

B3 Link to Matlock Bath – Bridge / Pathway

The Team is aware of existing aspirations to deliver improved connectivity in the Matlock Bath area through a new pathway / bridge and aspirations relating to the delivery of the 'Artist Corner' project which will form a key vista and viewing platform (please see map references B3.1 - Pathway / B3.2 - Bridge / B3.3 - Artist's Corner). Current proposals will require further development given they are conceptual at this stage, and it is unlikely that a scheme could be developed within the anticipated LUF 2 bid development window.

As noted above connectivity issues to and from Matlock town centre (including links to Matlock Bath) could be considered as part of a wider process of masterplanning / spatial planning in the town centre.



Figure 103: Crown Square



Figure 104: Walk along River Derwent from Crown Square / Snitterton Road

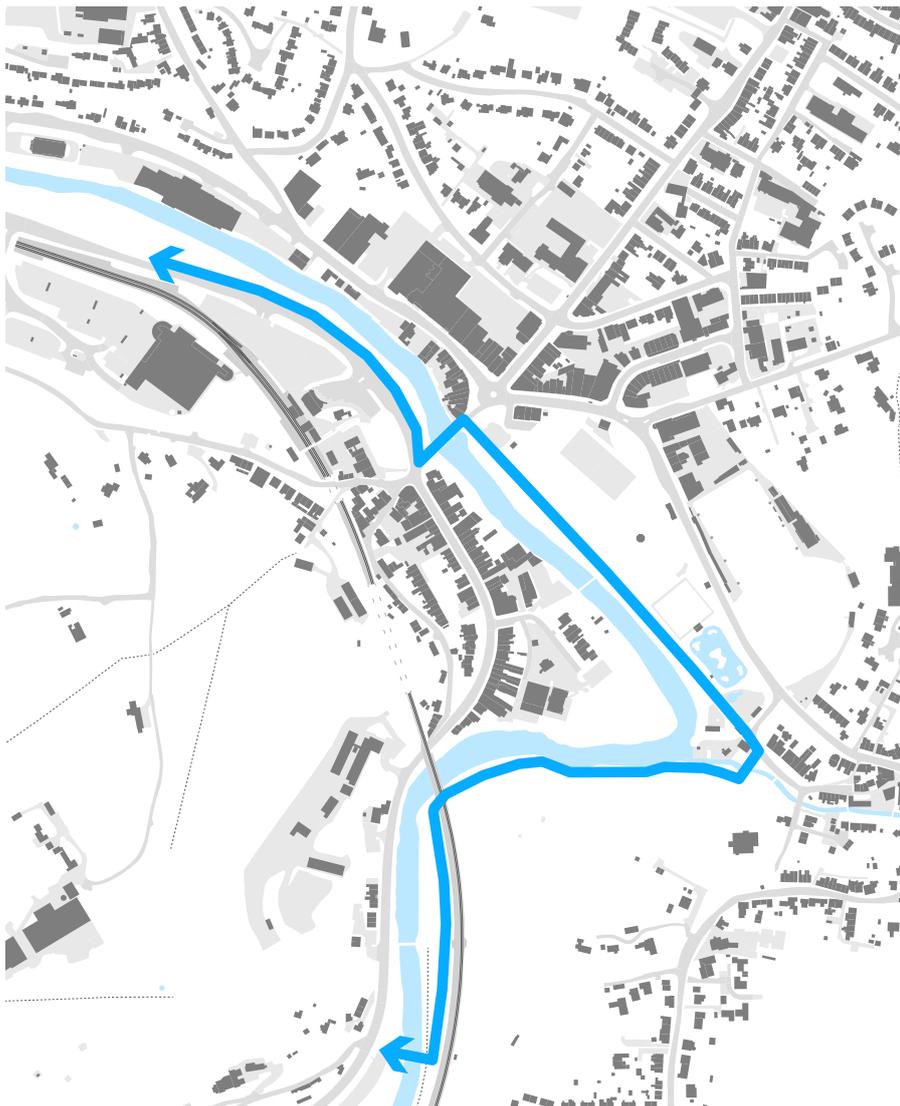


Figure 105: River Pathway

4.0 Matlock

B4 Community / Arts Expansion Space

The first phase of proposals for the redevelopment of the former Market Hall on Bakewell Road will deliver a new cinema and a food and beverage unit with the second phase of proposals (included within the suggested core package of works for Matlock) delivering a new community room, associated public realm works and sustainability measures.

