

4 April 2019**Agenda Item: 7****REPORT OF THE CORPORATE DIRECTOR, PLACE****A614 MAJOR ROUTE NETWORK – SCHEME UPDATE, COMPULSORY
PURCHASE ORDER AND SIDE ROADS ORDERS****Purpose of the Report**

1. To provide an update on recent progress on the scheme and to set out next steps in project delivery;
2. To seek approval in principle to compulsorily acquire land and rights required to deliver the A614 Major Route Network under sections 239, 240, 246, 249 and 250 of the Highways Act 1980 and the Acquisition of Land Act 1981;
3. To seek approval to progress negotiations with landowners to secure the land required to deliver the A614 Major Route Network in parallel to preparing a Compulsory Purchase Order; and
4. To seek approval for the progression of documents required to make a Side Roads Order required under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980 to deliver the A614 Major Route Network.
5. To seek approval to carry out appropriate publicity including the hosting of consultation events for the forthcoming project.

Information

6. The Secretary State of Transport announced in October 2018 that Nottinghamshire County Council (NCC) was allocated £18m worth of funding from the Department for Transport (DfT) for a package of measures to upgrade the A614 / A6097 Corridor (Scheme). A report to NCC Policy Committee on 17 October 2018 highlighted the Government's intention to award this funding. This followed a bid that was submitted to the DfT as part of a Central Government initiative to create a Major Road Network (MRN) as NCC and Midlands Connect had both recognised the A614 / A6097 as a potential corridor for growth and development.
7. The package of measures within the Scheme includes six junction improvements along the A614 and A6097 in order to increase traffic capacity so that both future residential and employment traffic can be accommodated whilst also reducing journey time delays. The six junctions are within the District of Newark and Sherwood but the whole A614 and A6097 route extends into the Bassetlaw District and Boroughs of Gedling and Rushcliffe where there are a number of committed and allocated development sites located in close proximity to the Scheme. The funding is subject to the DfT approving the Outline Business Case (OBC) which will be submitted in May 2019 and the Full Business Case (FBC) which is likely to be submitted early in 2021 following completion of statutory procedures required for the Scheme.

8. NCC have met and tried to negotiate with the DfT to deliver a phased approach so that works could start on site sooner, the DfT are unable to accommodate this so a start on site in 2021 is the soonest that can be achieved.
9. NCC has the overall responsibility for land acquisition, design, procurement, construction and delivery of the Scheme and Via East Midlands Limited (Via EM) have been instructed to undertake these tasks on behalf of NCC. The Compulsory Purchase Order (CPO) and Side Roads Order (SRO) (together the “Orders”), will be made by NCC as these powers are not delegated to Via EM. In order to ensure proper process specialist advice will be sought throughout the life of the project.
10. Via EM are currently designing a set of proposals which meet current design standards. In order to deliver and construct the six identified junction improvements third party land is required and a budget will need to be set up to accommodate future land transactions. Whilst every endeavour will be made to acquire the parcel of lands by negotiation, it is standard practice that compulsory purchase powers are progressed simultaneously to reduce project risk.

Scheme Details and Objectives

11. The purpose of this section is to provide members with details of the Scheme, progress to date and key objectives that will form the foundation of the reasons to justify the use of the powers to make the Orders. As part of preparing the Orders, a Statement of Reasons is a key document that will be produced to set out the authority’s reasons for seeking to acquire the land and rights. This document will use the economic appraisal that is currently being prepared for the DfT as part of the OBC.
12. Key objectives that will be achieved by the Scheme include:
 - Unlocking major development sites;
 - Removal of peak period traffic congestion which will bring significant journey time benefits to commuters and local businesses; and
 - Improve road safety for all users;
13. The scheme as shown on drawing HW20949/01 (Scheme) involves the construction of six junction upgrades as outlined below. The latest drawings for Ollerton Roundabout HW20949.001/04 and Lowdham Roundabout HW20949.006/04 are included for reference. These drawings are based on outline designs and proposals will develop and be subject to change as the detailed design progresses, in all cases, the extent of land required to deliver the scheme is being confirmed.
14. It should be noted that the design of each of the six junctions is currently at an early stage. There are risks incumbent with each junction with key ones relating to buildability and land required. As the detailed design and construction planning progresses greater certainty on the Scheme costs will be known.
15. The package of measures outlined is considered to unlock a number of major housing developments in and around the corridor of interest. The Thoresby Colliery site is earmarked for 850 new houses and 2.3 hectares of employment land which will bring new jobs to the local area. Other key development sites nearby include land to the north of Petersmith Drive, Ollerton which has been allocated 305 new houses and land to the north of Bingham for 1,000 houses and 15.5 hectares of employment development.

