



4 March 2021

Agenda Item:9

REPORT OF THE CORPORATE DIRECTOR, PLACE

GEDLING ACCESS ROAD – PROGRESS REPORT

Purpose of the Report

1. To inform the Committee of progress on the Gedling Access Road.
2. Approve the continued camera enforcement of the Stoke Lane Bus Plug.
3. To inform the Committee of the latest costs for the contract with Balfour Beatty to deliver the Gedling Access Road and the overall project position.

Information

4. The Gedling Access Road (GAR) is a new highway which will be a classified road from the B684 Mapperley Plains proceeding in a south-easterly direction for a distance of 3.8 km to its junction with the A612 at Trent Valley Road / Nottingham Road. The attached drawing GAR/NCCL01 Rev A shows the route of the GAR.
5. There has been a number of reports provided to relevant committees on the GAR for both approvals and endorsing, these are listed as background papers.
6. The primary objective of the GAR is that it will enable the sustainable redevelopment of the former Gedling Colliery / Chase Farm site and adjoining land for mixed-use purposes by providing safe and adequate access to the proposed residential, employment and community related uses envisaged for these sites.
7. The secondary objective of the GAR is that it will also provide a 'bypass' link to the east of Gedling, with the wider road network and consequently Nottingham City centre. The construction of GAR will have positive impacts to the transport network by improving connectivity of the local road network and reducing traffic flows along the A6211 Arnold Lane / Main Road corridor thereby reducing traffic congestion in Gedling village. Such roads are at present either at, or nearing, capacity and therefore provide neither a safe nor a pleasant environment for both local residents and drivers.
8. The last scheme update provided to the Communities and Place Committee was at its meeting on 5th December 2019 and provided a progress update and approved commencement of the main construction works. This report is intended to give an update of work completed since the previous report including:
 - Compulsory Purchase Order and Side Roads Order;
 - Construction Progress;
 - Stoke Lane Bus Plug;
 - Timeline;
 - Finance;
 - Community Benefit; and

- Communication

Compulsory Purchase Order and Side Road Orders

9. The Nottinghamshire County Council (B684 to A612 Link Road) A6211 Gedling Access Road Side Roads Order 2018 (SRO) and The Nottinghamshire County Council (Gedling Access Road) Compulsory Purchase Order 2018 (CPO) (the SRO and CPO together being the Orders) were made by the County Council on the 25th October 2018.
10. The Orders were confirmed in October / November 2019 and this confirmation provides the County Council the required powers to gain access and acquire land to deliver GAR, this is for a period of up to 3 years from the date of confirmation. There are a number of methods available to the County Council as acquiring authority to purchase land and gain access to land required to deliver GAR, these are as follows:
 - By agreement;
 - Following a Notice to Treat/Notice of Entry;
 - By a General Vesting Declaration (GVD); and
 - By procedures for acquiring “short tenancies” (e.g. by exercise of landlord and tenant powers once superior interest in land acquired).
11. A number of phases of General Vesting Declaration and Notice to Treat / Enter have been completed throughout 2020. In addition, where land acquisition has been secured through negotiation this has completed with all private landowners along the route. The completion of one small land interest with the Crown is underway but this is not impacting upon delivery.

Construction Progress

12. The main construction works for GAR consist of a single contract to build the new road in its entirety between the B684 Mapperley Plains proceeding in a south-easterly direction for a 3.8 km to its junction with the A612 at Trent Valley Road / Nottingham Road. Key construction works completed during 2020, include:
 - Burton Road – The junction of Burton Road and the A612 was closed in May 2021 to construct the new GAR junction. This work is substantially complete with the new permanent traffic signals now in operation. The junction was opened to traffic on 4th December 2020 – this is within the original programme.
 - Carlton le Willows Academy – As part of the construction of GAR, land was acquired from the academy and accommodation works required within the playing fields. All these works are completed and handed back to the academy. Outstanding activities are linked to landscaping features along the boundary which will be programmed during the appropriate season in 2021.
 - Walled Garden – All works required to the walled garden as part of Listed Building Consent 2020/0983 have been completed.
 - Section from Walled Garden through to Gedling Footpath No. 2 – This is the next phase of earthworks and progress was put back when compared to the original programme due to issues around obtaining the European Protected Species (EPS) licence for Great Crested Newts (GCN) from Natural England. The trapping exercise required under the licence were completed in September 2019 and earthworks in

this area including the construction of retaining walls and drainage attenuation ponds have commenced.

