

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

**and**

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

**STATEMENT OF CASE – ADDENDUM**

**ON BEHALF OF NOTTINGHAMSHIRE COUNTY COUNCIL  
UNDER RULE 7 OF THE COMPULSORY PURCHASE (INQUIRIES PROCEDURE)  
RULES 2007**

**SEPTEMBER 2023**

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### 1 ADDENDUM

#### Background

- 1.1.1 The Nottinghamshire County Council ("**NCC**") made the following Orders on 28 September 2022:

*The Nottinghamshire County Council (A614/A6097 Junctions Improvement Scheme) (Side Roads) Order 2022 ("**the SRO**")*; and

*The Nottinghamshire County Council (A614/A6097 Junctions Improvement Scheme) Compulsory Purchase Order 2022 ("**the CPO**") (the SRO and CPO together being "**the Orders**").*

- 1.1.2 The Orders were required to deliver a six scheme junction package on the A614/A6097 Major Road Network. The Scheme underpinning the Orders for the A614/A6097 MRN Junctions Improvement Scheme were to facilitate improvements to the following six junctions between the A614/A616/A6075 Ollerton roundabout and the A6097/East Bridgford Road/Kirk Hill junction as set out in Table 1:

**Table 1 – Description of A614/A6097 junction package**

Junction	Brief Description of Scheme
Ollerton Roundabout	Construction of an enlarged conventional roundabout
Mickledale Lane Junction	Construction of a new roundabout and link road which links A614 to Mickledale Lane towards Bilsthorpe village
White Post Roundabout	Maintenance and Road Safety scheme
Warren Hill Junction	Geometric improvements and alterations to existing gyratory
Lowdham Roundabout	Construction of an enlarged elliptical roundabout.
Kirk Hill Junction	Enlargement of existing traffic – signal controlled junction.

- 1.1.3 The primary objectives of the Scheme as per the Outline Business Case submission are to:

- **Alleviate congestion on the A614 and A6097 corridor** – a number of intersections on this route currently suffer from significant levels of congestion, particularly during the morning and evening peak periods.
- **Support economic growth and housing delivery** – the Scheme will increase junction capacity which will accommodate new trips arising from significant housing development in future years.
- **Support the Strategic Road Network (“SRN”)** – the Scheme will support the SRN during major works or incidents on the M1, A1 and A46.
- **Reduce journey time delays and variability** – Particularly at peak times. Improving journey time reliability will improve economic efficiency for businesses.
- **Support all other road users** – the Scheme will improve crossing facilities for pedestrians, cyclists and equestrians. At present there is no positive provision at the Ollerton and Lowdham roundabout junctions.

1.1.4 One statutory objection and three non-statutory objections have been made to the Orders, as outlined below:

- Objection 01 – Mr and Mrs Harman (Kirk Hill Junction)
- Objection 02 – Motor Fuel Group (Ollerton Roundabout)
- Objection 03 – National Grid Electricity Distribution (statutory objection – all junctions)
- Objection 04 – Mr and Mrs Orr-Palladino (Lowdham Roundabout)

1.1.5 NCC has considered the four objections and remains satisfied on both the justification for the Order and the need for the land identified within it, except for any modifications which NCC will promote.

1.1.6 A written response was issued to each of the four objectors by NCC on 22 December 2022 [CD15.1.2; CD15.2.2; CD15.3.2; CD15.4.2].

**Objection 01 – Mr and Mrs Harman (Plot 37, Kirk Hill Junction)**

1.1.7 Objection 01 [CD15.1.1] was made by Mr and Mrs Harman in relation to Plot 37 located at the Kirk Hill Junction. The reasons for the objection are outlined in paragraph 11.2.1 of the Statement of Case [CD1.1].

1.1.8 Following negotiations with Mr and Mrs Harman, a collaborative approach between ViaEM, Bruton Knowles LLP, and NCC’s Countryside Access Team successfully established the route as a formally dedicated PROW as of 5 June 2023. Mr and Mrs Harman formally wrote to the Department for Transport (“DfT”) on 4 June 2023 to confirm withdrawal of their objection to the CPO. The DfT formally notified the Acquiring Authority of the objection withdrawal by email to ViaEM on 5 June 2023.

**Objection 02 – Motor Fuel Group (Plot 9, Ollerton Roundabout)**

1.1.9 Objection 02 [CD15.2.1] was made by Motor Fuel Group in relation to Plot 9 located at the Ollerton Roundabout Junction. The reasons for the objection are outlined in paragraph 11.3.1 of the Statement of Case [CD1.1].

1.1.10 Negotiations with Motor Fuel Group have successfully set in place an Agreement, which was executed by the Objector on 23 August 2023 and by the Acquiring Authority on 30 August

2023. It is anticipated that the Objector will formally write to the Secretary of State to withdraw their objection in due course.