16. Overall, the provision of measures for the A614 / A6097 is considered to be beneficial in terms of impacts on the local highway network and acceptable on transport grounds.
17. **Ollerton Roundabout**
The current proposal for Ollerton Roundabout will be a conventional roundabout enlargement scheme with the central island, entry lane approaches and exit lanes all widened to reduce congestion levels, particularly in the busy peak periods.
18. The existing roundabout is used by over 30,000 vehicles a day and is a vital intersection on the County Council's Strategic Road Network. The A614 is a major north-south artery linking Nottingham to Worksop and the A1. The junction is also the intersection of east-west connectivity between Newark and Mansfield.
19. The roundabout in its current form has 6 arms and is very compact with all approach arms bar the A616 East (has two approach lanes) only having one lane on entry and all exits are single lanes. The existing roundabout has an outer diameter (Inscribed Circle Diameter ICD), of 39m and only accommodates single lane circulatory movements. The existing layout does not cater for Non-Motorised User (NMU) provision.
20. The enlarged roundabout will have an ICD of 60m and this is the largest that can be accommodated when considering existing constraints especially road alignment, land and property constraints. The larger roundabout will accommodate two-lane circulatory movements plus 2 approach and 2 exit lanes, it also provides NMU on all arms with the A614 Old Rufford Road and A6075 arms incorporating traffic signal-controlled crossings improving pedestrian and cycling connectivity across the junction.
21. **Deerdale Lane, Bilsthorpe**
The Deerdale Lane junction with the A614 is currently a four-arm crossroads. Drivers trying to turn out of the side roads face significant delays because of the large number of vehicles on the A614 travelling north and south. The traffic flow on this section of the A614 carries over 17,500 vehicles a day. There has been one recorded accident at this junction over a three-year period (2015-2017). The current proposal for this junction is for it to be signalised and this will provide safe opportunities for vehicles joining and leaving the A614.
22. **Mickledale Lane, Bilsthorpe**
The Mickledale Lane junction with the A614 is currently a priority four crossroads and is another example of a junction which currently causes significant issues for motorists trying to exit the minor side road arm. The traffic flow on this section of the A614 carries over 18,000 vehicles a day resulting in significant delays for those motorists making the right turn out of the junction from the village of Bilsthorpe. Four slight collisions have been recorded at the junction in a three-year period (2015 to 2017). The latest design to improve this junction is a signalised junction which will provide significant accident reduction benefits at this location and allow drivers to safely join the A614.
23. **A614 White Post Roundabout near Farnsfield**
The proposals for the White Post Roundabout are less significant in comparison to the other schemes with localised widening on the A614 approaches required to improve the efficiency of this junction.

23. A614 / A6097 Warren Hill Junction

Warren Hill junction is the intersection of the A614 Old Rufford Road with the A6097 Ollerton Road (between Oxton and Farnsfield). The proposal for this junction is that it will be converted into a conventional roundabout layout which will simplify its operation and provide junction capacity benefits. The existing junction layout has recorded two serious accidents since 2015.

24. Lowdham Roundabout

Lowdham Roundabout joins the A6097 that is a key artery linking the A46 in the south to the A614/A617 (Mansfield) in the north with the A612 providing a key route into and out of Nottingham. The existing four arm roundabout accommodates over 30,000 vehicular movements a day with the A612 approach and exit arms only catering for single lane approaches and single lane exists. The A6097 is a dual carriageway which has two lane approaches and two lane exits on both arms. The circulatory carriageway does not cater for side by side circulatory movements and this has a significant impact on junction capacity and efficiency. It should be noted that the Environment Agency (EA) is proposing a major flood alleviation scheme at this location and Via EM will work closely with the EA to ensure that information is shared and there may be opportunities for some elements of the flooding scheme to be brought into the roundabout improvement construction contract reducing costs and time in the long term.

25. The proposed junction upgrade will take the form of an enlarged conventional roundabout with additional approach lanes on the A612 from Burton Joyce and from Southwell in addition to providing two-lane circulatory movements around the enlarged roundabout.

26. Construction Delivery

It is proposed that the construction will be undertaken using a mixture of procurement routes through both Via EM and the Medium Schemes Framework 3 (MSF3) provided through the Midlands Highway Alliance (MHA), which Nottinghamshire County Council is part of. To this end discussions will commence with the MHA regarding Scheme delivery.

27. Via EM on behalf of NCC have successfully used the previous framework, MSF2, to deliver major highway projects including the Hucknall Town Centre Improvement Scheme (contract value £8.5 million) and Hucknall Rolls Royce (contract value £3.1 million), this has provided experience and knowledge of working within the framework contract. The same teams are also using MSF3 to deliver the Gedling Access Road and using the experience gained in preparing the works information and contract documentation.

