

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:

Steve Mead – Principal Engineer - Highways Information and Technical Policy

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

Contact number: 01629 538577 **Email address:** steve.mead@derbyshire.gov.uk

Postal address: Derbyshire County Council
Economy Transport and Communities
County Hall, Matlock
DE43AG

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: n/a

Contact telephone number: n/a **Email address:** n/a

Postal address: n/a

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

SECTION A - Project description and funding profile

A1. Project name: Staveley Regeneration Route – Phase One

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

Phase one construction of east-west link connecting Markham Vale Enterprise Zone (adjacent M1) to Chesterfield (A61). Beneficial to wider connectivity of key public/ private investment development opportunities, HS2 station / Staveley Maintenance Depot, realising full potential for economic growth in this area. Relief to existing A619 where accident blackspots, inadequate junctions and air quality issues exist

**Relevant Documents attached in Appendix A
Staveley Regeneration Route – Option Two - Bid Proposal - Staveley Spur**

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

Dismantled chemical works in Staveley, a Lower-layer Super Output Area, one of six areas in Chesterfield. As a consequence of the necessary site contamination clean-up costs and to stimulate development, the LPA has exempted CIL receipts. The Local Plan protected Staveley Regeneration Route crosses the site connecting Markham Vale Enterprise Zone (M1) to Chesterfield (A61).

OS Grid Reference: **SK432751**
Postcode: **S43 3RW**

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.

**Relevant Documents attached in Appendix B
Staveley Regeneration Route – Location Plan and estimated travel time to Staveley
The English Indices of Deprivation – 2015_ Cabinet Report Nov 2015v2
Staveley Regeneration Route – Proposed Route**

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.

The council will continue to work with the current landowners Chatsworth Estates, Chesterfield Borough Council, HS2 and Markham Vale Enterprise Zone to develop and deliver the project

A7. Combined Authority (CA) Involvement

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

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

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 CO2
- Incentivising skills and apprentices

Other(s), Please specify -

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

a) What is the problem that is being addressed?

Accelerating the construction of an east-west link connecting Markham Vale Enterprise Zone adjacent M1 to Chesterfield (A61), providing wider connectivity of key public/private investment development opportunities, HS2 station / Staveley Maintenance Depot, realising full potential for economic growth in this area of deprivation

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

Do nothing – Rely on private sector to develop the Staveley Regeneration Route. Unlikely to happen in next 10 to 15 years, delaying links between Chesterfield and HS2 / M1, risking piecemeal development potentially increasing congestion on the existing highway network / exacerbating air quality problems

Option 1 - Northern Loop Road – part of Markham Vale Enterprise Zone requiring construction when traffic volumes reach specified threshold. This route fails to facilitate development of the redundant chemical works / canal / river corridor.

Option 2 – Subject of NPIF bid

Option 3 - Construct roundabout on Hall Lane. Conflicts with the flood compensation storage area and land identified for the HS2 Staveley Maintenance Depot

Relevant Documents attached Appendix A

Staveley Regeneration Route – Option Two - Bid Proposal - Staveley Spur

Relevant Documents attached Appendix C

Staveley Regeneration Route – Option One - Northern Loop Road and access to HS2 IMD

Staveley Regeneration Route – Option Three - Access off of Hall Lane

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.

Easing urban congestion, facilitating job creation, enabling a large number of new dwellings, facilitating increased GVA, improving air quality on existing recognised routes where Defra’s national air quality assessment, as reported to the EU Commission, identified an exceedance in the area where the project will be implemented

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?

Land acquisition - the Council has been in discussion with Chatsworth Estates and has attached a letter confirming their support of the proposal

Planning consent – the Local Planning Authority have identified the spur and the remainder of the regeneration route in their most recent Local Plan

Relevant Documents attached Appendix H - letters of support

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)?

Pressure will be applied to complete the Northern Loop when traffic flows reach the planning condition threshold associated with the Markham Vale Enterprise Zone. This will not provide the solution sought by HS2, the LEP, Derbyshire County and Chesterfield Borough Councils as it will not provide access to facilitate development of the redundant chemical works and canal/river corridor nor the east-west link connecting Markham Vale Enterprise Zone adjacent M1 to Chesterfield (A61). The LPA will, as a result, find difficulty in controlling piecemeal development affecting / increasing flows on the existing highway network and reducing the opportunity to develop road space to support the local economy

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.

In the short term the completion of the spur may have a neutral / slightly negative affect on traffic flows, congestion and air quality on the existing highway network, but will be the catalyst for the ongoing delivery of the Regeneration Route, enabling a marked transfer of flows to a more commodious route, allowing air quality and congestion to improve across the area

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

Table A: Funding profile (Nominal terms)

	2018-19	2019-20	
£000s			
DfT funding sought	3,000	2,000	
Local Authority contribution	1,300	900	
Third Party contribution (land @ £50k/acre x 4 acres)	200	0	
TOTAL	4,500	2,900	

Relevant Documents attached in Appendix D
Staveley Regeneration Route – Phase One - Construction Cost Estimate
Staveley Regeneration Route – Phase One - Costed Design & Procurement Program

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.

£2 million funding set aside within Departmental Reserves for the construction of the Northern Loop Road would no longer be required in the event the bid was successful and consequently would form the Councils contribution to the proposals. The Council is bound by planning conditions associated with the Northern Loop Road (originally part of the Markham Vale Enterprise Zone) requiring its construction when traffic volumes reach a specified threshold and as such the Council’s contributions is currently available

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 CO₂ 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

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

The Economic Case for the Staveley Spur links to the creation of the HS2 Infrastructure Maintenance Depot (IMD) which could also potentially serve as a construction depot. The IMD could take access from the existing highway (subject to this being compatible with its internal layout) so is not currently regarded as dependent upon the Spur. The business case for the Spur is, therefore, restricted to the unlocking of associated but independent development on the former Staveley Works site within which the depot would sit. There is no doubt that the effective operation of the IMD, and its links to local communities and businesses, will benefit from the availability of both residential and commercial property on adjacent land. No attempt is made in this business case, though to quantify this.

Within the existing Staveley Area Action Plan, land which would be unlocked by the Staveley Spur is allocated for mixed use development. The aspiration of the Plan is that in the longer term a complete through route would be provided to parallel the A619 Principal Road between Staveley and Chesterfield, serving a substantial proportion of the Borough's housing and employment land requirements. There are a number of challenges to delivery of this, though, and the Spur will serve as a valuable short-term gain. A section running into the site from the existing A6192 Staveley Northern Loop would facilitate access to Plots 21 and 23 within the principal landowner's master plan for the site (as well as potentially the HS2 depot). These plots would accommodate general industrial (B2) and warehousing and distribution (B8) development respectively, with approximate building floor areas of 13,000 square metres of B2 and 15,000 of B8. Applying HCA guidance on employment density this would equate to some 575 jobs on site. Allowing for leakage, displacement and multiplier effects and a (conservative) £33,000 Gross Value Added per job, the local economy would benefit by as much as £16.4 million per annum. This clearly represents good value against the public investment in infrastructure. It does not preclude any obligation against the benefiting development to address through Section 106 any off-site traffic impact identified in due course through Transportation Assessment. Such an obligation would reduce the overall benefit-cost ratio for the project but clearly it would have to be substantial to invalidate the case for intervention.

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

Has a ***Project Impacts Pro Forma*** been appended? Yes No N/A

Has a description of data sources / forecasts been appended? Yes No N/A
Has an **Appraisal Summary Table** been appended? Yes No N/A

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

** 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.*

Relevant Documents attached in Appendix E

Arup - High Level Option Appraisal - HS2 IMD at Staveley

URS - Impact of HS2 on the A619 study

Volterra - Economic Impact of HS2 IMD at Staveley

**Executive Summary of the Arup, URS and Volterra studies appended to this bid
Project Impacts and Data Sources**

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

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

Yes No

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

Positive Neutral Negative

- Please supply further details:

-
Whilst it is unlikely the initial spur would have an immediate effect on Air Quality, it would be the catalyst for the ongoing development and completion of the Staveley Regeneration Route which would have a considerable effect on the improvement of Air Quality on the existing highway network. An Air Quality Assessment in 2013 recorded levels in Staveley to be at 78% of recommended intervention levels and a number of locations within the proposed scheme area experience high levels of nitrogen dioxide linked to traffic. Air quality sensors will be implemented as a part of this project to monitor air quality on strategic corridors and provide alerts to the Council's Highways Hub enabling traffic flows to be managed more effectively, therefore improving air quality in these areas.

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

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:

Relevant Documents attached in Appendix D

Staveley Regeneration Route – Phase One - Costed Design & Procurement Program

Relevant Documents attached Appendix H - letters of support

Table C: Construction milestones	
	Estimated Date
Start of works	Aug 2017
Issue Competition Documents	Aug 2017
Consultant Brief	Nov 2018
Design Complete	Mar 2018
Contractor Mobilisation	Apr 2018
Construction Complete	Jan 2019
Opening date	Feb 2019
Completion of works (if different)	Feb 2019
<p>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)</p> <p>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</p> <p>Relevant Documents attached in Appendix F ICE East Midlands Executive Summary ICE East Midlands Submission - Markham Vale North</p>	