**Objection 03 – National Grid Electricity Distribution (statutory objection, all junctions)**

- 1.1.11 Objection 03 [CD15.3.1] comprised a statutory objection to the CPO made by National Grid Electricity Distribution (“NGED”). The objection details can be found in paragraph 11.4.1 of the Statement of Case [CD1.1].
- 1.1.12 A standard Asset Protection Agreement (“APA”) produced by NGED’s legal team was executed in counterpoint by both parties on 1 September 2023. Geldards, acting on behalf of NGED, formally wrote to the Secretary of State on 1 September 2023 to withdraw the objection.

**Objection 04 – Mr and Mrs Orr–Palladino (Plots 21 and 30, Lowdham Roundabout)**

- 1.1.13 Objection 04 [CD15.4.1] was made by Mr and Mrs Orr–Palladino in relation to Plots 21 and 30 located at the Lowdham Roundabout Junction. The grounds for the objection are detailed in paragraph 11.5.1 of the Statement of Case [CD1.1].
- 1.1.14 Negotiations with Mr and Mrs Orr–Palladino successfully set in place an Agreement, which was completed on 25 August 2023. Mr and Mrs Orr–Palladino’s solicitor formally wrote to the DfT to withdraw the objection on 30 August 2023.

## 2 SCHEME COST REFRESH

### 2.1 Post Planning

- 2.1.1 The Planning applications for the six schemes were granted planning approval on 27<sup>th</sup> September 2022. The County Council then commissioned a scheme cost review to factor in scheme changes since the business case submission of December 2020 and to also consider material and labour prices changes within the construction sector.
- 2.1.2 The cost review exercise confirmed that scheme costs had increased significantly because of inflationary pressures across the construction and civil engineering sectors and economy in general and has resulted in the expected civils costs increasing by 41% over the duration of the project. The structure and approach to the project management of the scheme has also been amended to better reflect the requirements of delivering such a significant infrastructure project. This increased the total scheme cost by a further £3.4m
- 2.1.3 Taking these factors into account, the total scheme cost for the six scheme package was estimated to cost £45.3m and a cost breakdown per junction is presented in Table 2.

*Table 2– Scheme cost comparison – 2020 vs 2023*

Junction	Outline Business Case (OBC) cost estimate – December 2020	2023 cost estimate
Ollerton	£10,699,568	£17,156,083
Mickledale Lane	£5,831,922 *	£11,759,209 **
Warren Hill	£266,875	£252,399
White Post	£268,750	£249,813
Lowdham	£6,422,570	£7,783,321
Kirk Hill	£5,145,603	£8,078,935
<b>Total</b>	<b>£28,635,288</b>	<b>£45,279,760</b>

\* Traffic signals were priced at time of OBC submission for Mickledale junction.

\*\* Scheme as per planning approval (roundabout and link road).

- 2.1.4 Following confirmation from the Department for Transport (“DfT”) that it was unable to increase its funding contribution of £24.3m to meet the shortfall, officers were tasked with reappraising the A614/A6097 package in light of these cost increases. The main driver of this exercise was to ensure that any potential package still provided a high Value for Money (“VfM”) rating i.e. Benefit Cost Ratio (BCR) of 2 or greater as defined by the DfT. The package would also need to ensure that it was able to deliver all the desired scheme objectives as set out in the initial OBC document. The appraisal exercise concluded that proceeding with a six junction package for the Full Business Case (“FBC”) could jeopardise securing central government fundings because the BCR would fall below 2.

### 2.2 Removal of Mickledale Lane scheme from DfT funded package.

- 2.2.1 The appraisal exercise identified that removing the Mickledale Lane improvement scheme from the future business case document would bring the overall scheme package within the DfT’s BCR requirements. The cost estimate for the 5 scheme package is **£34.4m**. An updated Traffic & Economics Assessment Report – Addendum (April 2023) [CD14.2.1] was prepared by AECOM which incorporated the revised scheme costs and reassessed the economic appraisal work for

the scheme. The DfT's Transport User Benefits Appraisal ("TUBA") software was used to assess the anticipated economic benefits associated with the revised scheme package. TUBA estimates transport user benefits such as changes in journey time and vehicle operating costs as well as changes to tax revenue.

- 2.2.2 The Analysis of Monetised Costs and Benefits ("AMCB") for the revised package is presented in Table 3. The Scheme is now expected to generate a Present Value of Benefits ("PVB") worth £39.560 million against a Present Value of Costs ("PVC") of £16.399 million. The revised BCR for the Core scenario is 2.41, so **£2.41** worth of benefits for every £1 invested in the project. The revised BCR value demonstrates that the package of improvements still delivers a positive economic case and still represents a high value for money rating.