28. This delivery method will enable the overall contract period to be reduced by progressing and potentially delivering multiple contracts simultaneously. Similarly, the procurement route enables the design and construction teams to work closely to determine efficient methods of construction and costs savings. Using MSF3 will reduce any procurement delays and also enable a significant period of Early Contract Involvement (ECI) to fix a target price, carry out value engineering and assist in the management of risk.

Progress to Date

29. Progress to date has focussed on the work required to inform and develop the OBC and this has included assessment of junctions' options, updating land requirements and traffic modelling.
30. Communications have commenced or are being planned with key stakeholders at Ollerton and Lowdham roundabouts as these junctions are the most complex and largest in terms of scale of works and land.
31. Land Registry searches and land valuation work is ongoing and will be updated once traffic modelling and option assessments has been completed.
32. Geotechnical and ecology work is being commissioned to support the design and Environmental Impact Assessments (EIA) that will be required as part of the planning application.

Funding

33. The latest cost estimate for the package of measures is currently £20 million. The DfT has provisionally allocated a maximum contribution £18 million with the remainder being funded by S106 contributions / CIL contributions / County Council capital contribution. The promoter of the Thoresby Colliery redevelopment site at Edwinstowe (Harworth Group Plc) has identified a potential s106 contribution of £1.198 million subject to its application being granted planning approval. The DfT allocation is only provisional at this stage and all costs incurred prior to Full Approval are done so at risk and met by NCC.
34. A working budget of up to £150,000 was approved at the Policy Committee meeting on 12 September 2018 to advance the design work relating to major infrastructure schemes.
35. Under the terms of the Outline Business Case, the DfT will require the County Council Section 151 Officer to confirm that NCC accept responsibility for meeting any costs over and above the current contributions totalling £20million to deliver all six junction improvements. A report will be taken to a future NCC Policy Committee meeting providing a financial update and seeking approval to submit the OBC.

Consultation

36. Outline proposals for Ollerton have been discussed with Councillors John Peck and Mike Pringle and for Lowdham shared with Councillor Roger Jackson. Proposals for the other four junctions will be discussed with the relevant local members as they are developed. The consultation process will include ongoing discussion with Members as the Scheme progresses, these will include, update reports to Committee as appropriate.
37. A number of consultation events are being planned for Summer 2019 in advance of the planning application submission and public exhibitions will be the main element of the consultation strategy in showcasing the proposals. Members of the public will have opportunity to make comments and discuss any issues with members of the project team in advance of the planning application. Leaflets will be distributed throughout each village near the A614 corridor informing them of the consultation dates and a webpage will also be set up allowing easy access to view the latest scheme plans.

38. Throughout the process it is encouraged that any interested parties contacts Via EM with any queries relating to the project.

Timescales

39. The indicative timetable for the next key steps is set out in Table 1. The next key milestone is for the DfT to sign off on the Options Assessment Report and OBC which will be submitted in May 2019.

40. These are challenging targets and whilst negotiations will commence to obtain land by agreement it is expected that a CPO will be required to acquire all the residual land and rights necessary for the construction and maintenance of the Scheme. This means the key milestones are the making of the Orders and subsequent confirmation of the Orders by the Secretary of State. The timing of these depend upon objections received and if a Public Inquiry is required.

Table 1: Scheme Timetable

Target Date	Task
April 2019	Commence formal negotiations for third party land
May 2019	Submission of Options Assessment Report and Outline Business Case to the DfT
Summer 2019	Consultation Events
Summer 2019 Onwards	Detailed design and Early Contractor Involvement
December 2019	Submission of Planning Application to LPA
March 2020	Making of CPO and SRO
October 2020	Public Inquiry
January 2021	Full Approval submission to the DfT
February 2021	Notification of Proceed to Contract (enables mobilisation)
April 2021	Construction commences on site

Compulsory Purchase Order

41. The making and confirmation of the CPO will enable NCC to acquire the land and rights necessary for the construction and maintenance of the Scheme and ensure the necessary improvements are made to the local highway network. The delivery of the Scheme cannot be achieved within a realistic timescale without the use of statutory powers to compulsorily acquire the requisite land.

42. The land acquired will be for highway purposes to construct, operate and maintain each junction (where necessary).

43. The CPO schedule of land interests, statement of reasons and notices will be produced in advance of making the Order and this report seeks approval to progress the production of these documents.

44. A future report will be brought to Communities & Place Committee with drawings showing the land and rights to be acquired and a corresponding schedule that will be updated regularly following the receipt of responses to statutory requisitions for Information circulated to affected landowners pursuant to the powers contained in

section 16 of the Local Government (Miscellaneous Provisions) Act 1976.

45. There is potential that a Public Inquiry may be generated in respect of compulsory land acquisition if objections are received and not withdrawn. If this is the case the Secretary of State will either arrange for a public local inquiry or – where all the remaining objectors agree to it – arrange for the objections to be considered through the written representation procedure. In the case of a public inquiry, or, during the written representation procedure the County Council will seek to negotiate with objectors. The current timetable takes into account a Public Inquiry, although the exact timetable will depend upon the availability of an Inspector and the number and type of objections.