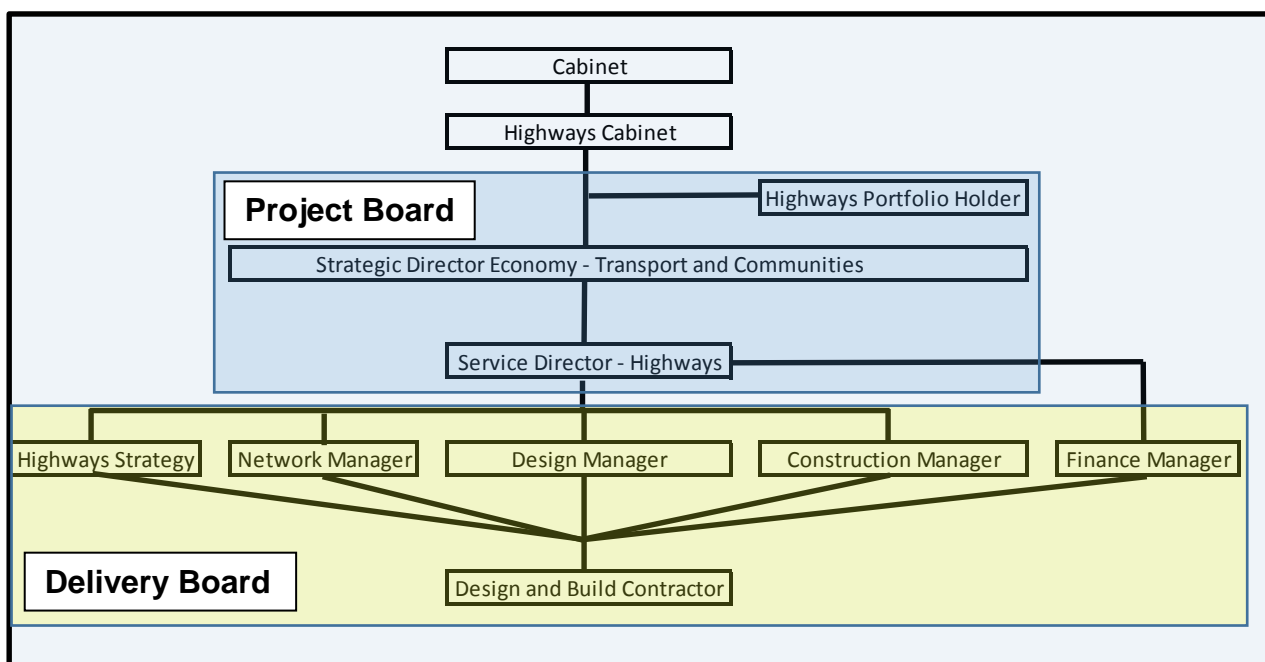
<p>B8. Management Case – Statutory Powers and Consents (Essential)</p> <p>a) Please list if applicable, each power / consent etc. <u>already obtained</u>, details of date acquired, challenge period (if applicable), date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.</p> <p>None</p> <p>b) Please list if applicable any <u>outstanding</u> statutory powers / consents etc. including the timetable for obtaining them.</p> <p>Planning Consent, Land Acquisition, Environment Agency (main river overbridge AIP / LDA consent), Environmental Impact Assessment, Equalities Impact Assessment – see Project Plan (below)</p> <p>Relevant Documents attached in Appendix D Staveley Regeneration Route – Phase One - Costed Design & Procurement Program</p>
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<p>B9. Management Case – Governance (Essential)</p>
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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.

Governance of the project will be through the Councils Cabinet process as supported by its Scrutiny Committee.

In view of the tight timescale of the project and the need for decisions to be made which may fall outside of the Councils Cabinet Meeting cycles in the event the bid is successful, a Cabinet report will be presented to Council Cabinet seeking delegated powers for the Highways Cabinet Portfolio Holder and the Strategic Director - Economy Transport and Communities to make decisions jointly and report these to the next appropriate Cabinet Meeting



Roles, responsibilities, and key decisions

Project Board

Cabinet – Budget and Delegated Powers Approvals / Update Reports / Significant Changes in Project

Highways Cabinet – Minor amendments, Planning, Adoptions, Land Transfers

Highways portfolio holder – Delegated Decisions

Strategic Director - Economy Transport and Communities – Delegated Decisions

Service Director – Highways responsibility for Project Delivery

Delivery Board

Heads of Service Strategy, Network, Design, Construction and Finance – Day to day Project Management of the Design and Construction process, its effects on the network (strategic and management), Financial Controls

Design and Build Contractor – Design Construction and Management of the project

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

Relevant Documents attached In Appendix G

Staveley Regeneration Route – Phase One - Risk Register

Staveley Regeneration Route – Phase One - Risk Management Strategy

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 8% (£0.6 million) has been included on total project cost estimates. This value has been derived based on the likelihood of risks identified in the risk assessment. In addition a further optimism bias of 20% has been included providing a £1.9 million total sum to mitigate risk

b) How will cost overruns be dealt with?

Robust project management techniques will be employed to manage the programme and budget throughout the execution of the scheme. In the unlikely event, then any projected cost overrun will be addressed by additional funding sought from county reserves

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

1. 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

2. Delay in procurement – could extend installation time resulting in compression of program by using additional resource

3. Identify type / degree of contamination in work area / determine remediation strategy - £450,000 – Risk now identified as a disposal cost for contaminated land excavated as a result of further investigations

4. Legacy coal workings. Coal authority search / liaise over further remediation – £100,000

5. Possible canal encroachment over an 80m length. Alignment check following detailed topographical survey and engage with the canal trust to resolve – £150,000 – Risk now identified as an item for construction as a result of further investigations

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.

Stakeholders continue to be managed through engagement and build on the; Considerable dialogue that has already taken place between the County, Borough, Town and Parish Councils in contributing to the current Chesterfield Local Plan. On-going engagement with the HS2 delivery teams, key to the agreement of the route through Derbyshire, the HS2 Infrastructure Maintenance Depot (IMD) and potential use of the IMD as a construction centre for the HS2 Birmingham / Leeds section. Discussions continue between the Markham Vale Enterprise Zone and landowners, County and Borough Economic Regeneration Officers to facilitate the area's development via the Northern Loop or the now favoured Staveley Regeneration Route

Stakeholders;

**Derbyshire County Council – Economic Regeneration, Highways and Public Transport
Chesterfield Borough Council – Economic Regeneration and Planning
Town and Parish Councils, LEP, HS2, Landowners, Chambers of Commerce, Markham Vale Enterprise Zone, Highways England, Utility companies, Public Transport Operators**

- 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)

n/a

- 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

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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	<input type="checkbox"/> Yes	<input type="checkbox"/> No
2	<input type="checkbox"/> Yes	<input type="checkbox"/> No
3	<input type="checkbox"/> Yes	<input type="checkbox"/> No
etc.		


B13. Management Case - Assurance (Essential)	
We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.	
Additionally, for <u>large projects</u> please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.	
n/a	

SECTION C – Monitoring, Evaluation and Benefits Realisation

<p>C2. Please set out, <u>in no more than 100 words</u>, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.</p> <p>The benefits of the construction of the Staveley Sur will be monitored through a number of measures;</p> <ul style="list-style-type: none">Traffic FlowsAir Quality measurements (Sensors, proxy flows and speeds)The progression of the Staveley Regeneration Route in terms of A61 / M1 connectivitySuccessful take up of development - Jobs created / GVAResidential development - Houses constructed / occupiedChanges in public transportCycle to work / Travel to work schemesLocal business growth on the original A619 <p><i>A fuller evaluation for <u>large projects</u> may also be required depending on their size and type.</i></p>
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SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for [<i>project name</i>] I hereby submit this request for approval to DfT on behalf of [<i>name of authority</i>] and confirm that I have the necessary authority to do so.	
I confirm that [<i>name of authority</i>] 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	

D2. Section 151 Officer Declaration	
As Section 151 Officer for [<i>name of authority</i>] I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that [<i>name of authority</i>]	
<ul style="list-style-type: none"> - has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution - 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 - accepts responsibility for meeting any ongoing revenue requirements in relation to the project - 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. - 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 - 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 	
Name: Peter Handford	Signed: 





HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

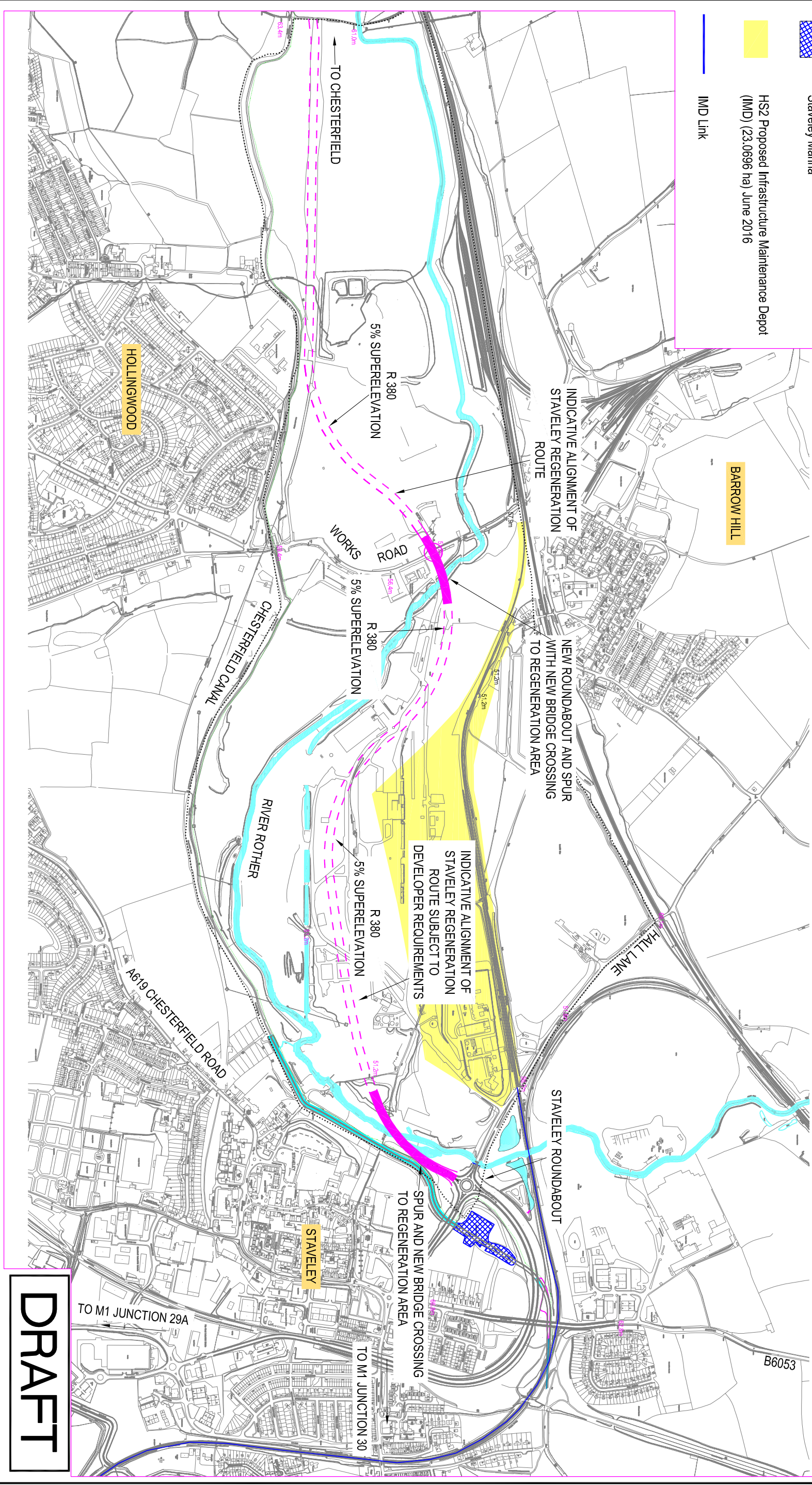
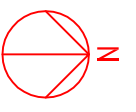
Combined Authority multiple bid ranking note (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Map showing location of the project and its wider context	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/>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

Appendix A

Staveley Regeneration Route – Option Two - Bid Proposal - Staveley Spur

NOTES

- 1. 40mph Design Speed (70kph).
-  Possible Roundabout Location
-  Staveley Marina
-  HS2 Proposed Infrastructure Maintenance Depot (IMD) (23.0696 ha) June 2016
-  IMD Link



DRAFT

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AMENDMENT DETAILS	
BY	CHND APVD DATE NO.

