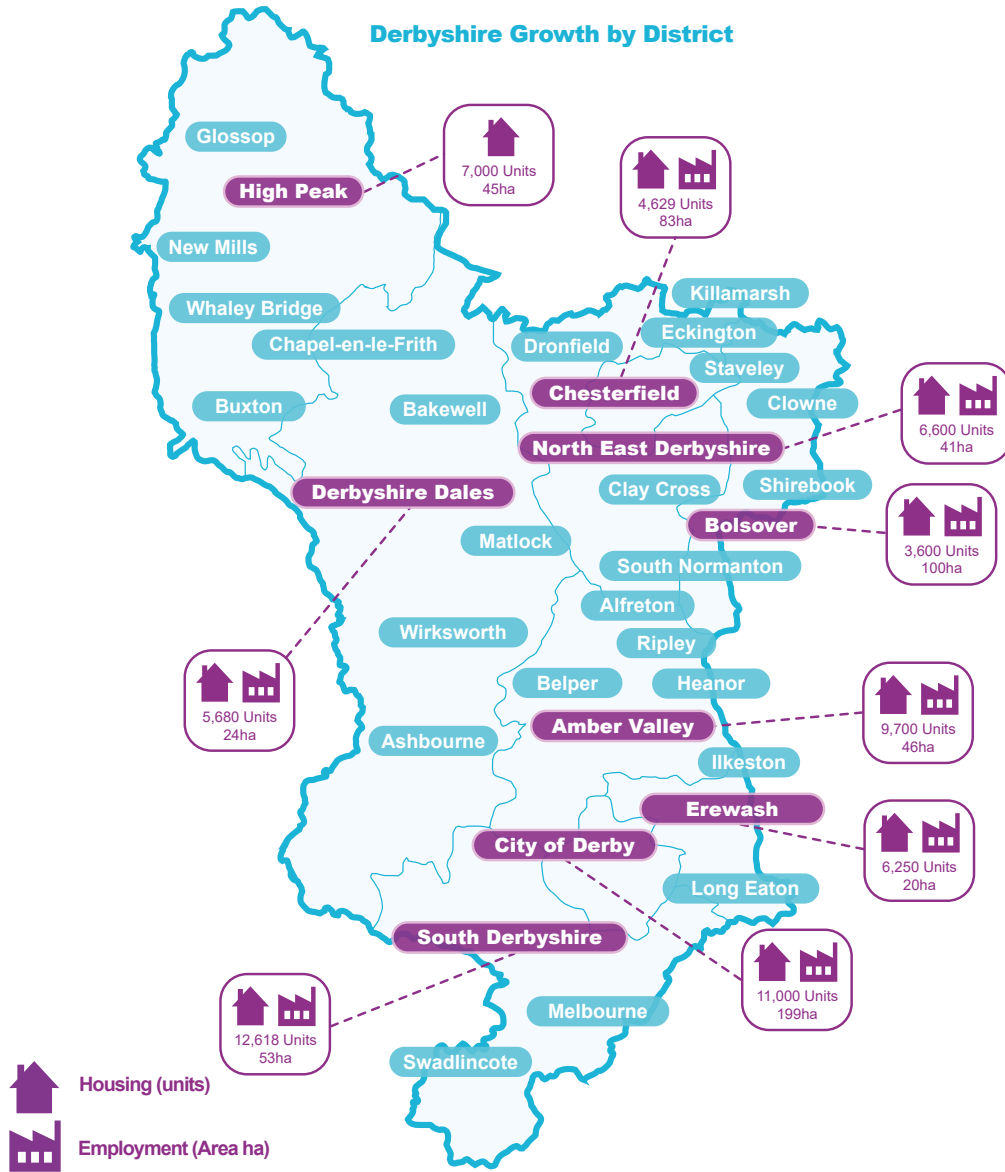
infrastructure and services and therefore the capacity to support high levels of growth. All local plans however are at different stages and in some instances, these strategic sites have been, or are on the way to being completed. The housing and employment information shown for Amber Valley in Figures 3 or 4 is taken from the adopted Local Plan (2006). Work on a new Local Plan (up to 2038) has commenced with the Local Development Scheme time identifying adoption by autumn 2023.

**Figure 2**

**Housing Delivery**



**FIGURE 3**



**FIGURE 4**



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## 4. PLANNING FOR INFRASTRUCTURE

4.1 The County Council provides a wide range of services to support residents and businesses in Derbyshire to thrive. The following four strategic priorities have been identified in the draft Council Plan 2021-2025 which is currently out to consultation:

- Resilient, healthy and safe communities
- High performing, value for money and resident focused services
- Effective early help for individuals and communities
- A prosperous and green Derbyshire

4.2 In order to achieve these ambitions, Derbyshire County Council needs to ensure that good quality sustainable development supported by the necessary services and infrastructure is delivered to meet the needs of current and future communities. Infrastructure plays a significant role

in the delivery of a prosperous and green Derbyshire. It is the cornerstone which supports the creation of a strong local economy, providing a sustainable and efficient transport system, a well maintained highway network, sufficient school places, household waste recycling facilities and library services whilst protecting Derbyshire's special heritage and landscape.

4.3 There are a number of strategies and organisations which influence the delivery of infrastructure both at a national, regional and local level as outlined below. The infrastructure projects emerging from these initiatives have been incorporated into this document. Where projects delivered by other organisations will have an impact on Derbyshire, these projects are included in the SGIF as the County Council as a major consultee will expend time and effort in influencing the shape of a project to

ensure it provides the best outcome for the people of Derbyshire.

### National Planning Policy Framework (2019)

4.4 Paragraph 8 of the National Planning Policy Framework (NPPF) seeks to achieve sustainable development through three overarching and interdependent objectives, with the role of infrastructure recognised as helping to achieve the economic objective. The NPPF requires that strategic policies in local plans make provision for infrastructure. This necessitates effective and early collaboration, currently through the Duty to Cooperate, especially in two tier areas, to identify essential additional infrastructure and strategic cross boundary matters. Infrastructure is a recurring theme throughout the NPPF as both a consequence of, and a driver of growth.

## National Infrastructure Strategy 2020-2050

4.5 The National Infrastructure Strategy sets out the Government's plans to deliver a radical improvement in the quality of the UK's infrastructure to help level up the country, strengthen the Union, and put the UK on the path to net zero emissions by 2050 as well as in the short-term, the imperative to rebuild the economy following the COVID-19 pandemic.

4.6 To support the recovery, government investment in economic infrastructure will be £27 billion in 2021-22. The government is also setting out longer-term settlements for key infrastructure programmes, with record levels of investment in strategic roads, rail, broadband and flood defences. Public investment also includes other areas such as schools, hospitals, and defence.

4.7 Funding is being provided for:

- £5 billion for UK wide gigabit broadband rollout, a Shared Rural network expanding 4G mobile coverage to 95% of the UK, and £250 million to ensure resilient and secure digital networks;

- £5 billion over this parliament for buses and cycling

- £4 billion cross-departmental Levelling Up Fund that will invest in local infrastructure in England

- Supporting the largest city regions outside of London with £4.2 billion intra-city transport settlements

- Backing new green growth clusters in traditional industrial areas (carbon capture/storage, and low carbon hydrogen)

- Freeports programme

- Towns Fund for revitalising High Streets

- Restoring lost rails lines

- Backing HS2 to deliver essential North-South connectivity, with an Integrated Rail Plan to deliver transformational improvements in the Midlands and the North;

- Investment in strategic roads

- Changing how decisions are made via a Green Book review, expanding devolution and relocating civil servants

4.8 The National Infrastructure Strategy will be supported by a series of related publications over the next 12 months, to set out further details on key areas of infrastructure policy.



4.9 The National Infrastructure Commission's (NIC) analysis underpins much of the National Infrastructure Strategy via their National Infrastructure Assessment (2018). The NIC will continue this review with the publication of a second National Infrastructure Assessment in 2023, taking into account the ambitions of the National Infrastructure Strategy.



## Midlands Engine

4.10 The government aims for the Midlands, which includes Derbyshire, to become a “growth engine” for the UK, to capitalise on its considerable economic potential, which becomes more vital as the UK leaves the European Union. The Midlands Engine Partnership brings together businesses, local authorities, academic institutions and Local Enterprise Partnerships, actively working with Government to build a collective identity to enable the Midlands to present a competitive and compelling offer which is attractive at home and overseas. The 5 priorities for the Midlands are:

- Connecting the Midlands through maximising new technologies to deliver a radical transformation of the Midlands transport network
- Increasing innovation and enterprise, creating an environment where our science and innovation strengths can be maximised

- Tackling the mismatch between business skills needs and the skill levels of Midlands residents
- Shaping great places by promoting the Midlands as a great place to live, learn, visit, and work
- Growing international trade and investment in existing and new markets

## Midlands Connect

4.11 Midlands Connect is the Sub National Transport Body, and the transport arm of the Midlands Engine. It is tasked to improve connectivity across important corridors in the region through the development its long-term transport investment strategy to secure economic and social benefits for the Midlands and power the Midlands’ Engine.

4.12 The Midlands Connect Partnership is made up of 22 local authorities, nine Local Enterprise Partnerships,

both East Midlands and Birmingham airports, chambers of commerce across the region, the Department for Transport, Network Rail, Highways England and HS2 Ltd.

4.13 Midlands Connect has produced a 25 year transport strategy for the region which has the potential to add £5 billion a year to the UK economy, and which contributes to the Midlands Engine vision of creating 300,000 additional jobs by 2030 and growing the economy by £54 billion.

## Transport For The North

4.14 Transport for the North (TfN) is the Sub National Transport Body adjoins and interacts with Derbyshire and Midlands Connect. TfN represents 20 transport authority members from across the North. TfN has the mandate to advise the Government on the transport priorities required to drive inclusive, sustainable economic growth across the North.

- Transforming economic performance
- Increasing efficiency, reliability, integration, and resilience in the transport system
- Improving inclusivity, health, and access to opportunities for all
- Promoting and enhancing the built, historic, and natural environment

## Local Industry Strategy

4.15 Emerging from the UK's Industrial Strategy, the D2N2 Local Industrial Strategy (LIS) has been developed

by the Local Enterprise Partnership to support its Strategic Economic Plan 'Vision 2030'. The LIS is based around 3 main themes of upskilling, clean growth, and connectivity and inclusion, each of which will require the delivery of infrastructure in some capacity to support these aims. Funding streams will support delivery of the D2N2 priorities as outlined in Vision 2030.

## Local Plans

4.16 The 8 Districts/Boroughs across Derbyshire and the Peak District National Park Authority (PDNPA) are required to have an adopted local plan in place. A Local Plan sets out a vision and framework for the future development of an area, addressing its needs and aspirations including housing, the economy, community facilities and infrastructure, adapting to climate change, the natural and historic environment and securing good design. The Local Plan is an essential tool for guiding decisions on individual development

proposals and is the starting point for the consideration of a planning application.

4.17 All the Districts/Boroughs and PDNPA have up to date local plans in place bar two, of which one is progressing towards adoption in 2021, with the other targeting 2023 to meet the government requirement that all authorities should have an up to date local plan in place by December 2023. The NPPF also requires that policies in local plans and spatial development strategies should be reviewed no later than 5 years from their adoption date, to assess whether they need updating. A number of the local authorities within Derbyshire are currently starting the review process.

4.18 Infrastructure Planning is an essential element in ensuring that a Local Plan is robust and deliverable. The NPPF and Planning Practice Guidance highlight the need to consider the need for infrastructure provision to support its planned growth.

- 4.19 At an early stage in the plan-making process strategic policy-making authorities must work alongside infrastructure and service providers and other strategic bodies to identify infrastructure deficits and requirements, and opportunities for addressing them including policies to address the deficit.
- 4.20 The government also recommends strategic policy-making authorities prepare an Infrastructure Funding Statement which will demonstrate the delivery of infrastructure (including the use of developer contributions) throughout the plan-period. Where developments extend outside of a single plan period such as large scale developments, infrastructure providers should seek to plan for longer-term infrastructure requirements set out within adopted plans and reflect this in their funding and investment decisions. Infrastructure Funding Statements are dynamic documents and should be subject to an annual

review which should feed back into review of plans to ensure that plans remain deliverable.

- 4.21 The Planning White Paper 'Planning for the Future' released for consultation on 6th August 2020 by the Ministry of Housing, Communities and Local Government, sets out the Government's radical reforms to the planning system in England, and includes addressing the production and form of local plans. In conjunction with the White Paper consultation, a separate consultation on changes to the current planning system was released, which included a new standard methodology for calculating housing numbers. Following consultation, a new methodology was published in December 2020 which retained the existing methodology but required an additional uplift in housing numbers of 35% in 20 identified cities across England. Local Plan reform, and other changes proposed in the White Paper would require both

primary legislation. The Governments wish to make rapid progress with a new planning system and therefore it must be highlighted that subject to a new planning bill the plan making process and housing targets may be fundamentally different in the near future.

## Local Transport Plan

- 4.22** A Local Transport Plan (LTP) is a statutory requirement introduced through the Transport Act 2000 for local transport authorities to produce an LTP. The Transport Act was amended by the Local Transport Act 2008 and revised the obligation on local transport authorities to replace their LTPs every five years with the power to replace them as they think fit.
- 4.23** Derbyshire's local transport network includes roads, pavements, rights of way and greenways, rail and canal networks. The long-term Local Transport Strategy covers

the maintenance of highway assets (excluding motorways and trunk roads), traffic management, improving local accessibility and healthier travel (bus and rail travel, community transport, walking and cycling), road safety, transport's links with community safety, and our approach to new infrastructure.

- 4.24** Transport investment must fit in with other areas of local public investment relating for example to health, education, economy and security, whilst also taking very seriously the environmental constraints of our transport system. Cross boundary working where transport strategies

overlap also continues to form an important part of the overall approach.

- 4.25** Derbyshire's LTP stems from the Local Transport Strategy and contains policies for the promotion and encouragement of safe, integrated, efficient and economic transport from and within Derbyshire County Council's area and explains how the County Council aims to carry out the policies. The County Council's LTP.



## 5. FUNDING OPPORTUNITIES

5.1 Funding required to pay for the delivery of infrastructure projects which stimulate, or support growth is key. There are many current opportunities for funding a number of which are listed below. However the UK's departure from the EU will have an impact on the type, level and purpose of grant schemes with replacement grant schemes still in development.

5.2 Infrastructure requirements are funded by a variety of different mechanisms which will vary over time. The following chapters set out identified infrastructure needs and indicate potential route to delivery, possible sources of funding based upon appropriate available evidence, together with potential delivery timescales where known.

### **UK Infrastructure Bank**

5.3 The setting up of a UK Infrastructure

Bank is proposed through the National Infrastructure Strategy which will coinvest alongside the private sector in infrastructure projects; support the levelling up and net zero agenda and provide lending to local and mayoral authorities for key infrastructure projects.

### **Business Rates Retention**

5.4 Under the Business Rates Retention Scheme, local authorities are able to come together, on a voluntary basis, to pool their business rates, giving them scope to generate additional business rates growth through collaborative effort and to smooth the impact of volatility in rates income across a wider economic area. A national 75% regime comes into force in 2020-21.

### **Local Growth Fund**

5.5 The Government has awarded a total of £257.5 million to the D2N2 area

from 2015 to 2021 for capital projects to support growth. Funding for a project is dependent on a project's ability to create jobs and attract investors to an area. This funding stream may be reformed as part of the Government's move towards the introduction of the Shared Prosperity Fund.

## Shared Prosperity Fund

5.6 As a member of the European Union, the UK received structural funding worth about £2.1 billion per year and was used for boosting several aspects of economic development, including support for businesses, employment and agriculture and distributed in England via Local Economic Partnerships. The D2N2 Local Enterprise Partnership (LEP) used 3 of these funds to help deliver economic growth, namely the European Agricultural Fund for Rural Development (EAFRD), European Regional Development Fund and European Social Fund (ESF). Funding that has already been agreed will continue to be paid out after the end of 2020 until the end of the funding programme, but applications for new funding will be closed.

5.7 To “reduce inequalities between communities” the Government has created a long-term replacement for EU structural funding in the shape of a Shared Prosperity Fund (UKSPF)

to support the levelling up agenda, namely:

- Boost productivity, pay, jobs and living standards, especially in those places where they are lagging.
- Spread opportunities and improve public services, especially in those places where they are weakest.
- Restore a sense of community, local pride and belonging, especially in those places where they have been lost.
- Empower local leaders and communities, especially in those places lacking local agency.

5.8 Pre-launch guidance was published in February 2022 alongside the Levelling Up White Paper, and provides £2.6 billion of new funding for local investment by March 2025 assigned to all areas of the UK via a funding formula. The Fund’s interventions will be planned and delivered by local authorities.

## Large Local Major Network Funding

5.9 The government has set up a £3.5 billion fund for LLM schemes, which must include a funding request to government of more than £50 million, and those on the newly defined [Major Road Network \(with a funding request from £20-50 million\)](#). As the sub national Transport body, Midlands Connect worked with the 22 local authorities in their partnership to identify the highest priority projects for funding submission. Consideration included the deliverability of schemes by 2025 and evidence that the schemes will reduce congestion, support housing and employment growth, encourage more people to walk, cycle and use public transport, and provide better links to motorways and major trunk roads.

5.10 Midlands Connect submitted 11 Major Road Network and Large Local Majors schemes to the government, with a funding request of £596 million. The Chesterfield to Staveley Regeneration Route was included in this bid and has been successful in receiving development funding which was announced in the March 2020 budget.

