

# National Productivity Investment Fund for the Local Road Network Application Form



Department  
for Transport

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 -15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

## **Applicant Information**

**Local authority name(s)\*:** [Derbyshire County Council](#)

*\*If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.*

**Bid Manager Name and position:** [Neill Bennett, Senior Project Officer](#)

*Name and position of officer with day to day responsibility for delivering the proposed project.*

**Contact telephone number:** [01629 538659](tel:01629538659) **Email address:** [neill.bennett@derbyshire.gov.uk](mailto:neill.bennett@derbyshire.gov.uk)

**Postal address:** [Derbyshire County Council](#)  
[ETC Department](#)  
[Transportation Data & Analysis Team](#)  
[Room 199C](#)  
[County Hall, Matlock](#)  
[DE4 3AG](#)

## **Combined Authorities**

*If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.*

**Name and position of Combined Authority Bid Co-ordinator:**

**Contact telephone number:**

**Email address:**

**Postal address:**

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

**Please specify the weblink where this bid will be published:**

[http://www.derbyshire.gov.uk/transport\\_roads/transport\\_plans/transport\\_funding\\_bids/default.asp](http://www.derbyshire.gov.uk/transport_roads/transport_plans/transport_funding_bids/default.asp)

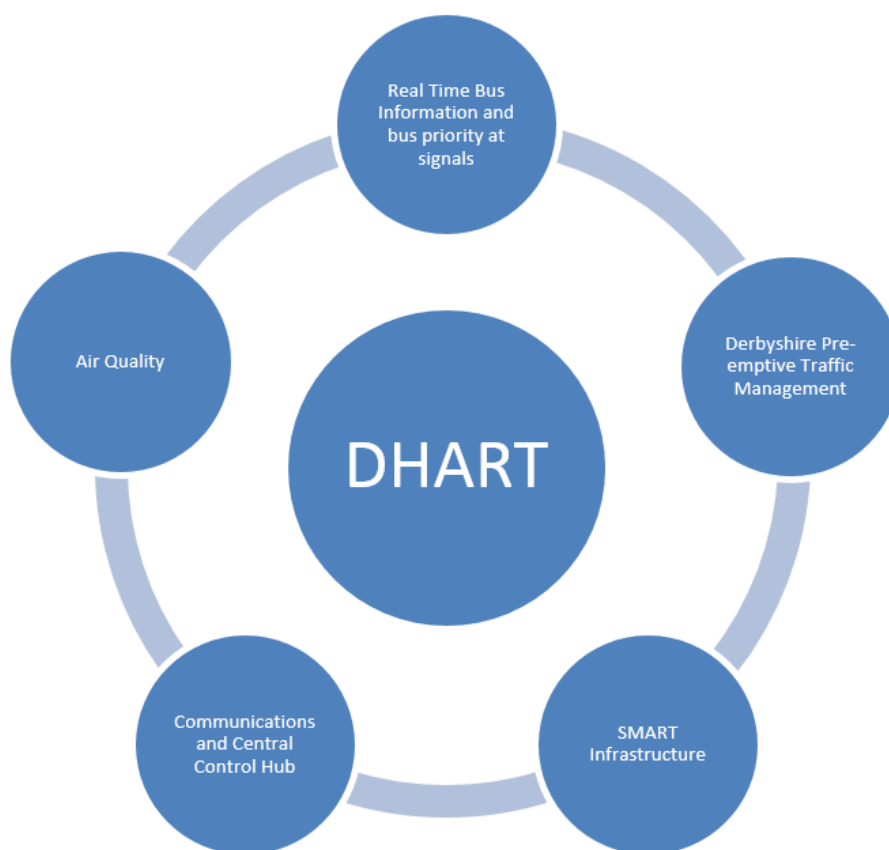
## **SECTION A - Project description and funding profile**

**A1: Project name:** Derbyshire Highways Hub Advanced Real Time Information (DHART)

**A2:** Please enter a brief description of the proposed project (no more than 50 words)

Implementation of an integrated system comprising:

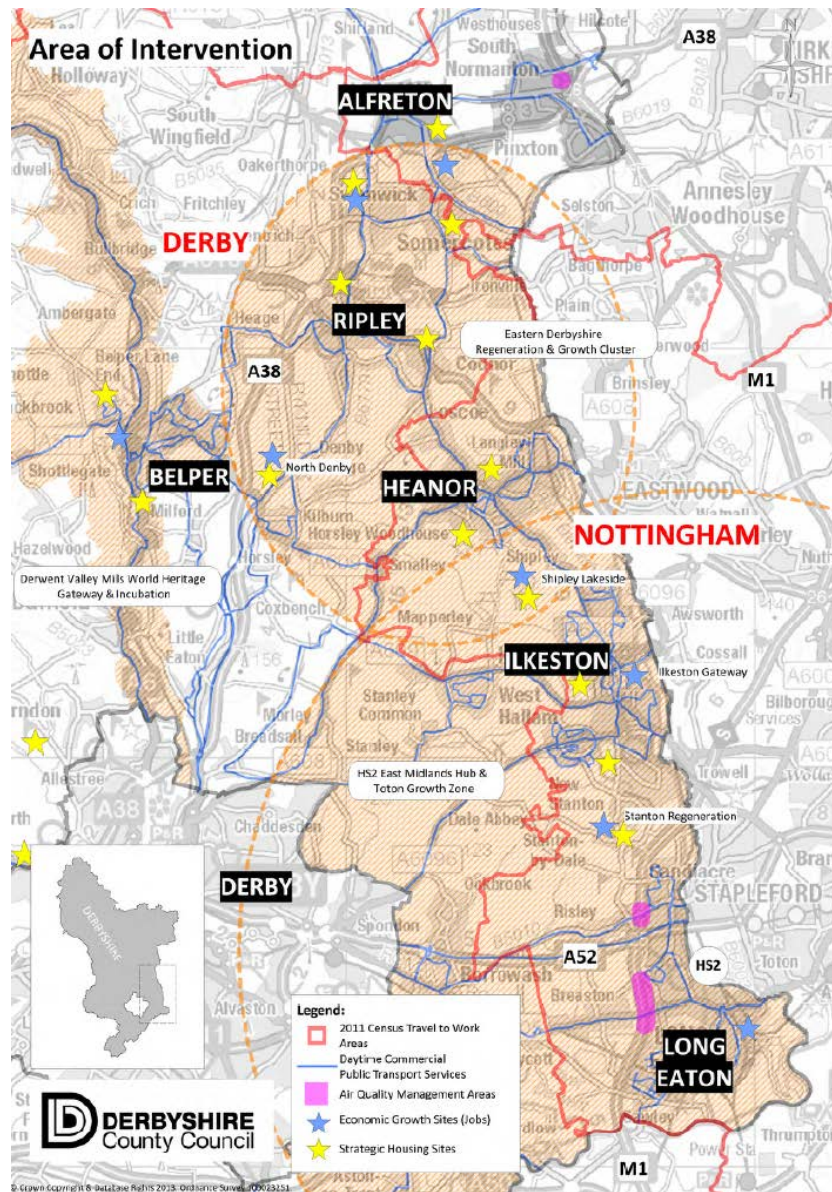
- Real time passenger information system for key bus corridors (*encouraging modal shift*)
- Signal bus priority upgrades (*improving bus reliability*)
- Extension of the Derbyshire pre-emptive traffic management system including variable message signs (VMS) on road (*improving traffic management, journey time reliability, reducing congestion*)
- Central control system



*Figure 1: DHART key components*

**A3:** Please provide a short description of area covered by the bid (no more than 50 words)

The focus of the scheme is the geographical area bounded by the A52, A38 and M1. This is a key travel to work area for Derby, Nottingham and Ilkeston, containing significant centres of commercial activity and will experience significant housing growth and increased pressure on the highway network. *Map included in **Appendix 1**.*



*Figure 2: Area proposed for DHART*

Please append a map showing the location (and route) of the project, existing transport infrastructure and other points of particular relevance to the bid, e.g. housing and other development sites, employment areas, air quality management areas, constraints etc.

**A4:** How much funding are you bidding for? (please tick the relevant box):

**Small project bids** (requiring DfT funding of between £2m and £5m)

**Large project bids** (requiring DfT funding of between £5m and £10m)

**A5: Has any Equality Analysis been undertaken in line with the Equality Duty?**

Yes       No

An Equality Impact Assessment was carried out as part of the development of Derbyshire County Council's (DCC') Local Transport Plan 2011-2026 (LTP3). The LTP3 provides the strategic and financial framework for this bid. A copy can be provided on request.

**A6: If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.**

DCC will continue to work with the district councils and public transport operators throughout the life cycle of the project until conclusion. The involvement of partnership bodies includes:

- **Nottingham City Council** – responsible for the operation and management of the real time bus information (RTI) system. Derbyshire will work closely with Nottingham council's to integrate DHART into the existing system.
- **Trent Barton, Notts and Derby Bus Operators** – within the scheme area. Derbyshire will work closely with the local bus operators for upgrading bus stop and on-board ticket machine infrastructure.
- **Derby City Council** – neighbouring authority that is part of the existing RTI network. Derbyshire will work with Derby City to implement DHART.
- **Highways England** – key stakeholder with the motorway and trunk road network dissecting the proposed scheme area.

**A7: Combined Authority (CA) Involvement**

Have you appended a letter from the Combined Authority supporting this bid?  Yes       No

No Combined Authority involvement in this project.

**A8: Local Enterprise Partnership (LEP) Involvement and support for housing delivery**

Have you appended a letter from the LEP supporting this bid?  Yes       No

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer?

Yes       No Not Applicable

## **SECTION B – The Business Case**

### **B1: Project Summary**

Please select what the project is trying to achieve (select all categories that apply)

#### **Essential**

- Ease urban congestion
- Unlock economic growth and job creation opportunities
- Enable the delivery of housing development

#### **Desirable**

- Improve Air Quality and /or Reduce CO<sub>2</sub> emissions
- Incentivising skills and apprentices

Other(s), Please specify –

- Improved accessibility
- Facilitating modal shift towards public transport
- Facilitating improved journey planning in line with DCC's objectives

**B2:** Please provide evidence on the following questions (max 100 words for each question):

a) What is the problem that is being addressed?

- Analysis of commuting patterns undertaken by Derbyshire highlighted a lack of real time information as dissuading travellers from using public transport leading to:
  - Increased car use
  - Increased congestion
  - Increased CO<sub>2</sub> emissions
  - Reduced opportunities for some to access job opportunities
  - Impact on local economic growth
- Derbyshire's existing infrastructure is currently not sufficiently advanced however, through upgrading key assets, investing in smart technology and implementing DHART, the efficiency of the network can be maximised, alleviating the above problems in this key travel to work area whilst also supporting Derbyshire's Strategic Economic Plan.

**Appendix 2** - supplementary information regarding the scheme background and the problems being addressed.

b) What options have been considered and why have alternatives been rejected?

- **Do nothing** – no change to current situation. *Rejected* due to not addressing the transport problems identified in a).
- **Do minimum** – install only bus RTI signs on priority routes in Amber Valley/Erewash regions. *Rejected* due to providing less benefit than the do something medium and maximum options.



- **Do something (medium)** – implement DHART in Amber Valley/Erewash area. *Selected* as provides the most benefit within the timescales.

- **Do something (maximum)** – Implement DHART across the whole of Derbyshire. *Rejected* due to not being deliverable within the budget or timescales. However this is a long term option and not precluded from future implementation.

c) What are the expected benefits/outcomes? For example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA.

DHART will provide the following expected benefits/outcomes:

**Easing congestion** from:

- modal shift from car to bus
- central control system to monitor and control the network efficiently
- priority signal settings for buses
- implementing early warnings to drivers to prevent congestion build-up

**Improved air quality** from:

- reduced CO<sub>2</sub> emissions from lower volumes of vehicles
- less traffic congestion and smoother flow resulting in reduced CO<sub>2</sub> emissions

**Better access to jobs** from:

- more attractive public transport
- more reliable journey times
- shorter journey times

**Greater inward investment** from

- improved job opportunities
- more potential for economic growth

**Unlocked potential for housing development** from

- improved road network
- improved bus network

d) Are there any related activities that the success of this project relies upon? For example, land acquisition, other transport interventions requiring separate funding or consents?

There are no related activities that the project is reliant upon and no separate funding or consents are required.

The only element of the proposed DHART project reliant upon other systems is the integration of the Derbyshire bus network into the existing RTI information system managed by Nottingham. However experience from elsewhere the system has been introduced has shown that it is straight forward to install. Derbyshire will work closely with Nottingham and their existing contractors to ensure this is implemented successfully to programme.

e) What will happen if funding for this project is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed project)?

No alternative solution would be installed.

The funding required to upgrade key infrastructure and invest in smart technology to enable monitoring and control of the network more efficiently would not be achievable:

- DCC would continue installing paper based bus timetables with no real time information for travellers at bus stops, on buses or via mobile Apps.
- Traffic signals would have no means to prioritise buses on strategic corridors.
- Plans for extension of the pre-emptive traffic management system would not be able to be implemented.

This would have a negative impact on: traffic congestion, air quality, access to job opportunities; and local economic growth.

- f) What is the impact of the project – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

The scheme will contribute to achieving Derbyshire's mandated commitments for air quality imposed by DEFRA's Clean Air Zones by reducing traffic congestion and encouraging greater uptake in more sustainable travel modes.



**B3:** Please complete the following table. **Figures should be entered in £000s**  
(i.e. £10,000 = 10).

**Table A: Funding profile (Nominal terms)**

£000s	2018-19	2019-20
DfT funding sought	2,156	294
Local Authority contribution	924	126
Third Party contribution		
<b>TOTAL</b>	<b>3,080</b>	<b>420</b>

Notes:

1) Department for Transport funding must not go beyond 2019-20 financial year.

2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

**B4: Local Contribution & Third Party Funding:** Please provide information on the following questions (max 100 words on items a and b):

a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

Derbyshire County Council will provide a local contribution of 30% to the total costs of the scheme over the two year period. This will be sourced from LTP Capital funding.

b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

No other applications for funding for this scheme or variants have been made.

### **B5: Economic Case**

This section should set out the range of impacts – both beneficial and adverse – of the project. The scope of information requested (and in the supporting annexes) will vary, including according to whether the application is for a small or large project.

#### **A) Requirements for small project bids (i.e. DfT contribution of less than £5m)**

a) Please provide a description of your assessment of the impact of the project to include:

- Significant positive and negative impacts (quantified where possible) including in relation to air quality and CO<sub>2</sub> emissions.
- A description of the key risks and uncertainties;
- If any modelling has been used to forecast the impact of the project please set out the methods used to determine that it is fit for purpose

The economic case for the scheme has been assessed and appraised in the BCR model included in **Appendix 3**. The BCR estimated to be achieved from DHART in 2019/20 is **3.21**.

<u>Significant positive and negative impacts and monetised and non-monetised costs and benefits per annum</u>	
Increase in bus patronage	146,950 passengers
Increase bus operator revenues	£207,273
Value of time savings for bus users due to reduced waiting times due to RTI and bus priority at signalised junctions and also for road users from reduced congestion due to PTMS	£1,407,615
Creation of jobs	30 jobs
Reduction in annual car mileage (miles)	79,182 miles
Reduction in tonnes of CO <sub>2</sub> emissions	34 tonnes

The proposed expansion of the existing RTI network and installation of bus priority and VMS to connect to the DHART central control system is expected to have minimal disruptive impact on existing traffic whilst providing the potential for adding real value to the bus network and for local road users with a number of positive impacts:

- Journey time savings and decongestion benefits

A key benefit of implementing the proposed pre-emptive traffic management system compared to the do minimum scenario will be the improved communication and information regarding traffic conditions on the identified network, enabling management of traffic flow by providing early warning to drivers to prevent congestion build up and prioritising bus journeys through the network. This is expected to provide journey time saving benefits for both road and public transport users.