PROJECT TITLE	DRAWING TITLE
STAVELEY REGENERATION ROUTE - PHASE 1	OPTION 2 PROVIDE NEW ACCESS(ES) TO SERVE DEVELOPMENT

DRAWN	CHECKED	APPROVED
G. Thompson/T. Mather	S. Mead	G. Thompson
Date: 21/06/17	Date: 21/6/17	Date: 21/6/17
DCE Project Reference No. NPIF BID '17		SCALE
Drawing Number: OPTION 2		1:1,000
ORIGINAL DRAWING SIZE: A3 (297 x 420)		

Appendix B

**Staveley Regeneration Route – Location Plan and estimated travel time to Staveley
The English Indices of Deprivation – 2015_ Cabinet Report Nov 2015v2
Staveley Regeneration Route – Proposed Route**



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ESTIMATED TRAVEL TIME TO STAVELEY

AMENDMENT DETAILS		BY	CHKD	APVD	DATE	NO.
DRAWN	G. Thompson	CHECKED	S. Mead	APPROVED	G. Thompson	
Date	21/06/17	Date	21/06/17	Date	21/06/17	



Mike Ashworth
Strategic Director - Economy, Transport and Communities



PROJECT TITLE
STAVELEY REGENERATION ROUTE - PHASE 1

DRAWING TITLE
LOCATION PLAN AND
ESTIMATED TRAVEL TIME TO STAVELEY

DCE Project Reference No.	NPIF BID '17	SCALE	NTS
Drawing Number	LOCATION PLAN		

DERBYSHIRE COUNTY COUNCIL

CABINET

3 November 2015

REPORT OF THE CHIEF EXECUTIVE

**The English Indices of Deprivation – 2015
(Strategic Policy, Economic Development and Budget)**

1. Purpose of the Report

To present the key findings from the English Indices of Deprivation 2015 to Cabinet highlighting the latest position for Derbyshire and change since 2010.

2. Information and Analysis

Background

The English Indices of Deprivation 2015 (ID 2015) is the official measure of deprivation for small areas and provides a consistent measure of deprivation across England. Each area is given a deprivation score and a deprivation rank, providing an indication of relative deprivation. It is common to describe how relatively deprived an area is by saying whether it falls within the most deprived 10 or 20 per cent of areas in England.

The ID 2015 has been published for the same geographical levels used for the 2010, 2007 and 2004 Indices, allowing comparison to be made with previous years. The main geography used is Lower-layer Super Output Area (LSOA). There are 32,844 such areas across England including 491 in Derbyshire. Each LSOA contains on average 1,500 people.

The Indices of Deprivation consist of two sets of deprivation measures: the Indices of Multiple Deprivation (IMD 2015) published at LSOA level and a range of summary measures published for higher geographies including local authority districts, upper-tier local authorities, Local Enterprise Partnerships (LEP's) and Clinical Commissioning Groups (CCG's).

The IMD 2015 combines a number of indicators from seven topic areas (domains) to arrive at an overall deprivation score and rank for each LSOA in England (the LSOA with a rank of 1 is the most deprived and 32,844 the least deprived). The seven domains are:

- Income deprivation;
- Employment deprivation;
- Education, Skills and Training deprivation;
- Health Deprivation and Disability;
- Crime;
- Barriers to Housing and Services; and
- Living Environment Deprivation.

Scores and rankings at LSOA level are also available for each of the individual domain areas listed above, along with two supplementary indices:

- Income Deprivation Affecting Children; and
- Income Deprivation Affecting Older People.

Summary of Key Findings

The key findings from the Indices of Deprivation 2015 are as follows:

- The most deprived LSOA within Derbyshire, Hopewell North, lies within Ilkeston North Ward and covers part of the Cotmanhay area. It ranks within the top 1% most deprived areas in England;
- There are 18 Derbyshire LSOAs within the 10% most deprived areas in England. Approximately 26,700 people live within these LSOAs, representing around 3.5% of the county's population. However, it is important to remember that not all people living in these LSOAs will be deprived. Chesterfield contains six of these LSOAs, Erewash contains four, Bolsover, High Peak and Amber Valley contain two each LSOAs, and North East Derbyshire contains one, as does Derbyshire Dales;
- 60 LSOAs in Derbyshire fall within the 20% most deprived in England. Each Derbyshire district contains at least one such area, and a third of all these now lie in Chesterfield (20). Erewash contains 12 LSOAs in the most deprived 20%, whilst Bolsover contains 10 and Amber Valley eight;
- Bolsover is the most deprived of Derbyshire's districts ranking 61st out of 326 local authorities. Chesterfield is the second most deprived district in the county with a ranking of 85;
- As a county Derbyshire ranks 100th out of 152 upper-tier local authorities, with 4% of the county's LSOAs falling within the most deprived 10% across England;
- The Derby, Derbyshire, Nottingham and Nottinghamshire (D2N2) Local Enterprise Partnership (LEP) ranks 14th most deprived out of a total of 39 LEP's across England. 10% of D2N2's LSOAs fall within the most deprived 10% across England;

- Analysis by CCG shows the most deprived CCG's in the county are NHS Tameside and Glossop CCG, where 16% of LSOAs fall within the most deprived 10% across England, followed by NHS Southern Derbyshire CCG where 10% of areas fall within the most deprived in England;
- Derbyshire scores the worst on the Education, Skills and Training domain, with around one fifth all LSOAs (102) in Derbyshire falling within the 20% most deprived areas in England on this domain;
- Employment is one of Derbyshire's most deprived domains in terms of the number of LSOAs in the most deprived 20% nationally, with 87 of all 491 LSOAs in Derbyshire within this band. Around 12% (51,000) of women aged 18 to 59 and men aged 18 to 64 in Derbyshire are employment deprived. All districts contain at least one such area;
- Health Deprivation and Disability is also one of Derbyshire's most deprived domains with 87 of all 491 LSOAs in Derbyshire falling within the most deprived 20% nationally. Whilst all districts contain at least one such area, 40% of these LSOAs are within Chesterfield;
- Approximately 13% (98,000) of people in Derbyshire are income deprived. There are 65 LSOAs within Derbyshire that fall within the 20% most deprived areas across England on this domain. All of Derbyshire's districts contain one such area;
- Over 23,000 (around 17%) children live in families that are income deprived in the county;
- Approximately 14% (28,000) of older people in Derbyshire are income deprived;
- The pattern of results for the Barriers to Housing and Services domain is vastly different from that of the other domains. Of the 13 highest ranking LSOAs in Derbyshire, 7 are within Derbyshire Dales. This is likely to reflect the high house prices and long distances to travel to key services in rural parts of the county.

The key findings from analysis on how deprivation has changed since 2010 are:

- The most deprived LSOA within Derbyshire covering part of the Cotmanhay area in Erewash remains unchanged since the IMD 2010;
- There has been little change in the number of LSOAs in Derbyshire falling into the most deprived 10% across England. In ID 2015, 18 LSOAs fall within the worst 10% of areas compared to 17 in ID 2010. The number of LSOAs in Derbyshire falling within the 20% most deprived in England has

remained the same as in 2010. However the distribution of the county's most deprived areas has changed considerably;

- Bolsover is noted as being one of ten local authority districts across England that has experienced the greatest relative improvement in deprivation levels. The number of LSOAs in Bolsover falling within the most deprived 10% across England has reduced from 5 LSOAs in ID 2010 to just 2 LSOAs in ID 2015;
- Chesterfield has seen an increase in the number of its LSOAs falling within the most deprived 20% of areas across England, from 17 in ID 2010 to 20 in ID 2015;
- Six of the eight districts in the county have shown a net improvement in their rankings between ID 2010 and ID 2015. Derbyshire Dales has shown the greatest improvement in ranking, followed by Bolsover, North East Derbyshire, South Derbyshire, High Peak and Amber Valley;
- Chesterfield and Erewash have shown a net worsening over this time;
- The number of LSOAs in the least deprived 10% of LSOAs in England has declined from 42 in ID 2010 to 37 in ID 2015;
- The Education, Skills and Training, Crime and Employment Deprivation domains have all shown a relative improvement in average rankings since ID 2010;
- The Health Deprivation and Disability domain shows a significant worsening in average rankings between ID 2010 and ID 2015. This improvement is reflected in LSOA level analysis, with 32 more LSOAs in the most deprived 20% nationally on this domain in ID 2015 compared with ID 2010;
- There has also been a significant worsening on the Income Deprivation Affecting Children domain compared with ID 2010.

Further detailed maps and analysis can be found in the Appendices attached to this report.

Next Steps

Further analysis of the Indices of Deprivation 2015 is currently taking place at an LSOA and district level to better understand the latest position, as well as change over time. Detailed analysis at a community level will be important in ensuring that information gathered is used to support the effective delivery of the Council's priorities moving forward. Links to recent work on customer segmentation will also be made to better understand the implications of ID 2015 at a smaller geography - output area – level (average population of 300 people).

The findings will be used to inform service and policy development across departments, for example supporting the implementation of the Derbyshire Partnership Forum's Anti-Poverty Strategy, the Council's Youth Employment Strategy and to enable targeting of work at a community level through for example Thriving Communities.