### Housing Infrastructure Fund

5.11 In 2017, the Government introduced the Housing Infrastructure Fund (HIF), a government capital grant programme of up to £2.3 billion, which was aimed at helping to deliver up to 100,000 new homes in England. The HIF provided 2 funding streams,

- Forward Funding: designed to help local authorities achieve large scale growth. The grant was used to forward-fund infrastructure schemes and which could represent a significant proportion of the upfront development costs.

- Marginal Viability Funding: where infrastructure funding was provided to help fund the necessary infrastructure to unlock building schemes.

5.12 In July 2020, as part of the Comprehensive Spending Review, the Government intended to launch a new long-term Single Housing Infrastructure Fund to unlock new homes in areas of high demand across the country by funding the provision of strategic infrastructure and assembling land for development. However, in order to prioritise the response to Covid-19, and focus on supporting jobs, the Chancellor and the Prime Minister decided to conduct a one-year Spending Review, to conclude in late November 2020, setting department's resource and capital budgets for 2021-22. Plans for the Spending Review are under review given the unprecedented uncertainty of Covid-19.

### Levelling Up Fund

5.13 In the November 2020 budget a new cross departmental Levelling Up Fund to invest in local infrastructure and support economic recovery was announced. The £4.8 billion fund (up to 2024/5) will support town centre and high street regeneration, local transport projects, and cultural and heritage assets. Local authorities are able to apply for up to £20m to spend on local projects. The Government published a [prospectus](#) for the fund in March 2021, with the first round of successful applications announced in October 2021 totalling circa £1.7 billion.



5.14 To help them develop high quality bids for the Fund, capacity funding can also be allocated to local authorities most in need of levelling up in England, as identified in the index which is published alongside the. The index is based on a combination of metrics including need for economic recovery and growth, need for improved transport connectivity and need for regeneration.

5.15 Further detail on how the Fund will operate from 2022-23 onwards will be set out at a later date.



## Developer funding (Section 106 and Community Infrastructure Levy (CIL))

5.16 The National Planning Policy Framework (2019) (NPPF) states that ‘the purpose of the planning system is to contribute to the achievement of sustainable development’<sup>3</sup>. The County Council has an important role to play in helping to achieve sustainable development, both as a planning authority in its own right, but also as a provider of the vital physical and social infrastructure to support development. Derbyshire County Council is responsible for the delivery and operation of much of the largescale infrastructure required to support development such as highways, schools, libraries and waste.

5.17 There are 8 District and Borough Councils across Derbyshire and one National Park Authority. These authorities develop the local plan for their area which sets out local planning policies and identifies how

land is used, determining what will be built where and any necessary infrastructure required.

5.18 There are 2 types of developer Section 106 agreements and the Community Infrastructure Levy (CIL):

- Section 106: is a legal obligation under Section 106 of the Town and Country Planning Act 1990 and is entered into to mitigate the impacts of a development proposal. Section 106 agreements are most commonly between a local authority and a developer and are attached to a planning permission and can restrict the development of the land in a specific way, require operations or activities to be carried out, require the land to be used in a specified way, or require a sum or sums to be paid. Planning obligations may only constitute a reason for granting planning permission if they meet the 3 statutory tests as set out in the Community Infrastructure Levy (CIL) Regulations 2010 (as amended)<sup>4</sup> and in paragraph 56 of the NPPF; they are

- necessary to make the development acceptable in planning terms,

- directly related to the development, and

- fairly and reasonably related in scale and kind.

- CIL: a planning charge introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. Local authorities can choose to introduce a CIL which is calculated on a £ per square metre (sq.m) basis on new development. CIL is intended to be used to help fund infrastructure to support the development of an area rather than making an individual planning application acceptable in planning terms, which is the purpose of Section 106 Agreements

<sup>3</sup> Paragraph 7 National Planning Policy Framework 2019

<sup>4</sup> Community Infrastructure Levy Regulations 2010 (as amended)

- 5.19 The amendments to the CIL Regulations 2010 which came into effect on 1st September 2019 introduced a mandatory requirement for contribution (Section 106 and/or CIL) receiving authorities to produce an annual Infrastructure Funding Statement (IFS). The IFS provides a summary of all financial and non-financial developer contributions activity relating to Section 106 Legal Agreements (S106) for the previous financial year and must be published by 31st December, for the previous reporting year. This now mirrors to requirements for reporting on CIL income.
- 5.20 The IFS should also report on the infrastructure projects or types of infrastructure that the authority intends to fund wholly or partly by planning obligations or CIL (excluding the neighbourhood portion). As such the SGIF will provide an insight into which infrastructure will be funded through developer contributions.

## Section 278

- 5.21 Most highway and transport infrastructure improvement is secured by planning conditions. These require the developer to commission or carry out specified highway works. Where highway objections to proposals can be overcome by improvements to the existing highway, a Section 278 agreement of the Highways Act 1980 enables the developer to enter into an Agreement with the Highway Authority to pay for or undertake such works. These works may include minor highway realignments, provision of footways, roundabouts, traffic signals, right-turning lanes, passing bays and cycle lanes, together with signage, lighting, drainage and other works.

## Future High Streets Fund

- 5.22 The aim of the Future High Streets Fund is to renew and reshape town centres and high streets in a way that drives growth, improves experience and ensures future sustainability. It will do this by providing co-funding

to successful applicants to support transformative and structural changes to overcome challenges in their area.

## National Productivity Investment Fund (NPIF)

- 5.23 The Government established the NPIF to increase capital spending for areas critical for improving productivity. The NPIF is set to deliver £37bn of high-value investment to 2023/24 in economic infrastructure, Research and Development (R&D), and housing.

5.24 The Chancellor has set out how over £24bn of the NPIF will be allocated which includes:

- £740m for digital infrastructure, to mobilise the market to develop full-fibre broadband networks and 5G capacity;
- £7bn extra for R&D by 2021-22 including £750m for skills and talent (PhDs and fellowships), demonstrating progress towards the government's ambition of increasing the R&D intensity of the economy to 2.4% of Gross Domestic Product by 2027;
- £6.5bn for transport, including a £2.5bn Transforming Cities Fund, designed to drive productivity by improving intra-city transport and reducing congestion;
- £13bn for housing, to build more homes in high demand locations so that people can live near the best job opportunities for them.

## Access For All

5.25 Launched in 2006 to address the issues faced by disabled passengers Access for All (AfA) funding is a key part of the Government's Inclusive Transport Strategy to improve the accessibility of Great Britain's railway. The funding is used to create an obstacle free, accessible route from the station entrance to the platform. This generally includes providing lifts or ramps, as well as associated works and refurbishment along the route.



## Rural Mobility Fund

5.26 The DfT's Rural Mobility Fund was launched on 6th February 2020 with a £20m allocation to be split into multiple projects across England (excluding London) with funding for each project of between £0.5m and £1.5m. The project must be based on Demand Responsive Transport (DRT). DRT services are to be provided bus where services do not already exist. Any funded project needs to serve rural communities with a population of less than 10,000, ideally of a diverse nature.

## Freeport Funding

5.27 Launched in 2020 the Freeport scheme will provide various taxation and customs advantages. There will be 8 Freeports across England and their key aims are:

- Regeneration and job creation
- To establish Freeports as national hubs for global trade and investment

- To create hotbeds for innovation

## Town Deal

5.28 On 27 July 2019 the Prime Minister announced that the £3.6 billion Towns Fund would support an initial 101 town deals across England. A Town Deal is an agreement in principle between government, the Lead Council and the Town Deal Board (convened by the Lead Council) as the vehicle through which the vision and strategy for the town is defined. The agreement will set out the vision and strategy for the town, and what each party agrees to do to achieve this vision. Funding is based on population size.

5.29 Three Derbyshire Councils, Erewash Borough Council, North East Derbyshire District Council and Chesterfield Borough Council were awarded capacity funding, for Long Eaton, Clay Cross and Staveley respectively, to support the development of a Town Deal Board

and Investment Plan. The Town Investment Plan is a locally owned document and will not require sign off by government, however it will form the basis of deal negotiation and inform the amount of investment agreed through the Towns Fund.

5.30 The Investment Plan should align with Local Industrial Strategies, Skills Advisory Panel analysis, local environmental strategies, Local Plans and Spatial Development Strategies, Local Transport Plans and other local and regional strategies, and where possible with the Government's clean growth objectives.

5.31 101 towns applied for funding, with the first successful areas revealed during the March 2021 Budget with Clay Cross being awarded £24.1 million and Staveley £25.2 million to implement their proposals. Long Eaton was subsequently awarded £24.8 million in round 2 of the funding announcements June 2021.

## Transforming Cities

- 5.32** As part of the Autumn Budget 2017, the Government announced the creation of the £1.7bn Transforming Cities Fund with the aim of driving up productivity and to spread prosperity through investment in public and sustainable transport in some of the largest English city regions. The Transforming Cities Fund is focused on intra-city connectivity, and access to jobs in some of England's biggest cities.
- 5.33** Half of the fund has been allocated to mayoral combined authorities. The remainder of the fund will be allocated based on a competitive process aimed at identifying the 10 city regions with the strongest case for investment with proposals accepted from English local transport authorities outside London – County Councils, Combined Authorities, and Unitary Authorities. A package of schemes will be developed in conjunction with Government and will be competitively assessed against each other with funding awarded to

the proposals which demonstrate the greatest improvements to productivity and offer the best value for money.

- 5.34** Derby and Nottingham have received £161m for transport improvements aimed at improving connections between major employment sites and promoting active travel and public transport. This will also impact on Derbyshire through better connections in and around Derby City.

## DfT Integrated Transport Block

- 5.35** The Integrated Transport Block (ITB) is a formula based capital grant provided annually to local authorities (including Derbyshire County Council) for the delivery of transport capital improvement schemes, which are individually worth less than £5 million. The ITB is not ringfenced and is spent at the discretion of local authorities.

## Active Travel Fund

- 5.36** As part of its Covid-19 response, in May 2020 the Government announced

a £250m Emergency Active Travel Fund to deliver quick, emergency interventions to make cycling and walking safer. The government recognised this as a once in a generation opportunity to deliver a lasting transformative change in how short journeys in towns and cities are made and to embed walking and cycling as part of long-term commuting habits with the associated health, air quality and congestion benefits.

- 5.37** Derbyshire County Council was awarded £443,000 in Tranche 1 for temporary active travel measures and £1,684,350 in Tranche 2 for longer term projects to enable walking and cycling.

## Free Schools Funding

5.38 There are 2 routes to establishing a new school:

- The Local Authority presumption competition whereby where the need for a new school is identified, the County Council would invite and evaluate applications and make a recommendation to the Secretary of State as to its preferred provider.
- The Direct route in which an application is submitted by the provider direct to the Department for Education (DfE) during a live application 'wave'. Each 'wave' has a set of criteria that applications must meet to be considered. Should an application be successful, subject to proof of ongoing need, the DfE will deliver the school.

5.39 With regard to the Direct route, the last application round, Wave 14, closed in November 2019. The results were announced in February 2021, with two applications made by academy being successful with regard to the provision of a new secondary school in south Derbyshire and a new primary school at The Avenue development in North East Derbyshire.



## 6. NATIONAL PROJECTS

### HS2

6.1 In early 2020, the Government in its response to the Oakervee Review made clear its commitment to Phase 2b of HS2, with its deliverability being considered as part of the Integrated Rail Plan for the North and Midlands.

6.2 The Government's [Integrated Rail Plan North and Midlands](#) (IRP) published on 18th November 2021 has scaled back the delivery of the eastern leg of High Speed 2 (HS2). The IRP proposes a new high speed line from the West Midlands to East Midlands Parkway to be developed by HS2 Ltd. The route will be based largely on the existing safeguarded HS2 route but designed to allow trains to reach the existing stations in Nottingham and Derby and be capable of future extension.

6.3 The National Infrastructure Commission (NIC) has recommended

that options on how best to take HS2 services to Leeds are considered. Safeguarding of the previously proposed high speed route north of East Midlands Parkway will remain in place pending conclusion of this work.

6.4 The IRP also recommends the electrification of the Midland Main Line to Leicester, Nottingham and Sheffield via Derby to decarbonise existing diesel services sooner than previously planned, and to improve speed and reliability to towns and cities on Midland Mainline. The acceleration of transport improvements at Toton is seen as a future possibility including a station for local/regional services is

also proposed, but requires significant private sector investment

### HS2 Station Masterplan and Provision of HS2 Infrastructure Maintenance Depot At Staveley

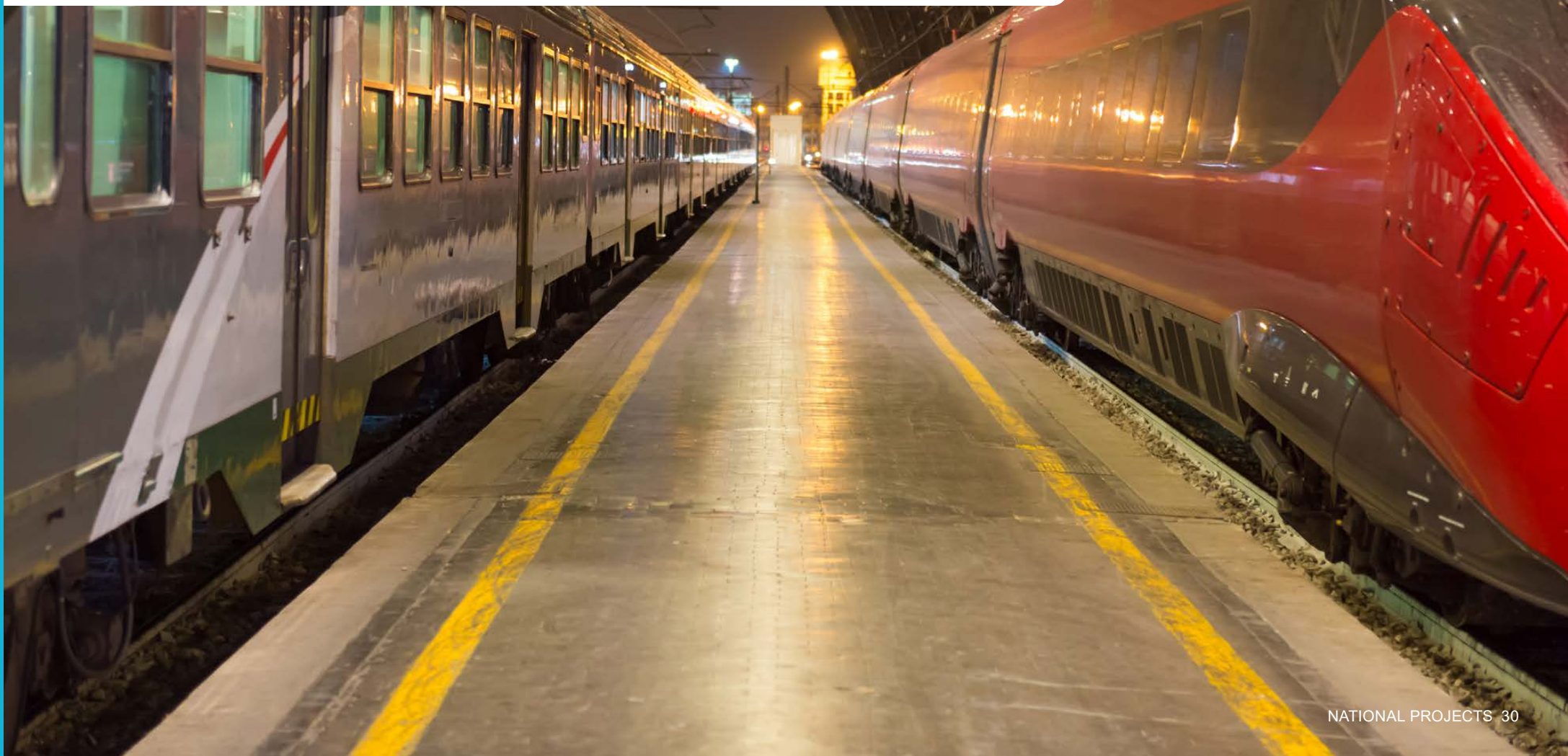
6.5 Under the original HS2 proposals, Chesterfield was expected to benefit from an HS2 Station and an infrastructure maintenance depot bringing a host of economic benefits.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
HS2 - Revised	HS2 Ltd	Consultee	Unknown	Government	2020 - 2036+
HS2 Station masterplan & provision of HS2 Infrastructure Maintenance Depot at Staveley	HS2 Ltd	Consultee	Unknown	D2N2 LEP - £2.4m	2020 - 2036+



6.6 The Government's [Integrated Rail Plan North and Midlands](#) proposes that HS2 line will be built as far as East Midlands Parkway station and from here, trains will continue directly to Nottingham, Derby, Chesterfield, and Sheffield on the upgraded and electrified Midland Main Line. Until

the review as noted in 6.3 above is concluded, the previously proposed route for the HS2 Eastern Leg and the depot site at Staveley will remain safeguarded. It is to be determined whether the depot site is needed to help deliver other elements of the Integrated Rail Plan



## 7. REGIONAL/SUB REGIONAL PROJECTS

7.1 The County Council in collaboration with partners is seeking to progress a number of strategic infrastructure initiatives over the next 15 years as listed below.

### A38 Junction Improvements Derby

7.2 Construction of grade separated junctions on the A38 through Derby City including Little Eaton, Markeaton and Kingsway junctions. The project aims to reduce congestion and improve the reliability of journey times, facilitate regional development and growth, and improve safety.