- CO<sub>2</sub> emissions and health benefits

DHART will enable better management of traffic flow via the central control system to reduce the impact of traffic on air quality and have a positive impact on health. The implementation of air quality sensors along strategic corridors within the scheme area will help to detect when pollutant levels are too high and enable traffic flow to be managed to reduce to a satisfactory level.

#### Key risks and uncertainties and impact on the BCR

The key risks and uncertainties relate to the assumptions that have been made in the BCR model. Where information and data has been used to inform assumptions this has been referenced where possible. Assumptions have also been made regarding the costs of implementing the system. Costs are based on typical market values where available. The main risk is that these values could vary based on Derbyshire's application of the funding.

A NPV/discount factor has been applied to the costs and benefits to ensure they have not been overestimated.

#### Key assumptions, appraisal period and forecast years

A BCR model has been developed which outlines the methodology and assumptions used to derive the costs, benefits and BCR for DHART.

A BCR has been calculated for a 10 year period between 2018/19 and 2027/28. The BCR for the 10 year period is based on the strategic corridor within the scheme area. If considering scaling up DHART for deployment across the whole of Derbyshire's network, the BCR would be orders of magnitude greater.

Modelling approach used to forecast the impact of the project and checks undertaken

Assessment has been made on the anticipated impact of implementing the DHART scheme. These impacts are based on improvements to people's journey time and reliability and the quality of journeys. Where possible, the benefits have been monetised and used in the calculations to determine the overall benefit that the scheme will achieve compared to the costs to implement it. Costs include implementation and maintenance costs.

The expected benefits have been quantified based on journey time savings, de-congestion and CO<sub>2</sub> emission benefits outlined in the table above.

The BCR model has been developed for the purposes of demonstrating the value of the project and as such has currently not been independently verified.

*\* Small projects bids are not required to produce a Benefit Cost Ratio (BCR) but may want to include this here if available.*

b) Small project bidders should provide the following in annexes as supporting material:

- |  |   |                             |                              |
|--|---|-----------------------------|------------------------------|
| Has a <b>Project Impacts Pro Forma</b> been appended?        | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Has a description of data sources / forecasts been appended? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| Has an <b>Appraisal Summary Table</b> been appended?         | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |

Other material supporting your assessment of the project described in this section should be appended to the bid.

*The description of BCR model/description of data sources, Project Impacts Pro Forma and Appraisal Summary Table are included in **Appendix 2 and 3***

*\* This list is not necessarily exhaustive and it is the responsibility of bidders to provide sufficient information to demonstrate the analysis supporting the economic case is fit-for-purpose.*

**B) Additional requirements for large project bids (i.e. DfT contribution of more than £5m)**

c) Please provide a short description (max 500 words) of your assessment of the value for money of the project including your estimate of the Benefit Cost Ratio (BCR) to include:

- Significant monetised and non-monetised costs and benefits
- Description of the key risks and uncertainties and the impact these have on the BCR;
- Key assumptions including: appraisal period, forecast years, optimism bias applied; and
- Description of the modelling approach used to forecast the impact of the project and the checks that have been undertaken to determine that it is fit-for-purpose.

d) Additionally detailed evidence supporting your assessment, including the completed Appraisal Summary Table, should be attached as annexes to this bid. **A checklist of material to be submitted in support of large project bids has been provided.**

Has an Appraisal Summary Table been appended?  Yes  No  N/A

- Please append any additional supporting information (as set out in the Checklist).

*\*It is the responsibility of bidders to provide sufficient information for DfT to undertake a full review of the analysis.*

**B6: Economic Case:** For all bids the following questions relating to **desirable criteria** should be answered.

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra's national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

Yes       No

The areas of the project outline provide key commuter routes to Derby City one of the five cities currently identified within the National Air Quality Strategy as exceeding for NOx, and requiring a Clean Air Zone. Data from the analysis of commuter patterns in 2011 shows the greatest number 25,985 (20.2%) of commuters from the county travel to Derby for work ([Commuter Travel Patterns2011](#))

ii) Is there one or more Air Quality Management Areas (AQMA) in the area where the project will be implemented? AQMAs must have been declared on or before the 31 March 2017

Yes       No

There are a number of air quality management areas across the County for Nox, these predominately relate to the County's main trunk roads including 1 AQMA in Bolsover to the edge of the M1, 1 East of the M1 at South Normanton, East of the M1 Junction 25 at Erewash and South of junction 25 also in Erewash. Within Derby there are AQMAs related to the A52 on the inner and outer ring roads. Data below shows the public health outcomes framework data on attributable mortality related to air pollution across Derbyshire County and City. The data highlights that whilst some areas of the County are not highlighted as breaching and therefore implementing AQMAs, the data shows that long term exposure across the County has a significant impact on morbidity and mortality.

Local Authority	Attributable Fraction (%)*	Attributable Deaths (Aged 25+)**	Associated Life-Years Lost***
Derby UA	5.7	131	1425
Derbyshire County Council	5.4	402	4041
Amber Valley	5.5	67	656
Bolsover	5.6	46	440
Chesterfield	5.4	59	572
Derbyshire Dales	4.7	33	306
Erewash	6.1	61	647
High Peak	4.8	39	451
North East Derbyshire	5.4	55	529
South Derbyshire	5.4	42	439

iii) What is the project's impact on local air quality?

Positive       Neutral       Negative

- Please supply further details:

Evidence and guidance highlights the potential benefits for air pollution from infrastructure which supports improved traffic flow and supports prioritisation and improved public transport infrastructure. The draft NICE guidance Air pollution: outdoor air quality and health highlights the use of “real time info for drivers as an effective strategy to reducing air pollution. Similarly DEFRA highlight the benefits of managing congestion and traffic flow in improving air quality (DEFRA Leicester case study). World health organisation (<http://www.who.int/sustainable-development/cities/strategies/transport/en/>) highlight the need to shift urban design and infrastructure investments into public transport networks that prioritize rapid bus transit or light rail over private vehicles in order to reduce the long-term trajectory of both air pollution and climate emissions generated by private transport.

A number of locations within the proposed scheme area experience high levels of nitrogen dioxide linked to traffic. Air quality sensors will be implemented through DHART to monitor air quality on strategic corridors and provide alerts to the central control system that will enable traffic flows to be managed more effectively, therefore improving air quality in these areas. The implementation of the RTI system and bus priority measures to encourage modal shift will also have a positive impact on air quality.

- iv) Does the project promoter incentivise skills development through its supply chain?

Yes     No     N/A

- Please supply further details:

Derbyshire County Council is an advocate of the Public Services (Social Value) Act 2012 and its policies and procedures require all procurement to include for opportunities to engage local people in the construction process through employing local companies or making apprenticeships, skill enhancing exchange or temporary opportunities.

### **B7: Management Case - Delivery (Essential)**

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, with a limit of 100 words for each of a) to b), any necessary statutory procedures that are needed before it can be constructed.

- a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

Has a project plan been appended to your bid?     Yes     No

*Project Gantt included in **Appendix 5***

- b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place to secure the land to enable the authority to meet its construction milestones.

Has a letter relating to land acquisition been appended?     Yes     No     N/A

- c) Please provide in Table C summary details of your construction milestones (at least one but no more than 6) between start and completion of works:

**Table C: Construction milestones**

Milestone	Estimated date
<b><i>Start of works</i></b>	<b><i>May 2018</i></b>
Stakeholder engagement – agreement with Nottingham councils and bus operators	April 2018
Installation of first bus real-time information corridor	August 2018
Installation of first signal upgrade and bus priority	August 2018
Completion of last bus real-time information corridor	May 2019
Installation of last signal upgrade and bus priority	May 2019
DHART control room operational and integration of RTI information; signal upgrade and bus priority and pre-emptive traffic management system, commissioning and optimising the system	August 2019 - April 2020
<b><i>Completion of works</i></b>	<b><i>April 2020</i></b>

d) Please list any major transport projects costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

**Construction of the Seymour Link Road and associated structures** – collaborative team working ensured the highest quality was achieved throughout, cost and time savings achieved and the programme date successfully met on a 200 acre site with one single construction access point. Cost and time savings achieved through redesign of elements of the two structures and both contractors working closely together throughout the construction stages maintaining quality and programme resulting in using the same sub-contractors for similar works and utilising each other's resources when appropriate. **Appendix 4** provides additional documentation.

**B8: Management Case – Statutory Powers and Consents (Essential)**

a) Please list if applicable, each power / consent etc. already obtained, details of date acquired, challenge period (if applicable), date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.



N/A – no statutory powers and consents required

b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.

N/A – no outstanding statutory powers and consents required

### **B9: Management Case – Governance (Essential)**

Please name those who will be responsible for delivering the project, their roles (Project Manager, SRO etc.) and responsibilities, and how key decisions are/will be made. An organogram may be useful here.

It is proposed that Mike Ashworth, Strategic Director, Derbyshire County Council will act as senior responsible owner on behalf of the scheme proposer. The project management structure responsible for delivering the scheme consists of the following:

#### SRO – Mike Ashworth

Responsible for governance on behalf of the proposing authority Derbyshire County Council including liaison with the Cabinet and will sit on the project board. The SRO is responsible for securing capital funding and approvals to procure specialist contractors.

#### Programme Manager – Neill Bennett

The programme manager will act on behalf of the proposing authority Derbyshire County Council as the main point of contact for the project manager, project team and all external stakeholders.

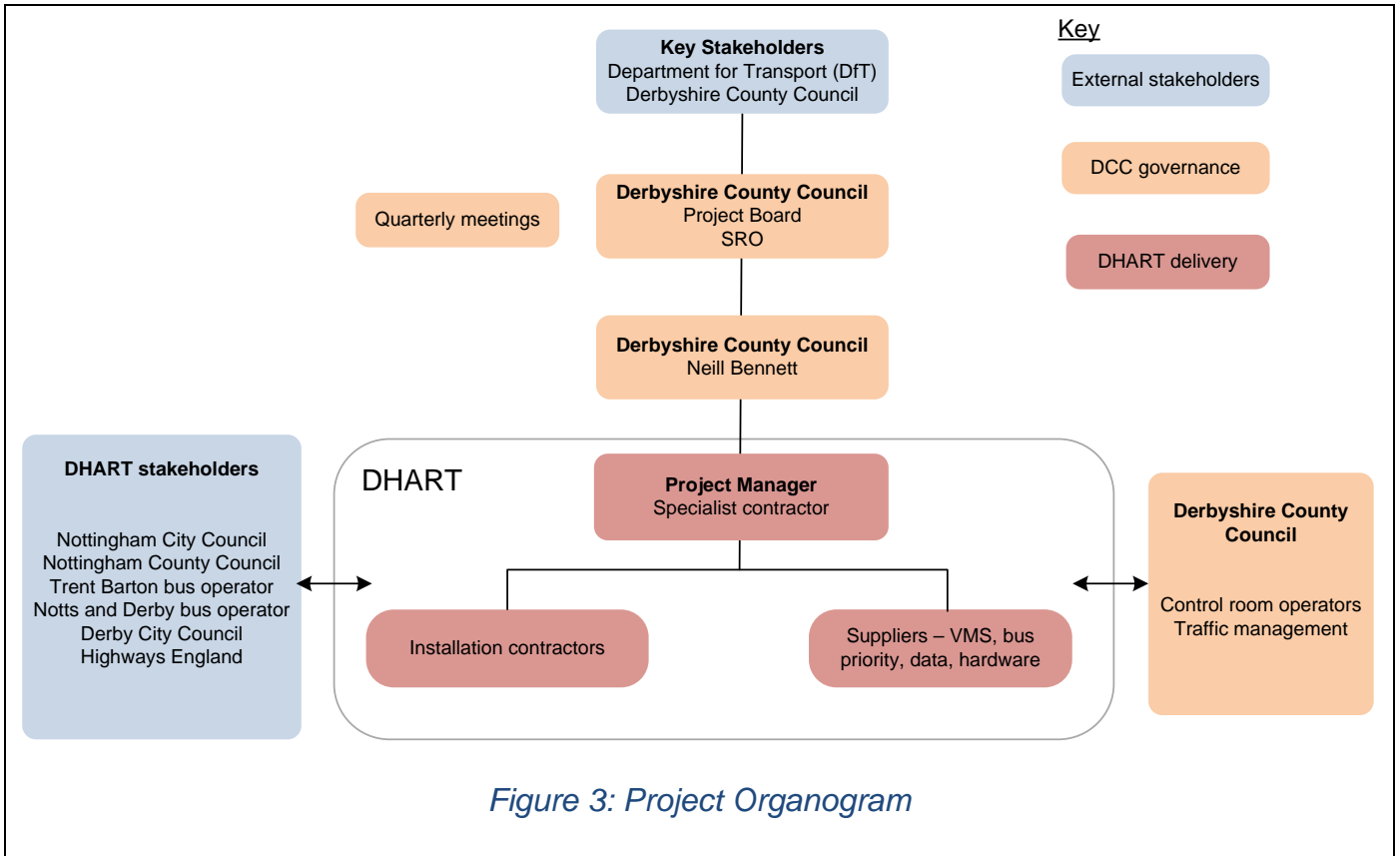
#### Project Manager – Specialist contractor

The project manager will oversee the day to day running of the project and will provide management of the contract with all parties including the programme manager and installation contractors. They will also be responsible for reporting progress and managing all project risks and finances.

#### Installation contractors

The scheme will be divided into three contracts. The specialist contractor overseeing the scheme will provide support for the appointment of installation contractors to deliver the contracts.

The project will be delivered in line with PRINCE2 methodology. Project governance will be undertaken in line with the following structural organogram.



### B10: Management Case - Risk Management (Essential)

All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a risk register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines how risks will be managed.

*Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.*

Has a QRA been appended to your bid?  Yes  No

Has a Risk Management Strategy been appended to your bid?  Yes  No

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

a) What risk allowance has been applied to the project cost?

A risk allowance of 5% contingency has been included on total project cost estimates. This value has been derived based on the likelihood of risks identified in the risk assessment.

b) How will cost overruns be dealt with?

It is acknowledged that DfT funding will not be available to fund overruns. Installation of the components of DHART can be scaled back if cost overruns are likely. The scheme extents will be refined to offset any overruns e.g. installation of RTI signs and VMS could be scaled back.

c) What are the main risks to project timescales and what impact this will have on cost?

All risks are outlined in the risk register in **Appendix 6**. In summary the main key risks to project delivery timescales include:

- **Late award of funding** – impact minimal on the costs as long as the programme can be compressed to allow enough time to implement all elements of DHART.
- **Delay in procurement** – could extend installation time resulting in compression of programme by using additional resource.

### B11: Management Case - Stakeholder Management (Essential)

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways England, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) Please provide a summary in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests. AECOM to complete

This proposal does not impact on any structures and does require the support of Network Rail.

The following stakeholders are integral to the DHART project and have been consulted with letters of support provided for the DHART project, included in **Appendix 7**.