This project is based on proposals from Matlock Community Vision for a new Community / Arts Expansion Space to the rear of the Market Hall. However, these proposals are not developed beyond concept stage and it is unlikely that proposals could be worked up within the anticipated LUF 2 bid development window. Outside of the LUF 2 bid process, further consideration could be given to developing the scheme. This process would ideally require the development of a Business Case for the proposed space which outlined likely demand and commercial delivery / management options for the facility.



Figure 106: Existing view of Cinema site



Figure 107: Proposed Matlock Cinema Visual (Lathams)



Figure 108: Proposed Matlock Cinema Night Visual (Lathams)

4.6 Comparison Projects



Figure 109: Traffic calming scheme, Poynton, Cheshire

Poynton, a crossroads town in Cheshire, was experiencing a very high volume of traffic with significant numbers of HGVs, which had resulted in a wide, cluttered, signal-controlled multi-lane junction.

The regeneration of Poynton's town centre involved new paving materials, planting, lighting and street furniture to re-establish a sense of place at the town's major and minor intersections. This has been reinforced by strong transitional gateway features which reference the area's industrial heritage.

(Source: Streets For All (National), Historic England)



Figure 110: Altrincham Interchange Cycle Hub, Greater Manchester

The secure hub, which can take 56 bikes, is accessed by swipe card and contains lockers for storing cycle helmets and other cycling accessories.

Use of the hub costs just £10 a year, which also gives cyclists access to 10 other local hubs across Greater Manchester, with more membership options available at Manchester City Tower and MediaCityUK cycle hubs, which offer showers and lockers.

(Source: Altrincham Today)

4.7 Summary Costs

Matlock Project	Cost	Match Funding	LUF Bid
Conversion of Market Hall (Community Space)	£875,603.43	Potential for match to be explored from the £1.229m already committed by the district council to the Market Hall conversion	£875,603.43
Gateways and Public Realm	£3,619,691.05	TBC	£3,619,691.05
<i>Provisional Sums</i>			
Potential Commuted Sums	£200,000.00	TBC	£200,000.00
Total	£4,695,294.48	See above note	£4,695,294.48

Costings at this stage have focussed on capital expenditure. It will be important to also consider operational expenditure as the LUF bid is developed.

5.0 Summary and Conclusions

The team concludes that there are two realistic outcomes available to DDDC for a LUF 2 submission: an Ashbourne Town bid or a Combined Ashbourne-Matlock bid.

Given the lack of a critical mass of bid-ready projects in Matlock and given that other key interventions are at a very early / conceptual stage, it is not currently envisaged that a Matlock Town bid would score highly against key LUF-related criteria and deliver the level of transformational change which will need to be evidenced.

The text below explores the potential for an Ashbourne Town bid and a Combined Ashbourne-Matlock bid.

5.1 Ashbourne Town bid

An Ashbourne Town bid could consist of several Core Projects which respond well to the objectives and key evaluation metrics of the LUF. It is envisaged that the Core Projects would consist of:

1. A scheme of new Public Realm in the heart of Ashbourne's retail core including new public spaces at Market Place, Victoria Square and the Millennium Clock area;
2. A scheme of key Highway Improvements focussed on the north-south and east-west intersections in the heart of Ashbourne; and
3. The delivery of a new Community Hub at the Methodist Church to serve the community of Ashbourne across a wide range of uses.

It should be noted that the current selection of 'Core Projects' in both towns does not preclude some elements of change and variation during the bid development period. Whilst it would be unadvisable to fundamentally alter the make-up of the bid content given the limited time window to develop the LUF 2 bid, we would expect some further iteration, which could include further development and consideration of projects included on the 'B-list', in the interests of making the bid as strong as possible.