All maps and analysis of the Indices of Deprivation 2015 will be made available on the Derbyshire Observatory website. This will include maps and analysis for each of the individual seven domains of deprivation and the two supplementary indices of income deprivation affecting children and older people. Further district level analysis, rural-urban analysis, and comparisons of how deprivation has changed over time will also be undertaken.

3. Considerations

In preparing this report the relevance of the following factors has been considered: finance, legal, human resources, prevention of crime and disorder, equality of opportunity, human resources, environmental, health, property and transport considerations.

4. Key Decision

No

5. Call-in

Is it required that call-in be waived in respect of the decisions proposed in this report? No.

6. Background Papers

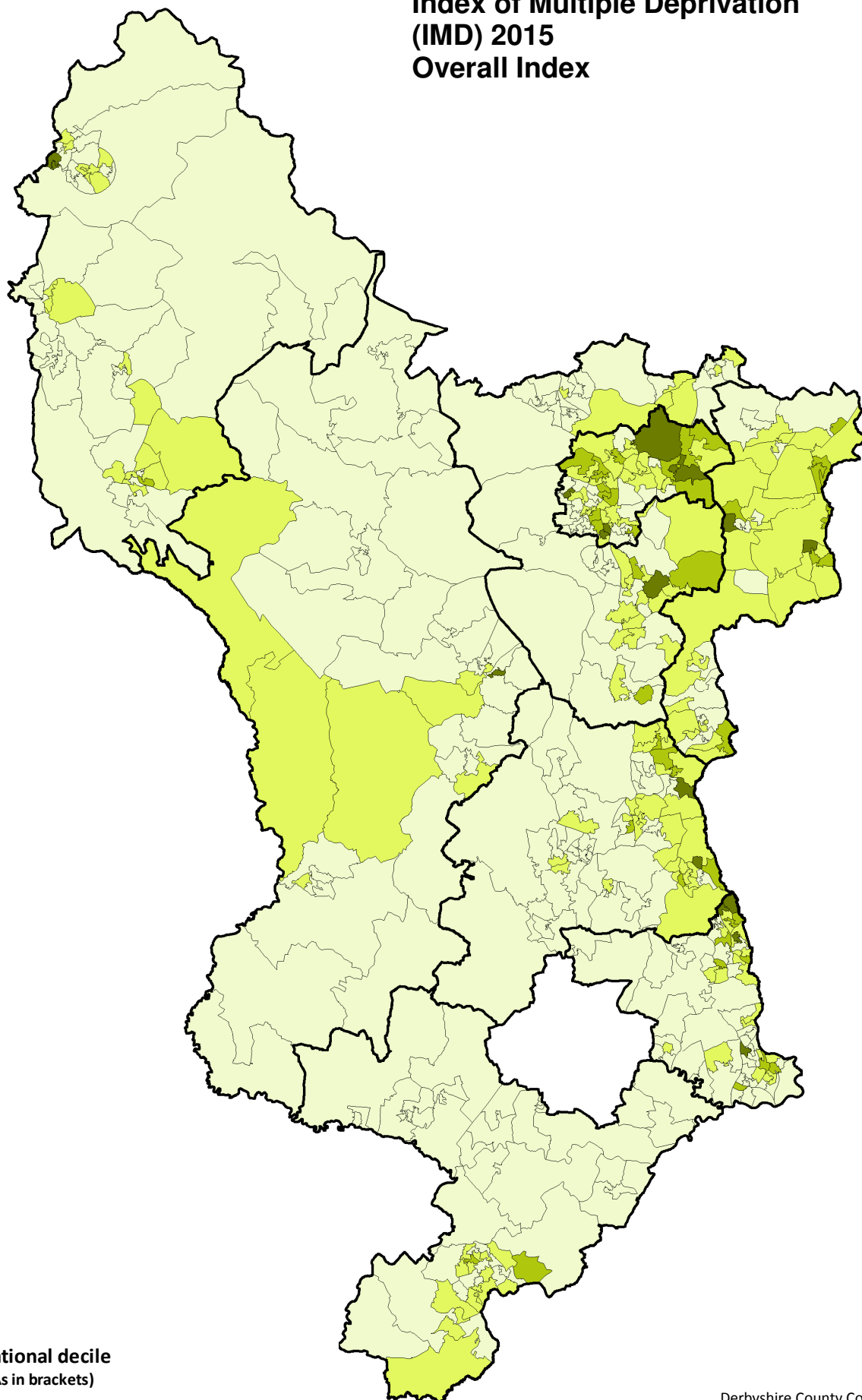
Files and supporting papers are held in the Policy and Research Division, Chief Executive's Office.

7. Officer's Recommendation

That Cabinet notes the latest position for Derbyshire on the English Indices of Deprivation 2015 and that the findings be used to support future service planning and policy development.

**Ian Stephenson
Chief Executive**

**Index of Multiple Deprivation
(IMD) 2015
Overall Index**



**IMD by national decile
(no. of LSOAs in brackets)**

- Most deprived 10% in England (18)
- Most deprived 10-20% in England (42)
- Most deprived 20%-50% in England (155)
- Least deprived 50% in England (276)

Public

LSOA	Ward containing LSOA	District	England rank (1 is most deprived)	England decile	County rank (1 is most deprived)
E01019663	Ilkeston North	Erewash	249	1	1
E01019578	Rother	Chesterfield	291	1	2
E01019444	Ironville and Riddings	Amber Valley	645	1	3
E01019561	Loundsley Green	Chesterfield	1126	1	4
E01019728	Gamesley	High Peak	1,172	1	5
E01019488	Bolsover West	Bolsover	1895	1	6
E01019650	Derby Road West	Erewash	2,145	1	7
E01019566	Middlecroft and Poolsbrook	Chesterfield	2196	1	8
E01019575	Rother	Chesterfield	2,248	1	9
E01019729	Gamesley	High Peak	2290	1	10
E01019509	Shirebrook North West	Bolsover	2,340	1	11
E01019568	Middlecroft and Poolsbrook	Chesterfield	2656	1	12
E01019527	Barrow Hill and New Whittington	Chesterfield	2,711	1	13
E01019662	Ilkeston Central	Erewash	2823	1	14
E01019808	North Wingfield Central	North East Derbyshire	2,902	1	15
E01019625	Matlock St. Giles	Derbyshire Dales	2979	1	16
E01019452	Langley Mill and Aldercar	Amber Valley	3,060	1	17
E01019664	Ilkeston North	Erewash	3262	1	18
E01019565	Lowgates and Woodthorpe	Chesterfield	3,341	2	19
E01019799	Holmewood and Heath	North East Derbyshire	3377	2	20
E01019549	Hollingwood and Inkersall	Chesterfield	3,380	2	21
E01019761	Stone Bench	High Peak	3383	2	22
E01019668	Kirk Hallam	Erewash	3,497	2	23
E01019796	Grassmoor	North East Derbyshire	3787	2	24
E01019463	Ripley and Marehay	Amber Valley	3,792	2	25
E01019682	Nottingham Road	Erewash	3827	2	26
E01019572	Old Whittington	Chesterfield	3,863	2	27
E01019646	Cotmanhay	Erewash	3938	2	28
E01019510	Shirebrook North West	Bolsover	3,957	2	29
E01019498	Elmton-with-Creswell	Bolsover	4390	2	30
E01019542	Dunston	Chesterfield	4,415	2	31
E01019469	Somercotes	Amber Valley	4650	2	32
E01019507	Shirebrook East	Bolsover	4,680	2	33
E01019505	Scarcliffe	Bolsover	4684	2	34
E01019863	Newhall and Stanton	South Derbyshire	4,756	2	35
E01019441	Heanor West	Amber Valley	5020	2	36
E01019523	Whitwell	Bolsover	5,038	2	37
E01019556	Holmebrook	Chesterfield	5048	2	38
E01019547	Hasland	Chesterfield	5,077	2	39
E01019483	Bolsover North West	Bolsover	5136	2	40
E01019576	Rother	Chesterfield	5,173	2	41

Public

LSOA	Ward containing LSOA	District	England rank (1 is most deprived)	England decile	County rank (1 is most deprived)
E01019817	Shirland	North East Derbyshire	5179	2	42
E01019471	Somercotes	Amber Valley	5,212	2	43
E01019699	Sawley	Erewash	5228	2	44
E01019500	Pinxton	Bolsover	5,237	2	45
E01019579	St. Helen's	Chesterfield	5285	2	46
E01019563	Lowgates and Woodthorpe	Chesterfield	5,289	2	47
E01019403	Alfreton	Amber Valley	5309	2	48
E01019543	Dunston	Chesterfield	5,359	2	49
E01019644	Cotmanhay	Erewash	5390	2	50
E01019581	St. Helen's	Chesterfield	5,494	2	51
E01019571	Moor	Chesterfield	5699	2	52
E01019580	St. Helen's	Chesterfield	5,825	2	53
E01019842	Woodville	South Derbyshire	5866	2	54
E01019453	Langley Mill and Aldercar	Amber Valley	5,915	2	55
E01019567	Middlecroft and Poolsbrook	Chesterfield	5932	2	56
E01019497	Elmton-with-Creswell	Bolsover	6,028	2	57
E01019672	Little Hallam	Erewash	6052	2	58
E01019647	Derby Road East	Erewash	6,362	2	59
E01019688	Old Park	Erewash	6408	2	60

IMD 2015 (Overall Index) - Derbyshire LSOAs in the 20% Most Deprived in England – Change Compared with ID 2010