- Nottingham City
- Trent Barton bus operator
- Notts and Derby bus operator
- D2N2 LEP
- Highways England
- Amber Valley BCI
- Erewash BC
- North East Derbyshire DC
- Derby City

We propose to set up a project board with stakeholders for all elements of the project ensure that all interests are considered throughout the lifetime of the project. Our Communications Plan identifies the required level of engagement for each stakeholder.

b) Can the project be considered as controversial in any way?  Yes  No  
If yes, please provide a brief summary in no more than 100 words

c) Have there been any external campaigns either supporting or opposing the project?  
 Yes  No

If yes, please provide a brief summary (in no more than 100 words)

d) For large projects only please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended?  Yes  No  N/A

e) For large projects only please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended?  Yes  No  N/A

### **B12: Management Case – Local MP support (Desirable)**

e) Does this proposal have the support of the local MP(s);

Name of MP(s) and Constituency

1  Yes  No

2  Yes  No

3

Yes  No

**B13: Management Case - Assurance (Essential)**

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

**SECTION C – Monitoring, Evaluation and Benefits Realisation**


**C2:** Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

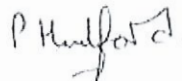
The benefits from the proposed scheme will be realised incrementally as improvements are made along the proposed corridors for installation of the RTI at bus stops, bus priority signal upgrades, and installation of VMS for managing the flow of traffic and associated back office within the central hub.

As individual corridors are completed, post evaluation monitoring will be undertaken, reviewing fluctuations in patronage and congestion resulting from the interventions using historical traffic data and this data will feed into an overall monitoring report.

*A fuller evaluation for large projects may also be required depending on their size and type.*

**SECTION D: Declarations**

<b>D1: Senior Responsible Owner Declaration</b>	
As Senior Responsible Owner for Derbyshire Highways Hub Advanced Real Time Information (DHART) I hereby submit this request for approval to DfT on behalf of Derbyshire County Council and confirm that I have the necessary authority to do so.	
I confirm that Derbyshire County Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Mike Ashworth	Signed: 
Position: Strategic Director Economy, Transport and Communities Derbyshire County Council	

<b>D2: Section 151 Officer Declaration</b>	
As Section 151 Officer for Derbyshire County Council I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that Derbyshire County Council	
<ul style="list-style-type: none"> <li>- has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution</li> <li>- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties</li> <li>- accepts responsibility for meeting any ongoing revenue requirements in relation to the project</li> <li>- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21.</li> <li>- confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place</li> <li>- confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome</li> </ul>	
Name: Pete Handford	Signed: 

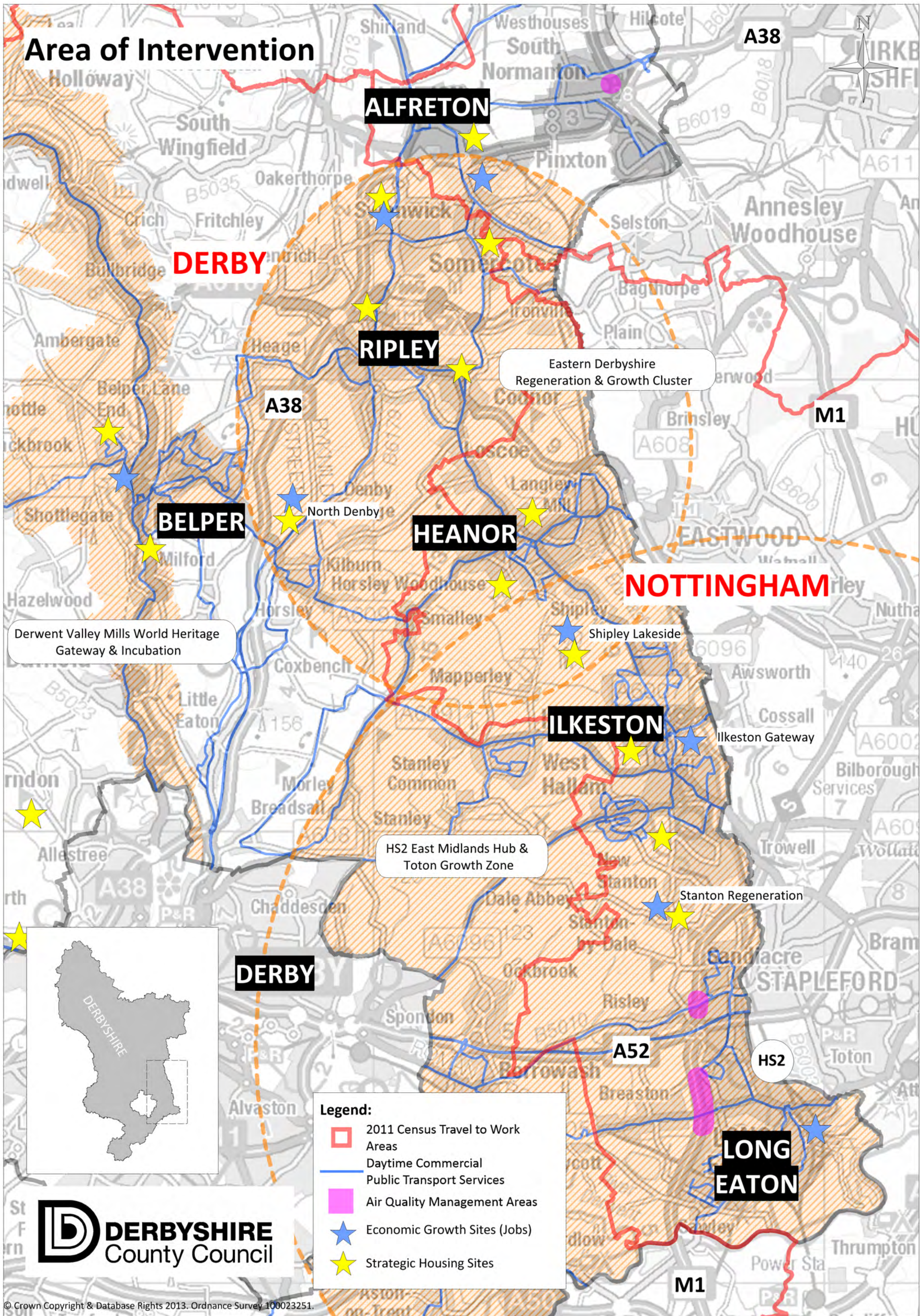
**HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?**

- |  |   |                             |   |
|--|---|-----------------------------|---|
| Combined Authority multiple bid ranking note (if applicable) | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |
| Map showing location of the project and its wider context    | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A            |
| Combined Authority support letter (if applicable)            | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |
| LEP support letter (if applicable)                           | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A            |
| Housebuilder / developer evidence letter (if applicable)     | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |
| Land acquisition letter (if applicable)                      | <input type="checkbox"/> Yes            | <input type="checkbox"/> No | <input checked="" type="checkbox"/> N/A |
| Projects impact pro forma (must be a separate MS Excel)      | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A            |
| Appraisal summary table                                      | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A            |
| Project plan/Gantt chart                                     | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A            |

## Appendix 1: Proposed scheme location map



# Area of Intervention



**ALFRETON**

**DERBY**

**RIPLEY**

**BELPER**

**HEANOR**

**NOTTINGHAM**

**ILKESTON**

**DERBY**

**LONG EATON**

Eastern Derbyshire  
Regeneration & Growth Cluster

Derwent Valley Mills World Heritage  
Gateway & Incubation

HS2 East Midlands Hub &  
Toton Growth Zone

Stanton Regeneration

**Legend:**

- 2011 Census Travel to Work Areas
- Daytime Commercial Public Transport Services
- Air Quality Management Areas
- ★ Economic Growth Sites (Jobs)
- ★ Strategic Housing Sites





## Appendix 2: Supplementary information

- DHART project overview description
- Peak hour congestion and delay on local network map
- Travel to work flows map
- Key infrastructure and regeneration map
- 2011 Census Travel to Work Movements report– **separate attachment in covering email**
- Derby HMA Core Strategy Transport Modelling Report– **separate attachment in covering email**
- Existing signal sites breakdown

## Appendix 2 – DHART project overview description

This section provides further information regarding the DHART system in support of **Section A2** and the key benefits expected from the Derbyshire Highways Hub Advanced Real Time information scheme in support of **Section B2 (part C)**

### DHART system overview

The DHART system will provide a cost effective and versatile system, combining multiple sources of real time data to better manage traffic on Derbyshire's network and help fulfil both Derbyshire and the DfT objectives. The system will improve the efficiency of existing road space through the use of new infrastructure and smart technology and also help meet environmental, economic, community and transport objectives, including facilitating modal shift towards more sustainable forms of transport, which will help to avoid unlocking latent demand.

The system will integrate off-the-shelf technology for:

- Real-time bus service information
- Bus priority at signals
- Pre-Emptive Traffic Management System (PTMS)

A key component in this integration will be the 'control room hub' that will serve as the focus for strategic and tactical overview of the network and its day-to-day management.

The implementation of bus real-time information signs at bus stops within the proposed scheme area will provide an extension to the existing bus network operated by Nottingham City Council. This will be supplemented by the installation of bus priority measures at key signal sites through the scheme area to further compound journey time saving benefits and make bus travel a reliable and attractive option for travellers.

The PTMS element of the system will provide a means to readily adapt to state-of-the-art 3rd Party mobile data analytics generating intelligence on the state of the network within the proposed scheme area, as well as dedicated systems for environmental monitoring. The system will use this intelligence to trigger interventions to manage events such as traffic congestion and the build-up of air pollution e.g. around schools, with the potential to help manage air quality along susceptible corridors and the positive impact on health that may accrue.

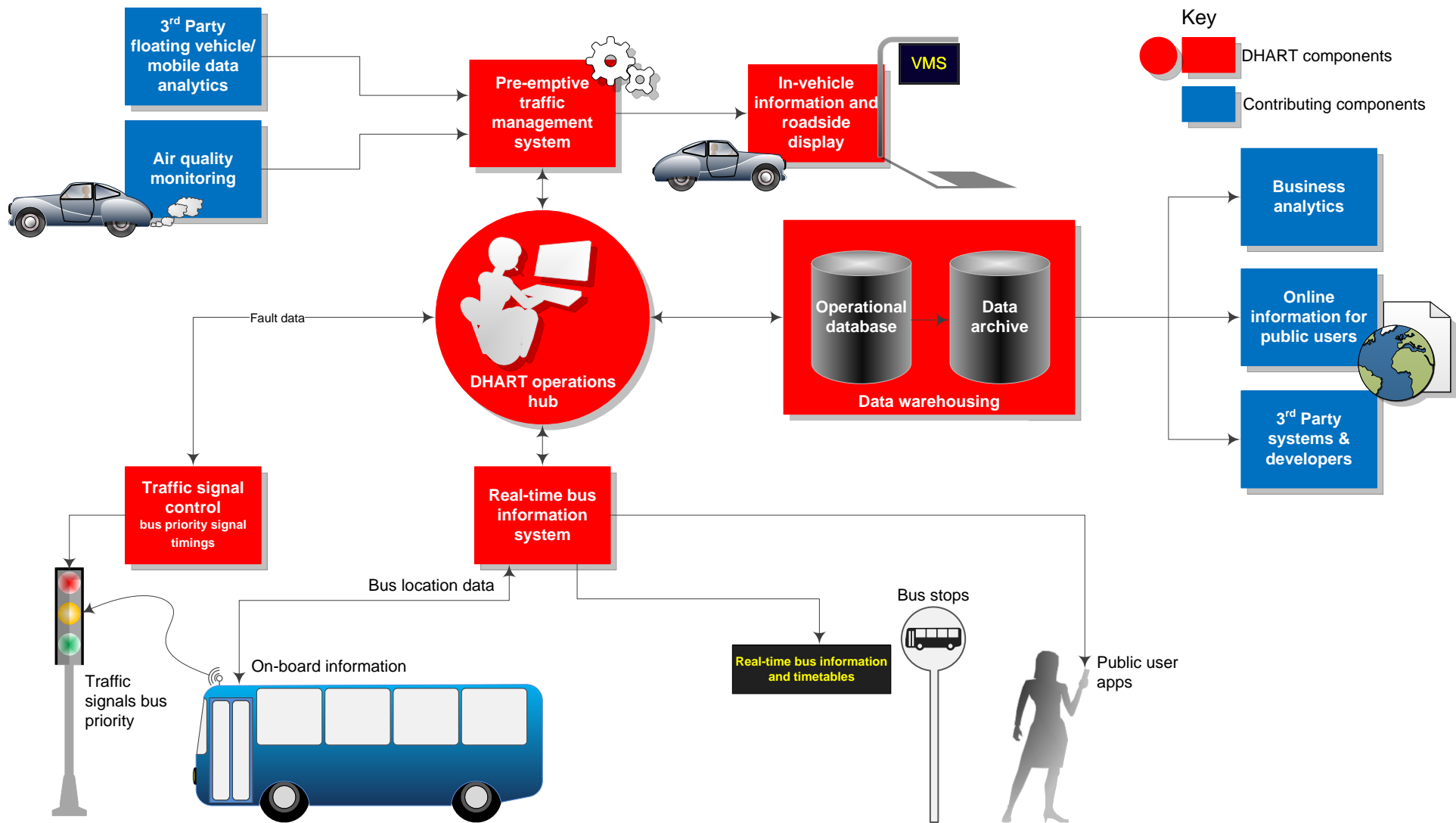
The PTMS methodology will allow the capture of DCC's experience of managing the network as a formal set of rules/plans/strategies and thereby adapt the system to the specific demands on the local network, without the need to significantly modify the system. This helps to reduce cost without reliance on any particular supplier, thereby reducing the chance of vendor lock-in.

An additional service will be 'data warehousing' which will take input data from multiple sources, including data generated by the components of DHART (traffic flows, bus real time information and signals data including bus priority) and transform this into a common operational database and archive. Backend data marts will ready this data for presentation to varied and different users, ranging from executive dashboards for performance monitoring, public users, customer websites, 3rd Party developers and other/cross-boundary traffic management systems. This

warehousing will provide a powerful tool for disseminating information on the on the network and enhance DCC's capability in analysing network management performance, performance of contracted suppliers, and generally how well DCC is fulfilling their strategic and other objectives.

DHART also has the potential to help manage air quality along susceptible corridors and the positive impact on health that may accrue.

Figure 1 illustrates the key components of the proposed DHART system.