5.0 Summary and Conclusions

5.2 Combined Ashbourne-Matlock bid

Whilst it has not been an objective of this report to explore in detail a potential LUF bid covering both towns, there are some observations that can be drawn from the project analysis to date that may assist with consideration of this option. It has been assumed that the guidance for round two of LUF will be broadly similar to round one, in that a package bid with up to three projects would be permissible. However, the round one guidance makes it clear that:

Package bids must clearly explain how their component elements are aligned with each other and represent a coherent set of interventions. They can include a mix of projects from the Fund's three investment themes but any one bid should not include multiple unrelated investments.

During LUF round one there were a few successful bids that included multiple geographies (though they were the exception) and these have been reviewed. In most cases there are strong thematic links that are made between the interventions in different geographies in order to provide the coherence to the bid that is required by the guidance above. Advice received from Department for Levelling Up, Housing and Communities (DLUHC) has reinforced the need for coherence, regardless of geography. Some thoughts are set out below on how thematic projects could be brought together to incorporate interventions in both towns.

However, it should also be noted that in most cases of the round one bids reviewed (those including more than one town or place), whilst the overall bid package featured multiple geographies, the individual projects still had a discrete geography focused on a single place. The package then made thematic links between the projects in order to give coherence to those interventions spanning more than one place. From the bids reviewed, there was only one example where an individual project has incorporated interventions in more than one place. This was Rotherham, where one of the projects within the package spanned a number of visitor attractions in different geographies.

Turning to the potential projects for the Derbyshire Dales area, a thematic framework may allow for bringing interventions across the two towns together within three projects. This could result in a coherent package bid. There are a number of ways in which those themes could be developed and whatever thematic framework is chosen it would need to be woven through each element of the bid, i.e. the way in which the case for intervention is made, the assessment of value for money etc. From the projects that could form core packages identified within this report, one potential framework is set out below (noting there are some elements such as digital provision that are yet to be explored in any depth for either town).

Renewing our market towns

The market towns within the Derbyshire Dales face many of the same challenges. A shift to on-line retail that has accelerated during the pandemic has undermined the retail and trading role the towns have traditionally played. Despite a thriving visitor economy in the wider area, with the Peak District attracting around 13 million visitors each year, our towns are often seen as a gateway to attractions beyond rather than somewhere to stop, visit and spend time. Local communities and the wider catchment areas are underserved in terms of the diversity of the town centre offer, the opportunity to attend events or to come together in attractive places and spaces.

Through renewing our market towns, this package of three key projects will reverse the decline that our two key towns – Ashbourne and Matlock – are experiencing, restoring a vibrancy and level of footfall in keeping with their historic roles and the expectations of visitors.

Safe and connected is the first project, focused on ensuring that those coming to and spending time in our town centres can do so in a welcoming environment and can easily move around to increase dwell time and capture greater spend in the local economy. Interventions will include traffic management and pedestrian safety measures as well as signage, lighting and connectivity between key spaces. Digital connectivity will play a key role, creating a platform for residents, visitors and businesses that will keep pace with expectations.

*The second project will deliver good quality **places to do business**. This will include transforming existing places to accommodate a wide variety of events, markets and experiences, providing the towns with flexibility in their offer and uplifting values through high quality public realm. Together with targeted shop-front improvements, through co-investment from local businesses, this will also increase investor confidence, draw greater footfall and capture more spend.*

*The final project will re-use existing buildings to diversify the current narrow offer by creating **cultural venues** that will also provide the valuable community event and meeting spaces that our towns currently lack. These anchor destinations will complement the external event spaces and connectivity to bring a vibrancy through the day and into the evening economy. This in turn will bring visitors in to spend time within the town centres who might otherwise venture further afield, capturing spend from across the sub-region and stimulating further private sector investment.*

Together, this package will re-establish our market towns with a relevant, modern offer that is far more diverse and flexible, drawing residents, visitors and businesses into the town centres and creating a renewed vibrancy. Through greater footfall and dwell time, there will be a local economic renewal, capturing spend and creating and safeguarding jobs that will level up the prospects for our local communities who would otherwise face an ever more uncertain future.

5.0 Summary and Conclusions

Whilst there are some obvious attractions to a two-town package, not least the ability to secure more funding and ensure benefits are spread across more than one place, there are also some important potential downsides to consider.