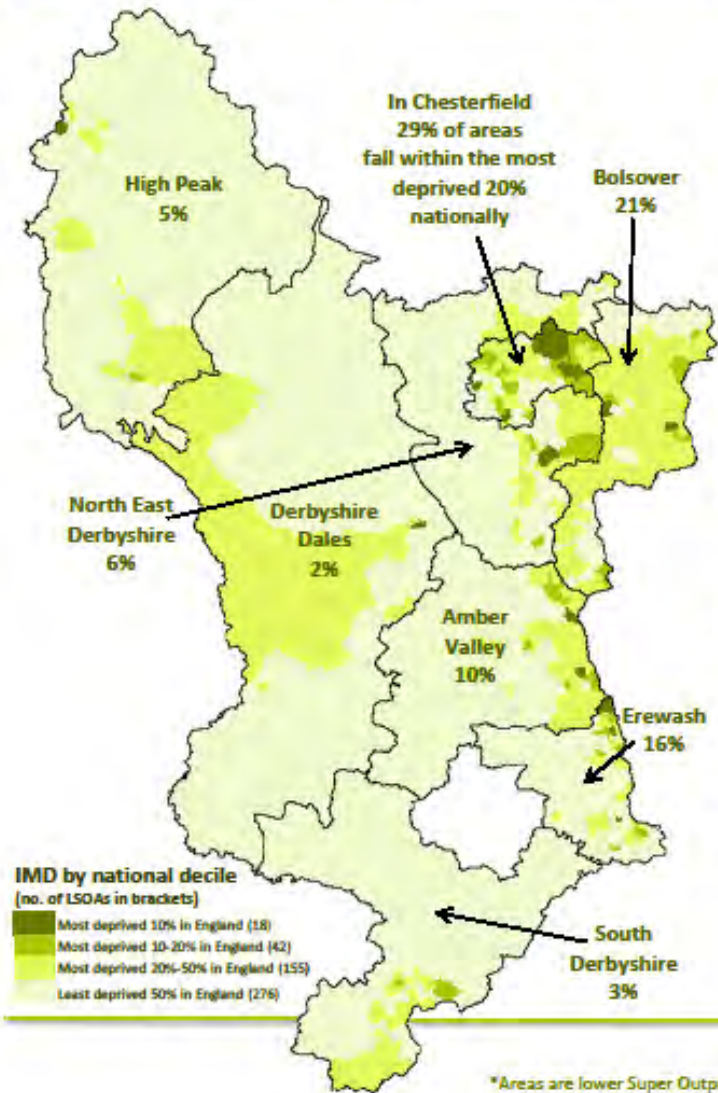
LSOA	Ward containing LSOA	District	IMD score 2015	England rank (1 is most deprived)	County rank (1 is most deprived)	Up/down movement and by how many places 2010 to 2015
E01019663	Ilkeston North	Erewash	70.65	249	1	↔
E01019578	Rother	Chesterfield	69.46	291	2	↔
E01019444	Ironville and Riddings	Amber Valley	63.56	645	3	↑3
E01019561	Loundsley Green	Chesterfield	57.89	1126	4	↑4
E01019728	Gamesley	High Peak	57.43	1,172	5	↔
E01019488	Bolsover West	Bolsover	51.91	1895	6	↑3
E01019650	Derby Road West	Erewash	50.45	2,145	7	↑9
E01019566	Middlecroft and Poolsbrook	Chesterfield	50.16	2196	8	↑4
E01019575	Rother	Chesterfield	49.86	2,248	9	↑2
E01019729	Gamesley	High Peak	49.59	2290	10	↓6
E01019509	Shirebrook North West	Bolsover	49.33	2,340	11	↓4
E01019568	Middlecroft and Poolsbrook	Chesterfield	47.67	2656	12	↑10
E01019527	Barrow Hill and New Whittington	Chesterfield	47.43	2,711	13	↑4
E01019662	Ilkeston Central	Erewash	46.82	2823	14	↓1
E01019808	North Wingfield Central	North East Derbyshire	46.38	2,902	15	↑12
E01019625	Matlock St. Giles	Derbyshire Dales	46.00	2979	16	↑8
E01019452	Langley Mill and Aldercar	Amber Valley	45.58	3,060	17	↑9
E01019664	Ilkeston North	Erewash	44.65	3262	18	↔
E01019565	Lowgates and Woodthorpe	Chesterfield	44.33	3,341	19	↑27
E01019799	Holmewood and Heath	North East Derbyshire	44.16	3377	20	↓5
E01019549	Hollingwood and Inkersall	Chesterfield	44.13	3,380	21	↑13
E01019761	Stone Bench	High Peak	44.13	3383	22	↑6
E01019668	Kirk Hallam	Erewash	43.68	3,497	23	↑6
E01019796	Grassmoor	North East Derbyshire	42.46	3787	24	↑8
E01019463	Ripley and Marehay	Amber Valley	42.45	3,792	25	↑8
E01019682	Nottingham Road	Erewash	42.34	3827	26	↑4
E01019572	Old Whittington	Chesterfield	42.20	3,863	27	↓8
E01019646	Cotmanhay	Erewash	41.93	3938	28	↑13
E01019510	Shirebrook North West	Bolsover	41.85	3,957	29	↓8
E01019498	Elmton-with-Creswell	Bolsover	40.41	4390	30	↓20
E01019542	Dunston	Chesterfield	40.34	4,415	31	↓16
E01019469	Somercotes	Amber Valley	39.51	4650	32	↓1
E01019507	Shirebrook East	Bolsover	39.42	4,680	33	↓30
E01019505	Scarcliffe	Bolsover	39.41	4684	34	↓14
E01019863	Newhall and Stanton	South Derbyshire	39.17	4,756	35	↑9
E01019441	Heanor West	Amber Valley	38.36	5020	36	↑13

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Public

LSOA	Ward containing LSOA	District	IMD score 2015	England rank (1 is most deprived)	County rank (1 is most deprived)	Up/down movement and by how many places 2010 to 2015
E01019523	Whitwell	Bolsover	38.30	5,038	37	↓14
E01019556	Holmebrook	Chesterfield	38.28	5048	38	↑1
E01019547	Hasland	Chesterfield	38.16	5,077	39	↓2
E01019483	Bolsover North West	Bolsover	37.99	5136	40	↓26
E01019576	Rother	Chesterfield	37.87	5,173	41	↑25
E01019817	Shirland	North East Derbyshire	37.84	5179	42	↑18
E01019471	Somercotes	Amber Valley	37.74	5,212	43	↑26
E01019699	Sawley	Erewash	37.70	5228	44	↓8
E01019500	Pinxton	Bolsover	37.67	5,237	45	↑3
E01019579	St. Helen's	Chesterfield	37.53	5285	46	↑15
E01019563	Lowgates and Woodthorpe	Chesterfield	37.52	5,289	47	↑3
E01019403	Alfreton	Amber Valley	37.45	5309	48	↓5
E01019543	Dunston	Chesterfield	37.29	5,359	49	↑18
E01019644	Cotmanhay	Erewash	37.17	5390	50	↑3
E01019581	St. Helen's	Chesterfield	36.87	5,494	51	↓26
E01019571	Moor	Chesterfield	36.20	5699	52	↓7
E01019580	St. Helen's	Chesterfield	35.85	5,825	53	↑21
E01019842	Woodville	South Derbyshire	35.73	5866	54	↑8
E01019453	Langley Mill and Aldercar	Amber Valley	35.61	5,915	55	↑8
E01019567	Middlecroft and Poolsbrook	Chesterfield	35.56	5932	56	↓5
E01019497	Elmton-with-Creswell	Bolsover	35.31	6,028	57	↓17
E01019672	Little Hallam	Erewash	35.23	6052	58	↑29
E01019647	Derby Road East	Erewash	34.44	6,362	59	↓4
E01019688	Old Park	Erewash	34.31	6408	60	↓8

What we know about deprivation in Derbyshire in 2015



Ranked 249th in England (1 being the most deprived)

Part of **Cotmanhay** in Erewash is the most deprived area* in Derbyshire

Ranked 32,737 in England

Part of **Simmondley** in High Peak is the least deprived area in Derbyshire

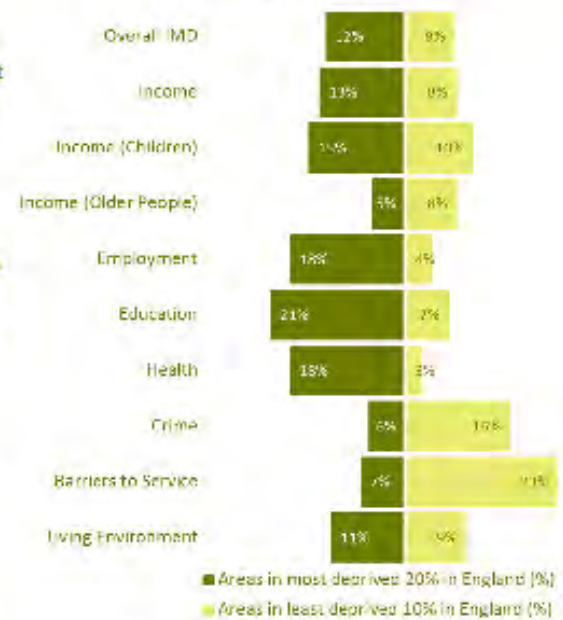
18 areas (4%) within Derbyshire fall within the 10% most deprived areas across England

60 areas (12%) in the county fall within the most deprived 20%

17% of children in Derbyshire live in income deprived households

14% of older people in Derbyshire live in low income households

Deprivation by domain



The **Education** domain has greatest percentage of areas within the most deprived 20% nationally at **21%** (102 areas)

The **Employment and Health** domains have the second highest percentage of areas within the most deprived 20% nationally at **18%** for each (87 areas)

You can find more about the IMD on the Derbyshire Observatory at <http://observatory.derbyshire.gov.uk>

Source: 2015 Index of Multiple Deprivation, Communities and Local Government

*Areas are lower Super Output Areas, of which there are 32,844 in England and 491 in Derbyshire. Each contains approx 1,500 residents.



How deprivation has changed in Derbyshire between 2010 and 2015



Part of **Cotmanhay** in Erewash remains the most deprived area in Derbyshire

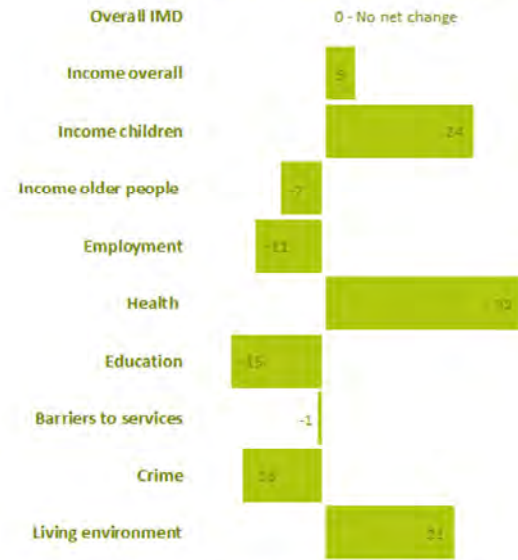
Bolsover is one of the ten local authorities nationally that has experienced the **greatest relative improvement in deprivation levels** since 2010

The number of areas in Bolsover falling within the most deprived 10% across England has reduced from 5 in 2010 to just 2 in 2015

Chesterfield has seen an **increase** in the number of LSOAs falling within the most deprived 20%

The **greatest** improvements between 2010 and 2015 have been seen on the **Education, Crime, Employment, and the Income Deprivation Affecting Older People** Domains.