- The bulk earthworks from Gedling Footpath No.2 through to Mapperley Plains are completed. This includes the large cutting in the land adjacent to Lambley Lane and formation of the new embankment on the section of GAR from Mapperley Plains that runs parallel to Arnold Lane.
 - The bulk earthworks were completed utilising a day-time road closure of Lambley Lane that was in place until the end of December 2020. Lambley Lane is now closed to all traffic 24/7 to facilitate the realignment of Lambley Lane onto GAR and diversion of statutory undertakers' apparatus in this area.
 - Sections of the new road construction of GAR between Lambley Lane and the old railway cutting are completed and civils works is continuing to install drainage, kerbing etc. This is all being undertaken offline and whilst visible from key points off Arnold Lane, the Country Park has minimal impact on local communities and visitors to the area.
 - Works are ongoing at Mapperley Plains. Trees have been removed along the former highway boundary to facilitate the new junction and earthworks to raise the ground level have been completed to facilitate utility diversions and the junction construction. Through January and February, a nearside lane closure is in place as part of a new retaining wall at the junction of Mapperley Plains / Arnold Lane adjacent to the Scouts and Gas Governor.
 - The works on Mapperley Plains are highly visible and will involve various phases of temporary traffic management that is likely to cause local disruption. Work is ongoing to determine the most effective approach to this element and a communications plan put in place to keep all stakeholder informed.
13. The construction of GAR still requires a number of road closures and traffic restrictions to facilitate significant construction works at the interface with the existing public highway. All efforts will be made to ensure local residents, businesses and road users are kept informed of any work affecting them, especially if it is necessary to make changes to the anticipated programme. It is recommended that all interested parties sign up to the Emailme bulletin via www.notttinghamshire.gov.uk/GAR to keep up to date with the latest planned works and restrictions on the highway network due to the GAR construction works.
14. Significant interface works still to complete are listed below, the dates are based on an agreed programme but may be subject change as the programme develops.
- B684 Mapperley Plains on section between Clementine Drive and Arnold Lane - various types of restrictions expected until September 2021;
 - Lambley Lane (as a through route from Arnold Lane to Spring Lane) – full 24/7 road closure in place to June 2021;
 - A6211 Arnold Lane between Mapperley Plains and the first set of residential properties – full road closure required from October 2021 to January 2022;
 - Arnold Lane junction with Mapperley Plains / Plains Road / Gedling Road – various types of restrictions from October 2021 to January 2020; and

- Gedling Road between Mapperley Plains and Whitby Crescent – overnight closure required for one week in January 2022 for resurfacing works. Phasing it at the end of the project, but there are opportunities to change if required;
- Burton Road / A612 – junction works substantially completed, short term road closures may be required in September 2021 in advance of GAR opening for surfacing works.

15. Pedestrian access along Carlton Footpath No. 2 and from the Lambley Lane Recreation Ground to Gedling Country Park is being maintained throughout the work with controls and diversions will to be in place to maintain public safety.
16. The County Council is aware that road closures will be disruptive and may cause inconvenience but is committed to ensuring that any disruption is kept to a minimum and the programme has been developed with this in mind. Any closures are considered to be the minimum length of time necessary taking into account local concerns and ensuring that the construction activities are carried out safely.