7.3 The Development Consent Order (DCO) examination was formally closed by the Planning Inspectorate on 8 July 2020. A DCO is a special type of planning application which is needed for a Nationally Significant Infrastructure Project (NSIP). The Planning Inspectorate (acting on

behalf of the Secretary of State) made a recommendation to the Secretary of State for Transport who granted the development in January 2021. However following an Order of the High Court issued on 8 July 2021, the decision of the Secretary of State dated 8 January 2021 to grant the application by Highways England for development consent for the proposed A38 Derby Junctions has been quashed. The Secretary of State will now re-determine that application.

### Trans-Pennine Upgrade - A57 Link Road

7.4 The project aims to reduce congestion and improve the reliability of journey times, facilitate economic growth, and

employment opportunities through improvements to the A57 and A628 between Manchester and Sheffield.

7.5 Formerly known as the “Trans-Pennine Upgrade” this project is referred to as the “Mottram Moor Link Road and A57 Link Road project” in the Government’s second Roads Investment Strategy. The A57 Link Roads project will include the creation of two new link roads:

- **Mottram Moor Link Road** – a new dual carriageway from the M67 junction 4 roundabout to a new junction on the A57(T) at Mottram Moor

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
A38 junction improvements Derby	Highways England	Consultee	£250 m	Highways England	2020 - 2025
Trans-Pennine Upgrade - A57 link Road	Highways England	Consultee	TBC	Highways England	2020 - 2025

- **A57 Link Road** – a new single carriageway link from the A57(T) at Mottram Moor to a new junction on the A57 in Woolley Bridge.

- 7.6 A small section of the A57 link road scheme falls within Derbyshire.
- 7.7 The A57 Link Roads scheme is classed as a ‘Nationally Significant Infrastructure Project’, and therefore a ‘Development Consent Order (DCO) and an examination in public by the Planning Inspectorate will be required. The DCO was submitted in June 2021 to the Planning Inspectorate which has been accepted and the DCO is now in the pre-examination stage which is followed by an examination, and recommendation made to the Secretary of State for Transport who then has 3 months in which to make the final decision whether to grant the DCO.

### **A50/A38 junction improvements Phase 2 study**

- 7.8 Midlands Connect are undertaking

a Phase 2 study into junction improvements to mitigate the impact of planned development to the south of Derby.

### **A38/A42 Study**

- 7.9 Both the A38 and M42/A42 are identified as an important strategic links between the East and West Midlands and the North East. A Midlands Connect study is being undertaken seeking to enhancing resilience between the two sub-regions which will identify future infrastructure projects and costs.

### **A50/A500 Corridor Feasibility**

- 7.10 This is an essential east - west link between the M1 and M6 with major employers based along the corridor.

There are several pinch points along the 90 km corridor between Stoke on Trent and Derby. Midlands Connect has developed a long-term programme of potential interventions along the corridor to improve reliability and shorten journey times on the route, support new homes, new jobs, reduce congestion and improve air quality.

- 7.11 Midland Connect has completed a study exploring the economic, environmental and social case for improving the A50/A500 corridor. Further detailed work will follow to establish a preferred package and sequence of interventions.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
A50/A38 junction improvements Phase 2 study	Midlands Connect	Stakeholder	£0.035m	Midlands Connect	2020 - 2035
A38/A42 Study	Midlands Connect	Stakeholder	Unknown	Midlands Connect	
A50/A500 Corridor Feasibility	Midlands Connect	Stakeholder	0.035m	Midlands Connect	2017 - 2019

## Hope Valley Rail Improvements

- 7.12 As identified in the Transport for the North's (TfN) Strategic Transport Plan, improvements to the Hope Valley Line (Manchester – Sheffield Corridor) would include initial capacity improvements (passing facilities at Bamford and a second track running through Dore & Totley station) to allow a frequency of three fast trains in addition to one stopping train per hour and freight trains, together with further interventions for Northern Powerhouse Rail. This project has received £137 million as part of the Government's Levelling Up commitment in the north, to improve capacity and connectivity between Sheffield and Manchester. Detailed design work is being finalised with construction work due to start in 2022 and is expected to be completed by 2023.

## A50/A514 Junction Improvements

- 7.13 Parts of the Derby housing market area experience significant levels

of congestion. In particular, delays occur at the A38 Derby junctions and congestion is expected to be a growing problem at the A50/A38 and A50/A514 junctions.

## Maid Marian Line – Passenger Service

- 7.14 The Pye freight rail line connects two north south rail lines namely the Robin Hood Line and the Erewash Valley Line. The potential re-opening this rail line to passenger services, will allow a direct link from Mansfield to Toton HS2 station with links to existing Derbyshire stations at Langley Mill and Ilkeston. Funding has been made available through the Restoring your Railways

Ideas fund to prepare a strategic outline business case for submission to the government by the end of June 2021. Future funding to develop the projects would be subject to the DfT agreement of the business case.

## Trans-Pennine Wider Connectivity Study

- 7.15 This study explores the potential to provide a new Trans-Pennine link via a tunnel under the Peak District between Sheffield and Manchester, to promote growth, improve capacity and resilience of the highway network, as well as reduce the impact of traffic in the Peak District National Park.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
Hope Valley Rail Improvements	Network Rail	Stakeholder	£200m	DfT	2020 - 2023
A50/A514 junction improvements	Highways England	Stakeholder	£3 m	Highways England	2020 - 2035
Maid Marian Line - feasibility study	Network Rail, rail operator, DCC, SCR, CBC, NEDDC	Stakeholder	£50,000	DfT Restoring Your Railways Fund	2024 - 2026
Trans-Pennine Wider Connectivity Study	TfN/ Highways England	Stakeholder		TfN/ Highways England	2020 - 2025

## Barrow Hill Rail Line Reopening

7.16 Reopening of the existing Barrow Hill rail freight line from Chesterfield to Sheffield to passenger services with stations in Derbyshire at Whittington, Barrow Hill/Staveley, Eckington/Renishaw and Killarmarsh. This project has been shortlisted as part of the Department for Transport (DfT) restoring your railway programme. The County Council is part of the current working group likely to be involved around development of stations and associated highway infrastructure.

7.17 This project proposal has emerged as a result of the new DfT 'Restoring your Railway' programme. A Statement of Outline Business Case will be submitted in January 2021. The line has the potential to support the major regeneration projects being undertaken in the Staveley area and to provide a local rail service between Chesterfield and Sheffield as HS2

if built will use much of the existing track capacity on the Midland Mainline between the two contributions.

## Alternative Fuel Needs of the Freight/Logistics Industry

7.18 The UK government has set a target to reduce tailpipe greenhouse gas (GHG) emissions by 15% by 2025. This will require logistics operations to seriously consider alternative fuels. The decarbonisation of road freight presents one of the biggest challenges within the transport industry and this project is the first steppingstone to a collaborative and informed low emission future.

7.19 One of the aims of the study is to

identify low and zero carbon refuelling infrastructure required for new vehicle technologies using electricity, hydrogen, gas, biofuels and liquid air. Arup has been leading work on the potential for hydrogen to contribute to the decarbonisation of Derby and the wider D2N2 Local Enterprise Partnership Area.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
Barrow Hill Rail line reopening	Network Rail, rail operator, DCC, SCR, CBC, NEDDC	Stakeholder	Unknown	DfT	2024 - 2026
Alternative fuel needs of the freight/ logistics industry	Midlands Connect	Stakeholder	Unknown	Midlands Connect	2020 -

### Ivanhoe Lane

7.20 A feasibility study is underway to investigate the reintroduction of passenger services on the freight line between Burton and Leicester through the National Forest, including new stations at Drakelow and Gresley (Swadlincote) in South Derbyshire. This project has been shortlisted as part of the DfT Restoring your Railway programme. These funds will help to fund transport and economic studies and to create a business case. Future funding to develop the projects would be subject to the DfT agreement of the business case. The Statement of Outline Business Case will be submitted to the DfT in spring 2021.

### East Midlands Freeport

Each of the Freeports will be able to access £175m of seed capital funding.

7.21 The East Midlands Freeport bid was submitted by a consortium led by the Local Enterprise Partnerships representing Derby, Derbyshire,

Nottingham, Nottinghamshire, Leicester, and Leicestershire. It included private sector businesses and local authorities, with support from universities, business groups, local MP's and the proposed East Midlands Development Corporation.

7.22 As part of the Spring 2021 Budget, the Chancellor announced the East Midlands Airport Freeport was one of 8 successful freeport applications. Based around the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) in North West Leicestershire, Uniper's Ratcliffe-on-Soar power station site in Rushcliffe

in Nottinghamshire and the East Midlands Intermodal Park (EMIP) in South Derbyshire, the Freeport

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
Ivanhoe Line - feasibility study	Network Rail, Rail operator, SDDC, DCC, LCC Leicester City Council, Staffordshire County Council.	Stakeholder	£50,000	DfT Restoring Your Railways Fund	2024 - 2026
East Midlands Freeport	Various	Stakeholder	Unknown	Government	2021 - 2036+

## East Midlands Gateways Study

7.23 The HS2 Growth Strategy and Midlands Connect identified a need to significantly improve connectivity in the Nottingham to Derby corridor, and to prepare for the proposed HS2 East Midlands Hub Station.

7.24 For Derbyshire there are potential benefits to help necessary infrastructure is in place to benefit from HS2, respond to congestion problems, adopt a multi-modal approach, and co-ordination between transport agencies. The study has been completed with the recommendations for new infrastructure in Derbyshire being:

- Maid Marian rail line from Mansfield to Toton serving Langley Mill and Ilkeston using existing rail infrastructure
- Extension of NET tram system to Long Eaton

- Bus Rapid Transit system from Toton to Derby along A52 corridor
- M1 junction 25 improvements and links off A52 to Toton
- Improved pedestrian and cycle links from surrounding area to Toton station including Long Eaton and Sandiacre

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
East Midlands Gateways Study	Midlands Connect	Stakeholder	£1.2m	Midlands Connect Highways England HS2 Strategic Board HS2 Ltd (in kind) Derbyshire County, Nottinghamshire County Derby City and Nottingham City Councils	2018 - 2020

## 8. COUNTY LEVEL PROJECTS

8.1 The County Council in collaboration with partners is seeking to progress a number of infrastructure initiatives over the next 15 years as listed below.

### Broadband

8.2 Broadband service quality varies across Derbyshire with access to Next Generation Access (NGA) broadband infrastructure (capable of delivering download speeds of speeds of at least 30 Mbps) improving. Investment in the County's broadband infrastructure, to support the future economic prosperity of the county, continues to be a priority for the County Council.

8.3 The Digital Derbyshire programme is a partnership between Derbyshire County Council and Openreach to provide access to NGA fibre broadband services for residents and businesses. The Council's ambition is that 98% of homes and businesses in Derbyshire will be able

to access speeds of at least 24 Mbps by the end of 2020. The remaining properties are in hard to reach areas and work is ongoing to enable their connection, alongside a roll out of 5G and a future move towards the delivery of gigabit connectivity. The DCO was submitted in June 2021 to the Planning Inspectorate which has been accepted and the DCO is now in the pre-examination stage which is followed by an examination, and recommendation made to the Secretary of State for Transport who then has 3 months in which to make the final decision whether to grant the DCO.

### Natural Flood Management: Slow the Flow

8.4 The Environment Agency is working to produce Natural Flood Management (NFM) opportunity maps for a number of catchments across the East Midlands which alongside hydraulic analysis will show the potential flood risk mitigation benefits to a community which could be provided by NFM, such as natural upstream water retention projects (i.e. peatland restoration) will help to protect downstream areas within Derbyshire from flooding.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
Broadband	Openreach/ Digital Derbyshire (Phase 2)	Delivery / stakeholder	£25 m	ERDF/ BDUK/ DCC/ BT/ D2N2	2012 - 2023
NFM - Slow the Flow'	EA	Stakeholder	Unknown	EA/DCC	2021 - 2026



## Key Cycle Network

- 8.5 The Key Cycle Network (KCN) evolved from the Derbyshire Cycling Plan to deliver the infrastructure connectivity with high quality connected routes, supporting all forms of cycling and economic growth, leisure, health and tourism needs. The KCN also supports the Derbyshire Climate and Carbon Reduction Manifesto which includes provisions to 'support and promote the development of low carbon travel'.
- 8.6 The KCN project totals 770km with around 420km considered complete and open for use. The remaining 350km is proposed and has been sectioned into 127 individual links of which the County Council has prioritised the delivery of 20 sections in the short to medium term, but delivery is dependent on further funding availability or other issues. These 20 projects are listed Chapter 9, under the relevant geographical district/borough.

- 8.7 The White Peak Loop is part of the KCN and seeks to create a 97km circuit connecting the existing popular Tissington, High Peak and Monsal Trails into the market towns of Buxton, Bakewell and Matlock. When complete this attractive route will benefit the local economy and boost tourism.

## Low Emission Vehicle Charging Points

- 8.8 Petrol and diesel vehicles have dominated the market for over a century. Transport is the largest sector for UK greenhouse gas emissions
- 8.9 Petrol and diesel vehicles have dominated the market for over a century. Transport is the largest sector

for UK greenhouse gas emissions (27%), of which road transport accounts for over 90%. Road transport is also one of the biggest contributors to poor air quality in some of the UK's towns and cities.

- 8.10 The Government in 'The Ten Point Plan for a Green Industrial Revolution' has pledged to end the sale of new petrol and diesel cars and vans from 2030, 10 years earlier than originally planned. To support this, Government will invest £1.3 billion to accelerate the roll out of charging infrastructure, with rapid charge points on motorways and major roads, and installing more on-street charge points near homes and workplaces.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
Key Cycle Network	DCC	Delivery / stakeholder	£140 m	Developer contributions/DfT/D2N2/LTP	2020 - 2036
Low emission vehicle charging points	DCC	Partner	£5 m	Government / other	2020 - 2035

8.11 Reducing emissions from transport in Derbyshire is a key part of the overall approach to tackling climate change and this is a key component of the Derbyshire Environment and Climate Change Framework. Encouraging the take up and use of low emissions vehicles in Derbyshire is a fundamental part of the overall approach to reducing emissions from transport. To support this approach the County Council has developed a Low Emissions Vehicle Infrastructure Strategy for Derbyshire and will work with partners on the provision and delivery of low emission vehicle infrastructure across the county.

### Trent Valley Vision

8.12 The Trent Valley within Derbyshire is becoming an increasingly fragmented landscape facing significant pressures for change as a result of mineral extraction, urban development, transport infrastructure and agricultural practices. The Trent Valley Vision is an environmental-

led regeneration initiative aimed at transforming the landscape of the Trent Valley over a 50 year period to build on the Valley’s natural and cultural heritage and its natural capital. The new landscape would retain, integrate and protect the best and most significant elements of the existing landscape to provide a range of recreational and leisure opportunities and generate a £multi-billion leisure and recreation economy at the heart of England.

### Waste Treatment Plant for Derby and Derbyshire - Sinfin Lane, Derby City

8.13 Even with increased efforts to reduce, reuse and recycle more rubbish, some waste remains which requires treating to avoid it going to landfill. The delivery of a waste treatment plant at Sinfin, Derby, will treat 190,000 tonnes, diverting 180,000 tonnes of waste per year from landfill (the equivalent weight of 26,000 double decker buses), and generate electricity enough to power 14,000 homes.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
Trent Valley Vision	SDDC, C&RT, Highways England, EA, environmental organisations, mineral extractors, businesses and local communities	Partner	Unknown	To be determined	
Waste Treatment Plant for Derby and Derbyshire - Sinfin Lane, Derby City	DCC/Derby City Council/ Waste Contractor;	Joint owner of contract with Derby City Council	£200m	DCC budget	2010 - 2042

## Woodville-Swadlincote Regeneration Route

- 8.14 This project aims to unlock the development potential of the Woodville regeneration area which is located adjacent to the route within the Swadlincote urban area in South Derbyshire District. The regeneration area is considered as being fundamental to the future prosperity of Swadlincote by providing much needed commercial space and 300 new homes, creating 3,100 jobs (plus construction jobs). The new road will also create a new route for traffic between Ashby and the M1 corridor to Swadlincote reducing congestion elsewhere and improving access from the eastern conurbation to Swadlincote town centre.
- 8.15 The project entails the construction of approximately 900m of new carriageway, 3 roundabout junctions and other infrastructure. The regeneration route received planning consent on 23 December 2019 and

work started on site in October 2020, to be completed by autumn 2021.

## Ashbourne Bypass

- 8.16 The A515 is an important node on strategic routes, running north to south and east to west. A study in 2017 showed that up to 12,000 vehicles use the main routes through the town each day, and 46% of traffic using the A515 was 'through' traffic which also consists of a high proportion of HGVs. The steep and narrow northern A515 entry and exit to Ashbourne and the traffic negotiation in the historic market place leads to poor connectivity and delays during peak periods.
- 8.17 Following a public consultation on 3 potential routes option for the bypass which took place during late 2020,

the Western bypass – option A was identified as the preferred route.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
Woodville-Swadlincote Regeneration Route	DCC	Delivery	£13.5 m	£6.4 m Local Growth Fund S106 £0.73 m	2020 - 2021
Ashbourne bypass	DCC	Delivery	£24 m	£0.3m DCC	2020 - TBC

### South Derby Integrated Transport Link

- 8.18 The large strategic sites being proposed through the Derby City and South Derbyshire Local Plans will increase travel demand and highway infrastructure works, with the South Derby Integrated Transport Link needed to provide additional capacity. An Integrated transport link from Stenson Road to T12 will provide a link for all modes of transport between strategic housing and employment sites.
- 8.19 Phase 1 is partly delivered, with Infinity Park Way forming the eastern end, within Derby City Boundary; the central portion is the link road for which along with a new junction on the A50 forms part (new A50 Junction Improvement and link road information below); the western end of the link road will be delivered by a developer as part of a new residential planning application.