Change in deprivation by domain

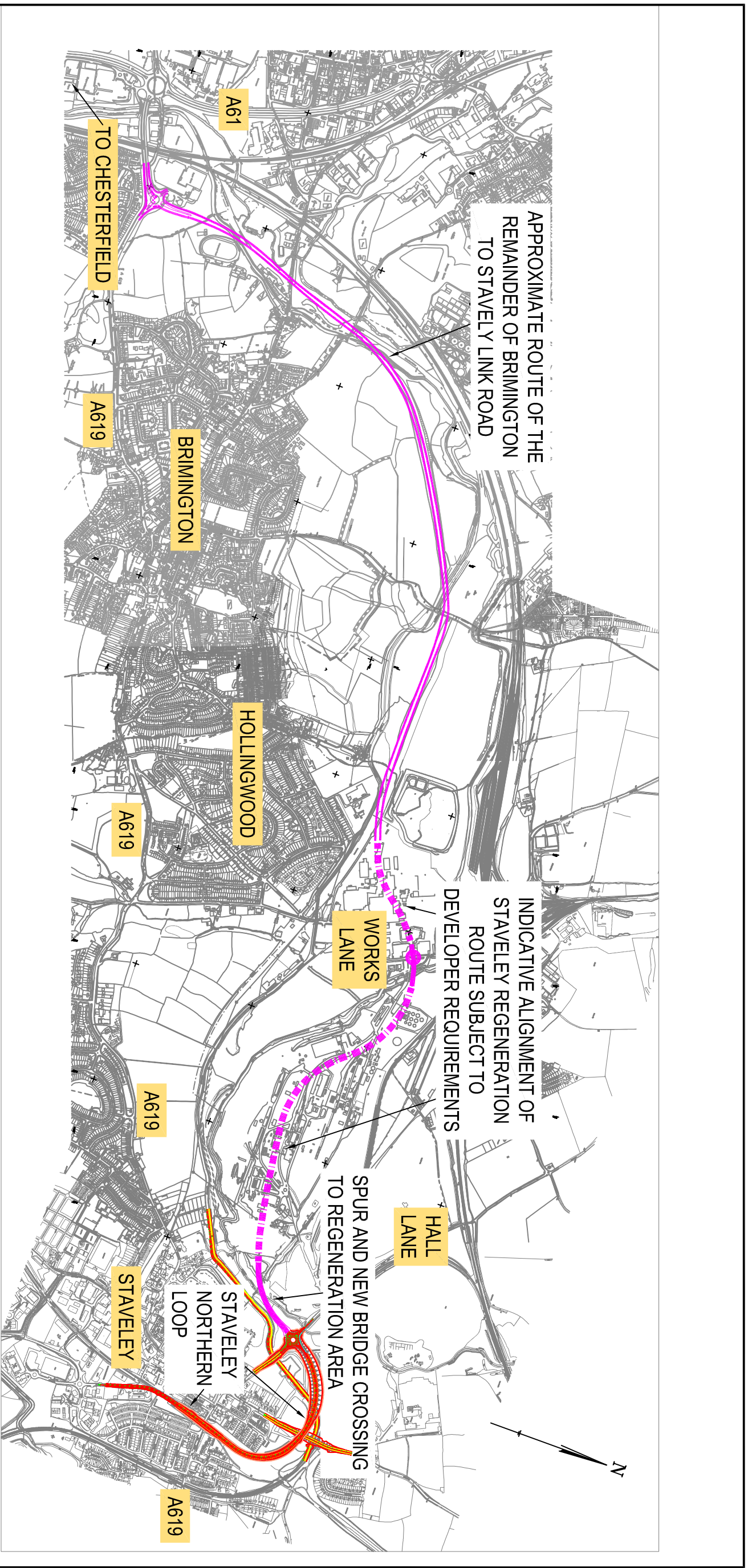


■ Net change in the number of areas in the most deprived 20% since 2010

The **health** domain has shown the greatest deterioration between 2010 and 2015 with an increase of 32 areas falling within the top 20% most deprived on this domain. **Income Deprivation affecting Children** and the **Living Environment** have also shown a net worsening.

You can find more about the IMD on the Derbyshire Observatory at <http://observatory.derbyshire.gov.uk>
 Source: 2010 and 2015 Index of Multiple Deprivation, Communities and Local Government ©Crown Copyright

*Areas are Lower Super Output Areas, of which there are 32,844 in England and 491 in Derbyshire. Each contains approx 1,500 residents.



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PROJECT TITLE		STAVELEY REGENERATION ROUTE - PHASE 1	
DRAWING TITLE		PROPOSED STAVELEY REGENERATION ROUTE (COMPLETE ROUTE)	
AMENDMENT DETAILS	REV	CHG'D	AP'D
		DATE	NO.
DRAWN		G. Thompson	
Date	21/06/17	CHECKED	S. Mead
		Date	21/6/17
APPROVED		G. Thompson	
Date	21/6/17		
DCE Project Reference No.		NPIF BID '17	
Drawing Number		STAVELEY REGEN. ROUTE	
ORIGINAL DRAWING SIZE: A2 (420 x 594)		SCALE	
		NTS	





Appendix C

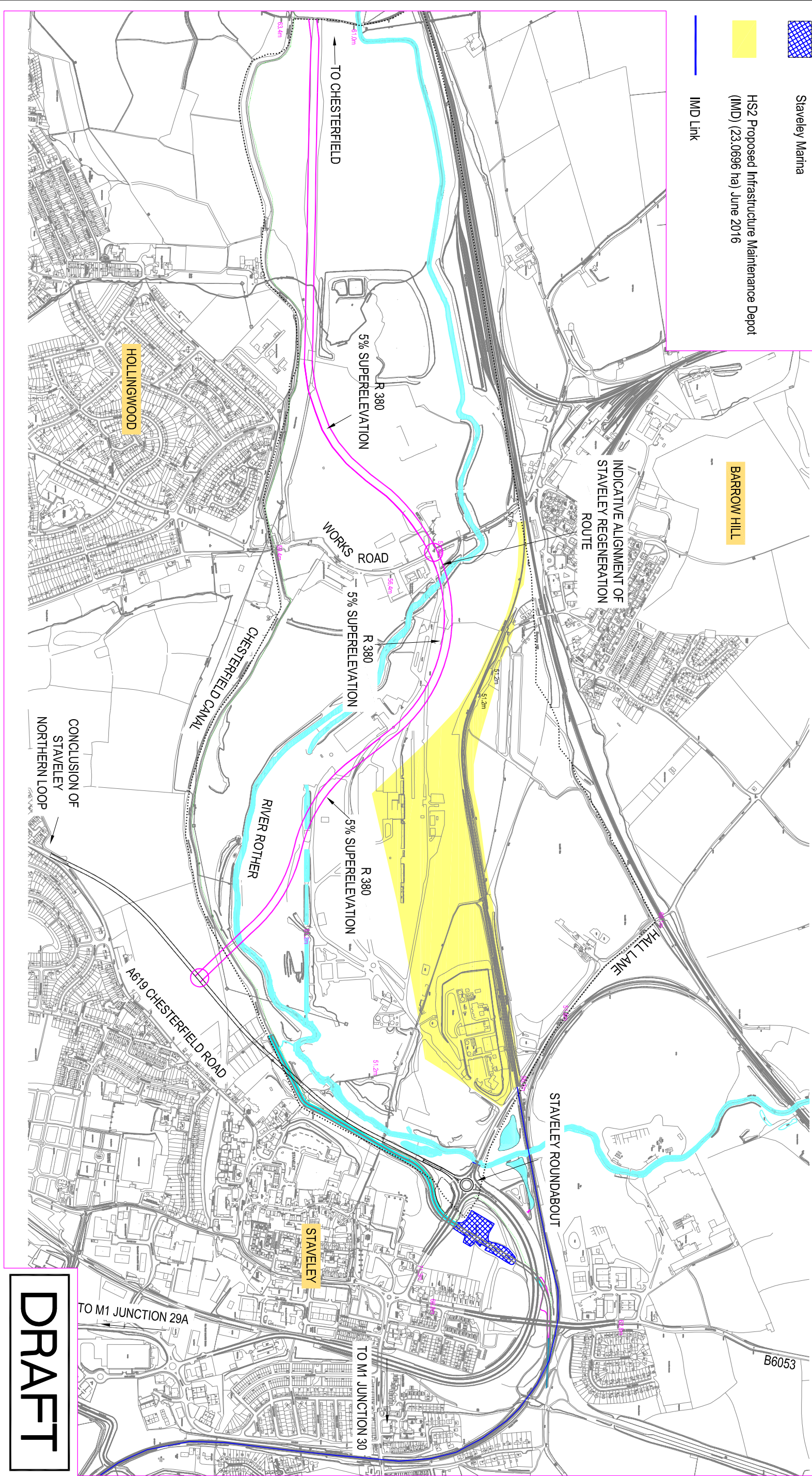
Staveley Regeneration Route – Option One - Northern Loop Road and access to HS2 IMD

Staveley Regeneration Route – Option Three - Access off of Hall Lane

NOTES

1. 40mph Design Speed (70kph).