Stoke Lane Bus Plug

17. At the Communities and Place Committee on 5th March 2020 a report approved the introduction of camera enforcement of the Stoke Lane Bus Plug. This was considered necessary whilst the new GAR junction with Burton Road and A612 was under construction which required a full closure to traffic for Burton Road at this point.
18. Burton Road is now open to traffic and junction works are substantially completed with bus services resuming their normal routes. Anecdotal evidence prior to the introduction of the camera enforcement suggested that the bus gate was regularly contravened, it was reported previously that the average monthly two-way flow at the Stoke Lane Bus Plug for the first 6 months of 2019 is 466.
19. It is recommended that camera enforcement continues whilst the GAR works are under construction as future localised closures may still be required at the GAR / Burton Road junction for full commissioning of the junction and to help maintain and establish traffic routes once GAR is open. Further consideration can then be given once GAR is open to traffic as part of the requirement to review and monitor traffic patterns in the local area.

Timeline

20. Main construction works started on the GAR on 6th January 2020 and the original programme was for an 18-month period for the construction of the new road and opening of GAR in July 2021, works would then continue with the realignment on Arnold Lane and completion of the Arnold Lane / Mapperley Plains junction in November 2021. This phasing of works is required as Arnold Lane will need closing to facilitate its realignment and GAR will be used as its diversion route.
21. Construction works have continued through the Covid-19 pandemic and activities are following the latest Site Operating Procedures issued by the Construction Leadership Council to reflect the latest Government guidance. Currently, only those essential to the delivery of the construction works are permitted onsite. Phasing of construction works has been managed throughout 2020 to minimise the issues that have been encountered from the Covid-19 pandemic which has impacted on construction works, utility diversions, conveyancing, and statutory licencing requirements.

22. Whilst the project broadly has remained on programme, an assessment of the impact as a result of Covid-19 to date has been completed but it will require ongoing attention and review given the changing nature of the pandemic. A 10-week extension is currently anticipated and the latest planned completion for all of the works is 21st January 2022. However, to confirm the GAR is anticipated to be open to traffic by the end of September 2021.

Finance and Procurement

23. At the Communities and Place Committee meeting on 4th July 2019 approval was granted for the County Council to enter into Contract with Balfour Beatty to deliver the main construction works for the Gedling Access Road. Balfour Beatty were appointed through the Midlands Highways Alliance using the Medium Schemes Framework 3 (MSF3). The Contract is Option C (Target Cost) and for the process of Early Contractor Involvement (ECI) to formally commence - the Contract started on 15th July 2019. Via EM are managing the contract on behalf of the County Council.

24. At the Communities and Place Committee meeting on 5th December 2019 the target cost for the main construction works of £27.189 million was endorsed, this target cost was inclusive of fees and a contractor risk allowance of 3.5% on the Stage 2 construction works. Key items within the contractor risk allowance relate to Contract and include weather (delay due to critical activities as a result of a weather event of less than 1 in 10 year), additional maintenance works to haul roads to continue earthwork activities, sub-contractor interface etc.

25. Table 1 shows a summary of the scheme costs from 2016 that have been included in previous reports and how these compare to the agreed 2019 target costs and latest estimated final costs.

26. The latest forecast cost includes a potential additional costs of £4.779m taking into account agreed compensation events and those under review. The additional costs are partially off-set in other areas of the project budget including contingency and diversion of services.

27. The overall contingency has been reduced £1.480m to £0.329m as some of the client risk identified through the jointly developed Early Warning Register through the ECI process has been realised and now included within the latest forecast costs.

28. Good progress has been made on diversions of services during the main construction works and the latest outturn figures have reduced from £1.8m in 2019 to £1.318m, a saving of £0.482m to the overall project costs.

29. Throughout the main construction works in 2020, the project team have continued to explore value engineering options to minimise the impact on the overall project costs. To date this has generated £0.690m of savings that would have been added to the overall costs if they were not proposed, accepted and successfully implemented. Examples include:

- Pencil omission (pile foundations across former railway cutting), saving £0.457m and dealt with by surcharging and settlement monitoring; and
- Capping / subbase reduction, saving £0.173m due to ground conditions and actual measurement achieved.

