

NCC/RF/2

THE HIGHWAYS ACT 1980

AND

THE ACQUISITION OF LAND ACT 1981

THE NOTTINGHAMSHIRE COUNTY COUNCIL (A614/A6097 JUNCTIONS IMPROVEMENT SCHEME)
(SIDE ROADS) ORDER 2022

THE NOTTINGHAMSHIRE COUNTY COUNCIL (A614/A6097 JUNCTIONS IMPROVEMENT SCHEME)
COMPULSORY PURCHASE ORDER 2022

SUMMARY PROOF OF EVIDENCE

OF

RICHARD FARMER OF VIA EAST MIDLANDS LIMITED

ON BEHALF OF THE ACQUIRING AUTHORITY

SEPTEMBER 2023

1. QUALIFICATIONS AND EXPERIENCE

1.1. My name is Richard Farmer. I hold a Higher National Certificate (“**HNC**”) in Civil Engineering, graduating from The University of Derby in 2001. My background is in civil engineering and my expertise extends to the design and delivery of highway schemes.

1.2. I am a Design Manager in the Highway Design team of Via East Midlands Limited (“**ViaEM**”). My role is to design and deliver new highway infrastructure projects, check third-party design submissions that impact on the highway network controlled by Nottinghamshire County Council (“**NCC**”) and to lead on design quality assurance. I have over 23 years’ experience in the design and delivery of predominantly major and minor highways projects.

2. INVOLVEMENT WITH THE SCHEME

2.1. My involvement with the A614/A6097 Junctions Improvement Scheme (“**Scheme**”) involves directly managing the designers involved in the Scheme, working closely with the Project Management team and other specialist teams, design programme management, and leading on all highway design elements.

3. SCOPE OF EVIDENCE

3.1. In preparing this Proof of Evidence I have focussed on relevant design principles and the alternatives considered.

4. PRINCIPLES OF DESIGN

4.1. Principally, the Scheme has been formulated and designed with careful preparation and with design work carried out in line with the requirements of the Design Manual for Roads and Bridges

("DMRB") to ensure the safe and successful delivery and operation of the Scheme. The DMRB is published by National Highways, who manage and maintain the Country's Strategic Road Network ("SRN"). During the process of Scheme design, various design standards and legislations have been referenced. These are summarised in Table 1 of my main Proof of Evidence.

5. DETAILED SCHEME DESIGN INFORMATION

5.1. As noted in paragraph 4.5 of the Evidence of Steven Millington [NCC/SM/1], following the securing of planning permissions, NCC commissioned a review of the costing exercise for the Scheme to ensure that the package continued to provide a high value for money rating whilst still delivering all the desired objectives as set out in the Outline Business Case ("OBC") [Core Document "CD" 14.4]. The increased cost of the six-junction scheme resulted in a lower Benefit Cost Ratio ("BCR") for the package. As a result, NCC proposed to omit the Mickledale Lane Junction from the Department for Transport ("DfT") funded package to bring the Scheme back into the DfT's BCR requirements. The five-junction scheme was approved by NCC Cabinet on 22 June 2023, and this is now being progressed. As each junction within the package represents a standalone scheme, the removal of any one junction from the package is not an issue and has no implications on design.

5.2. Junction Descriptions

5.2.1. The Scheme comprises five junctions located along the A614/A6097 MRN corridor between the A614/A616/A6075 Ollerton Roundabout in the north and the A6097/Kirk Hill Junction in the south. A detailed description of each improvement proposal is provided in section 5.15 of my main Proof of Evidence.

5.3. Highway Alignment

5.3.1. The engineering design for all junction improvements has been undertaken using industry standard applications. A full vertical and horizontal alignment has been completed using MX and AutoCAD modelling tools. Junction layouts have been designed using bespoke junction modelling software, as described in paragraph 5.4.1 of my main Proof of Evidence.

5.4. Street Lighting and Street Furniture

5.4.1. Where street lighting is being upgraded, the design has been completed in line with current design standards and has taken into consideration Sight Stopping Distance, proposed speed limits and impacts on the surrounding local wildlife. Further details about the lighting specifications can be found in paragraph 5.5 of my main Proof of Evidence.

5.5. Boundary Treatments

5.5.1. There are a substantial number of boundary treatments proposed across the five junctions. Discussions with affected landowners are ongoing with a view to agreeing boundary treatments. In the majority of locations, the highway boundary treatment shall predominantly be in the form of timber post and four rail fencing with species rich hedgerow. Some of the alternative boundary treatments proposed across the Schemes are described in paragraph 5.6 of my main Proof of Evidence.

5.6. Visibility

5.6.1. Visibility requirements including visibility splays have been designed in accordance with the DMRB. The A614/A6097 corridor is largely subject to a 50mph speed limit. This Scheme proposes to decrease the speed limit at some key junctions to further improve safety.

5.7. Departures from Standard

5.7.1. All four departures from standard have been reviewed and assessed by NCC to ensure that they do not create any hazards or risks. Each departure has been approved for the Scheme by NCC Departures Board. The departures are noted in Table 23 of the Statement of Case [CD1.1].