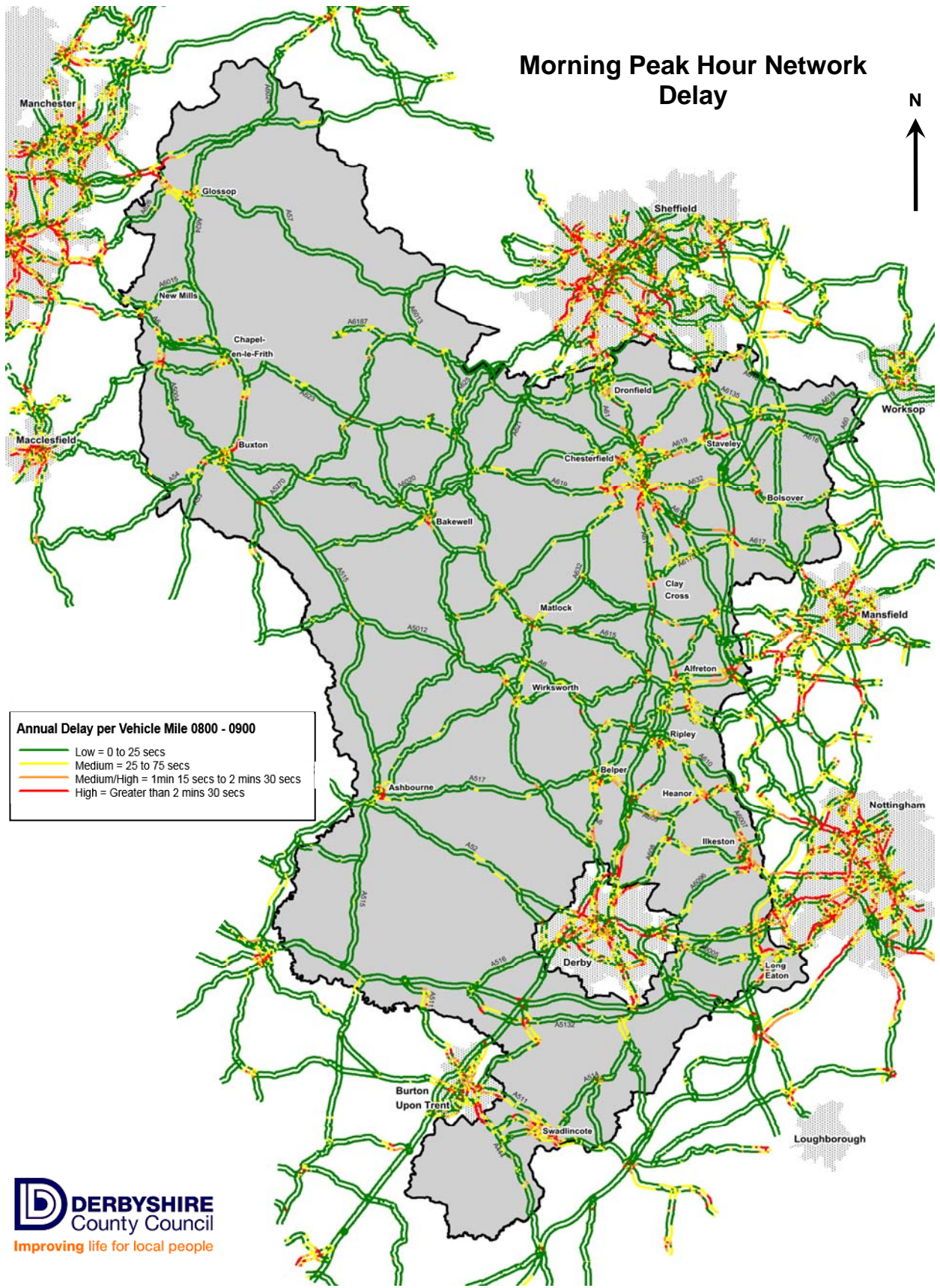


**Figure 1: DHART system overview**

## Benefits of DHART

- **Easing congestion** – the system will help to improve communications and understanding of network conditions by providing the infrastructure and central control system to monitor and control the network efficiently, providing early warnings to drivers that can prevent further congestion build up and implementing bus real time information and priority measures to encourage modal shift as a supporting measure to manage the latent demand.
- **Improved air quality** – a number of locations within the proposed scheme area experience high levels of nitrogen dioxide linked to traffic. DHART will enable better management of traffic flow via the central control system to reduce the impact of traffic on air quality and have a positive impact on health.
- **Better access to jobs** – implementing RTI information at bus stops and bus priority measures at strategic junctions will improve journey time reliability and make public transport a more attractive option for many people, enabling access to jobs and other activities that would otherwise not be possible for many local residents. Work undertaken by Nottingham City Transport for the existing RTI system has suggested that installing RTI on a bus route alone can generate 2.5-3.5% passenger growth.
- **Encourage greater inward investment and improve facilitation for housing development** – The combination of a pre-emptive system to monitor and manage traffic flow as well as encouraging modal shift by making public transport more attractive will be complementary and help towards easing congestion, whilst also managing latent demand on the existing road network through the supporting measures i.e. modal shift from private car to bus will result in a more efficient network that is attractive to investors. This will contribute to local economic growth and unlock the potential for housing development where it is needed.

# Morning Peak Hour Network Delay



**Annual Delay per Vehicle Mile 0800 - 0900**

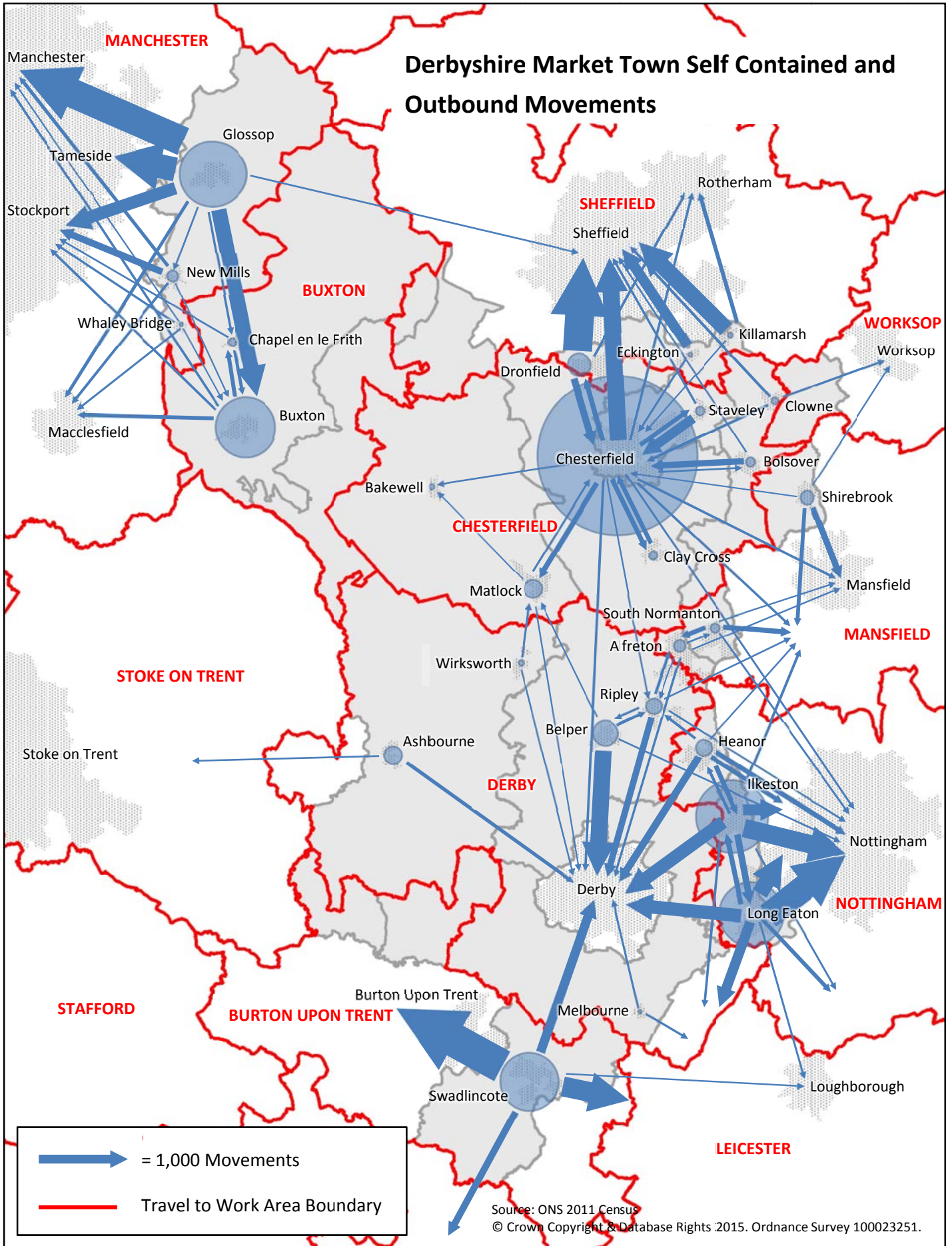
- Low = 0 to 25 secs
- Medium = 25 to 75 secs
- Medium/High = 1min 15 secs to 2 mins 30 secs
- High = Greater than 2 mins 30 secs



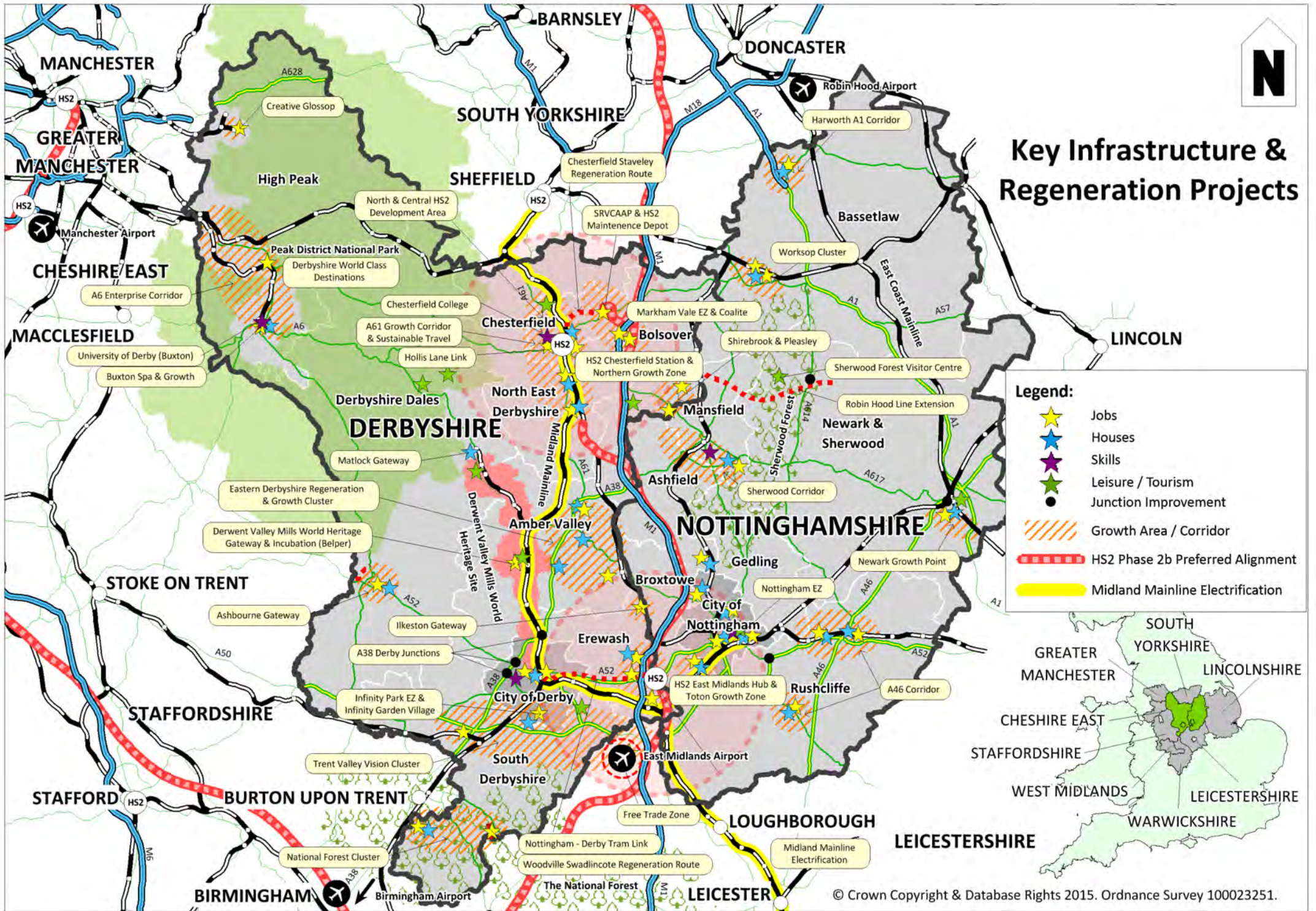
Source: Traffic Master AGPS (Sep 2013 – Aug 2014 School Days Only)  
 © Crown Copyright & Database Rights 2015. Ordnance Survey 100023251.



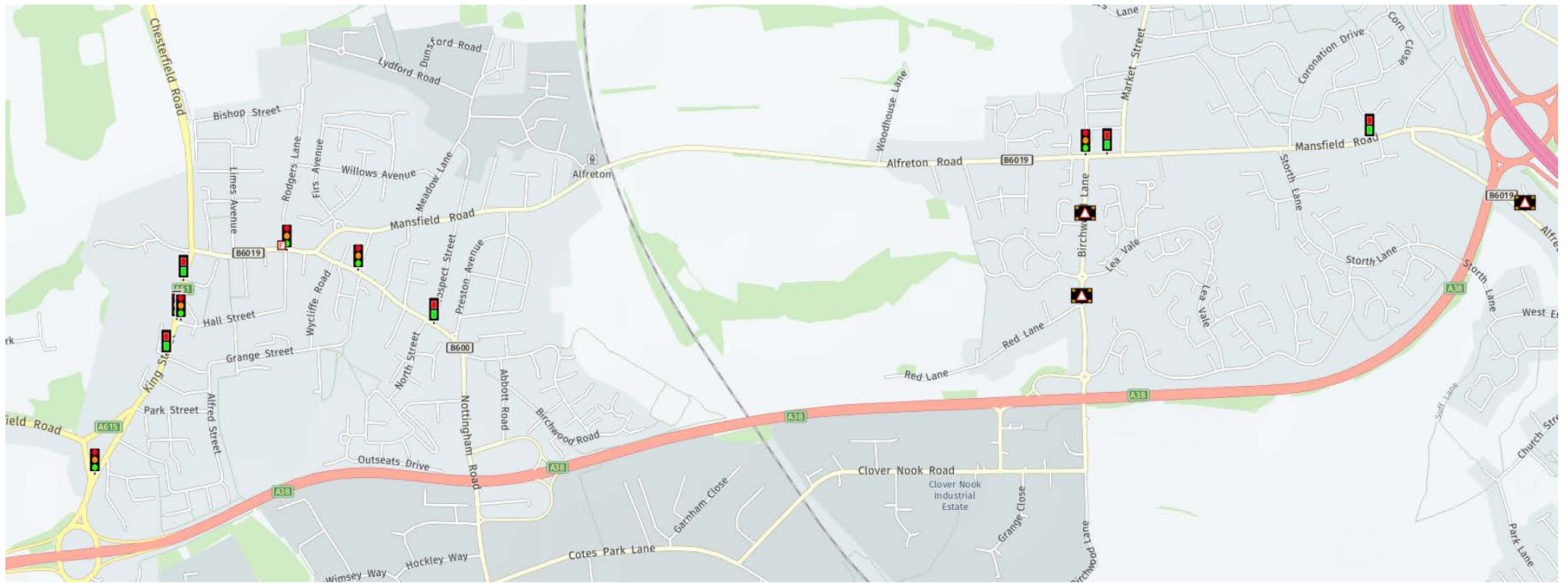
# Derbyshire Market Town Self Contained and Outbound Movements