**Table 3 – Revised AMCB for five scheme package – April 2023**

<b>Impact</b>	<b>With Scheme</b>
Greenhouse Gases	872
Local Air Quality	13
Noise	286
Travel Time Savings – Business	4,667
Travel Time Savings – Commuting & Other	37,421
Collisions	-3,699
Vehicle Operating Costs	Not Assessed
Indirect tax revenue	Not Assessed
PVB	39,560
PVC	16,399
NPV	23,161
<b>BCR</b>	<b>2.41</b>

- 2.2.3 The revised approach and findings from this initial report was shared with the DfT on 6<sup>th</sup> April 2023 and the DfT confirmed on 25<sup>th</sup> April 2023 that the 'the department envisage no large-scale change to the overall BCR or VfM, therefore we are content for Nottinghamshire County Council to move forward on that basis outlined in your letter' [CD14.7].
- 2.2.4 The £34.4m cost includes a risk contingency, with a significant amount set aside for inflation and is based on the most up to date inflation forecasts within the industry. A report was taken to Cabinet on 22<sup>nd</sup> June 2023 [CD11.9] which approved an additional financial contribution for the County Council of up to £5.8m for the A614/A6097 MRN scheme and approved the modification of the A614/A6097 DfT funded Scheme [CD11.9.1]. The Council's total contribution for the scheme would total £8.4m and the breakdown by funding source is shown in Table 4. Officers are currently in discussions with Redrow about its financial contribution towards the A6097/Kirk Hill junction which is required as part of a planning condition connected to the RAF Newton development site. Any additional contribution received from Redrow would increase the Developer Contributions above the £1.7m value (as per Table 3) which if secured would reduce the County Council's contribution.

**Table 4 –A614/A6097 MRN funding source for revised package**

<b>Funding Source</b>	<b>Total</b>
Nottinghamshire County Council	£8,354,692
Developer Contributions	£1,746,293
DfT	£24,339,996
<b>Total</b>	<b>£34,440,981</b>

2.2.5 The Acquiring Authority is therefore satisfied that the funding and resources will be available to deliver the Scheme.

2.2.6 The Cabinet report did acknowledge that the Mickledale Lane junction at Bilsthorpe is still of strategic importance and the Council has committed to funding an alternative scheme at this location subject to further investigation and detailed design. The intention is to consider a traffic signals option with minimal third party land and any identified junction upgrade would be funded through Council capital (up to a total value of £5 million).

### **3 PROGRAMME**

#### **3.1 Revised programme**

3.1.1 The Scheme will be implemented by NCC. Whilst negotiations are underway to obtain the various parcels of land required to build and construct the Scheme by agreement, it is expected that the making and confirmation of a CPO will be required to acquire the residual land and rights necessary for the construction and maintenance of the Scheme. The anticipated delivery programme, subject to completing relevant procedures is outlined in Table 5. The dates assume that a Public Inquiry is to be held on Tuesday 26th September 2023 as planned.

3.1.2 NCC has the overall responsibility for land acquisition, design, procurement, construction and delivery of the A614/A6097 MRN corridor working in partnership with the DfT, National Highways, Newark and Sherwood District Council and Rushcliffe Borough Council. ViaEM, working on behalf of NCC, will be responsible for managing the land acquisition process, and the design, construction (subject to approval) and project management of the junction improvement works. The contract and programme resource for the project has been strengthened with the addition of Gleeds and Arc Partnership to the project delivery team. External and independent project assurance has also been acquired with the appointment of Bentley Project Management.

3.1.3 The earliest possible construction start date for the works at the White Post roundabout and Warren Hill junction is May 2024. Main site works for the Ollerton roundabout are also expected to start in spring 2024 and those are the timescales that the County Council has been using in discussions with land and business owners affected by the Scheme.

3.1.4 The delivery programme is phased to ensure minimal impact on the A614/A6097 MRN corridor during construction, with some junction improvements delivered in tandem. The anticipated construction start dates for each junction improvement are as follows.

**Table 5: A614/A6097 Delivery Programme Timeline**

<b>Junction</b>	<b>Construction Start Date and Timeline</b>
Ollerton Roundabout	Spring 2024 (for approximately 130 weeks)
White Post Roundabout	Spring 2024 (for approximately 3 weeks)
Warren Hill Junction	Spring 2024 (for approximately 3 weeks)
Lowdham Roundabout	Spring 2024 (for approximately 53 weeks)
Kirk Hill Junction	Spring 2024 (for approximately 60 weeks)

3.1.5 NCC is satisfied that there are no foreseeable barriers to the implementation of the Scheme and that funds will be available to construct the Scheme package.