- As noted in the analysis above, successful round one bids that covered more than one place were the exception rather than the rule. They also typically featured individual projects that still confined themselves to a single geography which were then brought together in a multi-place package. If that approach was taken for Derbyshire Dales (rather than thematic projects), it would require dropping some of the core packages in one or other town, potentially losing match funding and coherence.
- Whilst a coherent thematic framework, along the lines outlined above, is possible to construct, it will be harder work to sustain this through every element of the bid and to avoid the impression that the package is multiple projects bolted together and addressing different challenges rather than a coherent whole focused on a single challenge.
- As with any package bid, where there are weaker elements to projects these are likely to act as a 'drag' pulling down the strength of the overall bid. Where interventions are harder to justify on cost-benefit grounds, in particular the public realm proposals, then bringing both towns together could weaken the overall bid. Monetised outputs will need to include land value uplift and reductions in vacancy rates which will be harder to show impact in Matlock than Ashbourne given the specific areas where the public realm improvements would be targeted in each town.
- The package would be skewed towards investment in Ashbourne, although this would not necessarily be the case for all three of the thematic projects (a public realm focused project is likely to have similar levels of investment in both places). Whilst this need not be a fundamental issue, it could again give an impression that Matlock has been 'tagged on' rather than being included through a considered and coherent response to common challenges.

In conclusion, constructing a compelling and coherent bid for both towns will require greater creativity to convey coherence rather than contrivance. Doing so could expose the bid to greater scrutiny and place more pressure on the assessment than a single town package, where there is a 'built-in' coherence in focusing on a defined geography. The prize is a larger investment, but the risk is that the bid is rejected as being multiple interventions in multiple places rather than a clearly defined set of responses to a readily identified single challenge.

5.3 Other Future Projects

In considering opportunities for the LUF 2 funding submission the Team has looked to highlight further work elements which could be progressed outside of the LUF 2 work in both Ashbourne and Matlock. The following key work streams have been highlighted:

- **Ashbourne Shop Front Improvement Scheme** – Undertake initial work to understand current landownership in a targeted geography of the town centre to highlight a cluster of potential improvements (potentially a focussed cluster of public-sector owned properties to be highlighted for future investment). This would be followed by a condition survey on the properties alongside the development of a costed architectural standard specification of works which could be applied to the selected properties.

Timescale Implications – It is anticipated that the above work could be incorporated into the timescales / process (est. 12 weeks) for developing the LUF 2 application.

- **Conversion of Existing Uses in Ashbourne into Flexible Workspace** – Undertake a Feasibility Study in partnership with DCC to investigate and evidence the level of demand for the units alongside the assessment of the likely cost of this type of conversion.

Timescale Implications – It is anticipated that the above work (including market analysis, design and costs) could be completed over a 6-month period.

- **Ashbourne Connectivity Improvements** – Develop a Connectivity Study for Ashbourne focussing on the development of a series of connectivity proposals looking at both east-west and north-south connectivity to the town centre from key existing and future assets / destinations.

Timescale Implications – It is anticipated that the above work could be incorporated into the timescales / process (est. 12 weeks) for developing the LUF 2 application.

- **Matlock Town Centre Masterplan** – Development of a pipeline of fundable and deliverable projects in Matlock Town Centre for targeted future funding opportunities. Undertake a detailed Masterplanning exercise in the town centre to assess current issues and opportunities and develop a pipeline of projects for future funding opportunities.

Timescale Implications – It is anticipated that the above work could be completed over a 6-month period.

5.0 Summary and Conclusions

- **Matlock Flood Mitigation Works** – Support the lead partners (e.g. Severn Trent, the Environment Agency and the Lead Local Flood Authority) to plan, design and deliver a comprehensive package of flood mitigation works in Matlock town centre. This process will likely require a detailed process of flood modelling to assess the current position and allow the development of options for a future flood mitigation scheme. Options will then need to be costed and considered by key stakeholders before a preferred option is developed through concept design, planning and detailed design. Following the achievement of planning permission (and any other relevant third-party consents which are required), the scheme can then be tendered through an appropriate procurement route and progressed for delivery.

