

North East Derbyshire District Council

Cabinet

8 July 2015

A61 Growth Corridor Strategy

**Report No MG/01/15-16/BH of Councillor M Gordon, Portfolio Holder with
Responsibility for Environment**

This report is public

Purpose of the Report

- To seek Cabinet approval and commitment to the DCC A61 Growth Corridor Strategy.

1 Report Details

- 1.1 In March 2015, County Council colleagues submitted a report to DCC Cabinet seeking approval in principle to accept D2N2 Growth Deal grant funding for the A61 Growth Corridor Strategy, and for the County Council to work in collaboration with Chesterfield Borough Council and NEDDC to finalise the draft Strategy to develop transport infrastructure improvements for the A61. This report provides a summary of the issues affecting NEDDC, the full DCC report is attached as **Appendix 1**.
- 1.2 The delivery of transport improvements to support major housing and employment growth along the A61 Corridor is identified as a priority in The SCR Strategic Economic Plan, NEDDC's Growth Plan, Economic Development and Housing Strategy, and Derbyshire County Council's Council Plan (2014-17).
- 1.3 The A61 Corridor, in common with many areas in north-eastern Derbyshire, is characterised by existing employment, residential, leisure and retail, and is strongly influenced by its industrial heritage and contrasting urban and rural landscapes. It is also regarded as a key housing, employment and leisure growth area by Derbyshire Economic Strategy Statement (DESS), due to the considerable amount of brownfield land available for development, particularly on the Avenue and the former Biwater site in Clay Cross. However, congestion and poor reliability of journey times along the A61, particularly around its major junctions at peak periods, constrains development and inward investment opportunities.
- 1.4 There is currently an opportunity to draw on funding from the Local Growth Fund (LGF), composed of a minimum of £2 billion per annum of Government budgets that have been committed, up to and including the year 2020-21. Local Growth funding is allocated through 'Growth Deals' between Government and each of the 39 LEPs areas, negotiated in response to their Strategic Economic Plans (SEPs).

- 1.5 Early in 2014, D2N2 issued a call for projects to the constituent local authorities to identify infrastructure proposals across the LEP area. Officers from the NEDDC, County Council and CBC collaboratively to develop a business case for transport infrastructure improvements along the A61 Corridor.
- 1.6 In March 2014, the County Council endorsed several infrastructure projects, including a proposal for the A61 Growth Corridor, and for it to be recommended to D2N2 LEP for inclusion in its SEP. These same projects were subsequently endorsed by the Derby and Derbyshire (D2) Joint Committee for Economic Prosperity.
- 1.7 The first Growth Deals were announced in July 2014 and the Growth Deal with the D2N2 LEP has provisionally set aside funding to implement an A61 Growth Corridor Strategy (gross budget £16 million). This funding is to be drawn down over the period from 2016-17 to 2020-21.
- 1.8 The D2N2 Infrastructure and Investment Board Assurance Framework requires Growth Deal funding to be supported by local contributions from other sources, totalling a minimum of 20% of the total cost of the project (£3.2 million). It is anticipated that a significant proportion of local contributions can be secured, not least from developers whose projects benefit from infrastructure investment. However, almost inevitably, the County Council as a potential 'scheme promoter' in its own right, will also be required to underwrite a proportion of the local contribution from its Local Transport Plan allocation.
- 1.9 The strategy recognises that a balanced, sustainable approach is required, that not only seeks road-based improvements to manage traffic better, but as well as accommodating a greater share of additional journeys by transforming the use of sustainable travel modes, such as walking and cycling.
- 1.10 The DCC Cabinet report set out an indicative timetable for the finalisation of the Strategy and its use as the single framework for preparing and implementing transport improvements along the A61 Corridor (DCC officers have indicated this timetable may slip from what was first reported, but not in a significant manner).
- May/June 2015 – six week consultation on transport issues and strategic aspirations to inform option development.
 - July 2015 – DCC Cabinet to consider the outcome of the consultation and, if appropriate, finalise the strategy and consider options for appraisal and further public consultation.
 - August to November 2015 - appraisal of options and public consultation on preference of options.
 - December 2015 DCC Cabinet to consider the outcome of consultation, and if appropriate its preferred option and programme for delivery.
 - Winter 2015-16 - Commence detailed design and preparation of proposals.
- 1.11 The strategy identifies a number of principle pinch points on the stretch of the A61 Growth Corridor that runs through NEDDC and CBC areas, and where activity should be focused to reduce congestion:
- The various roundabout junctions to the south.

- Clay Cross, mainly the north-south route.
- Between Horns Bridge and Langer Lane, principally the north-south route and peripheral roads such as St Augustine's Road and Storforth Lane.
- Sheepbridge Junction, including the local road network in the vicinity.
- Whittington Moor roundabout and the adjacent road network.
- Tesco roundabout (Chesterfield), mainly the north-south route.
- Horns Bridge, all roads and the adjacent network.

1.12 In addition to the interventions identified above, the NEDDC Growth Strategy and Avenue Area Strategic Framework proposes a new roundabout on the A61 which will deliver the southern access into the Avenue site. This roundabout will help unlock the wider site earlier than originally programmed and is an integral element within the SCRIF bid referred to in a separate report presented at this Cabinet.

1.13 DCC are also running a concurrent linked project called "Inspiring Sustainable Connectivity". This project has received approximately £750,000 from D2N2 to enable a number of improvements to the local cycle network, which includes the route along the A61 from Chesterfield to Clay Cross. A steering group has been formed which includes officers from NEDDC, Chesterfield Borough Council and Derbyshire County Council, as well as representatives from groups such as Cycle Chesterfield. A strategy document is currently being developed which will determine the aims and objectives of the project and the likely actions. This strategy will also require endorsement by NEDDC cabinet when it is produced.

2 Conclusions and Reasons for Recommendation

2.1 That Cabinet endorses the approach and programme proposed for the A61 Growth Corridor Strategy which will lever in funding to address some of the transport challenges along the A61.

3 Consultation and Equality Impact

3.1 DCC is holding a number of consultation events with officers and Members to present the proposals for the A61 Growth Corridor, and will also consult on specific interventions as they are progressed.

4 Alternative Options and Reasons for Rejection

4.1 The alternative option is to do nothing, which will result in congestion increasing and stalled developments on key sites.

5 Implications

5.1 Finance and Risk Implications

5.1.1 There are no financial implications for NEDDC. DCC is the Highway Authority and as such will own the key risks.

5.2 Legal Implications including Data Protection

5.2.1 None

5.3 Human Resources Implications

5.3.1 None

6 Recommendations

6.1 That Cabinet endorse the approach proposed to deliver the objectives of the A61 Growth Corridor, and NEDDC officers' collaboration with DCC and CBC colleagues.

7 Decision Information

Is the decision a Key Decision? (A Key Decision is one which results in income or expenditure to the Council of £50,000 or more or which has a significant impact on two or more District wards)	Yes
District Wards Affected	Shirland, Pilsley and Morton, Clay Cross South, Clay Cross North, Tupton, Wingerworth, Dronfield South, Gosforth Valley, Dronfield Woodhouse
Links to Corporate Plan priorities or Policy Framework	Create jobs and attract investment.

8 Document Information

Appendix No	Title
1	A61 Growth Corridor Transport Infrastructure (Highways, Transport and Infrastructure)
Background Papers (These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Cabinet (NEDDC) or Executive (BDC) you must provide copies of the background papers)	
Report Author	Contact Number
Bryan Harrison Senior Regeneration Officer & Urban Designer	(01246) 217207