-  Possible Roundabout Location
-  Staveley Marina
-  HS2 Proposed Infrastructure Maintenance Depot (IMD) (23,0696 ha) June 2016
-  IMD Link



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AMENDMENT DETAILS			
NO.	DATE	APVD	BY


PROJECT TITLE	DRAWING TITLE
STAVELEY REGENERATION ROUTE - PHASE 1	OPTION 1 COMPLETE STAVELEY NORTHERN LOOP AND MAKE NEW CONNECTION TO SERVE DEVELOPMENT


SCALE	APPROVED	CHECKED	DRAWN
1:1,000	G Thompson Date: 21/06/17	S Mead Date: 21/06/17	G Thompson/T Mather Date: 21/06/17

NOTES

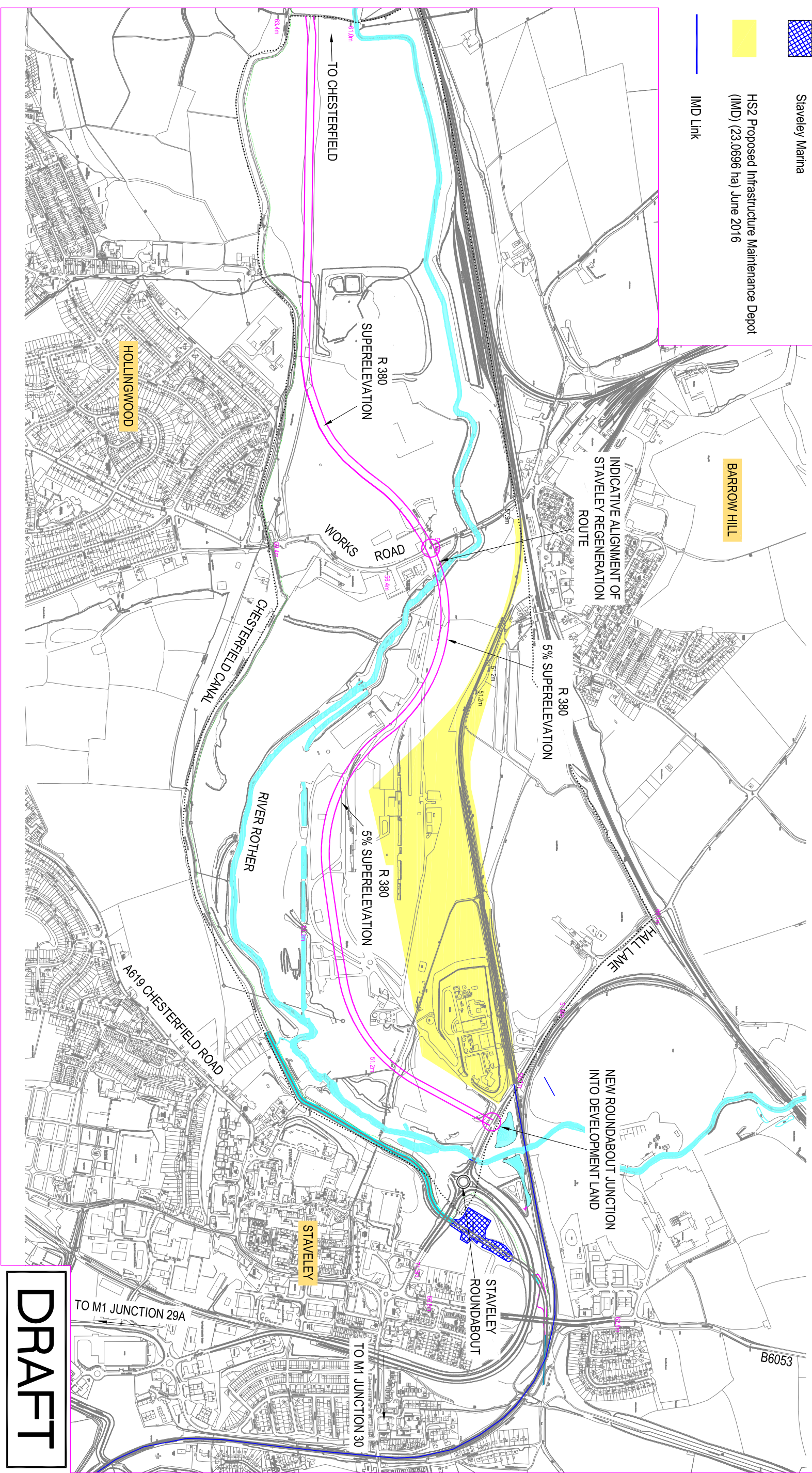
1. 40mph Design Speed

 Possible Roundabout Location

 Staveley Marina

 HS2 Proposed Infrastructure Maintenance Depot (IMD) (23,0696 ha) June 2016

 IMD Link



DRAFT

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AMENDMENT DETAILS			
BY	CHKD	APVD	DATE

PROJECT TITLE	DRAWING TITLE
STAVELEY REGENERATION ROUTE - PHASE 1	OPTION 3 CREATE A NEW ROUNDABOUT JUNCTION WITH HALL LANE TO ACCESS DEVELOPMENT LAND

DRAWN	CHECKED	APPROVED
G.Thompson/T. Mather	S.Mead	G.Thompson
Date: 21/06/17	Date: 21/06/17	Date: 21/06/17
DCE Project Reference No.	NPIF BID '17	SCALE
Drawing Number: OPTION 3		1:1,000

Appendix D

Staveley Regeneration Route – Phase One - Construction Cost Estimate

Staveley Regeneration Route – Phase One - Costed Design & Procurement Program

Staveley Regeneration Route - Phase 1

Construction Cost Estimate

(NB: Optimism Bias included on the previous page)

	Quantity	Unit	Rate	Amount
Site Clearance				
General Site Clearance	1	Sum	15,000	15,000
Fencing				
Timber fencing	980	m	8	7,840
PROW accesses	4	nr	500	2,000
Gates	4	nr	1,250	5,000
Road Restraint System				
RRS	180	m	200	36,000
Earthworks				
Topsoil Strip	2,326	m3	5	11,630
Disposal (if can't be stored on site)	646	m3	45	29,070
Land Fill Tax	646	m3	7	4,341
Excavation	4,253	m3	8	34,024
Disposal (assumed contaminated)	4,253	m3	45	191,385
Land Fill Tax	4,253	m3	214	908,016
Imported Fill	13,608	m3	30	408,240
Compaction of Fill	13,608	m3	3	34,020
Topsoiling	11,200	m2	5	56,000
Double Handling Topsoil	1,680	m3	8	13,440
Drainage				
Gullies	43	nr	260	11,180
Manholes	5	nr	1,400	7,000
150mm pipework	215	m	40	8,600
E/O for Z bed and surround	60	m	5	300
225mm pipework	100	m	45	4,500
300mm pipework	250	m	51	12,750
150mm Filter drains	700	m	40	28,000
Headwall	3	nr	3,000	9,000
Balancing Pond/Structure	1	sum	25,000	25,000
Canal overflow structures - 6x600mm pipes 15m	90	m	150	13,500
Headwalls	12	nr	2,500	30,000
Pavement				
Type 1	622	m3	38	23,636
Base	2,555	m2	20	51,100
Binder	2,555	m2	10	25,550
Surface Course	2,555	m2	13	33,215
Tack/Bond coat	2,555	m2	1	2,555
Kerbing & Paving				
Kerbing & Paving	700	m	25	17,500
Edging Kerbs	1,400	m	9	11,900
Footway construction	1,750	m2	33	57,750
Traffic Signs and Road Markings				
Sum	1	sum	20,000	20,000
Street Lighting				
Columns	11	nr	1,850	20,350
DNO supply & cabling	1	sum	20,000	20,000
Bridge Structure				
River bridge structure	256	m2	4,500	1,152,000
Wall screening against Canal	50	m	500	25,000
Structural retaining wall	50	m	1,000	50,000
New footbridge structure (1.5m width 20m span)	30	m2	3,500	105,000
				£3,521,392 Sub Total
10% addition for unbilled items				352,139
				£3,873,531 Sub Total
				Traffic Management 52,821
				Contractor General Preliminaries 528,209
				Crane pad 40,000
				Working over a River 125,700
				Working near the Canal 15,500
				£4,635,760 Construction Total

Appendix E – separate attachment on covering email

Arup - High Level Option Appraisal - HS2 IMD at Staveley

URS - Impact of HS2 on the A619 study

Volterra - Economic Impact of HS2 IMD at Staveley

Executive Summary of the Arup, URS and Volterra studies appended to this bid

Project Impacts and Data Sources - see below

Project Impacts and Data Sources

Impacts Overview

The project's direct impacts are through the release of land for economic development and are, therefore, calculated in Gross Value Added rather than impacts upon road users. The development supported (creating an estimated 575 jobs on site) will, inevitably impact upon existing users. Full Transportation Assessment of the specific parcels of land concerned is yet to be undertaken, but it is anticipated that both demand management and highway capacity measures will be put in place through Section 106 or other developer obligations. Off-site transport impacts are, therefore, regarded as neutral for the purposes of this appraisal.

Data Sources

Land parcels, use classes and building floor areas to take access from the Regeneration Route – Phase One are derived from the Chatsworth Estates Masterplan 2D.

Employment densities for B2 and B8 ('final mile' distribution centre) are derived from the Homes and Communities Agency's Employment Density Guide 2015.

Assumptions on leakage, displacement and multiplier effects on job numbers are derived from approved business cases on other projects in the north-eastern Derbyshire area; for these the Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP) has agreed the rates to be applied with the projects' promoters. Redacted versions of the business cases and technical reports produced by D2N2s advisors can be made available on request.

Appendix F – separate attachment on covering email

ICE East Midlands Executive Summary

ICE East Midlands Submission - Markham Vale North

Appendix G – separate attachment on covering email

Staveley Regeneration Route – Phase One - Risk Register

Staveley Regeneration Route – Phase One - Risk Management Strategy

Appendix H – letters of support

By Email

27 June 2017

Our Ref: P&D/Plans/CBC/transport/WK

Derbyshire County Council
f.a.o. Mike Ashworth
Strategic Director, Economy, Transport and Communities
County Hall
Matlock
Derbyshire DE4 3AG

Dear Sirs

National Productivity Investment (NPI) Fund Bid for Derbyshire: Proposal for Staveley Spur

I am writing on behalf of the Chatsworth Settlement Trustees (CST) IN SUPPORT of the above proposal, and therefore outline below both who we are/what we do and why we consider the Staveley Spur and related funding is essential since we own land which the spur will cross and need this redevelopment to take place.

Who we are and what we do

The Chatsworth Settlement, known internally as the Devonshire Group, owns the land and estates of the Dukedom of Devonshire. Its main estates are in the vicinity of Chatsworth in Derbyshire and Bolton Abbey in North Yorkshire. It also runs visitor and other businesses on these estates, including: hotels; retail and catering outlets; forestry; livestock and arable farming. It employs over 650 full time employees. It is committed to quality in all its activities and takes a responsible approach to development; as such, it measures performance in financial as well as social and environmental terms.