Timescale Implications – Without a detailed understanding of the current position of discussions with key partners and an understanding of recent flood events it is challenging to estimate a timescale for this element of works. A discussion with key partners and agreement on a project methodology to undertake the development of options will assist in understanding future timeframes.

- **Scheme Development – Former Lido Site Matlock** – Development of a scheme on DDDC-owned site to complement secured investment into the town and the proposals progressing around the new cinema and community space on Bakewell Road.

Timescale Implications – It is anticipated that the above work (initial feasibility design and costings) could be completed over a 6-month period.

- **Matlock Community / Arts Expansion Space** – Development of a Business Case for the proposed space which outlines likely demand and commercial delivery / management options for the facility.

Timescale Implications – It is anticipated that the above work could be completed over a 6-month period.

6.0 Appendices

Derbyshire Dales District Council Levelling Up Fund 2 Bid Option Review



6.1 Cost Plans

	Cost	Match Funding	LUF Bid
Ashbourne			
Market Place & Victoria Square Regeneration	2,689,213.73	tbc	2,689,213.73
Traffic Management & Pedestrian Safety	2,122,579.03	250,000.00	1,872,579.03
Ashbourne Methodist Church	4,305,056.03	880,000.00	3,425,056.03
Provisional Sums			
Improvement of alleys adjacent Market Place & Victoria Square	1,000,000.00	tbc	1,000,000.00
Market Square - cover structure	200,000.00	tbc	200,000.00
Works to Buxton Road	500,000.00	tbc	500,000.00
Potential Commuted Sums	200,000.00	tbc	200,000.00
Ashbourne Methodist Church - External Performance Space	700,000.00	tbc	700,000.00
Ashbourne Methodist Church - extra over cost of base scheme to provide community commercial space	350,000.00	tbc	350,000.00
	12,066,848.79	1,130,000.00	10,936,848.79

6.0 Appendices

Derbyshire Dales District Council
Levelling Up Fund 2 Bid Option Review
Ashbourne



March 2022

Item	Description	Qty	Unit	Rate	Sub Total	Total	Notes
1.0	Market Place & Victoria Square Regeneration					£ 2,689,213.73	
1.1	Market Square	2,012	m2	£ 300.00	£ 603,600.00		Rate includes re-using existing paving & setts, new sub-base, new kerbs, drainage adaptations etc. Assumes existing timber building demolished by others 1Q2022 to assumed mid-point construction 3Q2024
1.2	Remove existing car park signage, pay machines etc	1	PS	£ 5,000.00	£ 5,000.00		
1.3	Utilities to Market Square	1	PS	£ 50,000.00	£ 50,000.00		
1.4	Victoria Square	824	m2	£ 300.00	£ 247,200.00		
1.5	Millennium Square including adjacent public realm	411	m2	£ 300.00	£ 123,300.00		
1.6	Shambles	119	m2	£ 300.00	£ 35,700.00		
1.7	Street lighting	1	PS	£ 100,000.00	£ 100,000.00		
1.8	Landscaped seating to Millenium Square	1	PS	£ 25,000.00	£ 25,000.00		
1.9	Landscaping including trees with pit/root barrier	1	PS	£ 50,000.00	£ 50,000.00		
1.10	Street furniture, bollards, signage etc.	1	PS	£ 100,000.00	£ 100,000.00		
1.11	Phasing & traffic management	5	%	£ 1,339,800.00	£ 66,990.00		
1.12	Preliminaries @ 18%				£ 241,164.00		
1.13	Overheads & profit @ 7.5%				£ 123,596.55		
1.14	Professional Fees, Surveys etc. @ 20%				£ 354,310.11		
1.15	Design Development @ 15%				£ 318,879.10		
1.16	Construction Risk				included		
1.17	Inflation @ 10%				£ 244,473.98		
2.0	Traffic Management & Pedestrian Safety					£ 2,122,579.03	
2.1	Removal of traffic signals at junction of Dig Street & St Johns Street	1	PS	£ 50,000.00	£ 50,000.00		Strengthening works to existing bridge excluded Assume tarmac surface Assume tarmac surface
2.2	Car parking bays; herringbone paving	180	m2	£ 200.00	£ 36,000.00		
2.3	Purpose built seating and raised planting area	194	m2	£ 750.00	£ 145,500.00		
2.4	Works to existing road to form loading bays & turning area (Dig Street)	334	m2	£ 200.00	£ 66,800.00		
2.5	Re-surfacing existing Dig Street; including markings	778	m2	£ 60.00	£ 46,680.00		
2.6	Signage (Dig Street)	1	PS	£ 10,000.00	£ 10,000.00		
2.7	Allowance for drainage adaptations	1	PS	£ 25,000.00	£ 25,000.00		
2.8	Allowance for works to Compton	1	PS	£ 50,000.00	£ 50,000.00		
2.9	Widen footpath to St Johns Street	143	m2	£ 300.00	£ 42,900.00		
2.10	Loading bays to St Johns Street	95	m2	£ 200.00	£ 19,000.00		
2.11	Pedestrian crossings	6	nr	£ 10,000.00	£ 60,000.00		
2.12	Re-surfacing existing St Johns Street; including markings	709	m2	£ 60.00	£ 42,540.00		
2.13	Signage (St Johns Street)	1	PS	£ 10,000.00	£ 10,000.00		
2.14	New paving to existing footways	1,315	m2	£ 200.00	£ 263,000.00		
2.15	Allowance for drainage adaptations	1	PS	£ 25,000.00	£ 25,000.00		
2.16	Form new town square	425	m2	£ 300.00	excluded		
2.17	Street lighting	1	PS	£ 10,000.00	excluded		