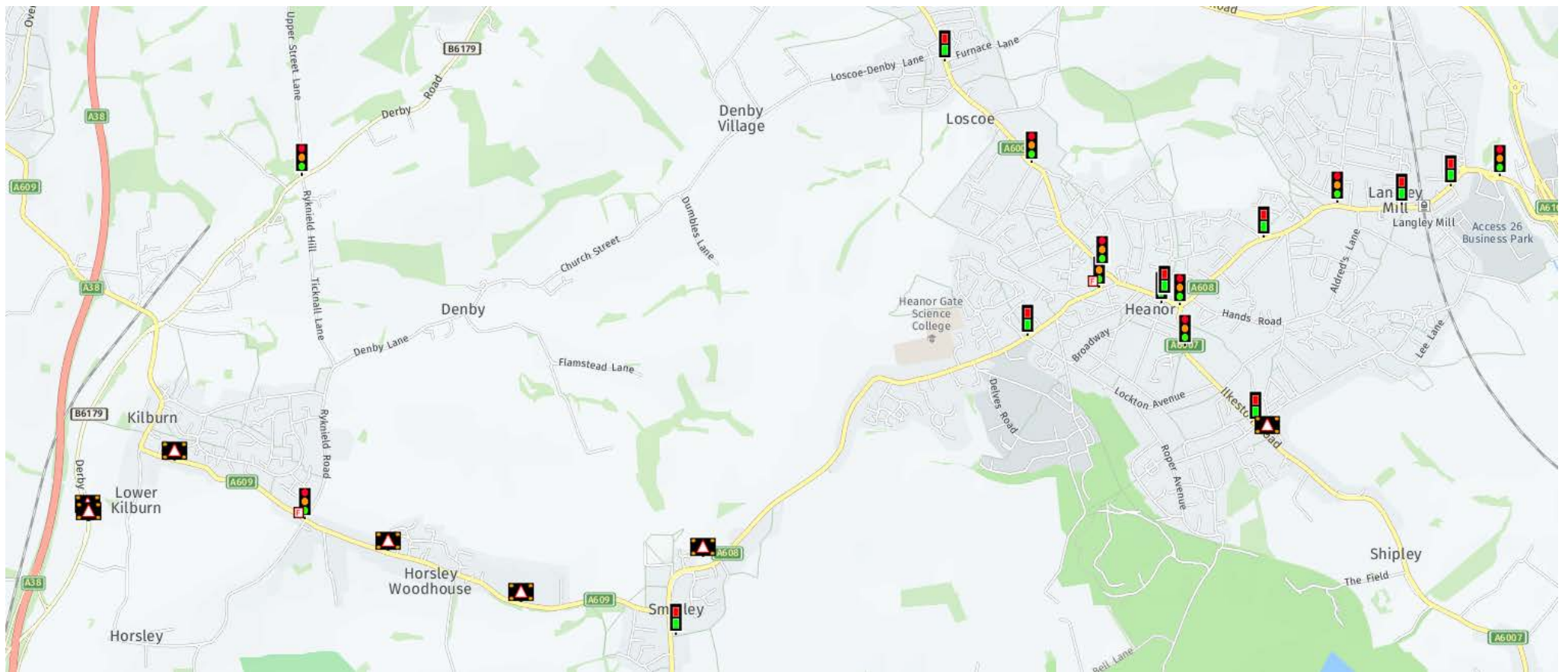


- Alfreton
  - MOVA Junctions x4
  - Vehicle Actuated Junctions x0
  - MOVA Crossings x0
  - VA Crossings x5
  
- South Normanton
  - MOVA Junctions x1
  - VA Junctions x0
  - MOVA Crossings x0
  - VA Crossings x1
  - Vehicle Activated Signs x3







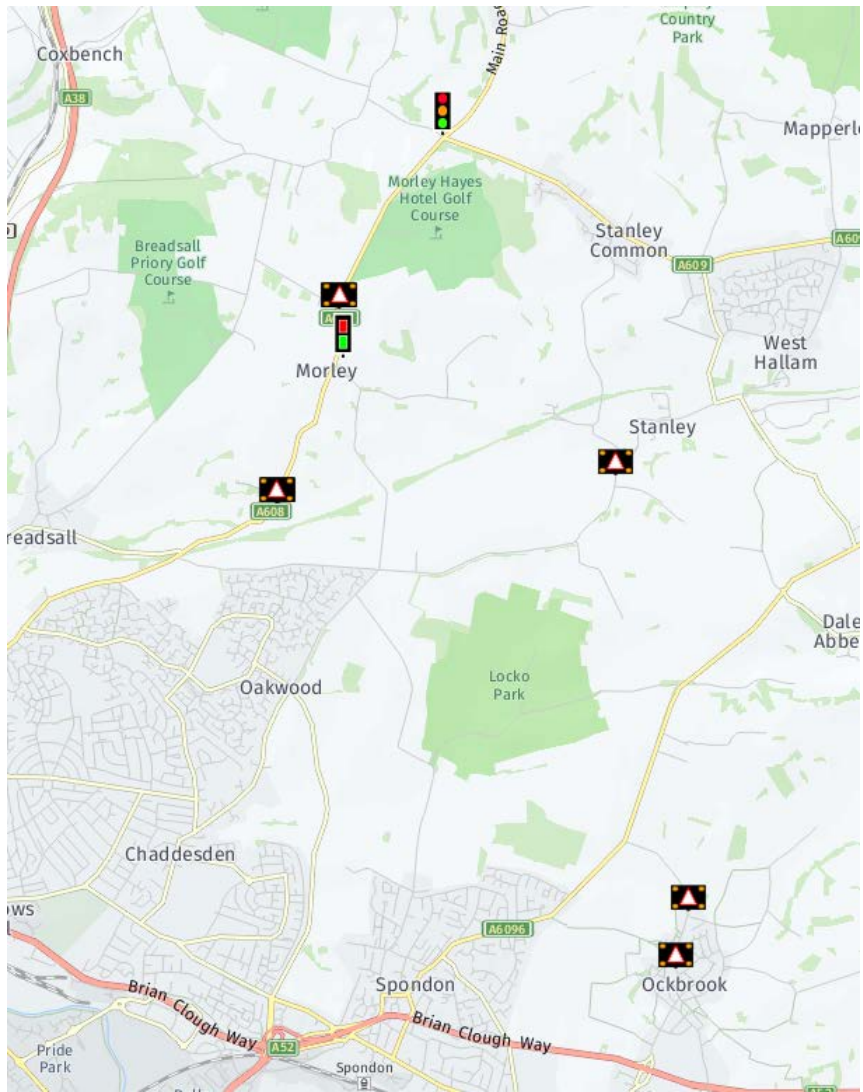


- Kilburn / Smalley / Denby

- MOVA Junctions x3
- VA Junctions x0
- MOVA Crossings x
- VA Crossings x1
- VAS x6

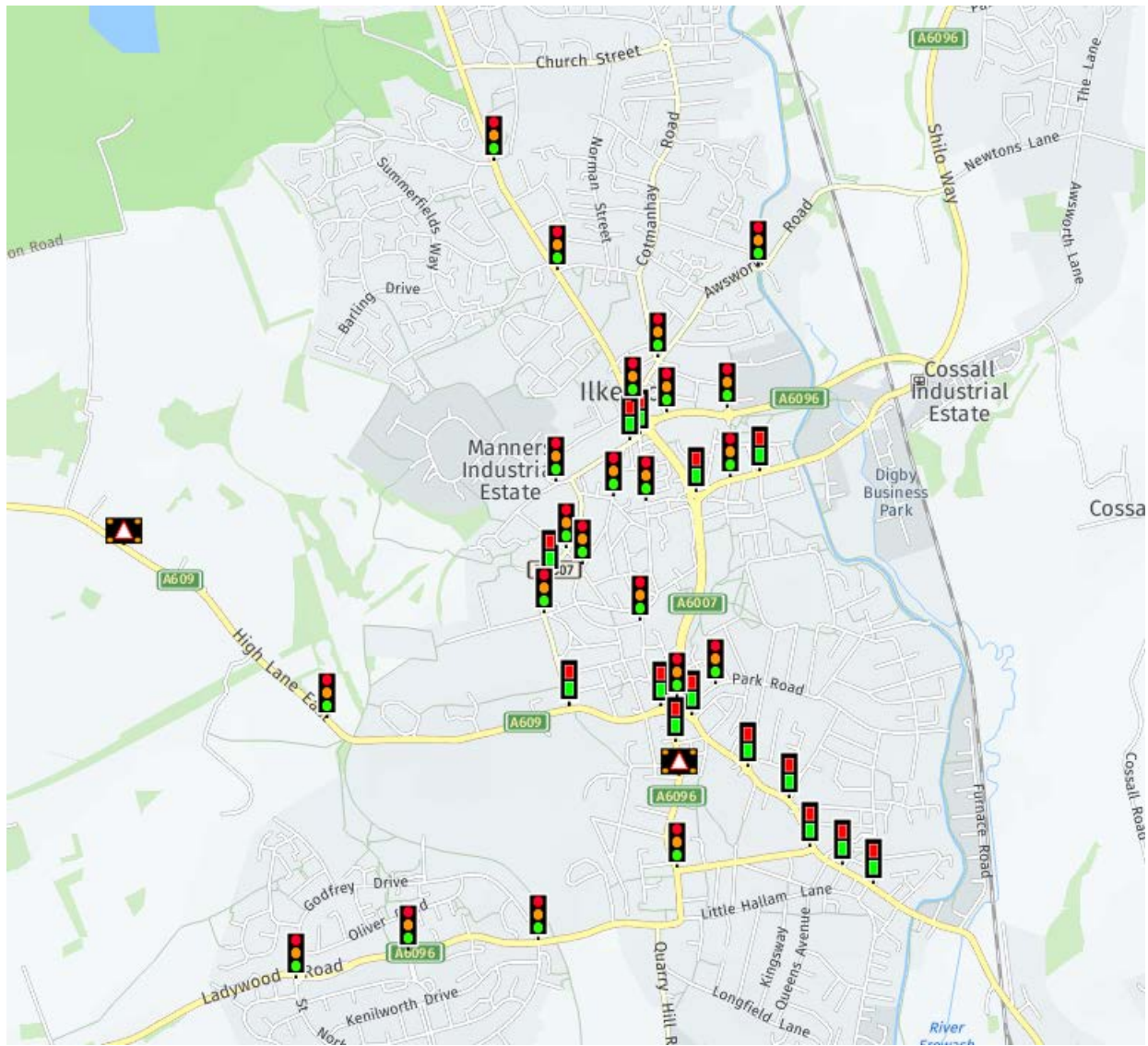
- Loscoe / Heanor / Langley Mill

- MOVA Junctions x2
- VA Junctions x1
- MOVA Crossings x0
- VA Crossings x13
- VAS x1

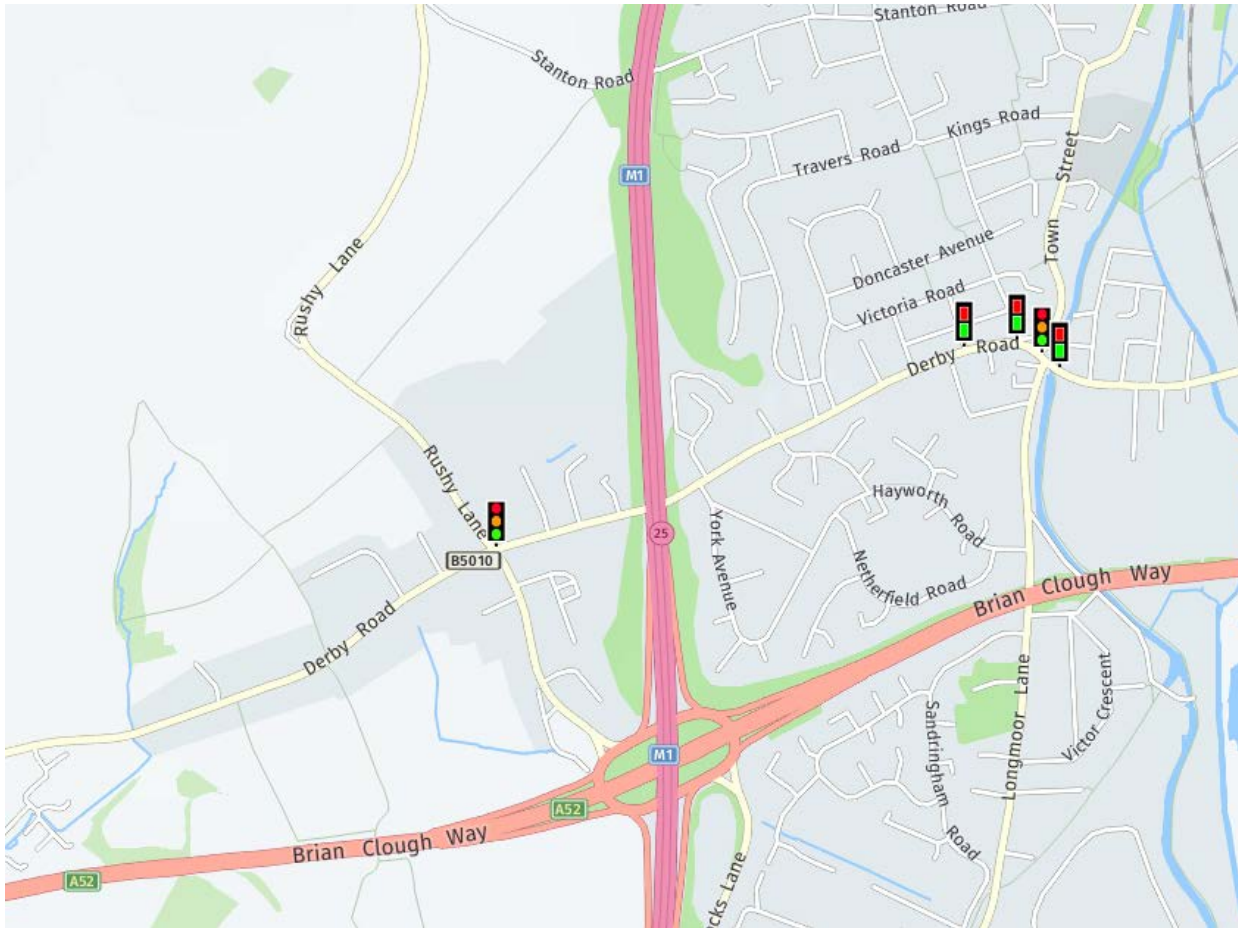


- Morley / Stanley / Ockbrook
  - MOVA Junctions x1
  - VA Junctions x0
  - MOVA Crossings x1
  - VA Crossings x0
  - VAS x4





- Ilkeston / West Hallam / Kirk Hallam
  - MOVA Junctions                   x4
  - VA Junctions                       x3
  - MOVA Crossings                   x3
  - VA Crossings                       x27
  - VAS                                   x1



- Sandiacre

- MOVA Junctions x1
- VA Junctions x0
- MOVA Crossings x0
- VA Crossings x0
- VAS x0

### **Appendix 3: Economic case supporting material**

- Derbyshire Highways Hub Advanced Real Time Information (DHART) Cost Benefit model – **separate attachment in covering email**
- Supplementary information – D2N2 real time information BCR cost model – **separate attachment in covering email**
- Project Impacts Pro Forma – **copy in text below and as a separate attachment in covering email**
- Appraisal Summary Table

# Project Impacts Pro Forma

Scheme Impact Pro Forma for Small Project Bids - Please fill in the cells highlighted in yellow  
NPIF