Side Roads Order

46. The making and confirmation of the SRO will enable NCC to make the changes to side roads affected by the Scheme and private means of access to premises needed to facilitate the Scheme. The provisions of the SRO will ensure that adequate, convenient and safe access and egress is available to and from the public highway and private premises, providing means of access for both pedestrians and vehicular traffic using the highway network. Where necessary, alternative means of access will be provided.

47. The SRO schedule, plans, statement of reasons (incorporated with the CPO) and notices will be produced later this year in advance of making the Order.

Planning

48. Planning permission will be required to construct the A614 scheme and will be sought towards the end of 2019. A screening assessment will be submitted to the LPA later this year seeking confirmation as to whether an Environment Statement needs to be produced for the package of works.

49. NCC will construct the Scheme pursuant to the planning permission granted and will be responsible for the discharge of planning obligations.

Other Options Considered

50. There have been numerous options considered for each junction and extensive traffic modelling has been undertaken to assist in the decision-making process. An Options Assessment Report will be submitted to the DfT in May 2019 which outlines the process of option development throughout the preliminary design stage.

Reason/s for Recommendation/s

51. The Scheme will unlock major developments sites in this part of Nottinghamshire and will deliver significant journey time savings.

52. It is considered there is a compelling case in the public interest for progressing making the Orders, and that the benefits of the Scheme justify interference with private property rights.

Statutory and Policy Implications

53. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Finance Implications

54. The latest cost estimate for the package of measures is currently £20 million. The DfT has provisionally allocated a maximum contribution £18 million with the remainder being funded by S106 contributions / CIL contributions / County Council capital contributions. The promoter of the Thoresby Colliery redevelopment site at Edwinstowe (Harworth Group Plc) has identified a potential S06 contribution of £1.198 million subject to its application being granted planning approval. The DfT allocation is only provisional at this stage and all costs incurred prior to Full Approval are done so at risk.

55. A working budget of up to £150,000 was approved at the Policy Committee meeting on 12 September 2018 to advance the design work relating to major infrastructure schemes. This funding is currently being used to develop the design, undertake the economic assessments, commence land valuations and progress with the Orders related to the Scheme. The funding is currently split with £50,000 allocated in 2018/19 and £100,000 in 2019/20, any changes will be reported as a variation to capital programme reported through the Finance and Major Contracts Committee.

56. Under the terms of the Outline Business Case, the DfT will require the County Council Section 151 Officer to confirm that NCC accept responsibility for meeting any costs over and above the current contributions totalling £20million to deliver all six junction improvements. This is applicable prior to construction as part of the business case approvals and once in contract, i.e. to cover the costs of construction once in contract and costs exceeding the budget available.

57. A report will be taken to a future NCC Policy Committee meeting providing a financial update and seeking approval to submit the OBC.

RECOMMENDATION/S

It is **RECOMMENDED** that Committee:

- 1) Endorse the update on recent progress on the Scheme and next steps in project delivery.
- 2) Approve in principle to compulsorily acquire land and rights required to deliver the A614 Major Route Network Scheme under sections 239, 240, 246, 249 and 250 of the Highways Act 1980 and the Acquisition of Land Act 1981;
- 3) Give approval to progress negotiations with landowners to secure the land required to deliver the A614 Major Route Network Scheme in parallel to preparing a Compulsory Purchase Order; and
- 4) Approve the progression of documents required to make a Side Roads Order required under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980 to deliver the A614 Major Route Network Scheme.
- 5) Approve the carrying out of any appropriate publicity for the scheme.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Mike Barnett, Tel: 0115 977 3118

Constitutional Comments [SLB 25/02/2019]

58. Communities and Place Committee is the appropriate body to consider the content of this report. Any individual land transactions in respect of the CPO will be submitted to Policy Committee for approval.

Financial Comments [JPEG 05/03/2019]

59. The financial implications are set out in paragraphs 54 to 57 in the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Report to Policy Committee 12 September 2018 - Major Infrastructure Improvement Scheme
Purpose of the report to establish a working budget to advance the necessary work to have major infrastructure improvement scheme available, ready for funding opportunities.
- Report to Policy Committee 17 October 2018 – A614 / A6097 Major Infrastructure Improvement Scheme
Purpose of the report to highlight the Government's intention to award funding to support the major infrastructure improvement schemes on the A614 / A6097 from Lowdham Roundabout up to Ollerton Roundabout.

Electoral Division(s) and Member(s) Affected

Muskham and Farnsfield	Councillor Bruce Laughton
Ollerton	Councillor Mike Pringle
Sherwood Forest	Councillor John Peck
Southwell	Councillor Roger Jackson