Derbyshire Dales District Council
Levelling Up Fund 2 Bid Option Review
Ashbourne



March 2022

Item	Description	Qty	Unit	Rate	Sub Total	Total	Notes
2.18	Street furniture, landscaping, bollards, signage etc.	1	PS	£ 25,000.00	excluded		
2.19	Phasing & traffic management	20	%	£ 892,420.00	£ 178,484.00		
2.20	Preliminaries @ 18%				£ 160,635.60		
2.21	Overheads & profit @ 7.5%				£ 92,365.47		
2.22	Professional Fees, Surveys etc. @ 20%				£ 264,781.01		
2.23	Council Inspection & Supervision Fees @ 10%	10	%	£ 892,420.00	£ 89,242.00		
2.24	Design Development @ 15%				£ 251,689.21		
2.25	Construction Risk				included		
2.26	Inflation @ 10%				£ 192,961.73		1Q2022 to assumed mid-point construction 3Q2024
3.0	Ashbourne Methodist Church					£ 4,305,056.03	
3.1	Construction works	1	item	£ 2,984,454.70	£ 2,984,454.70		"Loss of Revenue" and "Irrecoverable VAT" excluded
3.2	Loose FF&E and AV	1	item	£ 42,550.00	£ 42,550.00		"Loss of Revenue" and "Irrecoverable VAT" excluded
3.3	Phasing & traffic management		%		included		
3.4	Preliminaries @ 18%				included		
3.5	Overheads & profit @ 7.5%				included		
3.6	Professional Fees, Surveys etc. @ 15%				£ 454,050.71		
3.7	Design Development @ 15%				£ 522,158.31		
3.8	Construction Risk				included		
3.9	Inflation @ 7.54%				£ 301,842.31		3Q2022 to assumed mid-point construction 3Q2024

6.0 Appendices

Derbyshire Dales District Council
 Levelling Up Fund 2 Bid Option Review
 Ashbourne



March 2022

Item	Description	Qty	Unit	Rate	Sub Total	Total	Notes
4.0	Provisional Sums					£ 2,950,000.00	
4.1	Improvement of alleys adjacent Market Place & Victoria Square	1	PS	£ 1,000,000.00	£ 1,000,000.00		
4.2	Market Square - cover structure	1	PS	£ 200,000.00	£ 200,000.00		
4.3	Works to Buxton Road	1	PS	£ 500,000.00	£ 500,000.00		
4.4	Potential Commuted Sums	1	PS	£ 200,000.00	£ 200,000.00		
4.5	Ashbourne Methodist Church - External Performance Space	1	PS	£ 700,000.00	£ 700,000.00		
4.6	Ashbourne Methodist Church - extra over cost of base scheme to provide community commercial space	1	PS	£ 350,000.00	£ 350,000.00		

