

## 10 Guiding delivery – next steps: a considered approach to new infrastructure

**Council Plan priorities 2011-2014: well managed assets; making places easier to reach; a resilient economy; encouraging healthy, active and rewarding lifestyles; rich, diverse and protected environments.**

### What do we mean by new infrastructure?

By 'new infrastructure' we do not mean maintenance of what we already have, or its alteration or enhancement through interventions such as speed limits, signing or lining. What we are referring to is, for example, the introduction of a new section of footway or of road, a new rail station or a new system for bus passenger information. As described in Chapter 7, there is a focus now on using various techniques in making the best use of what we've got. This therefore means that we need to take a considered approach to new infrastructure as, overall, we wish to give priority to reducing the need to travel, and for travel to be shifting towards more sustainable solutions.

### 10.1 Infrastructure priorities

#### What we are already doing

Any new or improved infrastructure involves investment, which in any financial climate must be targeted to ensure value for money against clearly understood goals. Even the early stages of preparation of a major project involve substantial investment and we must therefore be clear about our priorities, even with regard to what we investigate. In the run-up to the introduction of the new plan we have been involved in a number of exercises designed to improve our understanding of how and where best to invest, e.g.:

#### Ilkeston rail station

Together with other local authorities and partners from the rail industry, we have been taking steps towards the provision of a station for Ilkeston, one of the largest towns in England without direct access to the rail network. Work is progressing with rail and local authority partners to develop the business case and secure the necessary capital funding.

#### Greater Nottingham Transport Model

We have made a financial contribution to the expansion of a Nottingham transport model to cover a wider area. This will help to inform transport and land-use decisions for the foreseeable future.

#### Derby Area Transportation Model

We have been working with Derby City Council on making this model suitable to assist in land-use and transport decision making for the area around Derby.

#### Chesterfield Transport Model

We have recognised that the combination of existing transport and environmental problems in Chesterfield with the potential for substantial additional land-use development means that we must build a better capability to understand not only what will happen if we invest in particular projects, but also what will happen if we do not. We expect, by autumn 2011, to have a model capable of testing the effects of land-use development and traffic management schemes but will need to consider enhancing its capabilities depending upon whether any larger-scale projects are brought forward.

#### Ptolemy Model

The Ptolemy Model, originally created to cover the Three Cities area (Derby, Leicester, Nottingham), is now available to carry out assessment of land-use and transport changes across the whole of the East Midlands. The model will not provide detailed results such as the impact of a proposal on a road or junction, but it

can produce very valuable outputs on the demand for travel by all modes and associated information such as carbon emissions. We will be considering its use for testing strategic land-use, highway and transport proposals within Derbyshire.

### **Greenways – East Erewash and Peak District National Park**

With the possibility of significant land-use development in the Ilkeston area we have been examining, with the help of grant funding, ways in which sustainable travel can help to absorb its impact. We are focussed upon developments between the Greenway network and Ilkeston, identifying ways in which we can develop a network suitable for both leisure trips and for travel to work, to school or for other purposes. This is part of a County network identified in the Greenway strategies that cover the county, and we will continue to look for opportunities to integrate these (such as the Derwent Valley Greenway) into other transport networks. The Derwent Valley Greenway is part of a proposed multi-user route linking the High Peak, Tissington and Monsal Trails to the rail hubs of Matlock and Buxton. It is expected that a Local Sustainable Transport Fund bid will be submitted with the Peak District National Park and other local partners, relating to sustainable travel in and around the Park. This will most likely be a Tranche 2 bid (February 2012).

### **Chesterfield strategic cycle network**

We have, together with key stakeholders, developed a network of strategic cycle routes for Chesterfield, identifying improvements which we hope to introduce incrementally through our own work and through opportunities brought about through land-use planning. More information can be found on the transport planning section of the County Council's website: <http://www.derbyshire.gov.uk/chesterfieldcycleplan>

### **Hatton Feasibility Study – Access Improvements**

A recent major new production facility for an international company based in Hatton, South Derbyshire has resulted in the potential to review existing access arrangements, and also to consider the degree to which improved access may help shape further investment plans. The County Council acted as the accountable body for a feasibility study which considered both improvements to existing access arrangements, and potential alignments of any new routes. The 2008 study found that it was possible to devise a new access to the site, at an estimated cost of £3.5m-£3.8m. This finding remains a valuable starting point should opportunities arise to deliver a solution.