Year of assessment	2019/2020
--------------------	-----------

Scenario	Input Data / Key Performance Indicators	Unit	AM Peak Hr	PM Peak Hr
			Weekday	Weekday
<b>Do- Minimum</b>	Number of highway trips affected	vehicles	3,403	3,452
	Total vehicle travelled time	vehicle-hours	444	462
	Total vehicle travelled distance	vehicle-km	35,729	37,188
	Highway peak period conversion factor	-	2.00	2.00
	Number of PT passenger trips on affected routes	passenger trips	2,511	2,629
	Total PT travelled time	passenger-hrs	480	502
	PT peak period conversion factor	-	1.71	1.79
<b>Do- Something</b>	Number of highway trips affected	vehicles	3,403	3,452
	Total vehicle travelled time	vehicle-hours	421	439
	Total vehicle travelled distance	vehicle-km	36,801	38,304
	Highway peak period conversion factor	-	2.00	2.00
	Number of PT passenger trips on affected routes	passenger trips	2,511	2,629
	Total PT travelled time	passenger-hrs	478	500
	PT peak period conversion factor	-	1.71	1.79

# Appraisal Summary Table

Impacts	Sub-Impacts	Estimated impact	Level of uncertainty	Proposed proportionate appraisal methodology	Reference to evidence and rationale in support of proposed methodology	Type of Assessment Output (Quantitative/Qualitative/Monetary/Distributional)
Economy	Business users & transport providers	<p><b>Moderate</b></p> <ul style="list-style-type: none"> <li>Real time bus information and bus priority at traffic lights support the sustainability of the bus network</li> <li>Better traffic management will reduce congestion</li> <li>The system will enable local bus operators to monitor their services in real-time and better manage their bus scheduling</li> <li>Businesses will benefit from:               <ul style="list-style-type: none"> <li>Reduced congestion resulting from modal shift inspired by the increased confidence to use local buses and improved traffic management</li> <li>Better access for local people for job opportunities as confidence in the accessibility by local public transport is increased</li> </ul> </li> </ul>	<p><b>Low</b></p> <p>Academic literature and past experience in Nottingham where investment in existing real time system shows patronage has increased and improvements in air quality and congestion across the road network</p>	Spreadsheet model for highway and bus benefit/disbenefits, assessing impact on patronage levels and travel choices	In accordance with WebTAG guidance and past experience	Monetary
	Reliability impact on business users	<p><b>Moderate</b></p> <p>Journey time reliability for road and public transport users expected to improve through the better management of traffic and bus operations. Improved disruption messaging will enable business users to make alternate travel arrangements more effectively when disruption occurs</p>	<p><b>Low</b></p> <p>Academic literature and past experience</p>	Inclusion of reliability impact within the transport modelling framework using evidence of road user and passenger valuation of journey time reliability	In accordance with WebTAG guidance and past experience	Monetary
	Regeneration	<p><b>Moderate</b></p> <p>Improvement provided to the road and public transport network expected to improve accessibility to a number of regeneration and development sites across the region</p>	<p><b>Low</b></p> <p>Improved accessibility to regeneration sites across the DHART scheme area along identified strategic routes and bus corridors</p>	Qualitative assessment of regeneration impacts based on forecast impacts of DHART on accessibility and transport network integration	In accordance with WebTAG guidance	Qualitative assessment of regeneration impacts
	Wider impacts	<p><b>Moderate</b></p> <ul style="list-style-type: none"> <li>Increase accessibility to jobs and hence have a positive impact on the labour market catchment.</li> <li>More reliable journeys for private and commercial vehicles</li> </ul>	<p><b>High</b></p> <p>Wider economic benefits of DHART will be difficult to quantify and attribute exclusively to the proposed measures</p>	Qualitative assessment of wider economic impacts based on forecast impacts of DHART on accessibility and transport network integration	In accordance with WebTAG guidance	Qualitative assessment of wider economic impacts
Environmental	Noise	<p><b>Moderate</b></p> <ul style="list-style-type: none"> <li>No impact from bus real time or signal priority measures</li> <li>Management of traffic flow will have an impact on noise pollution generated by road traffic where diversions onto alternative routes are implemented to manage congestion</li> </ul>	<p><b>Low</b></p>	A qualitative assessment of noise impact based on quantitative estimation of change in vehicle kms and change in composition of traffic	In accordance with WebTAG guidance	Qualitative assessment of noise pollution
	Air Quality	<p><b>Moderate</b></p> <ul style="list-style-type: none"> <li>Improved management of traffic flow will reduce congestion and improve air quality</li> <li>Local bus companies investment in low emission buses combined with modal shift to bus travel will have increasingly positively impact</li> </ul>	<p><b>Low</b></p> <p>Modal shift and continued 'greening' of local bus fleets will make significant reduction to the regions' CO<sub>2</sub>, NOX and PM emissions</p>	<ul style="list-style-type: none"> <li>Use of the model outputs to determine change in vehicle activity levels and fleet composition</li> <li>Applying emissions factors to vehicle activity will permit estimation of changes in tailpipe emissions</li> </ul>	In accordance with WebTAG guidance	Monetary
	Greenhouse gases	<p><b>Low-Moderate</b></p> <p>GHG emissions will fall with more efficient vehicles, smoother operating conditions and modal shift. However overall impact likely to be modest</p>	<p><b>Low</b></p> <ul style="list-style-type: none"> <li>GHG emissions impacts can be estimated based on new bus vehicle emissions factors vs existing</li> <li>Modal shift impacts quantifiable</li> </ul>	<ul style="list-style-type: none"> <li>Use of the model outputs to determine change in vehicle activity levels and fleet composition</li> <li>Applying emissions factors to vehicle activity will permit estimation of changes in tailpipe emissions</li> </ul>	In accordance with WebTAG guidance	Quantitative/Monetary
	Landscape	<p><b>Low-Moderate</b></p> <p>Some visual intrusion from additional infrastructure</p> <ul style="list-style-type: none"> <li>Real time signs will be attached to existing bus stop infrastructure</li> <li>Selective vehicle detection (SVD) sensors will be attached to existing infrastructure at signals</li> <li>VMS will be installed in suitable locations not to impinge on existing infrastructure and signage (temporary measure until in-vehicle App becomes widely used).</li> </ul>	<p><b>Low</b></p> <p>Impact on townscapes and more rural settings will be limited</p>	Qualitative assessment	In accordance with WebTAG guidance	Qualitative statement on impact on landscape, with reference to any specific points of concern along strategic routes and bus corridors
	Townscape	<p><b>Low-Moderate</b></p> <p>Some visual intrusion from additional infrastructure</p> <ul style="list-style-type: none"> <li>Real time signs will be attached to existing bus stop infrastructure</li> <li>Selective vehicle detection (SVD) sensors will be attached to existing infrastructure at signals</li> <li>VMS will be installed in suitable locations not to impinge on existing infrastructure and signage.</li> </ul>	<p><b>Low</b></p> <p>Impact on townscape will be limited</p>	Qualitative assessment	WebTAG guidance	Qualitative statement on impact on townscape, with reference to any specific points of concern along strategic routes and bus corridors
	Historic Environment	<p><b>Low</b></p> <p>No impact on sites of historical interest but should any infrastructure be placed in the peak district national park in future, this would be subject to consultation with peak national park authority</p>	<p><b>Low</b></p>	Qualitative assessment of impact on heritage	In accordance with WebTAG guidance	Qualitative statement on impact on historic environment, with reference to any specific points of concern along strategic routes and bus corridors
	Biodiversity	<p><b>Low</b></p> <p>Assumed neutral</p>	<p><b>Low</b></p>	Qualitative statement of impact on biodiversity	In accordance with WebTAG guidance	Qualitative statement on impact on biodiversity, with reference to any specific points of concern along strategic routes and bus corridors
	Water Environment	<p><b>Low</b></p> <p>Assumed neutral</p>	<p><b>Low</b></p>	Qualitative statement of impact on water environment	In accordance with WebTAG guidance	Qualitative statement on impact on water environment, with reference to any specific points of concern along

						strategic routes and bus corridors
<b>Social</b>	Commuting and Other users	<b>Moderate</b> Journey time improvements, improved reliability and increased passenger confidence are expected to have a positive impact on commuters and other users	<b>Low – Moderate</b> <ul style="list-style-type: none"> <li>• Passenger valuation evidence.</li> <li>• Journey time improvements and reliability improvements forecast for all user types</li> </ul>	Spreadsheet model for highway and bus benefit/disbenefits	See proposed appraisal methodology	Quantitative/Monetary
	Reliability impact on Commuting and Other users	<b>Moderate</b> Journey time reliability for road and public transport users expected to improve through the better management of traffic and bus operations.	<b>Low</b> Existing journey time data information on typical journey time variability.	Spreadsheet model for highway and bus benefit/disbenefits	See proposed appraisal methodology	Quantitative/Monetary
	Physical activity	<b>Low-Moderate</b> Positive impacts expected though modal shift from private car to bus with increased walking to/from bus stops	<b>Moderate</b> Physical activity can be estimated from modal shift estimates and typical walk distances	Modal shift forecasts	In accordance with WebTAG guidance	Monetary
	Journey quality	<b>Moderate</b> <ul style="list-style-type: none"> <li>• Improved level of service offered by real time travel information can provide positive benefits for travellers</li> <li>• Improved traffic management to reduce congestion and information displayed to drivers regarding real time traffic conditions can reduce stress and improve wellbeing</li> </ul>	<b>Low-Moderate</b> Evidence of passenger valuations of journeys	Spreadsheet model for highway and bus benefit/disbenefits	See proposed appraisal methodology	Quantitative/Monetary
	Accidents	<b>Low</b> Assumed neutral. Not expected to directly reduce the number of accidents on the network but the system will enable the dissemination of disruption information	<b>Low</b>		In accordance with WebTAG guidance	
	Security	<b>Low</b> Minimal impact on security expected	<b>Low</b> Minimal impact expected	Qualitative statement relating to security impact	In accordance with WebTAG guidance	Qualitative
	Access to services	<b>High</b> Improved access to services delivered through increased which will support interchange between bus services and simpler journey planning	<b>Low</b> Improved accessibility can be calculated	Spreadsheet model for highway and bus benefit/disbenefits	In accordance with WebTAG guidance	Quantitative
	Affordability	<b>Low</b> Improved operating efficiencies may lead to cost savings for bus operators. Within a deregulated environment, this may lead to lower fares but impacts are likely to be small.	<b>High</b> Uncertainty over the level of pass-through of any efficiency gains to passenger's means that impacts on affordability are uncertain	Spreadsheet model for highway and bus benefit/disbenefits	In accordance with WebTAG guidance	Qualitative assessment of potential impact of scheme on affordability
	Severance	<b>Low</b> No new highway connections being proposed	<b>Low</b> Impact on severance can be established from scheme design	Spreadsheet model for highway and bus benefit/disbenefits	In accordance with WebTAG guidance	Qualitative statement on impact on severance, with reference to any specific points of concern along strategic routes and bus corridors
	Option and non-use values	Not applicable	Not applicable	Qualitative statement confirming no impact on option value	In accordance with WebTAG guidance	Qualitative
<b>Public Accounts</b>	Cost to Broad Transport Budget	<b>Low – Moderate</b> Ongoing maintenance costs of infrastructure will be covered within the transport budget	<b>Low</b> Infrastructure maintenance costs can be estimated relatively robustly based on extensive evidence	Ongoing maintenance costs will be costed and included within the public accounts tables	In accordance with WebTAG guidance	Monetary
	Indirect Tax Revenues	<b>Low</b> Some indirect tax impact through modal shift away from private vehicles	<b>Low</b> Modal shift is quantified and indirect tax impact can be calculated	Use of forecast modal shift to establish change in private car vehicle kms and indirect tax impact resulting from fall in fuel sales	In accordance with WebTAG guidance	Monetary

#### **Appendix 4: Major transport projects over £5M supplementary information**

- ICE East Midlands Executive Summary
- ICE East Midlands Submission - Markham Vale North



**ICE East Midlands**  
**East Midlands Merit Awards (EMMAs) 2017**  
**Large Project Category**  
**Submission by Derbyshire County Council**  
**For the**  
**Regeneration of Markham Vale North**

**EXECUTIVE SUMMARY**

Derbyshire County Council's £24m Regeneration of Markham Vale North phase comprises three significant areas of work all with an end target date to coincide with the planned opening of the first new business to invest at the site.

The three significant areas of work comprised a **major earthworks and infrastructure contract**; the **construction of the Seymour Link Road and associated structures**, and the **installation of major new utilities**. Collaborative team working ensured the highest quality was achieved throughout, cost and time savings achieved and the programme date successfully met on a 200 acre site with one single construction access point.

**ICE East Midlands**  
**East Midlands Merit Awards (EMMAs) 2017**  
**Large Project Category**  
**Submission by Derbyshire County Council**  
**For the**  
**Regeneration of Markham Vale North**

**Background**

Markham Vale is Derbyshire County Council's largest-ever regeneration project which aims to reverse the unemployment and deprivation which followed the closure of the mining and other heavy industry in north east Derbyshire. The 200 acre Markham Vale business park is strategically located in the heart of the UK's motorway network, located in north east Derbyshire. Covering a total area of 890 acres, some 200 acres is specifically reserved for the business park transforming the area into a major business and industrial location creating 4,100 new jobs and over three million square feet of commercial floor space. The total cost of the project is estimated at £92 million but this will bring in a further £250 million of commercial investment through a significant public – private sector partnership.

It involves substantial improvements to the local transport network including a new M1 motorway junction – 29A, new link roads – notably the Staveley Northern Loop Road and the Seymour Link Road along with several estate roads, utility provisions and sustainable travel infrastructure.

In addition to the ongoing investment in major infrastructure and land remediation, the project includes the creation of new woodlands, improved habitats, water features and significant landscape improvements around the business park to ensure its attractiveness for inward investments.

With work nearing completion on the East and West phases, the work to regenerate Markham Vale North is the latest phase in the overall scheme.

**The Project**

Under the design and supervision of a small team of Civil Engineers at client Derbyshire County Council, the £24m Regeneration of Markham Vale North phase comprises three significant areas of work all with the aim of achieving an end target date to coincide with the planned opening of the first new business to invest at the site.

The three significant areas of work comprised a **major earthworks and infrastructure contract**; the **construction of the Seymour Link Road** and

**associated structures**, and the **installation of new utilities** including a £6m primary electricity sub-station.

The Markham Vale North site which comprised a former colliery although immediately adjacent to the M1 motorway had no highway access except for an agricultural track through the relatively quiet village of Woodthorpe in north Derbyshire; hence the need to construct the Seymour Link Road to access the development site. This track – Seymour Lane – was the only access to the site for all construction activity, ensuring that collaboration between all civil engineering and construction teams was given the highest priorities in order to agree effective site management boundaries and responsibilities and specifically CDM. By necessity some of these were shared between the different contractors. Monthly meetings were held between all key personnel to ensure collaboration was effective.

The first 12 month phase started in 2015 with Chesterfield based contractor Fitzwise Ltd undertaking a major earthmoving contract. The contours of the 80 hectare site rise from the floodplain of the Doe lea to the village of Woodthorpe, some 22m in height difference, hence the need for major earthworks to create large level plots for future development. All excavated material was retained for re-use on site, either within the created development plots or road corridor or for use in the construction of screening mounds. The timing of these £8m works was also critical in order to achieve partial completion dates to release the road corridor and the first development plot.



*Diversion of the Hawke Brook and construction of a retaining wall to create development plot above.*

The key elements of the Fitzwise Ltd contracted works were the;

- excavation, backfilling and compaction of 1.5M m<sup>3</sup> of rock and soil
- hauling of 0.4M m<sup>3</sup> over 2km to construct a screening mound on the opposite side of the M1 motorway
- 'de-canalisation' improvements and partial diversion of 870 metres of the Hawke Brook to open up the river corridor and create improved habitats.
- construction of three reinforced earth retaining walls up to 7.5m high.
- construction of a 5m high 160 m long pre-cast concrete retaining wall
- capping of two deep mine shafts with future-proof off-set drainage ability to deal with rising mine-water
- installation of 3.5km of surface and foul drainage systems. All surface water is collected and discharged to the local watercourses via a series of purpose built storage ponds.
- construction of 3.2km of off-highway footways/cycleways in order to encourage walking/cycling to and from work journeys.