5.8. Highway Drainage

5.8.1. The surface water drainage will be designed to follow the principles of Sustainable Drainage Strategy (“SuDS”), considering the local topography, ground conditions and providing integrated facilities to control quantity and quality of run-off. The CIRIA SuDS Guidance Manual C753 [CD12.14] will also inform appropriate treatment of all surface water prior to discharge. The highway infrastructure relating specifically to drainage will be designed in accordance with the DMRB and CD526 Spacing of Road Gullies [CD12.8.2] therein.

5.8.2. The Scheme is in general at a low risk from surface water and flooding from sewers and artificial sources and groundwater. With the implementation of the measures outlined in the Construction Environmental Management Plan (“CEMP”), a negligible magnitude of impact is predicted to the construction works resulting in no change and no significant effect.

5.9. Traffic Calming

5.9.1. Traffic calming on this Scheme is provided by road alignment (horizontal), a 50mph speed limit with some exceptions as noted in paragraph 5.7.1 of this Proof of Evidence, and the existing use of safety cameras situated along the length of the A614/A6097 corridor.

5.10. Sustainable Transport

5.10.1. Consultation with NCC Local Transport and Travel Planning is ongoing to inform the design and provision of the correct bus-related infrastructure. Further details on sustainable transport across the Scheme can be found in paragraphs 5.13.1 to 5.13.3 of the Statement of Case [CD1.1].

5.10.2. Details pertaining to the proposed improvements to footways, footpaths, cycle routes and bridleways for each junction improvement can be found in Chapter 2.2 of the Environmental Statement for each junction, as noted in paragraph 5.10.11 of the Statement of Case [CD1.1].

5.11. Landscaping and Ecology

5.11.1. Landscaping across each junction will incorporate native species in keeping with the local landscape character.

5.11.2. The Scheme planning approvals include a condition for a BNG Plan to be submitted to the CPA for approval prior to the commencement of development. This condition applies to Ollerton Roundabout [CD5.1.2] (condition number 16); Lowdham Roundabout [CD9.1.2] (condition number 16); and Kirk Hill Junction [CD10.1.2] (condition number 14).

5.11.3. The Ollerton Roundabout planning approval has a further planning condition attached (condition number 17) [CD5.1.2] which stipulates that no development shall commence until the final schedules and timescales for undertaking the mitigation proposals for loss of part of the Birklands West and Ollerton Corner Site of Special Scientific Interest (“SSSI”) have been provided to and approved by the CPA. The mitigation proposal [CD5.6] was submitted to the CPA in July 2022 and the final schedules and timescales are currently being prepared to facilitate the discharge of the condition in due course.

5.12. Maintenance

- 5.12.1. The five junctions included within the Scheme will be publicly maintainable highway and NCC as the Local Highway Authority (“LHA”) will be responsible for all maintenance aspects of each Project. Any sections of the Scheme that are outside of the limits of public highway will be maintained by NCC as landowner or by the relevant landowner.

5.13. Review and Revision of the Design Code

- 5.13.1. When the improved junctions are fully operation, a Stage 3 Road Safety Audit will be carried out in accordance with NCC’s Road Safety Audit Policy [CD13.6], following the principles of DMRB GG119 [CD12.8.4].

5.14. Detailed Scheme Descriptions

- 5.14.1. Detailed descriptions of each Scheme can be found in section 5.15 of my main Proof of Evidence.

6. IMPACT UPON UNDERTAKERS’ APPARATUS

- 6.1. As part of the development of the Scheme detailed estimates are being sought from public utilities to confirm specifications of the apparatus within the section of maintainable highway which is being altered or improved at each junction. If further works are required, financial orders are placed with the relevant undertaker.
- 6.2. A non-exhaustive summary of apparatus that requires some form of alteration for each junction can be found in Table 27 of the Statement of Case [CD1.1]. If diversions are not included on this list, they will be dealt with through the construction programme.

7. DESIGN IMPACT ON INTERESTS OF OBJECTORS

7.1. The latest information related to affected landowners who have objected to the Orders is covered in the Proof of Evidence of Nigel Billingsley [NCC/NB/1]. A short summary of each objection is also included in the Proof of Evidence of Steven Millington [NCC/SM/1]. This Evidence provides a justification for the inclusion of the land affected by each objection in the CPO. Three of the four objections have now been formally withdrawn. Agreement has been reached with the fourth objector and it is anticipated that it will be formally withdrawn in due course.

8. SUMMARY

8.1. I can confirm that the design of the Scheme has been undertaken in accordance with all relevant design standards. The Scheme's design is such that it optimises and effectively utilises all land already in public ownership and takes account of existing topographical features affecting the Order Land.

9. STATEMENT OF TRUTH

9.1. I confirm that I am able to give evidence in light of my relevant experience as summarised above. I can confirm that the evidence I have prepared is in accordance with the guidance of my professional institution and that the opinions given are my true professional opinions.

Date: 4 September 2023