Table 1: Scheme Costs

2016 Estimated Costs (millions)	2016 Comments	2019 Costs (millions)	2019 Comments	2020 Estimated Final Costs (millions)	2020 Comments
£26.427	Construction costs (2016 prices)	£27.122	November target cost (Stage 1 and Stage 2)	£31.851	Forecast final costs
£1.581	Diversion works to services during main construction works	£1.800	Diversion works to services during main construction works, based on latest estimates from statutory undertakers'	£1.348	Diversion works to services during main construction works, based on actuals and latest estimates from statutory undertakers'
£0.273	Advanced diversion works	£0.218	Advanced diversion works already completed	£0.273	Advanced diversion works already completed
£0	Maintenance contribution not included previous	(£0.250)	Maintenance contribution for carriageway surfacing	(£0.250)	Maintenance contribution for carriageway surfacing
				£0.097	Additional footway works instructed by NCC
				(£0.012)	A46 Signage
				(£0.072)	Harworth Rising Main
				(£0.500)	Estimated construction costs related to land acquisition
£28.281	Construction Total	£28.890	Construction Total	£32.735	Construction Total
£1.755	Inflation (assumed 7.35%)	£0	Not applicable –target costs based on a January 2020 start date	£0	Not applicable target costs based on a January 2020 start date
£0.061	Advanced Works	£1.478	Advanced works substantially complete	£1.515	Advanced works substantially complete
£1.273	Contingencies (5%) on construction costs and services during construction	£1.480	Contingencies based on Early Warning Register of Client Risk developed during ECI	£0.329	Revised contingencies based on updated Early Warning Register
£0.478	Testing (2%) including ground investigation works	£0	Included in target cost	£0	Included in target costs
£2.051	Design, Project Management and Site Supervision	£2.051	Design, Project Management and Site Supervision (£0.965m to date)	£2.201	Design, Project Management and Site Supervision (£0.965m to date)
£33.899	Design and Construction Total	£33.899	Design and Construction Total	£36.780	Design and Construction Total
£7.000	Land Acquisition, Compulsory Purchase Order and costs relating to Unilateral Undertaking	£7.000	Land Acquisition, Compulsory Purchase Order and costs relating to Unilateral Undertaking	£7.000	Land Acquisition, Compulsory Purchase Order and costs relating to Unilateral Undertaking
£40.899	TOTAL PROJECT COSTS	£40.899	TOTAL PROJECT COSTS	£43.780	TOTAL PROJECT COSTS

30. Overall, the total project costs have increased by an additional £2.881m (6.9%) with the highest proportion relating to Covid-19 and its impact on costs and extending the programme. Information is very limited on the impact of Covid-19 on other similar infrastructure projects across the region and will vary depending upon individual project circumstances including whether the contract started before the Covid-19 restrictions came into effect. Anecdotal reports suggest typical cost increases of between 12 and 15%.
31. Previous estimates of £3m were provided to the County Council for the impact of Covid-19 and reported through the Corporate Leadership Team.
32. The report approved by Finance and Property Committee on 19th September 2016 detailed the financial implications for the GAR, this included information that under terms of the grant funding agreement and the full business case to D2N2 Local Enterprise Partnership the County Council, will need to accept responsibility for meeting any costs over and above the contributions in the current funding agreements.
33. The funding contributions by each development partner is as follows:
- Land and Enabling Works
 - Homes England (previously Homes and Communities Agency) - £7.17 million;
 - Construction (including design)
 - NCC Capital - £5.4 million;
 - D2N2 LEP - £10.8 million (includes £0.5m of pre-compliance funding paid 2017-18);
 - Housing Developer Keepmoat Homes - £17 million including Community Infrastructure Levy liabilities of £4.488 million via Gedling Borough Council;
 - Section 106 contributions - £0.529 million (£0.436 from Teal Close development).
 - Total: £40.899 million
34. The funding profile and drawdown mechanisms has been previously agreed and reported to the Committee. The latest profile is shown in Table 2, by year of contribution and funding stream, to reflect the current project position.