Within months of the earthworks starting a £5.5m contract was awarded through the Midlands Highways Alliance framework for the construction of the Seymour Link Road and associated structures; Eurovia Contracting were the appointed contractor. Eurovia Contracting were brought on board through an 'Early Contractor Involvement (ECI) process to assist with the final design preparation and to identify possibilities of cost savings. This process enabled some highway earthworks elements to be 'moved' to the Fitzwise contract with further cost and time savings achieved through redesign of elements of the two structures. Both Eurovia Contracting and Fitzwise Ltd worked closely together throughout the construction stages maintaining quality and programme; this resulted in using the same sub-contractors for similar works and utilising each other's resources when appropriate.

The key elements of the Eurovia Contracting contracted works were the;

- demolition of redundant structures over two watercourses.
- construction of 1.8km of new highway – the Seymour Link Road including drainage, lighting and a combined footway/cycleway.
- construction of the Doe Lea Bridge and a reinforced concrete culvert over the Hawke Brook – both carrying the Seymour Link Road. Both structures incorporate ledges to protect the foraging routes of mammals
- refurbishment of 0.5km of Seymour Lane
- project management for the installation of utilities
- extension of a flood relief by-pass structure in the Doe Lea flood plain.



*The new Seymour Link Road bridge over the Doe Lea river*

Throughout the above phases a number of off-site improvement works were undertaken to both the local highway network and also to reinforce the utility provision to the site. The off-site highway works were undertaken by the County Council's in-house highway construction team whilst gas, telecom, sewer, broadband and water service reinforcements were commissioned in conjunction with the various utility companies.

The key elements of the Infrastructure and Utility phase works were the;

- demolition of a 'bailey' type bridge which crossed Erin Road and the disused Bolsover Branch Line.
- Improvements to 1.1 mile of Erin Road and the construction of the junction to the new link Road.
- The commissioning of new and reinforced utilities to serve the new development from the various utility companies, comprising;
  - a £6.3m 30MVA primary substation all to serve the new developments.
  - new gas, electricity, telecoms, broadband and water supply
  - foul sewer diversions, connections and a pumping station





*Demolition of a redundant 'bailey bridge' over Erin Road and the disused Bolsover branch line*

The earthworks were successfully completed in mid-2016; the Seymour Link Road along with all the necessary utility works were completed towards the end of 2016. All target dates were met in advance of the German owners of the new development taking possession of their advanced logistics centre in January 2017.

The final element of the works will involve a £0.3m landscaping scheme to be implemented over the coming months.

As one would expect, land assembly and planning approvals were secured well in advance of the works having started. However, it was the trigger actions of securing grant funding that enabled the civil engineering works to start. Whilst the possibility of securing agreement with a prospective occupier was known, the project team rallied to the challenge of a very a tight completion deadline which was only finalised when the commercial legal agreements were completed. The construction of the planned 220,000 sq. ft. logistics centre was programmed with the same end date as the road opening date – the client wanted to start using the road as soon as he took possession of the building and with no alternative access the timing of the civil engineering works became crucial. Furthermore, last minute changes to the layout of the commercial development necessitated further design and programme changes to the civil engineering works but without any time increases.

The successful outcome of the project is a testament to the quality of design and construction and the collaboration between all teams – whether client, design, construction or third parties.

The completion of the civil engineering works to high standards and agreed programme dates has led to the commercial market taking further interest in the site. Agreement was reached with a second occupier for 0.5M Square foot warehouse before the Seymour Link Road was completed to the extent that construction of the new facility was allowed to start before Eurovia Contracting left the site and construction of a third facility is due to start in early 2017.



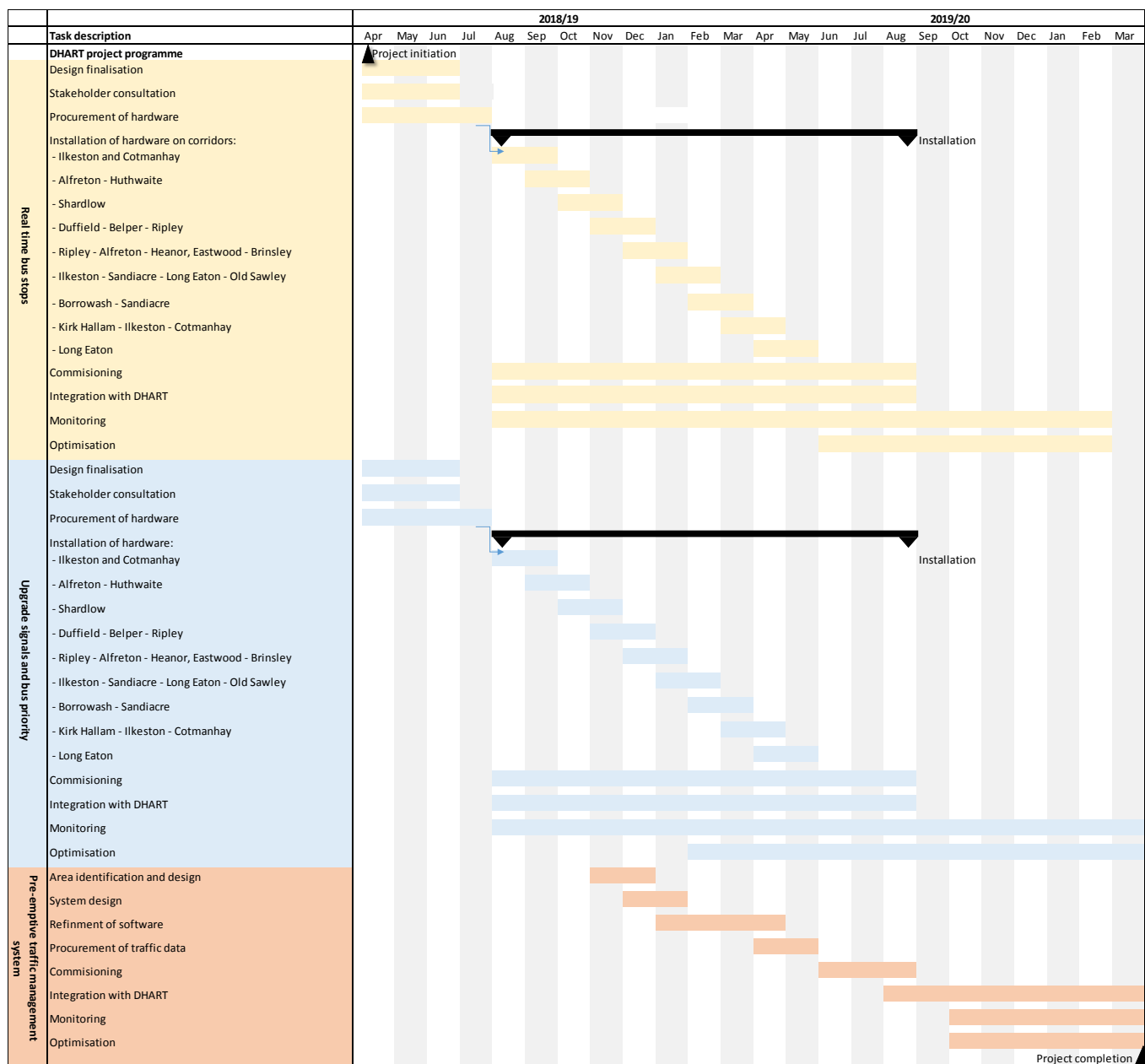
*Earthworks, road construction and development building contractors all working together.*

#### Project Team

Client	Derbyshire County Council
Designers	Derbyshire County council
Earthworks Contractor	Fitzwise Ltd
Highways Contractor	Eurovia Ltd



# Appendix 5: Project Gantt



- **Appendix 6: Project Risk**
- Quantified Risk Assessment & Risk register - **copy in text below and as a separate attachment in covering email**
- 
- Risk Management Strategy

# Quantified Risk Assessment & Risk Register

## Qualitative risk register

Delivery objective	Description
DO1	Real time bus information system
DO2	Priority signal upgrades
DO3	Pre-emptive traffic management
DO4	Integrated control system

## Risk probability

Probability	Score
Almost certain	5
Likely	4
Possible	3
Unlikely	2
Rare	1

## Risk impact

Probability	Score
Catastrophic	5
Major	4
Moderate	3
Minor	2
Insignificant	1

Risk identifier	Risk descriptions	Description of potential impact	Risk owner	Initial risk level					Mitigation actions	Residual risk level					Cost impact												
				Likelihood	Impact	L	I	Risk Rating		Likelihood	Impact	L	I	Risk Rating	Probability	Minimum	Most likely	Maximum	Expected value	P50	P50 Sub totals						
<b>DO1 Real time bus information</b>																											
DO1R1	Lack of co-ordination between authorities	System compatibility compromised resulting in unreliable RTI system	Derbyshire County Council	Possible	Major	3	4	12	Conduct stakeholder consultation to ensure consistency with existing systems	Unlikely	Moderate	2	3	6	30%	£ 1,000	£ -	£ 3,000	£ 200	£ 600							
DO1R2	Most beneficial sites not identified	Maximum benefit from RTI not realised	Derbyshire County Council	Possible	Minor	3	2	6	Feasibility completed and key site locations already identified by respective local authorities in consultation with local bus operators.	Rare	Minor	1	2	2	10%	£ -	£ -	£ -	£ -	£ -							
DO1R3	Back office system does not have capacity for processing required	Unreliable or non-functioning system resulting in loss of confidence in system and damaged reputation	Contractor	Unlikely	Major	2	4	8	Calculated system specification to ensure proposed capacity and allowance for future expansion	Rare	Moderate	1	3	3	15%	£ -	£ -	£ 10,000	£ 250	£ 750							
DO1R4	Bus operators don't engage	Unwillingness of smaller bus operators to engage with the installation of RTI systems	Derbyshire County Council	Possible	Major	3	4	12	Conduct stakeholder consultation to explain scheme and convey potential benefits	Unlikely	Moderate	2	3	6	30%	-£ 50,000	-£ 10,000	£ -	-£ 4,500	-£ 7,500							
DO1R5	No availability of local power supplies	RTI signs cannot function	Contractor	Unlikely	Moderate	2	3	6	Use local power supply from lighting or alternative renewable supply such as solar	Rare	Minor	1	2	2	10%	£ -	£ 20,000	£ 60,000	£ 2,333	£ 3,000							
DO1R6	Bus operators cease trading	Loss of investment in bus-mounted hardware	Derbyshire County Council	Unlikely	Moderate	2	3	6	RTI signs at bus stops will still function and can be integrated with any replacement service providers	Unlikely	Minor	2	2	4	20%	£ -	£ -	£ -	£ -	£ -							
DO1R7	Vandalism of signs	RTI signs are destroyed or damaged	Derbyshire County Council	Likely	Minor	4	2	8	Specify vandal resistant signs and tamper-proof wiring	Unlikely	Minor	2	2	4	20%	£ 5,000	£ 20,000	£ 100,000	£ 6,167	£ 10,500							
															0%											£ 7,350	
<b>DO2 Priority signal upgrades</b>																											
DO2R1	Most beneficial sites not identified	Maximum benefit from RTI not realised	Contractor	Possible	Moderate	3	3	9	Complete feasibility study and consult with bus operators	Rare	Minor	1	2	2	10%	£ -	£ -	£ -	£ -	£ -							
DO2R2	Bus routes change in future	Maximum benefit from RTI not realised	Derbyshire County Council	Possible	Minor	3	2	6	Locations to focus on key, long-established routes	Rare	Insignificant	1	1	1	5%	£ 10,000	£ 20,000	£ 50,000	£ 1,167	£ 1,500							
DO2R3	Traffic signals not compatible	Reduced benefit from time savings at signal sites	Contractor	Unlikely	Moderate	2	3	6	Install at alternative sites instead	Unlikely	Insignificant	2	1	2	10%	£ 2,000	£ 10,000	£ 20,000	£ 1,033	£ 1,100							
															0%											£ 2,600	
<b>DO3 Preemptive traffic management</b>																											
DO3R1	Task start date is delayed	Compressed timescales for development, installation and difficulty completing project by end of FY2019.	DfT	Likely	Moderate	4	3	12	Use Midland Highway Alliance for contractor appointment. Process paperwork as early as possible and programme necessary activities as close to start date as possible.	Unlikely	Minor	2	2	4	20%	£ -	£ 10,000	£ 20,000	£ 2,000	£ 2,000							
DO3R2	Floating vehicle data not sufficiently rich or of sufficient quality	Inability to detect congestion build-up	Derbyshire County Council	Possible	Moderate	3	3	9	Initial discussions have taken place with a potential leading supplier of floating vehicle data. The suppliers' system is mature and they have significant market penetration for the in-vehicle devices from which they collect data.	Unlikely	Minor	2	2	4	20%	£ -	£ 20,000	£ 80,000	£ 5,333	£ 8,000							
DO3R3	Limited number of message signs may restrict benefit	Low user penetration for information distribution	Derbyshire County Council	Possible	Moderate	3	3	9	Use of mobile VMS will enable flexibility for sign locations	Rare	Minor	1	2	2	10%	£ -	£ -	£ -	£ -	£ -							
DO3R4	Equipment costs more expensive than initial research suggests	Funding obtained will not allow full potential to be reached	Contracted supplier	Possible	Moderate	3	3	9	Flexibility in scheme will allow a reduction in scope to accommodate changes	Unlikely	Minor	2	2	4	20%	£ 10,000	£ 50,000	£ 100,000	£ 10,333	£ 11,000							
DO3R5	Data costs for expansion are more than anticipated	Potential cost increases to achieve same benefit as anticipated	Contracted supplier	Possible	Moderate	3	3	9	Seek early consultation with prospective data providers to ensure competitive costs and quality is provided	Unlikely	Moderate	2	3	6	30%	£ -	£ 20,000	£ 80,000	£ 8,000	£ 12,000							
DO3R6	Mobile VMS signs vandalised or stolen	No benefit to drivers from sign location and cost required for replacement	Derbyshire County Council	Possible	Minor	3	2	6	Use GPS enabled mobile VMS signs to track signs if they are stolen.	Unlikely	Minor	2	2	4	20%	£ 5,000	£ 50,000	£ 100,000	£ 10,167	£ 10,500							
															0%											£ 43,500	
<b>DO4 Integrated control system</b>																											
DO4R1	Lack of integration with surrounding counties	Inconsistent RTI or unreliable, resulting in less benefit	Contracted supplier	Possible	Major	3	4	12	Consult local authorities to ensure consistency and compatibility	Rare	Minor	1	2	2	10%	£ 10,000	£ 20,000	£ 50,000	£ 2,333	£ 3,000							
DO4R2	No spare office location to house control system	Real time benefit minimised due to lack of monitoring	Derbyshire County Council	Possible	Moderate	3	3	9	Identify spare office space in advance, or use remote cloud hosted services	Unlikely	Insignificant	2	1	2	10%	£ 1,000	£ 5,000	£ 10,000	£ 517	£ 550							
DO4R3	Lack of understanding of control system	No staff knowledge results in system not being used	Derbyshire County Council	Possible	Major	3	4	12	Ensure operational training manuals are provided and training is delivered	Rare	Minor	1	2	2	10%	£ -	£ 3,000	£ 10,000	£ 367	£ 500							
DO4R4	Integration of proprietary services could be restricted by limitations in APIs to the proprietary services	Limited scope of intended functionality	Contracted supplier	Possible	Moderate	3	3	9	Early investigation of interfaces to different system components and consultation with potential suppliers to establish agile system development and delivery	Rare	Minor	1	2	2	10%	£ 5,000	£ 20,000	£ 30,000	£ 1,917	£ 1,750							
																											£ 5,800
<b>Total</b>																-£ 1,000	£ 258,000	£ 723,000	£ 47,617	£ 59,250							

## **Risk management strategy – DHART**

This section summarises the methods described in the proposal to manage project risk for the Derbyshire Highways Hub Advanced Real Time information scheme.