### A50 Junction Improvement And Link Road

- 8.20 Derbyshire County Council is working in partnership with Derby City Council, South Derbyshire District Council, developers and others to provide a new junction and link road off the A50 on the outskirts of Derby. The proposed road and junction will lead to a new 450-hectare ‘garden village’ on the boundary between Derbyshire and Derby near to Sinfin and Chellaston. Plans for the garden village include proposals for around 3,000 homes and space for a business park which is expected to boost the economy by creating up to 5,000 jobs.
- 8.21 Derbyshire County Council submitted planning applications for the new

junction and link road submitted to both the County Council’s planning team and Derby City Council’s planning team as the land proposed for development crosses the boundary between the city and county. These applications were approved on 20 April 2021 and 30 April 2021 respectively.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
Southern Derby Integrated Transport Link: Phase 1	DCC/ Derby City/ Developers	Stakeholder	£30 m	Unknown	2020 - TBC
A50 Junction Improvement and link road	DCC/ Derby City	Delivery	£50 m	SHIF	2022 - 2024

### Swarkestone Causeway Bypass

- 8.22 The Swarkstone Causeway dates from the late 13th or early 14th century and at three quarters of a mile long, is the longest stone bridge in England. The bridge at the north end of the causeway was destroyed by floods in 1795 and replaced in 1795-7. The bridge and causeway are Grade 1 listed by Historic England, but it remains the main A514 route into Derby and subject to modern day traffic loading and volumes.
- 8.23 Work is ongoing by the County Council to pursue the provision of an alternative crossing.

### Improvements To A6/A50 Spur Junction and Public Transport Provision

- 8.24 This proposal forms part of the A50/A500 Corridor Feasibility project (see 7.14) and would support proposed housing development at Boulton Moor. Further detailed work will follow

the A50/A500 Feasibility project to establish a preferred package and sequence of interventions.

### A61 Growth Corridor

- 8.25 The A61 Corridor scheme is made up of five projects, and include Sustainable Transport, 21st Century Transport, the Chesterfield Station Masterplan, the Avenue Southern Access, and Clowne North. These individual projects will help improve transport links between Chesterfield and North East Derbyshire which will increase capacity, reduce congestion, and promote greener transport options including cycling and walking.

- 8.26 This package of measures will provide infrastructure improvements and reduce commuter journey times, provide sustainable transport routes, and also ‘unlock’ further opportunities for major housing and employment growth along the A61 corridor through Chesterfield and into North East Derbyshire. The improvements to the transport network will prioritise active travel, cycling, and pedestrianisation through new and upgraded paths and cycle routes. Residents and local businesses will also benefit from a technology package which will include bus real-time information for bus passengers, car parking guidance and information, and CCTV.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
Swarkestone Causeway bypass,	DCC	Unknown	Unknown		
Improvements to A6/A50 spur junction and public transport provision	DCC/ Derby City/ Highways England/ Developers	Delivery	£3.75 m	SHIF S106	
A61 Growth Corridor	DCC	Delivery	Unknown	DCC/D2N2/ S106	2016 - 2021

8.27 D2N2 has earmarked £15.6m of funding towards the A61 Growth Corridor projects, subject to each element being separately assessed by the D2N2 Board. The Sustainable Transport Project and 21st Century Transport proposals have been assessed and awarded £1.69m and £3m respectively. These individual projects are included within Chapter 9.

8.28 The 21st Century Transport and Sustainable Transport Project projects form part of a Transport Mitigation Strategy for the A61 corridor and aims to improve the resilience of the transport network. There are a number of significant residential and employment developments proposed within the corridor including Peak Resort and the Avenue. This growth will place additional demands on the transport network in the surrounding areas. These works are being carried out to ensure there is sufficient access to these growing sites and mitigate against the demands that will be placed on the local network.

### Expansion Bus Real Time Information Sign and Bus Priority at Traffic Signals

- 8.29 Work undertaken by Transport Focus, the national research specialist for all forms of transport, has regularly shown that one of the main reasons people don't use bus services is a lack of reliable information about when the next service will arrive. Real Time Information (RTI) signage helps to overcome this by giving passengers confidence that their service is on its way, counting down in minutes to when the bus actually arrives.
- 8.30 Expansion of real time bus information in Derbyshire supports the existing D2N2 wide bus real time information

sign and bus priority at traffic signals project to more locations across the region. Work on a project to upgrade the back office system run by Nottingham City Council is about to begin, funded through the Transforming Cities fund. Many RTI signs have already been installed, through the Derbyshire Highways Hub Advanced Real Time Information (DHART) and A61 Growth Corridor Projects, with around 180 to date across Derbyshire. Further work is ongoing. Initial work on traffic signals priorities should be completed in 2021. This will form the first of a long term project to expand RTI and traffic signal priority to more locations across the regions.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
Expansion of bus real time information sign and bus priority at traffic signals project.	DCC/ Nottingham City Council/ D2N2	Delivery	Unknown	Local Growth Fund/ National Productivity Infrastructure Fund/ Transforming Cities Fund /LTP/ A61 developer contributions	2020 - 2022

## WiFi Enabling Town Centres (PH1)

- 8.31 Wifi is to be provided in 26 towns across Derbyshire to improve digital, retail and visitor offer of market towns, supporting them to diversify and broaden their offer to become places where businesses want to start or relocate and people want to reside. Wifi enabling will provide towns with the digital infrastructure and connectivity and consumer intelligence which will enhance business viability.

## Derwent Valley Mills World Heritage Site

- 8.32 In December 2001, the Derwent Valley Mills in Derbyshire was inscribed on the World Heritage List. This international designation confirms the outstanding importance of the area as the birthplace of the factory system where in the 18th Century water power was successfully harnessed for textile production.
- 8.33 The Purpose of the Derwent Valley

Mills World Heritage Site Inscription is to:

*‘Maintain the Outstanding Universal Value of the Derwent Valley Mills World Heritage Site by protecting, conserving, presenting, enhancing and transmitting its culture, economy, unique heritage and landscape in a sustainable manner.’*

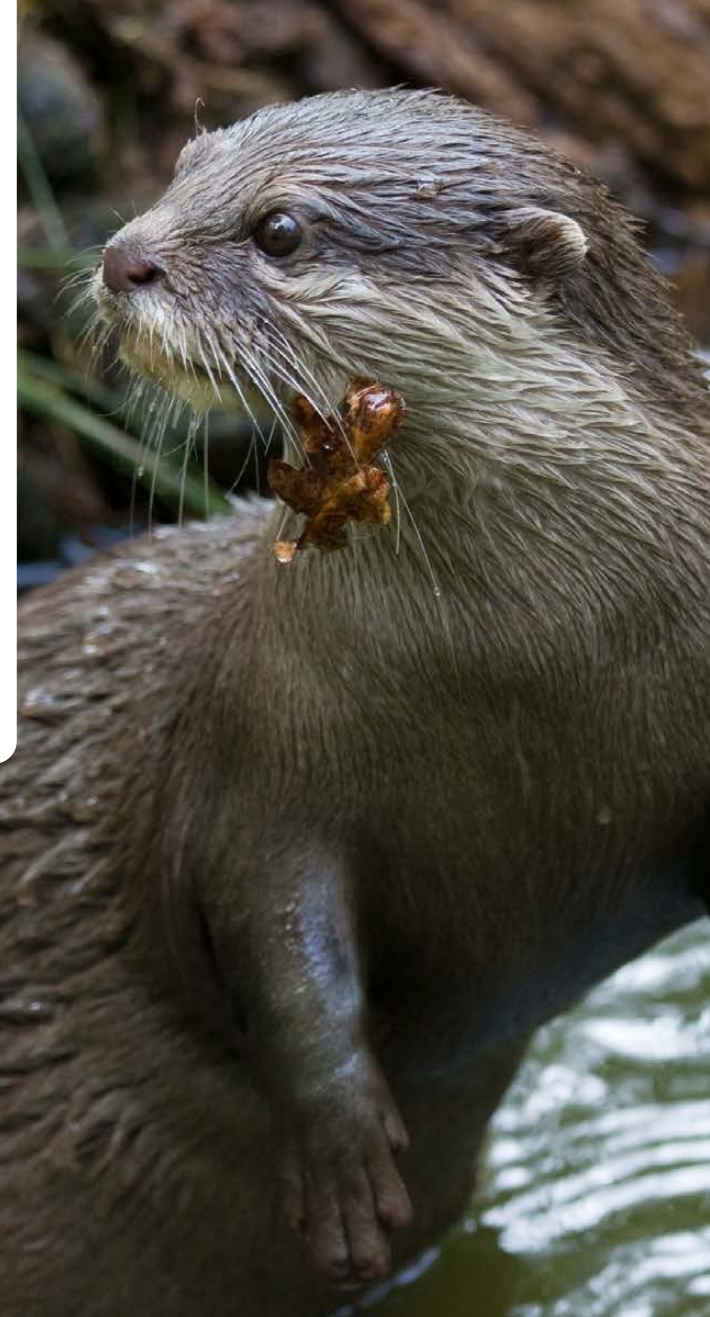
- 8.34 The Management Plan (2020 -2025) identifies a number of objectives and actions designed to deliver the DVMWHS’s purpose and Vision. These individual projects are listed in Chapter 9, under the relevant geographical district/borough.

Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
WiFi Enabling Town Centres (PH1)	DCC	Delivery	0.98 m	DCC £0.151m LEP funding request £0.49-£0.64m Town Deal & Struggling High Streets £0.15m	2021 - 2024
Derwent Valley Mills World Heritage Site	Various	Partner	Unknown		2020 - 2025

## River Mease SAC Restoration

8.35 The River Mease and the lower part of Gilwiskaw Brook are lowland rivers designated as a Special Area of Conservation and a Site of Special Scientific Interest and represent one of the best examples of an unspoilt meandering lowland river which supports characteristic habitats and species. Past modifications to the river channel and floodplain have

reduced the diversity of wildlife habitat. The restoration of a more naturally functioning channel and floodplain connectivity will encourage an increase in habitat and wildlife and improve the resilience of the river system to the more extreme high and low flows expected in future due to climate change.



Project	Delivery Agent	DCC Role	Estimated £	Funding Source	Timeframe (from/to)
River Mease SAC restoration	EA/Trent Rivers Trust	Stakeholder	Unknown	EA/Developer Contributions	2016 - 2027



## 9. LOCAL PROJECTS

9.1 Listed below by Borough/District are a list of local key infrastructure projects proposed to unlock growth potential. Projects are identified where Derbyshire County Council has a role as consultee, stakeholder, advisor, regulatory, client or as a delivery agent.

9.2 Projects to support the city's growth as identified in the Derby City Infrastructure Delivery Plan, where the County Council is identified as a

delivery agent, have been included in the relevant borough/district in which they will be delivered. Projects in the Peak National District Park are identified within the district/borough in which they fall.

9.3 Project timelines are provided where the project has sufficient information, but timelines are subject to change for example where they are dependent on external grants or the progress of

associated development. The SGIF will be updated on an annual basis and as projects become more advanced, the relevant information will be updated.

9.4 Please note only the 20 priority key cycle network (KCN) link projects (out of 127 total) have been included in the relevant local authority areas. Further projects will be included as they are prioritised.

### AMBER VALLEY BOROUGH

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Alfreton flood bund	Construction of a flood bund alongside Derwent Grove and Amber Grove, with the aim of preventing flows from Oakerthorpe Brook overtopping the bank onto the adjacent footpath and intercepting the potential flow route towards nearby properties.	DCC	Delivery	£150,000	NFCERM/DCC/private	2018 - 2019	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
New primary school - Radbourne Lane	New primary school to accommodate planned growth. Delivery in line with timescales to be agreed.	DCC	Delivery	£6 m+	Developer contributions		
New primary school to serve the Lily Street Farm development	New primary school to accommodate planned growth. Delivery in line with timescales to be agreed.	Developer	Client	Unknown	Developer contributions		
Provide workspace within the Derwent Valley Mills World Heritage Site	Development of Belper Mills and Belper Visitor Economy Cluster	DCC	Unknown	Unknown	Unknown		
KCN Link 37a: Little Eaton Branch Line - Duffield Road, Little Eaton to Rawson Green, Kilburn	The KCN can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 37a Little Eaton Branch Line - Duffield Road, Little Eaton to Rawson Green, Kilburn totals 5.6 km. Delivery is dependant on funding availability.	DCC	Delivery	£1.6 m	DCC £0.102m LCWIP Highways England	2020 - 2025	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
KCN Link 55: Swanwick Junction to Crays Hill, Leabrooks (Leabrooks Railway)	The KCN can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 55 Swanwick Junction to Crays Hill, Leabrooks (Leabrooks Railway) totals 1.6 km. Delivery is dependent on funding availability.	DCC	Delivery	Up to £0.5 m	Unknown	2020 - 2025	
KCN Link 56: Crays Hill, Leabrooks to Park Pavilion	The KCN can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 56 Crays Hill, Leabrooks to Park Pavilion totals 0.4 km. Delivery is dependent on funding availability.	DCC	Delivery	Up to £0.5 m	Unknown	2020 - 2025	
Cromford Canal (Cromford to Ambergate)	Maintain the canal asset to complement the World Heritage Site. The project will support the visitor economy and provide low carbon transport.	DCC	Unknown	Unknown	Unknown		
Cromford Canal (Golden Valley to Jacksdale)	Regeneration opportunities to maintain and enhance the canal asset supporting the visitor economy and low carbon transport.	DCC	Unknown	Unknown	Unknown		

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Solar Farm - Former Swanwick Colliery	The site would be feasible of accommodating a 1.3MW solar farm. Following uncertainty surrounding subsidies, and grid connection availability these projects are now considered over a medium term basis.	DCC	Unknown	Unknown	Unknown		
Heanor Future High Streets Fund	Regeneration of town centre including: Heart of Heanor - vibrant market place; Heanor Hub - refurbishment of grammar school to diversify economy, create jobs and increase skills opportunities; Heanor is Home - to create affordable homes within the town centre.	AVBC / DCC	Unknown	Unknown	Unknown		
Kilburn Junior School	provision of 2 new classrooms for basic need expansion	DCC	Delivery	£400,000	DCC	2021 - 2022	
Nether Heage - Flood Alleviation Scheme	Flood investigation to understand flood mechanism and level of risk. Flood mitigation in the form of property level resilience or overland flow management.	DCC	Unknown	£70,000	EA	2022 - 2023	
Oakerthorpe Brook, Derwent Grove, Alfreton, Flood Alleviation Study	Construction of Flood Defence wall or alternatively a Property Level Resilience scheme to provide flood mitigation to 15 properties.	DCC	Lead	£171,000	EA/DCC potential contributions (eg Highways England)	2022 - 2023	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Lower Kilburn - Flood Alleviation Scheme	A combination of Property Flood Resilience measures to individual properties and Natural Flood Management measures for 10 properties	DCC	Lead	£55,000	EA	2024 - 2025	
Lower Kilburn Flood Management measures.	A combination of Property Flood Resilience measures to individual properties and Bottle Brook Natural Flood Management measures.	EA	Lead	£24,861	EA	2025 - 2026	
Duffield, River Ecclesbourne, Asset Renewal	Raised defences and engineered channel through the town of Duffield were constructed in the 1960s. The assets are near to the end of their design life. Now requires scheme to replace those aging assets to maintain the flood risk benefits they provide to Duffield.	EA	Stakeholder	£2,918,300	EA	2024 - 2025	

## BOLSOVER DISTRICT

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Town End / Welbeck Road / Moor Lane junction improvements	The Bolsover Town Transport Study was commissioned to identify the localised impacts of its Local Plan allocations. A key junction of concern was identified as the Town End / Moor Lane / Welbeck Road junction. Improvements are expected to be delivered through the developer's legal obligations.	Developer	Regulatory	£570,000	Planning process/ developer contributions	2020 - 2021	
A632 / Portland Avenue / Mansfield Road junction improvements	The Bolsover Town Transport Study was commissioned to identify the localised impacts of its Local Plan allocations. A key junction of concern was identified as the A632/ Portland Avenue/ Mansfield Road junction. Improvements are expected to be delivered through the developer's legal obligations.	Developer	Regulatory	£270,000	Planning process/ developer contributions	2026 - 2027	
A632 (Langwith Road) / B6417 (Rotherham Road) junction improvements	The Bolsover Town Transport Study was commissioned to identify the localised impacts of its Local Plan allocations. A key junction of concern was identified as the A632 (Langwith Road) / B6417 (Rotherham Road) junction. Improvements are expected to be delivered through the developer's legal obligations.	DCC	Regulatory	£180,000	Planning process/ developer contributions	2020 - 2021	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
LTP3 capital allocation for cycling schemes	To mitigate traffic growth / encourage more sustainable modes of transport associated with the level of growth as set out in the Local Plan	DCC	Unknown	c £390,000	Public funding / Developer contributions		
Clowne - new western link road	The creation of a new western link highway to the A616 / Boughton Lane junction is to be provided to facilitate the level of growth (approximately 1,500 dwellings) from the strategic allocation of Clowne Garden Village, as set out in the Local Plan. The timing of its delivery is dependent on the grant of planning permission and rate of development.	Developer	Regulatory	Unknown	Planning process	2020 - 2021	
Clowne - new town centre link road	A highway connection to the town centre will be provided from the Clowne Garden Village (approximately 1,500 dwellings) as set out in the Local Plan. The timing of its delivery is dependent on the grant of planning permission and rate of development.	Developer	Regulatory	Unknown	Planning process	2025 - 2026	
A616 / Treble Bob junction improvements	In order to facilitate the level of growth, as set out in the Bolsover District Local Plan, the replacement of the existing roundabout junction with a signalised crossroads will provide a long term solution to the junction operation. Timing is dependent on the grant of planning permission and rate of development.	DCC	Delivery	£3.43 m	Developer contributions	2020 - 2021	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
A616 / Barlborough Links junction improvements	To accommodate the level of growth, as set out in the Local Plan. Timing is dependent on the grant of planning permission and rate of development.	DCC	Regulatory	Unknown	Public funding / Developer contributions	2020 - 2021	
A616 / Lindrick Way junction improvements	To accommodate the level of growth, as set out in the Local Plan. Timing is dependent on the grant of planning permission and rate of development.	DCC	Regulatory	Unknown	Public funding / Developer contributions	2020 - 2021	
A616 / Clowne Road junction improvements	To accommodate the level of growth, as set out in the Local Plan. Timing is dependent on the grant of planning permission and rate of development.	DCC	Regulatory	Unknown	Public funding / Developer contributions	2020 - 2021	
A616 / Boughton Lane junction improvements	To accommodate the level of growth, as set out in the Local Plan. Timing is dependent on the grant of planning permission and rate of development.	DCC	Regulatory	Unknown	Public funding / Developer contributions	2020 - 2021	
A619 / A618 junction improvements	To accommodate the level of growth, as set out in the Local Plan. Timing is dependent on the grant of planning permission and rate of development.	DCC	Regulatory	Unknown	Public funding / Developer contributions	2020 - 2021	
A619 / Gapsick Lane junction improvements	To accommodate the level of growth, as set out in the Local Plan. Timing is dependent on the grant of planning permission and rate of development.	DCC	Regulatory	Unknown	Public funding / Developer contributions		
M1 J30 roundabout improvements	To accommodate the level of growth, as set out in the Local Plan. Timing is dependent on the grant of planning permission and rate of development.	Highways England	Unknown	Unknown	Developer contributions	2025 - 2026	



Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
New primary school - Bolsover North Strategic Allocation	Bolsover Infant and Nursery School will be provided with a new site within the strategic allocation to enable its relocation.	DCC	Unknown	£6 m+	Developer contributions	2027 - 2028	
New primary school - Clowne Garden Village Strategic Allocation	New 1 Form Entry primary school within the strategic allocation to serve 1000 dwellings proposed within the Bolsover Local Plan period. Expansion to 1.5 Form Entry during next plan period to accommodate additional growth to 1500 dwellings. Delivery is dependent on the planning permission for the site, and the subsequent build out rate	DCC	Delivery	c £9 m	Developer contributions	2023 - 2024	
Extension to the Bolsover Secondary School	Expansion of The Bolsover School to accommodate the level of growth, as set out in the Local Plan. Delivery timescales to tie in with the build out of various development sites across the school's normal area.	Academy	Delivery	£1.425 m	Developer contributions	2023 - 2024	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Clowne Branchline	A key part of the Key Cycle Network is the Bolsover Loop which comprises multi-user trails network between Bolsover and Shirebrook, Clowne and Hardwick. remediation of 16 ha land, creation of habitat and delivery of improved and extended cycling infrastructure will mitigate traffic growth / encourage more sustainable modes of transport associated with the level of growth as set out in the Local Plan. The Clowne Branchline (section 77 of the KCN) comprises 7.4 km from Oxcroft junction to Skinner Street in Creswell	DCC	Delivery	£1.534 m	DCC £0.95m ERDF £0.584m	2020 - 2021	
Creswell station	Public realm improvements	Network Rail/BDC	Unknown	Unknown	Unknown		
Whitwell station	Public realm improvements	Network Rail/BDC	Unknown	Unknown	Unknown		
Shirebrook station	Public realm improvements	Network Rail/BDC	Unknown	Unknown	Unknown		
Sustainable Green Transport - Poulter to Creswell	Support the completion of the Archaeological Way (AW) multi-user trail, a new low-carbon sustainable transport walking and cycling route.	DCC	Unknown	Unknown	Public funding / Developer contributions / grants		

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Sustainable Green Transport - Pleasley Vale to South Shirebrook	Support the completion of the Archaeological Way (AW) multi-user trail, a new low-carbon sustainable transport walking and cycling route.	DCC	Delivery	Unknown	Public funding / Developer contributions / grants		
Sustainable Green Transport - Pleasley Vale to South Shirebrook	Support the completion of the Archaeological Way multi-user trail, a new low-carbon sustainable transport walking and cycling route.	DCC	Delivery	Unknown	Public funding / Developer contributions / grants		
Coalite	Large mixed use site for economic and residential development that straddles Bolsover and North East Derbyshire boundaries off Buttermilk Lane.	Bolsover Land Ltd, BDC, NEDDC & DCC	Delivery	Unknown	LEPs SCR D2N2, ERDF, RGF, Private Sector		
Phoenix Greenways	Complete Greenway connections between Blackwell and Silverhill Trails and link to Alfreton Station		Delivery	Unknown	Public funding / Developer contributions / grants		
Markham Vale - Main Project	A £94m project to create 200 acres of development land with significant highway infrastructure (ie New M1 motorway junction) all with the long term objective of creating 4,100 new jobs and attracting £250m of private sector investment. The project has been delivered over a number of years with project completion anticipated in 2025.	DCC	Delivery	£94 m	Land sales, RDA's, LEPs, ERDF, Central Government	2020 - 2025	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Shirebrook Reimagined (PH1)	Proposed public realm and traffic improvements including resurfacing the market square, removing traffic from three sides of the square and providing a through route, along with creating a high quality public space within the square alongside retaining sufficient space to provide market stalls.	BDC/DCC	Partnership	£1 m	£ 0.500m LEP grant funding sought.	2021 - 2022	
Shirebrook One Public Estate projects (PH2)	Creation of a community hub located close to the town market square which will create opportunities for linked trips to the shops in the market square if the retail offer and environmental quality of the market square can be improved.	DCC	Stakeholder	£19 m	£1.000m LEP grant funding requested	2021 - 2023	

## CHESTERFIELD BOROUGH

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Chesterfield- Staveley Regeneration Route	A 6km link road from Chesterfield town centre to the A6192 and A619 at Staveley to create a regeneration corridor which will bring forward former industrial land (including heavily contaminated land) for jobs and housing.	DCC	Delivery	£93 m	DCC/CIL/ LEP/ Central Government	2021 - 2026	
Chesterfield Station Masterplan; Hollis Lane Link Road; Lordsmill Roundabout	As part of plans by Chesterfield Borough Council to regenerate the area around Chesterfield Train Station the County Council are proposing to build a new Hollis Lane link road to link Brewery Street via the Station with the A632 at Spa Lane, Hady Hill. <b>Phase 1</b> includes widening the junction of Spa Lane and Hollis Lane and installing traffic lights at the junction. New steps and ramp will be built for pedestrian access from the underpass and creation of a new cycle route alongside the link road to connect with existing railway station cycle route. <b>Phase 2</b> will extend the link road north towards the station and through to Brewery Street and onward to Brimington. Under the proposals, the traffic light system at Lordsmill roundabout and Piccadilly junction would also be improved to help traffic flow better along the A632.	DCC	Delivery	Phase 1 £9.01 m	D2N2 - £3.8m	2020 - 2021	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
A61 Growth Corridor improvements - Whittington Moor Roundabout	This project forms part of the larger Transport Mitigation Strategy for the area to respond to planned growth and aims to improve the resilience of the local transport network. A major review and reworking of Whittington Moor roundabout to reduce congestion and improve traffic flows in the short term with a longer term aspiration for grade separation at the roundabout. Work has been commissioned.	DCC	Partnership	£0.844 m	DCC £0.844	2021 - 2022	
A61 Growth Corridor improvements - A61/St Augustines Road junction	This project forms part of the larger Transport Mitigation Strategy for the area to respond to planned growth and aims to improve the resilience of the local transport network. The three sets of traffic signals at the junction of St Augustines Road and the A61 are being upgraded with more up-to-date signals.	DCC	Delivery		Developer contributions D2N2 LEP	2020 - 2020	Yes

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Whittington Moor to Sheepbridge cycle route	The delivery of the new Whittington Moor to Sheepbridge cycle route is part of the Standard Gauge project which seeks to establish high quality walking and cycling routes along the length of the A61 Corridor by completing a strategic route between the Sheepbridge area north of Chesterfield and The Avenue development site to the south of Chesterfield. The County Council has invested significantly in extending a route along the A61 Corridor through its LTP allocations and external funding sources.	DCC	Delivery	Part of £2.111 m project	A proportion of the following funding £0.197 LTP £1.689 D2N2 £0.225 Developer contributions	2020 - 2020	Yes
A61 Hornsbridge roundabout to Storforth Lane cycle route upgrade	The upgrade of the Hornsbridge Roundabout to Storforth Lane cycle route will be delivered as part of the Standard Gauge project, which seeks to establish high quality walking and cycling routes along the length of the A61 Corridor by completing a strategic route between the Sheepbridge area north of Chesterfield and The Avenue development site to the south of Chesterfield. The County Council has invested significantly in extending a route along the A61 Corridor through its LTP allocations and external funding sources.	DCC/CBC	Delivery	Part of £2.111 m project		2016 - 2020	Yes

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Wayfinding strategy	To support the delivery of Whittington Moor to Sheepbridge cycle route and upgrade of the Hornsbridge Roundabout to Storfoth Lane route a comprehensive wayfinding system will be implemented to help promote the cycle network and enable easy navigation.	DCC	Delivery	Part of £2.111 m project	A proportion of the following funding £0.197 LTP £1.689 D2N2 £0.225 Developer Contributions	2021 - 2022	
A61 Sheepbridge Lane/ Broombank Road junction improvement	This project forms part of the larger Transport Mitigation Strategy for the area to respond to planned growth and aims to improve the resilience of the local transport network. This project establishes a 21st Century transport infrastructure that fully embeds the use of technology under the control of an Urban Traffic Management System with control room, traffic signal upgrades, bus priority, car park guidance, variable message signs and real time bus information. A61 Sheepbridge/ Broombank signalisation is to be programmed.	DCC	Delivery	Part of £3.75 m project	Overall project funding £3 m D2N2 £0.488 m LTP £0.262 m Developer Contributions		



Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
A61 Bus real time information	A61 Bus real time information project forms part of the larger Transport Mitigation Strategy for the area to respond to planned growth and aims to improve the resilience of the local transport network. This project establishes a 21st Century transport infrastructure that fully embeds the use of technology under the control of an Urban Traffic Management System with control room, traffic signal upgrades, bus priority, car park guidance, variable message signs and real time bus information.	DCC	Delivery	Part of £3.75 m project	Overall project funding £3 m D2N2 £0.488 m LTP £0.262 m Developer Contributions	2020 - 2020	Yes
A61 Urban Traffic Management (UTM) system	A61 UTM system Technology work packages are currently being commissioned and forms part of the larger Transport Mitigation Strategy for the area to respond to planned growth and aims to improve the resilience of the local transport network. This project establishes a 21st Century transport infrastructure that fully embeds the use of technology under the control of an Urban Traffic Management System with control room, traffic signal upgrades, bus priority, car park guidance, variable message signs and real time bus information.	DCC	Delivery	Part of £3.75 m project	overall project funding £3 m D2N2 £0.488 m LTP £0.262 m Developer Contributions	2020 - 2021	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
River Rother Flood Improvement Works, including Horns Bridge.	To the east of the Horns Bridge Roundabout (A617) the River Hipper joins the River Rother, with the Spital Brook connecting to the Rother slightly further upstream. This area is identified as an area at risk of flooding which cuts off main approach to Chesterfield in times of heavy rain. Investment in existing infrastructure is required to mitigate the impact of flooding.	DCC/ CBC/EA	Delivery	Unknown	EA/developer contributions		
New primary school -Staveley & Rother Valley Corridor	Necessary to support new development allocation of 1300 dwellings. Delivery dependent on build rate.	Developer	Unknown	£6+ m	Developer Contributions	2025 - 2030	
Staveley and Rother Valley Corridor flood	Flood mitigation & defence works associated with the regeneration of former Staveley works site	CBC/ DCC/EA	Delivery	Unknown			
Chesterfield Canal	Restoration of whole route to a navigable state along whole length in the Borough; including provision of a green link	DCC, Chesterfield Canal partnership, CBC	Unknown	Unknown		2018 - 2035	
Chesterfield Town centre development projects - flood improvement works	River Hipper Flood Improvement Works – Tin Mill Storage Reservoir	CBC/ DCC/EA	Unknown	Unknown		2018 - 2035	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
River Hipper bridge works	Bridge works (Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.	DCC	Stakeholder	Unknown	£134,204	EA/Trent RFDC/ developer costs	
Northern Gateway road infrastructure proposals	There is scope for the adjustment of the town centre boundary to incorporate further commercial, retail and office development, principally in the Northern Gateway area which is identified for future expansion of Chesterfield town centre. As part of the regeneration project, works include re-modelling of traffic circulation around Northern Gateway, and creation of bus gate on St Mary's Gate	DCC	Delivery	Unknown	Developer contributions/CIL/ LEP	2018 - 2035	
West Bars roundabout improvements	Project identified as part of the Town centre development projects highlighted in Chesterfield Town Centre Masterplan.	DCC	Delivery	Unknown	Developer contributions/CIL/ LEP		
Staveley & Rother Valley Corridor On-site road infrastructure	To support the comprehensive redevelopment of the Staveley and Rother Valley Corridor to create a sustainable urban extension in a landscape setting through a masterplanned approach.	Developer	Delivery	Unknown	Developer	2020 - 2026	
Markham Vale - Staveley Town Basin	Mixed-use development on Markham Vale Estate land at Staveley Town Basin to support economic growth and visitor economy.	DCC	Regulatory	£3.253 m	Bid for £2.853m submitted as part of Staveley Town Deal	2020 - 2024	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
DfT Emergency Active Travel Fund - Tranche 2: East to West Key Cycle Network in Chesterfield	Completion of east to west segregated walking and cycling route from Calow Royal Hospital to Holymoorside via Chesterfield town centre. The project would upgrade and extend the east to west Key Cycle Network route in Chesterfield. Safer and higher capacity routes for cycling and walking; support public transport services from overcrowding during Covid-19 pandemic; long term modal shift to support clean/ good economic growth and better health and wellbeing.	DCC	Delivery	£1.8 m	£1.8 m from DfT	2020 - 2021	
Staveley Town Deal	The Staveley Town Deal was successful, awarded £25.2 million to deliver regeneration projects with and for the communities of the Staveley area.	CBC/DCC	Delivery	£25 m	Government	2020 - TBC	
Poolsbrook Reservoir Decommissioning	Study commissioned to understand the benefit provided by the reservoirs before committing funding to maintain the embankments further.	EA	Stakeholder	Unknown	EA	2021 - 2026	

## DERBYSHIRE DALES DISTRICT

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Ashbourne - Junction/ highway capacity and traffic management improvements	Congestion in Ashbourne town centre is likely to be exacerbated by the cumulative impact of potential development sites. The options for junction improvements are being tested alongside Ashbourne Bypass options to determine the optimum scheme.	DCC	Stakeholder	£1 million	DCC/Developer contributions	2020 - 2023	
Ashbourne Airfield - roundabout and link road	Roundabout and link road to serve industrial estate expansion and unlock development for 1,400 dwellings	DCC	Delivery	£7.273 m	Local Growth Fund, DCC, DDDC, Developer	2020 - 2021	Yes
Matlock - Junction/ highway capacity and traffic management improvements	Congestion in Matlock town centre is likely to be exacerbated by the cumulative impact of potential development sites. Work is required to address the cumulative impact of potential development sites. A joint County/District study of detailed works required.	DCC	Delivery	£1 m	DCC/Developer contributions		

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Matlock - Derby line rail improvements	The Matlock to Derby rail service has seen significant growth in passenger numbers since hourly services were introduced in 2008 as part of a Community Rail Partnership. It is anticipated that, over the Local Plan period, further passenger growth will be generated. Currently, the line is single-track, which prevents an increase in the frequency of services. Construction of a passing loop, potentially between Cromford and Whatstandwell, could enable operation of half hourly services in the future	Derwent Valley Line Community Rail Partnership/ DCC	Delivery	£3 m	Network Rail/ Private sector developer	2020 - 2030	
Safer Roads Fund - A619 Bakewell to Baslow 13 Bends	Programme of safety schemes and junction improvements on this route identified and funded by DfT. Site completion expected mid 2021-22 following extension due to Covid.	DCC	Delivery	£1.18 m	Department for Transport	2020 - 2022	
Safer Roads Fund - A5012 Via Gellia - Cromford to Newhaven	Programme of safety schemes and junction improvements on this route identified and funded by DfT. Grant Award from DfT was due April 2020, but release of this funding and project delivery has been delayed due to Covid.	DCC	Delivery	£3.08 m	Department for Transport	2020 - 2022	
Sustainable travel into and around the Peak District National Park	Travel is one of the biggest greenhouse gas emitters in the Peak District National Park. Currently around 85% of visits to the Peak District are made by car. Work is currently ongoing to identify potential solutions.	DCC/ PDNPA	Delivery	Unknown	DCC Private sector developer		