### **Swarkestone bridge and causeway**

Swarkestone bridge and causeway represent a unique and difficult problem for Derbyshire, with a Scheduled Ancient Monument carrying a Principal Road on an alignment not suited to the volume or mix of traffic using it. The issue of traffic on the bridge and causeway has been raised during the consultation on South Derbyshire District Council's Local Development Framework, and a limited investigation has been carried out through the 3 Counties Alliance. This examined options for a new highway construction to provide an alternative route to the bridge and causeway and a bypass for Stanton by Bridge, in order to establish whether a feasible scheme exists and to indicate likely costs. Not all elements of costs have been fully established, but the routes considered feasible are estimated to cost between £12m and £20m. This scheme has therefore been added to the list of potential major schemes for further assessment (see Table 5).



### **Glossop transport and economy study**

As we need to have a better understanding about the linkages between transport and the local economy, we have commissioned crucial research to provide guidance into the most effective transport interventions to support the local economy. This has initially concentrated on the Glossop area through engagement with local businesses, but its findings are intended to be applicable more widely, giving us an understanding of the detailed linkages between transport and local economies so that we can better target any investment we make.

### **A514 Woodville-Swadlincote Regeneration Route Study**

In order to help both the County Council and South Derbyshire District Council build a better understanding of this potential scheme and its links to land-use development, we have commissioned investigation work, including geotechnical and ecological surveys and preliminary design.

### **National Forest Passenger Rail Service Study**

This potential rail route would make use of existing lines to provide an additional passenger route between Leicester and Swadlincote. However, viability studies commissioned by Leicestershire local authorities, in which we have played a role, showed that the service would need to be heavily subsidised and the cost of doing so would, currently, be prohibitive.

### **North Eastern Derbyshire Local Development Frameworks – Strategic Transport Issues**

The County Council has commissioned work on behalf of Bolsover, Chesterfield and North East Derbyshire Borough/District Councils looking at the impacts of potential future development on highway and transport networks until 2026. The main purpose of this has been to provide advice on the strengths and weaknesses of different areas to accommodate land-use changes. It will, though, also help to refine our understanding of where County Council intervention may be helpful in order to support land-use plans.

### **Refinement of major projects**

We have begun the process of streamlining the list of potential major transport projects. During the autumn of 2010 protected schemes for a Market Street diversion in Clay Cross and for a Heanor Inner Relief Road were 'rescinded', meaning that the County Council no longer intends to promote them and will not seek the protection of any land against other forms of development. Work is continuing in refining the list, but this process will also include taking on board new ideas and suggestions, in order to ensure that we are getting the best performance in terms of LTP3 outcomes, and not only dealing with an historic list.

### **What we will consider**

The major projects currently identified as possibilities are presented in Table 5 (page 64).

