

11.0 Supporting Analyses

11.1 Distribution and equity

- 11.1.1 The areas likely to benefit particularly in environmental, safety and accessibility terms are the areas that are relieved of through traffic, while the areas where conditions may worsen are those experiencing greater volumes of traffic. The likely geographical distribution of the overall impact is shown in Figure 10 overleaf.
- 11.1.2 The distribution of the economic benefits largely favour private car drivers and business travellers. Private car and light goods vehicle drivers account for 33% of the present value of transport economic benefits, whilst the business users account for the majority (58% of the total). A further 8% of the total economic benefits would be enjoyed by pedestrians, largely within the proposed pedestrianised area. The remainder of the benefits would arise for bus passengers.
- 11.1.3 This distribution of benefit arises largely from travel time savings brought about by decongestion of the existing highway network, particularly along Station Road. The traffic model has been run for 2011, 2018 and 2026 with ever increasing travel demands and this therefore brings increasingly higher benefits when a comparison is made between the Do Minimum and Do Something situations. The traffic benefits, after taking into consideration the mix of local traffic proportions and journey purpose assumptions, indicate that business users will be the dominant beneficiary. In monetary terms pedestrian benefits constitute 8% of the total present value of transport economic benefits this level of return would in itself all but cover the calculated Present Value of Cost.

11.2 Affordability and financial sustainability

- 11.2.1 The affordability and financial sustainability criteria have been assessed and the financial impacts are described in detail in the Transport Economic Efficiency Table (Table 4) and also explained in Section 12.0

11.3 Practicality and public acceptability

- 11.3.1 Practicality and public acceptability has been assessed, to form an opinion on how likely the scheme is to proceed to implementation without undue delay, should the decision be made to fund this project.
- 11.3.2 The proposals constitute an outline scheme that would have to be designed in further detail and pass through the necessary statutory procedures. This would include the scheme receiving planning permission and a possible local public inquiry into its Compulsory Purchase Orders and Side Road Orders before implementation.
- 11.3.3 Public consultation has taken place on three occasions previously to enable the development of a preferred option. Chapter 5 provides further details on how the current scheme has evolved.