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Delivery of Strategic Waterways Priorities	Projects to enhance the canal network in the District, including delivery of DCC's Strategic Waterways Priorities and restoration of the Cromford Canal	DCC/ Cromford Canal Partnership	Delivery	Unknown	Unknown		
New primary School - Wirksworth	New primary school to address the strategic growth. Delivery dependant on build rate.	DCC	Delivery	£6+ m	Developer contributions	2025 - 2026	
New primary School - Ashbourne	New primary school to address the strategic growth. Delivery dependant on build rate.	DCC	Delivery	£6+ m	Developer contributions	2028 - 2031	
Matlock Town Centre - western gateway	The redevelopment of Bakewell Road Site will create a new improved gateway to the town centre, with enhanced public realm which will contribute to increased footfall, support the evening economy, meet the demand for retail workspace and community space, and retain access to bus services and taxi provision.	DCC/ DDDC	Unknown	£800,000	DCC	2022 - 2023	
KCN Link 15 & 16: Derwent Valley North - Baslow to Rowsley	The KCN can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Due to limited resources the White Peak Loop has been prioritised of which Links 15 & 16 Baslow to Calton Lees and on to Rowsley forms a part and totals 7.6 km. Delivery is dependent on funding availability.	DCC	Delivery	Up to £6m	LTP Safer Roads Fund Other grant funding	2020 - 2025	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
KCN Link 19: Matlock Rail Station to Cromford (High Peak Trail)	The KCN can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 19 Matlock Rail Station to Cromford (High Peak Trail) totals 7 km. Delivery is dependent on funding availability.	DCC	Delivery	Up to £5 m	LTP Safer Roads Fund Other grant funding	2020 - 2025	
KCN Link 18: Coombs Road, Bakewell to Rowsley (A6)	The KCN can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. The KCN to date has completed 396km with a further 371km proposed. Section 18 Coombs Road, Bakewell to Rowsley (A6) totalling 3.9 km. Delivery is dependent on funding availability.	DCC	Delivery	Up to £5 m	LTP Safer Roads Fund Other grant funding	2020 - 2025	
DVMWHS - explore link Cromford station through Cromford meadows to the mills	Explore the viability of extending a route from the platform at Cromford Railway Station over the railway bridge to provide a foot and cycle link through Cromford Meadows to the mills and the village.	DVMWHS Team	Unknown	Unknown	Unknown	2020 - 2025	



Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
DVMWHS - public realm improvements Mill Road/Lane, Cromford	Establish a consensus for a public realm improvement scheme for Mill Road/Lane at Cromford that facilitates the reinstatement of the aqueduct to Arkwright's first mill and pedestrian movement across Mill Lane/Road between the Cromford Mill site and the canal wharf, integrating high vehicle warning signs, vehicle turning and the removal of modern highway signage/ lining.	DVMWHS Team	Unknown	Unknown	Unknown	2020 - 2025	
DVMWHS - identify the best strategic locations for car and coach parking	Work with Derbyshire County Council's and Derby City Council's public transport officers and highway planning officers to identify the best strategic locations for car and coach parking in and around the World Heritage Site and promote these destinations to people arriving by car and coach operators.	DVMWHS Team	Unknown	Unknown	Unknown	2020 - 2025	
DVMWHS explore better connections between Willersley Castle, Cromford Mills and Masson Mills	Explore ways of providing better connections between Willersley Castle, Cromford Mills and Masson Mills, including looking at improving existing routes, e.g. Church Walk, and the feasibility of a footbridge across the River Derwent.	DVMWHS Team	Unknown	Unknown	Unknown	2020 - 2025	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
DVMWHS explore the viability of an e-bike scheme	Work with partners to explore the viability of an e-bike scheme – with charging points – across the WHS, particularly between key attractions and transport hubs	DVMWHS Team	Unknown	Unknown	Unknown	2020 - 2025	
Ashford & Bakewell flood surveys	Current scheme proposal consists of the construction of raised defences to protect against flooding from the River Wye to protect 218 properties	EA	Unknown	£3,880,243	EA/DCC and other partners/private	2024 - 2025	
Mayfield Flood Alleviation Scheme, Ashbourne			Stakeholder	Unknown			
Matlock Town Centre Flood Study	Flood Study to understand surface water flow routing and how this can be managed to mitigate the flood risk. Possible localised Property Level Resilience as well.	DCC	Stakeholder	£230,000	EA/DCC/Private	2022 - 2023	
Bonsall Flood Alleviation Scheme	Steep sided fast responding catchment. Repair/upgrade works to the culvert running through the village along with overground surface water management techniques will reduce the flood risk to properties. It is also possible that natural flood management measures could be introduced in the upper reaches of the catchment to slow the flow.	DCC	Lead	£90,000	EA/DCC	2023 - 2024	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
DVMWHS explore the viability of an e-bike scheme	Work with partners to explore the viability of an e-bike scheme – with charging points – across the WHS, particularly between key attractions and transport hubs	DVMWHS Team	Unknown	Unknown	Unknown	2020 - 2025	
Ashford & Bakewell flood surveys	Current scheme proposal consists of the construction of raised defences to protect against flooding from the River Wye to protect 218 properties	EA	Unknown	£3,880,243	EA/DCC and other partners/private	2024 - 2025	
Mayfield Flood Alleviation Scheme, Ashbourne			Stakeholder	Unknown			
Matlock Town Centre Flood Study	Flood Study to understand surface water flow routing and how this can be managed to mitigate the flood risk. Possible localised Property Level Resilience as well.	DCC	Stakeholder	£230,000	EA/DCC/Private	2022 - 2023	
Bonsall Flood Alleviation Scheme	Steep sided fast responding catchment. The main mechanism for flooding appears to be an under capacity culvert running through the village. Repair/ upgrade works to the culvert along with overground surface water management techniques will reduce the flood risk to properties. It is also possible that NFM measures could be introduced in the upper reaches of the catchment to slow the flow.	DCC	Lead	£90,000	EA/DCC	2023 - 2024	

<b>Project</b>	<b>Description</b>	<b>Delivery Agent</b>	<b>DCC Role</b>	<b>Estimated £</b>	<b>Potential Funding Source</b>	<b>Timeframe (from/to)</b>	<b>Completed</b>
Eyam/Stoney Middleton Flood Investigation/ Study	Stoney Middleton and Eyam are very steep fast responding catchments, with a complex network of culverts and soughs. A Flood Study is to be undertaken first to understand the flood mechanism and how they interact with each other. From this study mitigation measures will be implemented, whether it is basic maintenance or repair works to upsizing or diverting culverts. Flood Mitigation to 50 properties.	DCC	Lead	£200,000	EA/DCC	2022 - 2023	

## EREWASH BOROUGH

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Ilkeston and Stanton bus service	Provision of at least three buses an hour each way between Ilkeston and Nottingham via the Stanton Regeneration Site as a sustainable transport alternative to the use of the private car.	DCC/bus operators	Lead	Unknown	Unknown		
New Primary School - Stanton site	Construction of a new two form primary school on the Stanton Regeneration Site to meet need for school places generated by the development. Delivery dependent on timescales for site coming forwards	DCC	Unknown	£10+ m	Developer contributions		
HS2 Displacement: Stanton Rail Park	Renewal of rail spur into the employment land on the Stanton Regeneration Site allowing for the creation of a rail park for the businesses displaced by the HS2 line that require access onto the national rail network.	DCC	Unknown	Unknown	Unknown		
HS2: Long Eaton Link Road	Creation of a direct sustainable transport link between Long Eaton town centre and Toton hub station. An HS2 Local Connectivity Study is underway into how to connect the Station into local surrounding communities and includes: vehicular access, NET tram extension, enhanced bus connectivity to Derby, Sandiacre and Stapleford, and cycle and walking connections.	DCC	Unknown	Unknown	Unknown	2021 - 2031	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
KCN Link 37a: Little Eaton Branch Line - Duffield Road, Little Eaton to Rawson Green, Kilburn	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 37a Little Eaton Branch Line - Duffield Road, Little Eaton to Rawson Green, Kilburn totals 5.6 km. Delivery is dependent on funding availability.	DCC	Delivery	£1.6 m	DCC £0.102m LCWIP Highways England (N)	2020 - 2025	
KCN Link 43: West Hallam Depot to Ilkeston (A609)	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 43 West Hallam Depot to Ilkeston (A609) totals 2.3 km. Delivery is dependent on funding availability.	DCC	Delivery	Up to £5m	Unknown	2020 - 2025	
KCN Link 50: Erewash Canal □ Bridge Street, Ilkeston to Langley Mill Marina	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 50 Erewash Canal - Bridge Street, Ilkeston to Langley Mill Marina totals 4.5 km. Delivery is dependent on funding availability.	DCC	Delivery	Up to £5 m	Unknown	2020 - 2025	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
KCN Link 44: Manners Avenue to Cotmanhay Road	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 44 Manners Avenue to Cotmanhay Road totals 1.0 km. Delivery is dependent on funding availability.	DCC	Delivery	Up to £1 m	Unknown	2020 - 2025	
Long Eaton Green highway improvements	Revised road layout around Long Eaton Green/Trent Street.	DCC	Delivery	Unknown	Unknown		
West Hallam Relief Road	Potential new link road from Sowbrook Lane to Ladywood Road to provide east and west linkages to Nottingham and Derby and support new growth options.	Developer	Unknown	Unknown	Unknown		
Long Eaton Town Deal	Long Eaton was successful in achieving a £24.8m Town Deal from Government. The aim is to deliver regeneration projects reflecting the needs of local businesses and organisations as well as local residents.	EBC/DCC	Advisory	£24.8 m	£24.8 m Town Deals Fund	2020 - 2036	
Transforming Cities Fund	New and improved key cycle network route between Derby and Nottingham via Long Eaton	Derby City Council/ Nottingham City Council/ EBC/ DCC	Stakeholder	TBC	Transforming Cities Fund	2021 - TBC	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Ladygrove, Sawmills - Flood Alleviation Scheme	Flood investigation required first to understand the extent of flooding. Potential for culvert upsizing or localised flood protection to be provided.	DCC	Stakeholder	£40,000	EA	2022 - 2023	
Ockbrook Flood Alleviation Scheme	To be confirmed but will be required to provide for some upstream storage, creating flow pathways for water to divert back into channel and improved protection to culverts.	DCC	Lead	£235,000	EA/DCC	2022 - 2023	
Breadsall Natural Flood Risk Management	Natural Flood Risk Management Interventions eg - Leaky dams, tree planting, flood plain re-connection etc.	DCC	Lead	£93,000	EA/DCC	2021 - 2022	
Ilkeston Flood Alleviation Scheme	Flood Risk Reduction scheme for circa 180+ properties and a number of highways	Severn Trent Water	Lead	£45m	STW/EA/DCC/ Private	2024 - 2025	
Manor Road, Borrowash - Flood Alleviation Scheme	Flood investigation to understand flood mechanism and level of risk. Potential for flood mitigation in the form of property level protection or overland flow management.	DCC	Stakeholder	£55,000	EA/DCC	2024 - 2025	
Stanley - Flood Alleviation Scheme	Create a new flood risk management asset or improve the standard of service of an existing one.	DCC	Lead	£40,000	EA	2023 - 2024	



## HIGH PEAK BOROUGH

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Improved pedestrian / cycle access to rail stations on A6 corridor	Facilities to encourage more rail use. Opportunity to dovetail with complementary proposals such as Wider Peak District Cycle Strategy	DCC/TIGM	Lead	Unknown	Unknown		
KCN Link 2: Pennine Bridleway/Trans Pennine Trail – Glossop Road, Gamesley A626 to Gamesley Sidings	The KCN can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Trans Pennine Trail Section 2 from New Road, Tintwistle to Monks Road totals 4.6 km. Delivery is dependent on funding availability.	DCC, HPBC, Landowner, developers	Delivery	up to £0.5 m	Unknown	2020 - 2025	
KCN Link 5: George Street, Whaley Bridge to Chapel Road, Horwich End (B5470)	The KCN can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 5: George Street, Whaley Bridge to Chapel Road, Horwich End (B5470) totals 0.9 km. Delivery is dependent on funding availability.	DCC, HPBC, Landowner, developers	Delivery	up to £0.5 m	Unknown	2020 - 2025	
KCN Link 17: Buxton Rail Station to Fairfield Common (A6), Buxton	The KCN can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 17 Buxton Rail Station to Fairfield Common (A6) totals 1.5 km. Delivery is dependent on funding availability.	DCC, HPBC, Landowner, developers	Delivery	up to £0.5 m	Unknown	2020 - 2025	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
KCN Link 21: Ladmanlow to Macclesfield Road, Buxton	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 21 Ladmanlow to Macclesfield Road, Buxton totalling 1.7 km. Delivery is dependent on funding availability.	DCC, HPBC, Landowner, developers	Delivery	up to £0.5m	Unknown	2020 - 2025	
KCN Link 22: Macclesfield Road to Buxton Rail Station, Buxton	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 22 Macclesfield Road to Buxton Rail Station totals 1.8 km. Delivery is dependent on funding availability.	DCC, HPBC, Landowner, developers	Delivery	up to £0.1 m	Unknown	2020 - 2025	
Increase rail service from New Mills Newtown into Manchester.	It is considered there is enough future demand to increase the service from New Mills Newtown into Manchester from the current 2/hour to 4/hour. This would require considerable expensive track works to accommodate a reversing siding.	DCC, TfGM, Northern Rail, Network Rail	Partner	Unknown	passenger parking		
Real Time Bus Information - Buxton	RTI allows the delivery of a more efficient bus service and supplies passengers with timely information on their travel	DCC, developers, public transport operators	Partner	Unknown	Unknown		

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Goyt Bridge - new bridge access to Bingswood Industrial Estate	New access road into Bingswood Industrial Estate to enable further development and reduce town centre traffic in accordance with Local Plan Policy DS10.	DCC	Delivery	£2,650,000	LEP		
New rail station at Chapel-en-le-Frith	The South East Manchester Rail Study estimated a demand of approximately 100,000 journeys if a new station was opened - some from the existing Chapel and Chinley stations but over 60,000 would be new journeys.	DCC, Network Rail, Northern Rail	Stakeholder	£20 m	Unknown		
New Mills town bus service	New Mills already has a town bus service the 389 which runs hourly from 9.30 am to 3pm Monday to Saturday and paid for by DCC. Service could be improved with additional hours of operation but would require extra external funding.	DCC/bus operators	Stakeholder	£60,000 to £70,000/yr	Unknown		
Chinley Station - Provision of access for all abilities to platforms	A feasibility study is currently underway to investigate access improvements to provide access for all abilities to Chinley Station platforms.	DCC, Network Rail, Northern Rail	Stakeholder	£1.7-£2.3 m	Unknown		
Harpur Hill, Fairfield, Buxton - improved bus service	Increased accessibility to development sites	DCC/bus operators	Stakeholder	£60,000 to £70,000/yr	Unknown		

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Buxton Gateway (Hogshaw Roundabout and 2 spur roads)	Roundabout and access road will unlock 3 sites allocated for housing for around 600 homes and improve access to Tongue Lane Industrial Estate.	DCC/ developers	Stakeholder	£2.955 m	LEP £0.955m HIF £2m	2020 - 2021	
A53 St Johns Rd / A5004 Manchester Rd, Buxton	Review junction operation with contributions towards potential traffic signal scheme. Improved traffic flow to address cumulative impact of development	DCC	Delivery	£300,000	Developer contributions/LTP		
A515 High St / A515 London Rd, B5059 Dale Rd / B5059 West Rd, Buxton	Dale Rd to be made one way and package of complementary mitigation works delivered. Improved traffic flow to address cumulative impact of development	DCC	Delivery	£300,000	Developer contributions/LTP		
Safer Roads Fund - A5004 Long Hill - Buxton to Whaley Bridge	Programme of safety schemes and junction improvements on this route identified and funded by DfT. Grant Award from DfT was due April 2020. Funding and project delivery delayed due to Covid.	DCC	Delivery	£2.54 m	Department for Transport	2022 - 2024	
Glossop to Ashton bus service - Improved evening and Sunday services	Increased accessibility to development sites	DCC/bus operators	Delivery	£60,000 to £70,000/yr	Unknown		

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
New Station Gamesley	The study of train services in the area indicated there was potentially a considerable demand for a station at this site. However the Strategic Outline Business Case which is the first step in the process to building a new station shows that whilst there is a strong strategic case there would be an impact on existing passengers on the Glossop line because of the additional journey times caused by the new stop. Negotiations are underway with Department for Transport regarding the business case.	Network Rail, Northern Rail, DCC, TfGM	Stakeholder	£20 m	DfT		
Transport technology provision	Transport technology provision including Urban Traffic Management Control, car park guidance, variable message signs, pre-emptive traffic management & bus priority along key public transport routes. Ensure that the existing highway asset is utilised fully and supports growth and journey reliability. Technology will support the DCC Control Room (in development) to provide visibility of network conditions and effective response to incidents and collaboration with partners.	DCC	Stakeholder	£0.50 - £1 m	DCC		

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
A6 Corridor Study Outputs	Package of sustainable travel, speed reduction and gateway features to manage traffic re-assignment brought about by SEMMMS (Manchester Airport Eastern Link) scheme designed to offer alternatives to car travel along congested A6 corridor through High Peak, East Cheshire and Stockport.	DCC	Delivery	Unknown	Unknown		
Buxton Future High Streets Fund	Proposals to change the central shopping area of Buxton's town centre so that it can adapt to the challenges that the traditional high street across the UK is facing and transform the area to deliver a town centre fit for the 21st Century.	DCC/ HPBC	Delivery	£6.6m	Future High Street funds	2021 - 2024	
Buxton Heritage Action Zone - Spring Gardens	Grants for heritage building restoration, restoration of two listed hotel buildings, engagement and interpretation materials.	DCC/ HPBC	Stakeholder	£1.408 m	£0.924m Heritage Action Zone grant	2020 - 2024	
Buxton Town Travel Plan	To deliver a series of interventions that will enhance the movement of people, goods and services in and around the town. To include potential Park and Ride facilities/e-bike and normal bike hire/cycle storage/local cycle networks/ EV charging infrastructure. Linked to the Derbyshire Sustainable Destinations.	DCC/ HPBC/ Buxton Town Team	Stakeholder	Project by project basis	£0.04m LTP (20-21)	2020 - 2025	