**Table 5: Derbyshire County Council potential major projects March 2011**

1 In preparation.	
2 Potential for further appraisal as County Council-sponsored scheme.	
3 Potential for further appraisal in association with land use plans.	
4 Recommended for rescinding	
Potential Scheme	Status
1 Ilkeston Rail Station	Development work approved by Cabinet, February 2010.
2 A515 Ashbourne Bypass	One of the 'priority' schemes identified in the preparation of the second LTP (2006-2011).
2 A61 Chesterfield Inner Relief Road Junctions	(Rother Valley Regeneration Corridor) One of the 'priority' schemes identified in the preparation of the second LTP (2006-2011).
2 A514 Swarkestone Bypass	Identified through liaison over South Derbyshire Local Development Framework (LDF).
2 Clay Cross Rail Station	Identified through responses to the consultation draft LTP from North East Derbyshire District Council. A previous study reviewed by consultants for DCC found that the business case, at that time, was not good. As Clay Cross develops further, however, there may be an opportunity to review the case for the station.
2 Gamesley Rail Station	Under consideration as part of Longdendale Integrated Transport Strategy (led by Tameside Metropolitan Borough Council, though not necessarily dependent on the outcome of Longdendale Integrated Transport Study.
3 A61-A617 'Avenue' Link Road	Identified through liaison over North-East Derbyshire Local Development Framework (LDF).
3 Barlborough-Clowne Links to MI Junction 29a	Identified through responses to the consultation draft LTP and liaison over Bolsover LDF.
3 A610 Ripley-Codnor-Woodlinkin Improvements	One of the 'priority' schemes identified in the preparation of the second LTP (2006-2011).
3 A619 Staveley-Brimington Bypass (Chesterfield to Staveley)	Protected scheme 'on hold' pending review of impacts of the Markham Vale development and subject to consideration as part of the Staveley Area Action Plan.
3 A514 Woodville-Swadlincote Regeneration Route	Identified through liaison over South Derbyshire LDF.
4 A617 Glapwell Bypass	One of 'priority' schemes identified in preparation of second LTP. Under review for possible rescinding as impacts outweigh benefits. Formal decision yet to be made.
4 A619 Staveley-Brimington Bypass (Staveley to M1 Junction 30)	Protected scheme 'on hold' pending review of impacts of the Markham Vale development and subject to consideration as part of the Staveley Area Action Plan. Under review for possible rescinding of Mastin Moor section as impacts outweigh benefits. Formal decision yet to be made.

The above projects need to be assessed and, in a period of fewer resources, will need to be considered with realism, whilst also being opportunistic in terms of joint funding opportunities and the potential to draw in funding e.g. from developers for the projects which fulfil the plan's priorities.

It is to be noted that any major project will be subject to the appropriate statutory environmental assessments. Equality Impact Assessments will also be carried out on all major projects which are being progressed towards approval and construction.

## 10.2 Projects led by others

Section 10.1 includes reference to studies and possible major projects which must entail careful consideration of their relative performance in terms of LTP outcomes in order to achieve value for money. This section summarises examples of projects led by others which have an influence on Derbyshire, including the Highways Agency for Trunk Road schemes, rail projects, regeneration, cross boundary projects and green infrastructure strategies.

### M1 Junctions 28 to 31 managed motorway

The Highways Agency is progressing towards the introduction of a 'managed motorway' scheme for the sections of the M1 linking those north of Junction 31 and south of Junction 28 which have been widened to four lanes in each direction. The scheme, which has been given the go-ahead, will allow for the use of the hard shoulder for moving traffic, supported by improved incident and congestion detection and response systems. The County Council will liaise closely with the Highways Agency, in order to support and complement any measures which will assist the M1 to fulfil its role of carrying strategic traffic, some of which is currently known to avoid the Motorway by using the A617 and A61 through the Chesterfield area.

### A453 widening and A38 Derby junctions

Both of these schemes would enhance the capacity of the Trunk Road network to accommodate strategic traffic. The A38 junctions include that at Little Eaton/Abbey Hill, which falls within Derbyshire; the aim of the Highways Agency is to start construction after 2015. These A38 junctions represent a major constraint for the County, and their improvement is important to the County's wider economic prosperity, as well as linking with possible housing developments in the Derby Housing Market Area. The A453 scheme would not impact directly upon the County but has the potential to influence traffic over a wider network, including through the Long Eaton area. The Highways Agency's forward programme for these schemes is yet to be finalised at the time of writing.

### High-speed rail

The Government supports plans for the extension of high-speed rail beyond Birmingham to Manchester and Leeds. Ministers are backing a preferred 'Y' option of a link from London to Birmingham, then splitting with one connection to Manchester and the West Coast Main Line, and the other connection through the East Midlands to South Yorkshire, connecting to Leeds and the East Coast Main Line. A public consultation is yet to take place in 2011 before final decisions are made. Either of the options under consideration would involve a station in Manchester so the County Council will, at the very least, need to look at how best to link Derbyshire people to this. The preferred option, though, would be likely to pass through Derbyshire, with a station to serve the East Midlands close to or potentially within the County. This would raise a number of issues in which we need to be closely involved. We will also, most likely through the Local Enterprise Partnership, identify how we would want to take advantage of any capacity created on other public transport networks and links to the High Speed Line. The routes north of Birmingham are scheduled to open in 2032/33. While this is beyond the end date of the LTP, the planning and development work will need to be initiated during the plan period.