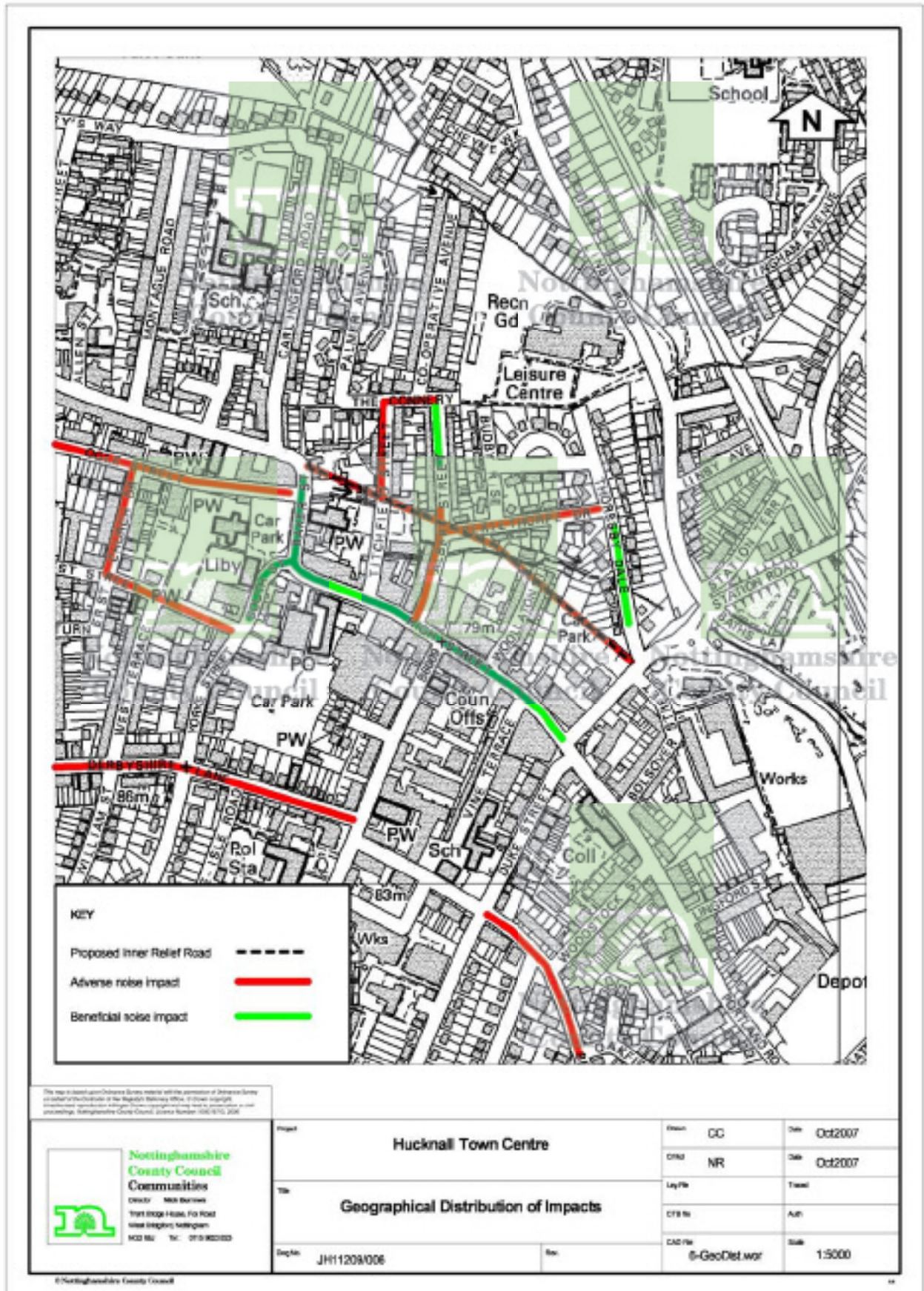


Figure 10 – Geographical Distribution of Impacts

- 11.3.4 A recent public consultation was undertaken between February and April 2007 where the preferred scheme option was displayed on the internet and at both Hucknall Library and Hucknall College. The two week exhibition in the library was staffed for the first week of its duration by officers from Nottinghamshire County Council and Ashfield District Council to allow local businesses and residents the opportunity to discuss the proposals and ask questions. Over 230 attendees signed the visitor's book and it is estimated that over 350 people actually attended during the staffed period. The exhibition was re-located to Hucknall College for a week where it was unstaffed. The internet consultation continued on for a further 7 weeks, after which time a total of 317 completed questionnaires were returned; 90% of which were generated via the public exhibitions and 10% were received via the internet.
- 11.3.5 Analysis of the results indicated that 74% of respondents were in support or had no objections to the scheme and 26% were opposed to the scheme. Details of the consultation are included in Appendix B together with a copy of the questionnaire that was issued. It should also be noted that a minority of respondents stated that they would be less likely to visit the town centre if the proposals were implemented. A better range of shops, quality of environment, a busier market and less traffic were all strongly supported as reasons that would make the town centre more attractive. Other secondary reasons receiving support included better safety, seating areas, trees and planting.
- 11.3.6 The principle of the proposals is supported by Ashfield District Council and all of the main stakeholders; therefore implementation of the project should meet with limited opposition. Ashfield District Council has informally agreed to contribute £1m of developer contributions to the scheme; however, due to a recent change in the political make-up of the district this has yet to be formally approved by the local Cabinet and is anticipated in the Autumn of 2007.
- 11.3.7 The responses to the public consultation highlighted a number of detailed issues and concerns and revealed a minority of affected residents will be very likely to oppose the project. At the appropriate time, further consultation will be undertaken to try and resolve these detailed issues. The schemes statutory procedures would however allow for any remaining objections to be heard.
- 11.3.8 A detailed timetable for the work to implement this scheme is as follows:

(1)	Submit Major Scheme Business Case	Oct 2007
(2)	Programme Entry	Dec 2007
(3)	Start detailed design	Oct 2007
(4)	Submit Planning Application	July 2008
(5)	Planning consent received	Nov 2008
(6)	Publication of CPO/SRO	June 2009
(7)	Public Inquiry	Sept 2009
(8)	Appoint Stage 1 Contractor to complete detailed design (in line with ECI)	Oct 2009
(9)	Decision announced on orders	April 2010
(10)	Conditional Approval	June 2010
(11)	Full Approval	June 2010

(12)	Appoint Stage 2 Contractor to construction works (in line with ECI)	June 2010
(13)	Site set-up	July 2010
(14)	Demolition works/site clearance	Oct 2010
(15)	Roadworks	Dec 2010
(16)	Open to traffic	Jan 2012
(17)	Final Approval	Feb 2012

11.3.9 It is clear from this timetable that works on site could commence 3 years after the scheme has entered the Government's programme and would be complete by the end of the target time period of 2011. A total contract period of 16 months has been allowed for during which time construction work would be completed in two consecutive phases; comprising firstly of demolition works along the route of the new road and secondly construction of the new road and associated improvements.

11.4 Contribution to 10 Year Plan Targets

The contribution of the scheme to the Government's 10 year plan targets are presented in Table 11.4.

Table 11.4: Contribution to 10 Year Plan Targets

Target	Quantitative	Qualitative
Reducing congestion on the inter-urban network and in large urban areas	Inter-urban roads (trunk , including motorway)	N/A
	a) Average time lost in base year	“
	b) Average time lost in forecast year in do-minimum	“
	c) Average time lost in forecast year with strategy/ plan	“
	d) % change between (c) and (a)	“
	e) change in total vehicle hours between do minimum and strategy/plan in forecast year	“
	Roads in conurbations and large urban areas	N/A
	a) Average time lost in base year	“
	b) Average time lost in forecast year in do-minimum	“
	c) Average time lost in forecast year with strategy/ plan	“
	d) % change between (c) and (a)	“
	e) change in total vehicle hours between do minimum and strategy/plan in forecast year	“
	All other roads	
	a) Average time lost in base year	0.00679 (PM Peak)
	b) Average time lost in forecast year in do-minimum	0.01158 (PM Peak)
c) Average time lost in forecast year with strategy/ plan	0.00817 (PM Peak)	
d) % change between (c) and (a)	29% (PM Peak)	
e) change in total vehicle hours between do minimum and strategy/plan in forecast year		

Increase rail use	a) Passenger km in base year b) Passenger km in future year in do minimum c) Passenger km in future year with strategy/plan d) % change between (c) and (a): e) change in passenger km between do minimum and strategy/plan in forecast year	No impacts
Increase bus use	a) Passenger journeys in base year b) Passenger journeys in future year in do minimum c) Passenger journeys in future year with strategy/plan d) % change between (c) and (a) e) change in number of passenger journeys between do minimum and strategy/plan in forecast year	Not Available “ “ “ “
Double light rail use	a) Passenger journeys in base year b) Passenger journeys in future year in do minimum c) Passenger journeys in future year with strategy/plan d) % change between (c) and (a) e) change in number of passenger journeys between do minimum and strategy/plan in forecast year	No impacts
Improving Air Quality	a) Number of AQMAs in study area in base year b) No. of AQMAs with improved air quality in future year c) No of AQMAs with worse air quality in future year	None None None
Reducing Greenhouse gases	a) CO ₂ tonnes per year in base year b) CO ₂ tonnes per year in forecast year in do-minimum c) CO ₂ tonnes per year in forecast year with strategy/plan d) change in CO ₂ tonnes between do minimum and strategy/plan in forecast year (60 yrs post scheme)	N/A 896 tonnes 899 tonnes 100 tonnes
Reducing accidents	a) No. of KSI in base year b) No of KSI in forecast year in do-minimum c) No of KSI in forecast year with strategy /plan d) change in No. of KSI between do minimum and strategy/plan in forecast year	N/A 99.7 (60 years) 101.5 (60 years) 1.8 (60 years)