### **Risk management method**

Best practice methods and systems have been used to derive the risk management strategy. These include:

- DfT guidance including: WebTAG unit 3.5.9
- Prince2
- The Orange Book – HM Treasury
- Project Risk Analysis & Management (PRAM)

As part of this application an initial risk assessment has been carried out and risks have been quantified where possible. Should the application be successful and the project move to implementation phase, the process described below will be used to manage risk throughout the life time of the project:

### **Early project stages (Initiation and preliminary design)**

During the project start-up phase, the identification and definition of all known project risks is important. A risk workshop including key stakeholders, the project manager, and as many members of the design team as possible will be held, at the workshop initial project risks will be identified and assessed for potential impact on the project. For each identified risk, the following will be defined:

- Risk Type
- Description of the risk
- Risk owner
- Description of the implications should the risk occur
- Risk likelihood score
- Risk impact score
- Proposed mitigation measures

Following the workshop, the updated risks will be collated into a risk register. Risks will be reviewed on a regular basis by the project manager and proposed team. An agenda item for risks will be created for all project meetings, so that any new risks arising can be brought to the attention of the project and the potential impacts assessed; ongoing risks will also be reviewed and their current status updated as the project progresses.

### **Detailed design stages– Risk quantification, management and mitigation**

Following the preliminary design, the project risk register will be well developed and should have been formally reviewed at the end of this stage by the project delivery team. As the project moves through outline design these risks, and any others that emerge, will be managed in



terms of their proposed mitigation measures (actioned by the appropriate member of the team) and as more is known about the design and the risk, then appropriate risks should be quantified. Within this stage of the project the following will be added to the risk register:

- Overall risk severity score (as per risk matrix)
- Likelihood (percent change)
- Impact (£)
- Residual value £ (Likelihood % x Impact £)
- Action by (timescale deadlines for individuals to action risks)

### Procurement and installation stage – Risk management mitigation

Prior to selection of an installation contractor, risks which cannot be mitigated and therefore cannot be closed will be provided as part of the tender documents, along with all the categories described above.

### Risk Type

The risk register will make reference to the ‘type’ of risk. Typical risk types relevant to DHART include:

- Management
- Design
- Construction
- Maintenance
- Operation
- Planning

### Risk matrix

The following 5x5 risk matrix has been used to quantify risks:

			Severity				
			5	4	3	2	1
			catastrophic	major	moderate	minor	insignificant
Probability	5	almost certain	25	20	15	10	5
	4	likely	20	16	12	8	4
	3	possible	15	12	9	6	3
	2	unlikely	10	8	6	4	2
	1	rare	5	4	3	2	1

This can be translated to the following impacts:

			Severity				
			5	4	3	2	1
			catastrophic	major	moderate	minor	insignificant
Probability	5	almost certain	extremely high	extremely high	very high	high	moderate
	4	likely	extremely high	very high	high	moderate	rather small
	3	possible	very high	high	moderate	rather small	
	2	unlikely	high	moderate	rather small		very small
	1	rare	moderate	rather small	very small	very small	negligible

## Mitigation Strategies

Potential mitigation strategies are as follows:

- Treating risk
  - Preventative controls
  - Corrective controls
- Transferring risk to another party
- Tolerating the risk
- Terminate the activity which may lead to the risk

Mitigation strategies will be implemented where possible to reduce the potential for risks to occur or to minimise the impact if they do occur.

## Appendix 7: Letters of support



**JULIAN TOWNSEND**  
Executive Director (Operations)  
**Landscapes, Growth & Community Safety**

Town Hall Ripley  
Derbyshire DE5 3BT  
Tel: 01773 570222 Fax: 01773 841539  
Text: Text Council plus message to 60060  
E-Mail: enquiry@ambervalley.gov.uk  
Web: www.ambervalley.gov.uk

Department for Transport

Our Ref : SG432- LOS  
Your Ref :  
Date : 29 June 2017  
Ask For : Simon Gladwin  
Ext : 1415  
Direct Dial : 01773 841415  
Email : simon.gladwin@ambervalley.gov.uk

Dear Sir/Madam

**DCC Bid for the Derbyshire Highways Hub Advance Real Time information**

I am writing to add Amber Valley Borough Council's support to Derbyshire County Council's funding bid to implement the Derbyshire Highways Hub Advance Real Time information project.

The Borough Council believes this project will bring significant economic benefits to the area, by reducing journey times, which will in turn lead to greater business efficiency and make the area more attractive for both business investment and as a place to live and work.

Technology of this nature is already having a very significant impact since the completion of the Smart sections of motorway on the M1. By extending the technology out to a wider area, the Council considers that the benefits can be provided to a much wider community and will compliment the investment made in the Motorway network.

Yours faithfully

A handwritten signature in black ink, appearing to read 'S Gladwin', is written over a light grey background.

Simon Gladwin  
Assistant Director (Landscapes, Growth & Community Safety)





Mr. Neill Bennett MSc MRICS  
Senior Project Officer – Transportation  
& Data Analysis Team  
Derbyshire County Council  
Room 199C  
County Hall  
Matlock  
Derbyshire  
DE4 3AG

**Resources, Planning and Regeneration**

Town Hall, Long Eaton  
Derbyshire, NG10 1HU

Please ask for Simon Powell  
[simon.powell@erewash.gov.uk](mailto:simon.powell@erewash.gov.uk)

Tel: 0115 907 2246  
Fax:  
Your Ref:  
Our Ref:

29 June 2017

Dear Neill,

**Derbyshire Highways HUB Advance Real Time Information (DHHART)**

I am writing to confirm Erewash Borough Council's support for Derbyshire County Council's bid to the Department for Transport's National Productivity Investment Fund (NPIF) for the DHHART proposal.

I understand that the scope of NPIF is intended to promote or facilitate the easing of congestion on important routes, unlock economic and job creation opportunities and deliver new housing developments. In this regard Erewash Borough Council views as positive that partners at Derbyshire County Council, through the DHHART proposal, recognise the focus of growth around Ilkeston within Erewash's adopted Core Strategy.

I note from the DHHART proposal that the project's primary aim is to assist road and public transport users in making informed decisions regarding travel and hence reduce congestion. Being mindful of the likely increase in journeys that housing and employment growth is projected to bring to Ilkeston over the coming years this has been a key focus of the Borough Council's recent work. Examples include proposals to improve sustainable travel options within the Ilkeston Station Gateway and Stanton Regeneration Site Supplementary Planning Documents (SPDs) and the development of maps highlighting bus options and safe walking and cycling routes across Ilkeston (<http://www.erewash.gov.uk/streets-transport/public-transport.html>).

With the above in mind, Erewash Borough Council would welcome the opportunity to work in partnership with our colleagues at Derbyshire County Council to support achievement of the short, medium and long term aspirations for the DHHART project, as we feel our local knowledge could greatly contribute towards the proposal's successful implementation. We would particularly welcome further discussions around any specific interventions that are envisaged for Ilkeston should the DHHART bid prove successful.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Simon Powell', with a large, stylized initial 'S'.

**Simon Powell**  
***Economic Development Officer***



**Public Transport Group**  
Operations Team  
Development  
Loxley House  
Station Street  
Nottingham  
NG2 3NG

**Tel: 0115 876 4676**

[www.nottinghamcity.gov.uk](http://www.nottinghamcity.gov.uk)

Chris Hegarty  
Senior Project Officer  
Public Transport Unit  
Derbyshire County Council

16 June 2017

**Letter of support: NPIF Real Time Bid Derbyshire County Council**

Dear Chris,

I am writing to you on behalf of Nottingham City Council to express our support for your NPIF relating to expanding the real time bus information system across Derbyshire.

We would welcome the opportunity to host this investment on our base RTI system in a similar way that we already do for Nottinghamshire County and Derby City Councils. This is extremely cost effective, easy to implement and ensures full integration across the region.

The real time system has grown incrementally across Greater Nottingham over the past 5 years and there are now over 1500 displays on-street and within bus stations. We also now have over 20 signalised junctions which now give priority to late running buses via the same base system.

Satisfaction levels have risen to over 95%, patronage has increased each year and we now have over 40% of people travelling to work by bus or tram. The extensive real time system has played a key role in contributing to this success.

Yours sincerely

Andy Gibbons  
Head of Public Transport  
Nottingham City Council

**notts+derby**

Meadow Road  
Derby  
DE1 2BH  
Tel No 01332 204568

Chris Hegarty  
Senior Public Transport Officer  
Public Transport Unit  
Derbyshire County Council  
Matlock DE4 3AG  
19<sup>th</sup> June 2017  
Dear Chris,

**Letter of support re National Productivity Investment Fund bid**

I writing to express Notts and Derby buses support for Derbyshire County Councils bid to the National Productivity Investment Fund for money to introduce Real Time Information displays into the Amber Valley and Erewash areas. As one of the larger bus operators in this area we recognise the impact this type of technology has had on improving passenger satisfaction. Similar signs in the Derby and Nottingham area where we also run services are well liked by passengers and have we believe encouraged more people to switch to the bus rather than using their car.

Yours sincerely

Stuart Frost  
General Manager Notts and Derby buses.





Chris Hegarty  
Senior Project Officer  
Public Transport Unit  
Derbyshire County Council  
Matlock  
DE4 3AG

Tel: 01773 536309

20<sup>th</sup> June 2017

Dear Chris

**Letter of support: NPIF Real Time Bid Derbyshire County Council**

I am writing to you on behalf of *trentbarton* to express our support for your NPIF relating to expanding the real-time bus information system in Derbyshire.

As the largest single-operator of commercial bus services within the county we support all initiative's that will make travelling by bus easier to understand and provide vital information about waiting times at stops.

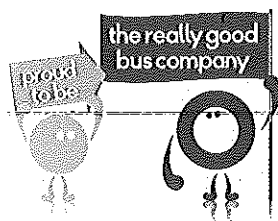
We know from independent research, carried out by Transport Focus, that where real-time displays are available on other parts of our network, they are widely used and appreciated by our customers. In turn, this increases the customers satisfaction ratings with the local bus network.

Real-time information at bus stops provides the customer with confidence that public transport works and is a viable option to using their car.

Yours sincerely



Jeff Counsell  
Managing Director



Mansfield Road, Heanor, Derbyshire DE75 7BG  
[www.trentbarton.co.uk](http://www.trentbarton.co.uk)

Trent Motor Traction Company Ltd registered in England no.131912  
Barton Buses Ltd registered in England no.2347412  
registered office as above





www.d2n2lep.org  
Tel: 0115 957 8757  
9757

26<sup>th</sup> June 2017

Joe Battye  
Derbyshire County Council  
County Hall  
Matlock  
DE4 3AG

Dear Joe,

**Letter of Support: National Productivity Investment Fund – Staveley Spur Road and Intelligent Transport Systems**

The Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2) are writing to offer their support for towards Derbyshire County Council's National Productivity Investment Fund bids. Within D2N2 our vision is to make the area one of the strongest and most resilient economic regions in the UK by supporting and encouraging growth in the D2N2 region.

To be able to achieve this Derbyshire needs to be able to provide effective and reliable road networks. Infrastructure is one of the 'fundamentals' that underpins the economic competitiveness of an area and well maintained infrastructure in particular is an essential element if a city is to deliver sustainable economic growth.

D2N2 has shown a commitment to Derbyshire's infrastructure growth through its Local Growth Fund and would continue to support the county's continuing infrastructure development. In particular the D2N2 LEP has allocated over £16m of funding for the A61 Corridor to which the scheme of improvements proposed by Derbyshire County Council will be complimentary to. The improvements outlined in this submission will help to achieve the greatest value out of the allocation made to the A61 Corridor Project and will allow businesses and people to utilise the County's infrastructure more efficiently contributing to the economic development of the city through congestion and information benefits.

D2N2 believe that the submissions from Derbyshire County Council meet the key aims of the National Productivity Investment Fund and are therefore pleased to support the projects. We hope that these bids are successful and look forward to seeing the benefits the successful bids will bring to Derbyshire County Council's transport offer.

Chairman: Peter Richardson

The Local Enterprise Partnership for Derby, Derbyshire, Nottingham and Nottinghamshire  
8 Experian Way ng2 Business Park Nottingham NG2 1EP

Yours Sincerely

A handwritten signature in cursive script that reads "David Ralph". The signature is written in a dark ink and is positioned below the closing "Yours Sincerely".

David Ralph  
Chief Executive

## **Bennett,Neill (Economy Transport and Communities)**

---

**Subject:** FW: 2017 06 15 DfT NPIF bid application HE support

**From:** Dangerfield, Malcolm [<mailto:Malcolm.Dangerfield@highwaysengland.co.uk>]

**Sent:** 15 June 2017 13:31

**To:** Bennett,Neill (Economy Transport and Communities)

**Cc:** Callaway, Tim

**Subject:** 2017 06 15 DfT NPIF bid application HE support

Neill

We have examined the information and the objectives and I can give Highways England's support to this bid.

Please let me know when we can provide further support and keep us involved in any developments.

I look forward to hearing the outcome of your bid.

Kind regards

**Malcolm Dangerfield**

Highways England | Stirling House | Lakeside Court | Osiers Drive | Annesley | NG15 0DS

**Tel:** +44 (0) 300 470 7565 | **Mobile:** + 44 (0) 7740 512 914

**Web:** <http://www.highways.gov.uk>

**GTN:** 0300 470 7565



Derby City Council

*one Derby one council*

Chris Hegarty  
Senior Project Officer  
Public Transport Unit  
Economy, Transport & Communities Dept  
Derbyshire County Council  
County Hall  
Matlock  
Derbyshire  
DE4 3AG

Your ref  
Our ref  
Contact Zoe Jones  
email Zoe.jones@derby.gov.uk  
Tel 01332 641786  
Fax  
Minicom 01332 256666  
Date 28 June 2017

Dear Chris

### **Derbyshire Highways HUB Advance Real Time Information (DHHART)**

I am writing to you to express Derby City Councils support for the NPIF bid which Derbyshire County Council is making to introduce a real time information system for road and public transport users.

This system will provide the most up to date information for road users which will help to ease congestion and increase network reliability around Derby. A number of the bus services that provide links for Derby residents and commuters travel into Derbyshire and this system will help to benefit those using public transport.

The development of this system will help Derby City Council forward plan improvements to the network across our city with scope to expanding this system long term in partnership with Derbyshire County Council.

Yours sincerely

David Gartside  
Acting Director, Strategic Partnerships, Planning and Transportation

---

Communities & Places | Ground Floor, Council House, Corporation Street, Derby | [www.derby.gov.uk](http://www.derby.gov.uk)