Derbyshire Dales District Council
Levelling Up Fund 2 Bid Option Review



	Cost	Match Funding	LUF Bid
Matlock			
Conversion of Market Hall (Community Space)	875,603.43	Potential for match to be explored from £1.229m already committed by District Council to Market Hall conversion	875,603.43
Gateways & Public Realm	3,619,691.05	tbc	3,619,691.05
Provisional Sums			
Potential Commuted Sums	200,000.00	tbc	200,000.00
	4,695,294.48	See note above	4,695,294.48

6.0 Appendices

Derbyshire Dales District Council
Levelling Up Fund 2 Bid Option Review
Matlock



March 2022

Item	Description	Qty	Unit	Rate	Sub Total	Total	Notes
1.0	Conversion of Market Hall (Community Space)					£ 875,603.43	
1.1	Community Space	1	item	£ 280,635.94	£ 280,635.94		Greenwood Projects cost estimate (slab option) excluding Prelims, OH&P etc. Greenwood Projects estimate excludes Prelims & OH&P. These have been included below Greenwood Projects estimate excludes Prelims & OH&P. These have been included below Includes allowance for Council Inspection & Supervision fees Cost Estimate Base Date is 14/09/2021. 3Q2021 to assumed mid-point construction 3Q2024
1.2	DDDC Works (Landlord)	1	item	£ 24,310.00	£ 24,310.00		
1.3	DCC Works (Highways)	1	item	£ 92,165.00	£ 92,165.00		
1.4	Allowance for sustainability works (PV or car charging)	1	PS	£ 50,000.00	£ 50,000.00		
1.5	Phasing & traffic management	5	%	£ 447,110.94	£ 22,355.55		
1.6	Preliminaries @ 18%				£ 80,479.97		
1.7	Overheads & profit @ 7.5% (DCC/DDDC Works only)				£ 8,735.63		
1.8	Professional Fees, Surveys etc. @ 20%				£ 111,736.42		
1.9	Design Development @ 15%				£ 100,562.77		
1.10	Construction Risk				included		
1.11	Inflation @ 13.57%				£ 104,622.16		
2.0	Gateways & Public Realm					£ 3,619,691.05	
2.1	Cycle Connectivity from "Sainsburys Island" to train & bus station	1	PS	£ 125,000.00	£ 125,000.00		Includes works to reconfigure existing train and bus station layout to form cycle access to new hire shop. Extension of yorkstone paving to train & bus station Extension of yorkstone paving to train & bus station Extension of yorkstone paving to train & bus station 1Q2022 to assumed mid-point construction 3Q2024
2.2	Public Realm works to train & bus station	3,609	m2	£ 225.00	£ 812,025.00		
2.3	Works to fit-out existing retail unit to form cycle hire	1	PS	£ 100,000.00	£ 100,000.00		
2.4	Public Realm improvements to Bakewell Road	1,677	m2	£ 225.00	£ 377,325.00		
2.5	Public Realm improvements to Causeway Lane	793	m2	£ 225.00	£ 178,425.00		
2.6	Allowance for wayfinding/signage	1	PS	£ 50,000.00	£ 50,000.00		
2.7	Allowance for lighting improvements	1	PS	£ 50,000.00	£ 50,000.00		
2.8	Allowance for street furniture, artwork etc.	1	PS	£ 100,000.00	£ 100,000.00		
2.9	Phasing & traffic management	10	%	£ 1,792,775.00	£ 179,277.50		
2.10	Preliminaries @ 18%				£ 322,699.50		
2.11	Overheads & profit @ 7.5%				£ 172,106.40		
2.12	Professional Fees, Surveys etc. @ 20%				£ 493,371.68		
2.13	Design Development @ 15%				£ 444,034.51		
2.14	Construction Risk				included		
2.15	Inflation @ 10%				£ 340,426.46		

**Derbyshire Dales District Council
 Levelling Up Fund 2 Bid Option Review
 Matlock**



March 2022

Item	Description	Qty	Unit	Rate	Sub Total	Total	Notes
3.0	Provisional Sums					£ 200,000.00	
3.1	Potential Commuted Sums	1	PS	£ 200,000.00	£ 200,000.00		