Together with the Chatsworth House Trust (registered charity no.1511149), CST's Derbyshire Estate provides over 450 full time equivalent jobs and contributes c.£50m of enabled Gross Value Added to the local economy each year (Source: New Economics Foundation 2014). Its income funds socio-economic facilities and environmental management activities (e.g. architectural conservation) without grant support. CST therefore provides benefits far beyond "just the estate".

CST has significant landholdings in the Borough of Chesterfield, including agricultural land, commercial properties and most of the former Staveley Works Area which it is seeking to redevelop and thereby help regenerate the area concerned.

Why we consider the Staveley Spur and related funding is essential

The Staveley Spur, which forms part of the Chesterfield-Staveley Regeneration Route (CSRR), would cross part of the former Staveley Works Area (SWA). The SWA comprises over 200 ha of brownfield land (of which we own c.150ha) on the north-east edge of Chesterfield that has been subject to industrial and chemical uses. Most of it has been derelict for over twenty years, and comprises a major eyesore; much of it is heavily contaminated; the capacity of the local highway network (especially the A619) is limited; part of the site lies in Flood Zone areas 2 and 3. The surrounding area of is generally run-down, and the nearby community of Barrow Hill in particular suffers from issues of multiple deprivation. Redeveloping the SWA therefore presents several major challenges.

As such, we have worked with partners (including Chesterfield BC, Derbyshire CC, Staveley TC, Chesterfield Canal Trust, Rhodia and St Gobain) since 2009 to seek the strategic redevelopment of the site and thereby facilitate the regeneration of the area. We have gathered evidence, undertaken viability appraisals, prepared a comprehensive redevelopment masterplan for the whole site and participated in the forward planning processes for both the Chesterfield Local Plan and the proposed Infrastructure Maintenance Depot (IMD) site for High Speed Two (HS2).

This work has resulted in two important changes. Firstly, it has led to a change of land use designation from an (unviable) Employment Use in the former Chesterfield Local Plan 1999 to the designation of a (more viable) “strategic site” for masterplanned mixed use development (including residential) in the Chesterfield Core Strategy 2013. Secondly, it has led to a change in the proposed IMD footprint from one in 2012 that would have negated delivery of the CSRR (and blighted the SWA) to one in 2017 that now realigns the proposed IMD so as to facilitate the route corridor of the CSRR.

The change of use in the Local Plan is significant because it now provides for a use that is capable of comprising viable development. However, it must be stressed that this viability is marginal (on account of the extremely high costs associated with redeveloping such a challenging site – a fact recognised by the Council’s zero-rating of the site in terms of CIL) and depends on the public funding of the Staveley Spur/CSRR (without which no redevelopment of the wider SWA can take place).

Furthermore, St Gobain (as the other major landowner of the SWA) and ourselves are currently progressing planning applications to be submitted later this year for the redevelopment of the western part of the SWA (i.e. mostly west of Works Road), including social and community facilities and services based near and around the Staveley Clocktower (a landmark building and non-designated heritage asset). Since both schemes are predicated on the delivery of the western part of the CSRR, there is a pressing need for public funding of the spur road to help deliver development that will benefit both the site and in particular the surrounding area.

Funding for the Staveley Spur (including bridge) is therefore essential.

Summary

We are a responsible landowner seeking to redevelop the former SWA in a masterplanned way and thereby help regenerate the wider area which suffers from multiple deprivation issues. The delivery of the CSRR (and therefore the Staveley Spur) is critical to this redevelopment strategy. However, the SWA site itself has so many major challenges (geographical isolation/non-connectivity, contamination, flood risk, local traffic capacity constraints) that redevelopment is simply not viable without the provision of a publicly funded through road (and bridge). It is essential therefore that Derbyshire County Council as the local highways authority and Chesterfield Borough Council as the local planning authority and others obtain the funding for this essential infrastructure.

I therefore very much hope that the bid to the NPI Fund is successful, and look forward to hearing from you.

Yours faithfully



WILL KEMP
MA MSc DipTCP MRICS MRTPI
Planning and Development Manager

Enc: Staveley Works Area wider Regeneration Masterplan (including revised IMD footprint) 2017



www.d2n2lep.org
Tel: 0115 957 8757
9757

26th 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



CHESTERFIELD
BOROUGH COUNCIL

Mr. M. Ashworth
Strategic Director
Economy, Transport and Environment
Derbyshire County Council
County Hall
Matlock
DE4 3AG

Please ask for Huw Bowen
Direct Line 01246 345305
Fax 01246 345252
DX 12356 Chesterfield

Our Ref HB/SB

29 June 2017

Dear Mike

National Productivity Investment Fund – Staveley Spur proposal

Thank you for your 19 June 2017 letter.

I write, on behalf of Chesterfield Borough Council, to express our support for Derbyshire County Council's bid to the National Productivity Investment Fund for funding to develop the Staveley Spur.

Plans to bring 150 hectares of brownfield land back into use at Staveley have been in place for many years, with a shared vision and masterplan developed with local stakeholders to see this former industrial area transformed into a new sustainable community.

The area has the potential for up to 1,500 new homes alongside many hundreds of new jobs in retail, leisure and commerce and is a recognised priority for growth in the plans of both D2N2 and Sheffield City Region Local Enterprise Partnerships. The recent proposal for an HS2 construction and maintenance depot to be developed on the site has given fresh impetus to this opportunity, given the highly skilled jobs that will be created and the linked opportunities to maximise growth around the proposed Chesterfield HS2 hub station.

Infrastructure is a key enabler of development at this strategic site, as well as helping to improve wider connectivity into and through Chesterfield. The wider regeneration route will also alleviate significant air quality issues faced by communities in nearby Brimington.

Contd ...

Chesterfield Borough Council, Town Hall, Rose Hill, Chesterfield S40 1LP

Telephone: 01246 345 345, Text: 07960 910 264, Email: info@chesterfield.gov.uk

www.chesterfield.gov.uk

Local stakeholders are keen to see an early start to the work in order to build confidence in the wider development scheme and enable the site to be put forward as an HS2 construction and maintenance base, a role for which our technical studies have shown it is well suited once access is in place.

Chesterfield Borough Council has been working closely with Derbyshire County Council on our plans for growth in this area and is pleased to support this bid, which will bring us a significant step closer to realising the homes and jobs the area needs.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Huw Bowen'.

Huw Bowen
Chief Executive

The Chesterfield Canal Trust Ltd.

Hollingwood Hub,
22, Works Road,
Hollingwood,
Chesterfield,
S43 2PF.

info@hollingwood.org.uk

01246 477569



28 June 2017

Derbyshire County Council
f.a.o. Mike Ashworth
Strategic Director, Economy, Transport and Communities
County Hall
Matlock
Derbyshire DE4 3AG

Dear Sirs

National Productivity Investment (NPI) Fund Bid for Derbyshire: Proposal for Staveley Spur

I am writing on behalf of the Chesterfield Canal Trust IN SUPPORT of the above proposal.

The Chesterfield Canal Trust is a charitable company run entirely by volunteers, incorporated in July 1997. In 1998 it took over the assets of the former Chesterfield Canal Society, which had been formed in 1976. It has over 1600 members. The Trust received the Queen's Award for Voluntary Service this summer.

The main aim of the Chesterfield Canal Trust is to promote the full restoration and appropriate development of the Chesterfield Canal. Since 1989, 12 miles of the canal have been restored along with 37 locks and 11 bridges; 2 new marinas have been built. The latest section, Staveley Town Lock, was opened at the National Trailboat Festival in 2016. Our volunteer Work Party is currently constructing a further 400 metres to Eckington Road Bridge.

Plans exist for the restoration of the remaining nine miles of the canal, but this will only be achieved as part of a wider regeneration scheme.

We have several studies which indicate that a fully restored Chesterfield Canal would bring 1000+ new jobs, over £3 million p.a. tourist spend as well as wider benefits to health and well-being.

We have worked with partners (including Chesterfield BC, Derbyshire CC, Staveley TC, Chatsworth Settlement Trustees, Rhodia and St Gobain) on the regeneration of the area including the Staveley & Rother Valley Corridor Action Plan and the new Local Plan.

We are based at Hollingwood Hub. This is the restored and extended Hollingwood Lock House, realised through a grant from Community Assets. It consists of a Coffee Shop, a Meeting Room available to the public and offices for the Trust. It is on the canal within the Staveley & Rother Valley Corridor and a few metres of the proposed Chesterfield-Staveley Regeneration Route (CSRR).

Since it opened in 2011, the Hub has sparked a huge increase in use of the towpath by walkers and cyclists and the meeting room has been hired on thousands of occasions by scores of different people and organisations. It is regarded as an example of good practice within the canal regeneration community.

The Trust fully supports the DCC NPI bid for the Staveley Spur. This will help in the regeneration of the whole area and finally extend the Staveley Loop Road. Most importantly, the DCC engineers have been involved in the design of the restored canal in the area and will ensure that works are done in a sympathetic manner.

I therefore very much hope that the bid to the NPI Fund is successful, and look forward to hearing from you.

Yours faithfully

Rod Auton – Trustee on behalf of the Chesterfield Canal Trust.

Rhodia Limited

By Email

29 June 2017

Derbyshire County Council
f.a.o. Mike Ashworth
Strategic Director, Economy, Transport and Communities
County Hall
Matlock
Derbyshire DE4 3AG

Dear Sirs

National Productivity Investment (NPI) Fund Bid for Derbyshire: Proposal for Staveley Spur

I am writing on behalf of Rhodia Limited, the current tenant of Chatsworth Estates for a part of the land formerly known as the Staveley Works Area. As you will already be aware some of that land has been identified for reuse as the Chesterfield-Staveley Regeneration Route (CSRR). The subject of your potential bid, namely the spur from Hall Lane Staveley, heading westwards, would enter our leasehold.

Our site ceased operations in 2007. Since 2009 we have worked with the various partners in order to try to promote redevelopment of the Site. The CSRR was identified very early on in our studies as a key item of infrastructure which could promote further development.

We would therefore like to offer the SUPPORT of Rhodia Limited in your bid for funding and wish you good luck. For clarification the support outlined in this letter is not of financial support.

For information Rhodia Limited is a part of the Belgian chemical company, Solvay SA.

Yours faithfully,



John Moorhouse
Site Redevelopment Manager

Address for direct correspondence:

Rhodia Ltd.,
Hall Lane, Staveley,
Chesterfield
S43 3RW

Rhodia Limited

Po Box 80, Trinity Street, Oldbury, West Midlands, B69 4LN

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