<b>Project</b>	<b>Description</b>	<b>Delivery Agent</b>	<b>DCC Role</b>	<b>Estimated £</b>	<b>Potential Funding Source</b>	<b>Timeframe (from/to)</b>	<b>Completed</b>
Edale, Bamford, Buxton, Chapel-en-le-Frith Demand Responsive Transport Study	Demand Responsive Transport trial and research project for much of the north and west of the Peak District.	DCC	Partnership	£2.5 m	DfT £2.5 m (N)	2021 - 2025	
Chapel en le Frith VC Primary School	Provision of 2 new classrooms for basic need expansion	DCC	Stakeholder	£850,000	DCC	2021 - 2022	
Hogshaw Brook, Hogshaw, Buxton - Flood Alleviation Scheme	Undertake Flood Study to understand flood mechanism which will then determine potential mitigation options from culvert upsizing to property level resilience.	DCC	Delivery	£105,000	EA/DCC	2023 - 2024	

## NORTH EAST DERBYSHIRE DISTRICT

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
A61 Growth Corridor - 21st century Transport Corridor	As part of the A61 Growth Corridor strategy to help mitigate the impacts of land use development along the corridor. Transport technology including provision of an urban traffic management system with control room, traffic signal upgrades, bus priority, car park guidance, variable message signs and real time bus information.	DCC	Delivery	£3.75 m	Local Growth Fund, Developer Contributions, DCC capital	2019 - 2021	
A61 Growth Corridor Sustainable Travel - new/upgraded pedestrian and cycle routes from Chesterfield to Clay Cross	Initially towards The Avenue site and then towards the former Biwater Site and Clay Cross	DCC/ developers	Delivery	Unknown	D2N2 LEP		
The Avenue - Second Principal Access (Phase 1)	To allow for the full development of The Avenue site, a secondary access is required from Mill Lane/ A61 . Derbyshire County Council has received planning permission for the creation of a roundabout on the A61 linking to Mill Lane.	NEDDC	Delivery	Unknown	Unknown		



Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
The Avenue - Second Principal Access (Phase 2)	To allow for the full development of The Avenue site, the second phase of the access project is the extension of the spine road (and link road to Mill Lane) providing access to the southern half of The Avenue housing development.to provide access to the Avenue development plots in the south of the Avenue site. Planning permission has been granted for this project.	NEDDC	Partnership	Unknown	Unknown		
Clay Cross Railway Station	Proposed Clay Cross Railway station at Biwaters Strategic Site	DCC/ NEDDC	Partnership	Unknown	Unknown		
Provision of additional bus services	Particularly in the Marsh Lane, Coal Aston and Eastern Clay Cross areas	DCC/ public transport operators	Partnership	Unknown	Unknown		
Dronfield - Improve walking and cycling routes to the station	Strategic pedestrian and cycle routes to support the town's regeneration proposals: east-west alignment from from Callywhite Lane to Sindelfingden Park; north-south alignment from Dronfield to Unstone.	DCC	Stakeholder	Unknown	Unknown		
KCN Link 74: Unstone to Cemetery Road, Dronfield	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 74 Unstone to Cemetery Road, Dronfield totals 2.4 km. Delivery is dependant on funding availability.	DCC, Landowner, developers	Delivery	£0.9 m	Local Growth Fund/ DCC capital	2020 - 2022	Yes

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
New primary school - The Avenue, Wingerworth	Provision of a minimum 1 Form Entry Primary school to support the development of the site. Delivery based on rate of development. A successful application was made to the Department for Education Wave 14 Free Schools Programme. The new primary school will be built by the DfE and run by the Derby Diocesan Academy Trust.	DCC/DfE	Stakeholder	£6+ m	S106/DfE	2023 - 2024	
New primary school - Coalite	Potential 1 Form Entry Primary school to support the residential development of the site. Planning permission has been given for 660 dwellings within the North East Derbyshire section of the site. However a new planning application for solely employment uses is proposed due to the impact of the route of the eastern leg of HS2 on the site.	DCC	Stakeholder	£6+ m	S106/Other funding		
Chesterfield Canal, Killamarsh to Renishaw	To provide an in-water section of canal and environmental improvements	DCC/ Chesterfield Canal Trust	Delivery	Unknown	Unknown		
Killamarsh and Eckington One Public Estate (PH2)	Creation of a new multi-organisation Civic Hub building and the reorganisation of retained uses (eg car parking, bus station) within the Civic Site, enabling the release of extensive areas of surplus land for new commercial and residential development.	DCC	Stakeholder	£0.667 m	Private sector £0.567m Grant £0.1m	2020 - 2025	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Clay Cross Town Deal	<p>Clay Cross was awarded £25m by Government to deliver a Town Deal. The Clay Cross Town Investment Plan is to be focused around three main areas:</p> <ul style="list-style-type: none"> <li>• Urban Regeneration – ensuring Clay Cross and town centre is a thriving place for people to live and work;</li> <li>• Skills and Infrastructure – supporting investment and the development of small business, creating opportunities for skills and training;</li> <li>• Connectivity – improving local transport links and improved digital connectivity.</li> </ul>	CBC/DCC	Stakeholder	£25 m	£25m Town Deals Fund	2020 - 2036	
Renishaw Flood Alleviation Scheme	Scheme to alleviate flooding to Renishaw	DCC	Stakeholder	£84,000	EA/DCC	2021 - 2022	

## SOUTH DERBYSHIRE DISTRICT

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Additional waste management capacity	Additional capacity is required to accommodate growth in South Derbyshire.	DCC	Delivery	£1,239,600	developer contributions/ DCC		
New secondary school in south Derbyshire	To support growth to the south of Derby. An application was made to the Department for Education Wave 14 Free School Programme which was successful. Infinity Park Spencer Academy will be built by the DfE and run by the Spencer Academies Trust.	DfE	Stakeholder	£25+ m	Developer contributions/DfE	2021 - 2025	
New 2 FE primary school Drakelow	To support up to 2239 new dwellings on Drakelow site. Delivery based on rate of development.	Developer	Client	£9+ m	Developer contributions	2021 - 2028	
New Primary School at New House Farm	To support strategic allocations to west of Mickleover. Delivery based on rate of development. A successful application was made to the Department for Education Wave 13 Free Schools Programme. The new primary school will be built by the Department for Education and run by the Derby Diocesan Academy Trust	DfE	Stakeholder	£6+ m	S106 DfE	2022 - 2024	
New two form entry Primary School at Boulton Moor	To support Boulton Moor strategic allocation.	DCC	Delivery	£9+ m	S106	2021 - 2022	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
New Primary School at Wragley Way	To support Infinity Garden Village strategic allocations	Developer	Delivery	£8+ m	Developer contribution	2021 - 2028	
Multimodal junction Improvements. Boulton Moor and related developments	Multimodal junction Improvements and public transport enhancements	DCC/ Derby City/ Developers	Regulatory	Unknown	Developer contributions	2022 - 2023	
Swadlincote Town Centre One Public Estate (PH2)	Creation of a new multi-organisation Civic Hub building and the reorganisation of retained uses (eg car parking, bus station) within the Civic Site, enabling the release of extensive areas of surplus land for new commercial and residential development.	DCC/ SDDC	Unknown	£0.667 m	£0.1 m grant £0.567 m private sector	2024 - 2024	
Drakelow Park - Walton on Trent Bypass and new bridge over the River Trent.	Drakelow Park (the former Drakelow power station) is a new mixed use development in South Derbyshire that will include 12 hectares of employment land, up to 2,239 homes and two mixed use centres with retail, leisure and education facilities. Key infrastructure is required to unlock the development including a Walton on Trent Bypass and new bridge over the River Trent.	DCC	Regulatory	£17 m	Developer contribution	2021 - 2023	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
Melbourne Flood Alleviation Scheme	Approximately 82 properties have suffered and are at risk of surface water flooding and flooding from sewers (combined and surface water) in 6 locations in Melbourne. The source and cause of flooding is complex and the scheme proposes to use a range of new sewers, drains, culverted watercourses, storage tanks and balancing ponds to reduce sewer and surface water flood risk.	Severn Trent Water	Regulatory	£5 m	£1.66 Flood Defence Grant in Aid & Local Levy £3.3 Severn Trent Water	2024 - 2025	
Elvaston Castle Masterplan - Phase 1 Delivery Programme	Phase 1 proposals include new access and car parking, repair and renovation of historic buildings, catering, adventurous play facilities, caravan site and glamping, holiday accommodation, retail, equestrian, events, weddings and running costs.	DCC	Delivery	£35 m	£4.0m Heritage Enterprise grant £5 m LEP	2019 - 2024	

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
KCN Link 32a: A511 to Occupation Lane	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Delivery is dependent on funding availability.	DCC	Delivery	up to £1 m	Unknown	2020 - 2025	
KCN Link 31: Newhall/County Boundary to Darklands Road, Swadlincote	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 31 Newhall/ County Boundary to Darklands Road, Swadlincote totals 4.1 km. Delivery is dependent on funding availability.	DCC	Delivery	up to £5 m	Developer contributions/ unknown	2020 - 2025	
KCN Link 32: Hastings Road, Swadlincote to A514	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 32 Hastings Road, Swadlincote to A514 totals 0.7 km. Delivery is dependent on funding availability.	DCC	Delivery	up to £1 m	Unknown	2020 - 2025	Yes

Project	Description	Delivery Agent	DCC Role	Estimated £	Potential Funding Source	Timeframe (from/to)	Completed
KCN Link 32b: Woodville to Calke Abbey	The Key Cycle Network can make a significant contribution to tackling climate change and physical and mental health for both residents and visitors to the County. Section 32b Woodville to Calke Abbey totals 7.6 km. Delivery is dependent on funding availability.	DCC	Delivery	up to £5 m	Unknown	2020 - 2025	
Improved public transport link from South Derbyshire to East Midlands Airport and Enterprise Gateway	Enhanced bus service provision to allow people in South Derbyshire to access the employment opportunities at East Midlands Airport and East Midlands Gateway	DCC and Midlands Classic bus operators	Delivery	£150,000	DCC/SDDC/NWDC/Developer	2021 - 2021	
Swarkestone Property Level Protection			Delivery	Unknown		2021 - 2026	
Foston Brook, Scropton, Flood Alleviation Study	Create a new flood or risk management asset, or improve the standard of service of an existing one	DCC	Unknown	£156,184	EA/DCC	2021 - 2022	
Rosliston Flood Alleviation Scheme	Natural Flood Risk Management Interventions eg - Leaky dams, tree planting, flood plain re-connection etc.	DCC	Lead	£35,000	EA	2023 - 2024	



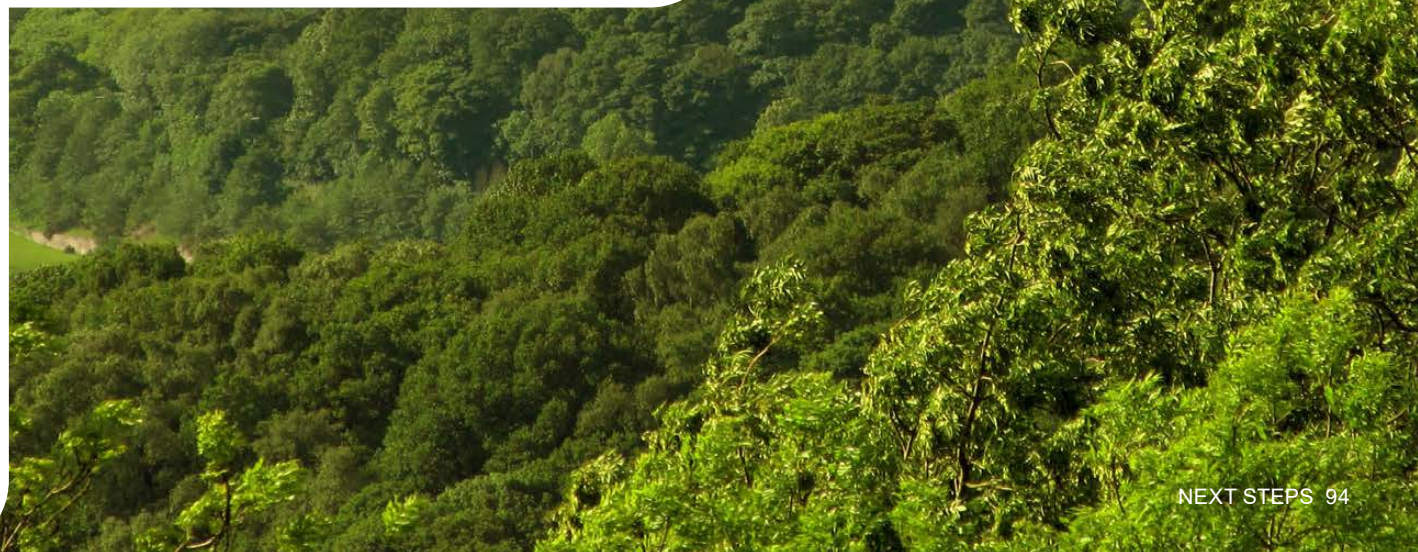
## 10. NEXT STEPS

10.1 The SGIF provides a list of projects in which the County Council has a role. Given the finite resources and capacity of the County Council, strategic decisions need to be made regarding the support provided to the projects in this document, in terms of the time resources, funding and delivery mechanisms. This will ensure the projects needed to support the economic growth of Derbyshire are prioritised and have an identified route to delivery. The project pipeline will be managed by the Strategy and Growth Panel. Once projects have moved into the delivery phase management will be transferred to a delivery board within each of the relevant County Council departments.

10.2 As can be evidenced from the current pandemic, a step change has taken place in the way the country operates with a rapid increase remote working and digital access to services across

every domain. This is a simple demonstration of how the role and pace of technology in the delivery of new infrastructure is likely to grow. Technological advances will allow infrastructure to be provided more efficiently or in a revised form. The County Council will consider the use of future new technologies into the consideration of projects.

10.3 Appendix 1 provides a potential delivery timeline for oversight of those projects which are sufficiently developed.



# 11. FUTURE PROJECTS

11.1 Below is a list of potential future projects. These indicative projects are an early stage in the project pipeline but form an important tool in the management of the major infrastructure projects likely to come forward in the future. As more information on these new projects become available, they will be included in future versions of the SGIF. This section is for those projects which fit the criteria for the SGIF but where not enough information is available for projects to be fully included in the plan at this time. These projects are:

- Conversion of the Glossop, Hadfield, Manchester rail line to Tram Train operations.

- Callywhite Lane Regeneration Area – New access and link road from the B6057 to unlock a potential business park opportunity at the main town of Dronfield in North East Derbyshire.

- HS2 Local Connectivity Study - East Midlands Hub (Toton) - Study to connect the Station into local surrounding communities including: vehicular access, NET tram extension, enhanced bus connectivity to Derby, Sandiacre and Stapleford, cycle and walking connections. This will bring forwards infrastructure projects for delivery and inclusion in the SGIF.

- Further sections of the Key Cycle Network as they are prioritised.