### Longdendale Integrated Transport Strategy (LITS)

Tameside Metropolitan Borough Council, subject to the outcome of revisions to funding and approval processes, wishes to pursue a scheme to address issues around traffic congestion in the Longdendale villages. Options for this include the provision of a 'Glossop Spur', crossing the boundary into Derbyshire, and improvements to public transport networks and services. We will need to work closely with Tameside to gain a full understanding of likely impacts upon Derbyshire. These include, for example, the importance of undertaking the required statutory environmental assessments, and the need for LITS proposals to consider High Peak Borough Council's regeneration and development plans in the Glossopdale area.

### Midland mainline improvements and electrification

The East Midlands and South Yorkshire regions, whilst well connected to other areas of the country by rail, do not have journey times to London or between their own major centres which compare well with other parts of the country.

We will be endeavouring to work with our partners, primarily through the Sheffield City Region and our Local Enterprise Partnership, to lobby for improvements and to seek the appropriate balance between use of the network for long-distance movements and for the essential local needs also served by rail.

The Council also supports the electrification of the Buxton railway line as part of the Northern Hub developments, and electrification of the Ambergate to Matlock line which is part of the Rail Utilisation Strategy for Midland Mainline.

### **Strategic freight provision – Markham Vale**

The Council supported the Regional Strategic Freight Study in 2009, which confirmed two sites south of Derby as the top two in the region, with Markham Vale near Chesterfield as the third. While the development of these sites is in varying states of progress, and they will be commercially driven and funded, the Council retains a direct interest in the Markham Vale site and supports the development of freight possibilities there with partners.

### **Regeneration projects and programmes**

Increasingly, transport planning for new infrastructure needs to link in with Regeneration Projects and Programmes. This planning will need to consider infrastructure plans at regional level (i.e. through Local Enterprise Partnerships) and local level (e.g. County, District and Boroughs' Regeneration Projects, such as Chesterfield Town Centre Regeneration).

### **Green infrastructure – contribution to a strategic network of high quality green spaces**

The Environment Agency is actively promoting the benefits of green infrastructure, which refers to multi-functional networks of green spaces and Greenways (including river and waterway corridors) that provide multiple benefits such as reducing flood risk; providing new habitat; connecting existing fragmented habitat, improving water quality etc. There are, therefore, strong links between the aims of the LTP to encourage walking and cycling, and the potential to contribute to these networks. An East Midlands-based Green Infrastructure Strategy is due to be published at the time of writing. <http://www.emgin.co.uk/6Cs>



Improved towpath to form multi-user route alongside Peak Forest Canal.

## **10.3 Guiding delivery – sources of evidence**

In guiding delivery of a considered approach to new infrastructure, we will use many sources of evidence.

Examples are as follows:

- Derbyshire transport challenges.
- Accession mapping.
- Asset Inventory.
- Local Spatial Planning process.
- Local Economic Partnerships.
- Collision data.
- Heavy Goods Vehicle routeing.
- Environmental assessment.
- Health assessment.
- Potential to develop Greenway network as identified in the Greenway Strategies that cover the County through partnership working.
- Improvement and Scrutiny Reviews.
- Best Practice advice.
- Congestion and air quality.

## 10.4 What we want to achieve in five years

- Develop a clear set of priorities for major schemes based on evidence of need and intended outcomes and, subject to the availability of resources, have progressed our top priority scheme to be at, or close, to the commencement of construction.
- Secure funding for transport infrastructure which supports regeneration projects.
- Continue the introduction of the strategic cycle network in Chesterfield, agree with partners a strategic network for Long Eaton and have begun the development of similar for at least one more Derbyshire town.
- Improve links between the Greenway network and Ilkeston, and progress the County network of schemes identified in the Greenway Strategies that cover the County.
- Progress a bid for the Local Sustainable Transport Fund relating to sustainable travel in and around the Peak District National Park, probably in the second round of bids (February 2012).
- Complete our investigation of links between transport and the local economy and have begun the targeted introduction of measures in Derbyshire towns based upon the findings.
- Achieve more connectivity between communities and amenities for walkers, cyclists and horse riders.
- Ensure that all new schemes are fully accessible.