- Further upgrades to bus and rail infrastructure



## 12. APPENDIX 1: STRATEGIC GROWTH AND INFRASTRUCTURE FRAMEWORK – DELIVERY TRAJECTORY

Project	Location	DCC Role	Estimated £	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
HS2	National	consultee	£41 b																	
HS2 Station masterplan & provision of HS2 Infrastructure Maintenance Depot at Staveley	National	consultee	unknown																	
A38 junction improvements Derby	Regional	consultee	£250 m																	
Trans-Pennine Upgrade - A57 link Road	Regional	consultee	unknown																	
A50/A38 junction improvements Phase 2 study	Regional	stakeholder	£0.035 m																	
Hope Valley Rail Improvements	Regional	stakeholder	£200 m																	
Trans-Pennine Wider Connectivity Study	Regional	stakeholder	unknown																	
A38/A42 Study	Regional	stakeholder	£1.2 m																	
A50/A500	Regional	stakeholder	unknown																	
Barrow Hill Rail line reopening	Regional	stakeholder	£0.035 m																	
A50/A514 junction improvements	Regional	supporting role	unknown																	
Ivanhoe Line - feasibility study	Regional	stakeholder	£3 m																	
Maid Marian Line re-opening to passengers	Regional	supporting role	£50,000.00																	
Alternative fuel needs of the freight/ logistics industry	Regional	supporting role	unknown																	
Broadband	Regional	stakeholder	unknown																	
KCN	County	delivery	c.£25 m																	
Low emission vehicle charging points	County	delivery	£140 m																	
Trent Valley Vision	County	partnership	£5 m																	
Waste Treatment Plant for Derby and Derbyshire - Sinfin Lane, Derby City	County	partner	unknown																	
Woodville-Swadlincote Regeneration Route	County	partner	£200 m																	
Ashbourne Bypass	County	delivery	£13..5 m																	
Southern Derby Integrated Transport Link: Phase 1	County	delivery	C£24 m																	
A50 Junction Improvement and link road	County	stakeholder	C£30 m																	
Swarkestone Causeway bypass,	County	delivery	£50 m																	
Improvements to A6/A50 spur junction and public transport provision	County	unknown	unknown																	
A61 Growth Corridor	County	delivery	£3.75 m																	
Expansion of existing D2N2 wide bus real time information sign and bus priority at traffic signals	County	delivery	£20.86m																	

Project	Location	DCC Role	Estimated £	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
WiFi Enabling Town Centres (PH1)	County	delivery	£0.98 m																	
Derwent Valley Mills World Heritage Site	County	partner	unknown																	
River Mease SAC restoration	County	stakeholder	unknown																	
NFM - Slow the Flow' delivery in GMMC	County	stakeholder	unknown																	
Alfreton flood bund	Amber Valley	delivery	£150,000.00																	
New primary school - Radbourne Lane	Amber Valley	delivery	£6 m+																	
New primary school to serve the Lily Street Farm development	Amber Valley	client	unknown																	
Provide workspace within the Derwent Valley Mills World Heritage Site	Amber Valley	unknown	unknown																	
KCN Link 37a: Little Eaton Branch Line - Duffield Road, Little Eaton to Rawson Green, Kilburn	Amber Valley	delivery	£1.6 m																	
KCN Link 55: Swanwick Junction to Crays Hill, Leabrooks (Leabrooks Railway)	Amber Valley	delivery	Up to £0.5 m																	
KCN Link 56: Crays Hill, Leabrooks to Park Pavilion	Amber Valley	delivery	Up to £0.5 m																	
Cromford Canal (Cromford to Ambergate)	Amber Valley	unknown	Unknown																	
Cromford Canal (Golden Valley to Jacksdale)	Amber Valley	unknown	unknown																	
Solar Farm - Former Swanwick Colliery	Amber Valley	unknown	unknown																	
Heanor Future High Streets Fund	Amber Valley	unknown	unknown																	
Kilburn Junior School	Amber Valley	delivery	£400,000.00																	
Nether Heage - Flood Alleviation Scheme	Amber Valley	unknown	£70,000.00																	
Oakerthorpe Brook, Derwent Grove, Alfreton, Flood Alleviation Study	Amber Valley	lead	£171,000.00																	
Lower Kilburn - Flood Alleviation Scheme	Amber Valley	lead	£55,000.00																	
Lower Kilburn Flood Management measures	Amber Valley	lead	£24,861.00																	
Duffield, River Ecclesbourne, Asset Renewal	Amber Valley	stakeholder	£2,918,300.00																	
Town End / Welbeck Road / Moor Lane junction improvements	Bolsover	regulatory	£570,000.00																	
A632 / Portland Avenue / Mansfield Road junction improvements	Bolsover	regulatory	£270,000.00																	
A632 (Langwith Road) / B6417 (Rotherham Road) junction improvements	Bolsover	regulatory	£180,000.00																	
LTP3 capital allocation for cycling schemes	Bolsover	unknown	c £390,000																	
Clowne - new western link road	Bolsover	regulatory	unknown																	
Clowne - new town centre link road	Bolsover	regulatory	unknown																	
A616 / Treble Bob junction improvements	Bolsover	delivery	£3.43 m																	
A616 / Barlborough Links junction improvements	Bolsover	regulatory	unknown																	
A616 / Lindrick Way junction improvements	Bolsover	regulatory	unknown																	

Project	Location	DCC Role	Estimated £	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
A616 / Clowne Road junction improvements	Bolsover	regulatory	unknown																	
A616 / Boughton Lane junction improvements	Bolsover	regulatory	unknown																	
A619 / A618 junction improvements	Bolsover	regulatory	unknown																	
A619 / Gapsick Lane junction improvements	Bolsover	regulatory	unknown																	
M1 J30 roundabout improvements	Bolsover	unknown	unknown																	
New primary school - Bolsover North Strategic Allocation	Bolsover	unknown	£6 m+																	
New primary school - Clowne Garden Village Strategic Allocation	Bolsover	delivery	c£9 m																	
Extension to the Bolsover Secondary School	Bolsover	delivery	£1.425 m																	
Clowne Branchline	Bolsover	delivery	£1.534 m																	
Creswell station	Bolsover	unknown	unknown																	
Whitwell station	Bolsover	unknown	unknown																	
Shirebrook station	Bolsover	unknown	unknown																	
Sustainable Green Transport - Poulter to Creswell	Bolsover	unknown	unknown																	
Sustainable Green Transport - Pleasley Vale to South Shirebrook	Bolsover	delivery	unknown																	
Sustainable Green Transport - Pleasley Vale to South Shirebrook	Bolsover	delivery	unknown																	
Coalite	Bolsover	delivery	unknown																	
Phoenix Greenways	Bolsover	delivery	unknown																	
Markham Vale - Main Project	Bolsover	delivery	£94 m																	
Shirebrook Reimagined (PH1)	Bolsover	partnership	£1 m																	
Shirebrook One Public Estate projects (PH2)	Bolsover	stakeholder	£19 m																	
Chesterfield- Staveley Regeneration Route	Chesterfield	delivery	£93 m																	
Chesterfield Station Masterplan; Hollis Lane Link Road; Lordsmill Roundabout	Chesterfield	delivery	Phase 1 £9.01 m																	
A61 Growth Corridor improvements - Whittington Moor Roundabout	Chesterfield	partnership	£0.844 m																	
A61 Growth Corridor improvements - A61/St Augustines Road junction	Chesterfield	delivery	£0.00																	
Whittington Moor to Sheepbridge cycle route	Chesterfield	delivery	part of £2.111 m project																	
A61 Hornsbridge roundabout to Storforth Lane cycle route upgrade	Chesterfield	delivery	part of £2.111 m project																	
Wayfinding strategy	Chesterfield	delivery	part of £2.111 m project																	
A61 Sheepbridge Lane/ Broombank Road junction improvement,	Chesterfield	delivery	part of £3.75 m project																	
A61 Bus real time information	Chesterfield	delivery	part of £3.75 m project																	
A61 urban traffic management system	Chesterfield	delivery	part of £3.75 m project																	

Project	Location	DCC Role	Estimated £	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
River Rother Flood Improvement Works, including Horns Bridge.	Chesterfield	delivery	unknown																	
New primary school -Staveley & Rother Valley Corridor	Chesterfield	unknown	£6+ m																	
Staveley and Rother Valley Corridor flood mitigation and defence works	Chesterfield	delivery	unknown																	
Chesterfield Canal	Chesterfield	unknown	unknown																	
Chesterfield Town centre development projects - flood improvement works	Chesterfield	unknown	unknown																	
River Hipper bridge works	Chesterfield	stakeholder	£134,204.00																	
Northern Gateway road infrastructure proposals	Chesterfield	delivery	unknown																	
West Bars roundabout improvements	Chesterfield	delivery	unknown																	
Staveley & Rother Valley Corridor On-site road infrastructure	Chesterfield	delivery	unknown																	
Markham Vale - Staveley Town Basin	Chesterfield	regulatory	£3.253 m																	
DfT Emergency Active Travel Fund Tranche 2: East to West KCN in Chesterfield	Chesterfield	delivery	£1.8 m																	
Staveley Town Deal	Chesterfield	delivery	£25 m																	
Poolsbrook Reservoir Decommissioning	Chesterfield	stakeholder	unknown																	
Ashbourne - Junction/highway capacity and traffic management improvements	Derbyshire Dales	stakeholder	£1 million																	
Ashbourne Airfield - roundabout and link road	Derbyshire Dales	delivery	£7.273 m																	
Matlock - Junction/highway capacity and traffic management improvements	Derbyshire Dales	delivery	£1 m																	
Matlock - Derby line rail improvements	Derbyshire Dales	delivery	£3 m																	
Safer Roads Fund - A619 Bakewell to Baslow 13 Bends	Derbyshire Dales	delivery	£1.18 m																	
Safer Roads Fund - A5012 Via Gellia - Cromford to Newhaven	Derbyshire Dales	delivery	£3.08 m																	
Sustainable travel into and around the Peak District National Park	Derbyshire Dales	delivery	unknown																	
Delivery of Strategic Waterways Priorities	Derbyshire Dales	delivery	unknown																	
New primary School - Wirksworth	Derbyshire Dales	delivery	£6+ m																	
New primary School - Ashbourne	Derbyshire Dales	delivery	£6+ m																	
Matlock Town Centre - western gateway	Derbyshire Dales	unknown	£800,000.00																	
KCN Link 15 & 16: Derwent Valley North - Baslow to Rowsley	Derbyshire Dales	delivery	Up to £6m																	
KCN Link 19: Matlock Rail Station to Cromford (High Peak Trail)	Derbyshire Dales	delivery	Up to £5 m																	
KCN Link 18: Coombs Road, Bakewell to Rowsley (A6)	Derbyshire Dales	delivery	Up to £5 m																	
DVMWHS - explore link Cromford station through Cromford meadows to the mills	Derbyshire Dales	unknown	unknown																	
DVMWHS - public realm improvements Mill Road/Lane, Cromford	Derbyshire Dales	unknown	unknown																	
DVMWHS - identify the best strategic locations for car and coach parking	Derbyshire Dales	unknown	unknown																	

Project	Location	DCC Role	Estimated £	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
DVMWHS - explore better connections between Willersley Castle, Cromford Mills & Masson Mills	Derbyshire Dales	unknown	unknown																	
DVMWHS - explore the viability of an e-bike scheme	Derbyshire Dales	unknown	unknown																	
Ashford & Bakewell flood surveys	Derbyshire Dales	unknown	£3,880,243.00																	
Mayfield Flood Alleviation Scheme, Ashbourne	Derbyshire Dales	stakeholder	unknown																	
Matlock Town Centre Flood Study	Derbyshire Dales	stakeholder	£230,000.00																	
Bonsall Flood Alleviation Scheme	Derbyshire Dales	lead	£90,000.00																	
Eyam/Stoney Middleton Flood Investigation/Study	Derbyshire Dales	lead	£200,000.00																	
Ilkeston and Stanton bus service	Erewash	lead	unknown																	
New Primary School - Stanton site	Erewash	unknown	£10+ m																	
HS2 Displacement: Stanton Rail Park	Erewash	unknown	unknown																	
HS2: Long Eaton Link Road	Erewash	unknown	unknown																	
KCN Link 37a: Little Eaton Branch Line - Duffield Road, Little Eaton to Rawson Green, Kilburn	Erewash	delivery	£1.6 m																	
KCN Link 43: West Hallam Depot to Ilkeston (A609)	Erewash	delivery	Up to £5m																	
KCN Link 50: Erewash Canal - Bridge Street, Ilkeston to Langley Mill Marina	Erewash	delivery	Up to £5 m																	
KCN Link 44: Manners Avenue to Cotmanhay Road	Erewash	delivery	Up to £1 m																	
Long Eaton Green highway improvements	Erewash	delivery	unknown																	
West Hallam Relief Road	Erewash	unknown	unknown																	
Long Eaton Town Deal	Erewash	advisory	£0.162 m																	
Transforming Cities Fund	Erewash	stakeholder	TBC																	
Ladygrove, Sawmills - Flood Alleviation Scheme	Erewash	stakeholder	£40,000.00																	
Ockbrook Flood Alleviation Scheme	Erewash	lead	£235,000.00																	
Breadsall Natural Flood Risk Management	Erewash	lead	£93,000.00																	
Ilkeston Flood Alleviation Scheme	Erewash	lead	£45m																	
Manor Road, Borrowash - Flood Alleviation Scheme	Erewash	stakeholder	£55,000.00																	
Stanley - Flood Alleviation Scheme	Erewash	lead	£40,000.00																	
Improved pedestrian / cycle access to rail stations on A6 corridor	High Peak	lead	unknown																	
KCN Link 2: Pennine Bridleway/Trans Pennine Trail – Glossop Road, Gamesley A626 to Gamesley Sidings	High Peak	delivery	up to £0.5 m																	
KCN Link 5: George Street, Whaley Bridge to Chapel Road, Horwich End (B5470)	High Peak	delivery	up to £0.5 m																	
KCN Link 17: Buxton Rail Station to Fairfield Common (A6), Buxton	High Peak	delivery	up to £0.5 m																	
KCN Link 21: Ladmanlow to Macclesfield Road, Buxton	High Peak	delivery	up to £0.5m																	

Project	Location	DCC Role	Estimated £	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
KCN Link 22: Macclesfield Road to Buxton Rail Station, Buxton	High Peak	delivery	up to £0.1 m																	
Increase rail service from New Mills Newtown into Manchester.	High Peak	partner	unknown																	
Real Time Bus Information - Buxton	High Peak	partner	unknown																	
Goyt Bridge - new bridge access to Bingswood Industrial Estate	High Peak	delivery	£2,650,000.00																	
New rail station at Chapel-en-le-Frith	High Peak	stakeholder	£20 m																	
New Mills town bus service	High Peak	stakeholder	£60,000 to £70,000/yr																	
Chinley Station - Provision of access for all abilities to platforms	High Peak	stakeholder	£1.7-£2.3 m																	
Harpur Hill, Fairfield, Buxton - improved bus service	High Peak	stakeholder	£60,000 to £70,000/yr																	
Buxton Gateway (Hogshaw Roundabout and 2 spur roads)	High Peak	stakeholder	£2.955 m																	
A53 St Johns Rd / A5004 Manchester Rd, Buxton	High Peak	delivery	£300,000.00																	
A515 High St / A515 London Rd, B5059 Dale Rd / B5059 West Rd, Buxton	High Peak	delivery	£300,000.00																	
Safer Roads Fund - A5004 Long Hill - Buxton to Whaley Bridge	High Peak	delivery	£2.54 m																	
Glossop to Ashton bus service - Improved evening and Sunday services	High Peak	delivery	£60,000 to £70,000/yr																	
New Station Gamesley	High Peak	stakeholder	£20 m																	
Transport technology provision	High Peak	stakeholder	£0.50 - £1 m																	
A6 Corridor Study Outputs	High Peak	delivery	unknown																	
Buxton Future High Streets Fund	High Peak	delivery	£6.6m																	
Buxton Heritage Action Zone - Spring Gardens	High Peak	stakeholder	£1.408 m																	
Buxton Town Travel Plan	High Peak	stakeholder	Project by project basis																	
Edale, Bamford, Buxton, Chapel-en-le-Frith Demand Responsive Transport Study	High Peak	partnership	£2.5 m																	
Chapel en le Frith VC Primary School	High Peak	stakeholder	£850,000.00																	
Hogshaw Brook, Hogshaw, Buxton - Flood Alleviation Scheme	High Peak	delivery	£105,000.00																	
A61 Growth Corridor - 21st century Transport Corridor	North East Derbyshire	delivery	£3.75 m																	
A61 Growth Corridor Sustainable Travel - new/upgraded pedestrian/cycle routes	North East Derbyshire	delivery	unknown																	
The Avenue - Second Principal Access (Phase 1)	North East Derbyshire	delivery	unknown																	
The Avenue - Second Principal Access (Phase 1)	North East Derbyshire	partnership	unknown																	
Clay Cross Railway Station	North East Derbyshire	partnership	unknown																	
Provision of additional bus services	North East Derbyshire	partnership	unknown																	
Dronfield - Improve walking and cycling routes to the station	North East Derbyshire	stakeholder	unknown																	
Key Cycle Network Link 74: Unstone to Cemetery Road, Dronfield	North East Derbyshire	delivery	£0.9 m																	



Project	Location	DCC Role	Estimated £	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
New primary school - The Avenue, Wingerworth	North East Derbyshire	stakeholder	£6 m																	
New primary school - Coalite	North East Derbyshire	stakeholder	£6+ m																	
Chesterfield Canal, Killamarsh to Renishaw	North East Derbyshire	delivery	unknown																	
Killamarsh and Eckington One Public Estate (PH2)	North East Derbyshire	stakeholder	£0.667 m																	
Clay Cross Town Deal	North East Derbyshire	stakeholder	£25 m																	
Renishaw Flood Alleviation Scheme	North East Derbyshire	stakeholder	£84,000.00																	
Additional waste management capacity	South Derbyshire	delivery	unknown																	
New secondary school in south Derbyshire	South Derbyshire	client	£25+ m																	
New 2 FE primary school Drakelow	South Derbyshire	client	£9+ m																	
New Primary School at New House Farm	South Derbyshire	stakeholder	£6+ m																	
New two form entry Primary School at Boulton Moor	South Derbyshire	delivery	£9+ m																	
New Primary School at Wragley Way	South Derbyshire	delivery	£8+ m																	
Multimodal junction Improvements. Boulton Moor and related developments	South Derbyshire	regulatory	unknown																	
Swadlincote Town Centre One Public Estate (PH2)	South Derbyshire	unknown	£0.667 m																	
Drakelow Park - Walton on Trent Bypass and new bridge over the River Trent.	South Derbyshire	regulatory	£17 m																	
Melbourne Flood Alleviation Scheme	South Derbyshire	regulatory	£5 m																	
Elvaston Castle Masterplan - Phase 1 Delivery Programme	South Derbyshire	delivery	£35 m																	
Key Cycle Network Link 32a: A511 to Occupation Lane	South Derbyshire	delivery	up to £1 m																	
Key Cycle Network Link 31: Newhall/County Boundary to Darklands Road, Swadlincote	South Derbyshire	delivery	up to £5 m																	
Key Cycle Network Link 32: Hastings Road, Swadlincote to A514	South Derbyshire	delivery	up to £1 m																	
Key Cycle Network Link 32b: Woodville to Calke Abbey	South Derbyshire	delivery	up to £5 m																	
Improved public transport link from South Derbyshire to East Midlands Airport and Enterprise Gateway	South Derbyshire	delivery	£150,000.00																	
Swarkestone Property Level Protection	South Derbyshire	delivery	unknown																	
Foston Brook, Scropton, Flood Alleviation Study	South Derbyshire	unknown	£156,184.00																	
Rosliston Flood Alleviation Scheme	South Derbyshire	lead	£35,000.00																	