Table 2: GAR funding contributions by year from scheme partners

Income by Contributor (£000)	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/2023	Total
Nottinghamshire County Council - Allocation	20		514			4,866			5,400
Nottinghamshire County Council – Potential Additional Costs							380	2,501	2,881
Homes England		601	200	1,600	2,676	1,500	293	300	7,170
D2N2			500		3,080	7,220			10,800
Keepmoat / CIL						2,669	14,331		17,000
s106						529			529
Total	20	601	1,214	1,600	5,756	13,586	673	2,801	43,780

Community Benefit

35. As part of the contract and delivery of the GAR there are a number of elements being brought together that are intended to add value and benefit to the local community. This includes an Employment and Skills Plan (ESP), Social Value and Considerate Constructors Scheme.
36. For the project, an ESP has been produced by the team using the template from the *Construction Skills*, to support local employment and skills development. It contains a series of industry approved benchmarks, set against key performance indicators (KPIs or employment and skills areas) to make sure opportunities are created for all members of the community and the existing construction workforce.
37. In addition, social value is not just about employment and through the contract Balfour Beatty are expected to deliver local economic growth, this may be achieved by using local labour and local supply chain to ensure that money is put back into the local economy. Other elements may include the environmental legacy following completion and improvements to community wellbeing. This will be captured through an assessment completed at the end of the project.
38. Despite Covid-19 which has presented extreme challenges, the project team have been making efforts to continue with its social value plan and achieve targets set out in the Employment Skills Plan. This has included looking at new ways to engage with people through virtual meetings. Key achievements have included:
 - **Leave Live event** – A virtual broadcast that reached 4,766 students in the Nottinghamshire, Derby, Mansfield, Loughborough and Leicester areas. This included 15 volunteers from Balfour Beatty, Arc Partnership, Via EM, Gleeds and NCC who took part in filming of both their personal stories and filming activity on the GAR and Top Wighay Farm sites. There has also been over 850 views of the broadcast on demand and the aim of the event was to inspire the next generation of construction professionals in the East Midlands. Feedback has been very positive and another event was held on 9th February 2021.
 - **1 Social Enterprise Engaged** – *Positively Empowered people which is a Gedling based non-profit organisation who provide Mental Health & Wellbeing programs. They will be delivering a bespoke programme for site employees which will not only be a significant investment for the social enterprise but a great support for staff.*
 - **5,836 potential Students Reached through Careers Events** - All students have been reached within Nottinghamshire with 11 events having been organised and attended since the project began.
 - **4 Volunteering Activities**
 - **Over 1000 Volunteering Hours Completed** – With 3rd Woodthorpe Scout Group, Hilltop Nurseries, Burton Road Litter Picking and Arnold Foodbank
 - **£885 Funds raised for charities**
 - **Employment & Skills Group** - Committed to 6 Work Experience Placements with 40 hours dedicated to mentoring circle support group
 - **3 Graduates completing qualifications on Contract**
 - **6 Awareness Courses Delivered to Contract Staff** (Mental Health, Prostate Cancer, Breast Cancer, Save the Children)
 - **1 Completed Work Experience Placement** – with more on site learning planned for Via EM trainees and apprentices.
 - **19 Local directly Employed Staff** – within Nottinghamshire area

39. The GAR project is also registered with the Considerate Constructors Scheme (CCS) and shall be in compliance with the Scheme's *Code of Considerate Practice*. The CCS score is a core measure within the toolkit as it helps to determine the impact of the project in the community and how well this is managed. Two CCS inspections have been carried out since work commenced, at the last one in November 2020, the site scored 42 out of 50. This is considered a score of excellence by scoring at least 8 out of 9 in each of the following five sections of the Scheme's *Code of Considerate Practice*, these are:

- Care about Appearance
- Respect the Community
- Protect the Environment
- Secure everyone's Safety
- Value their Workforce

40. The CCS scheme is nationally recognised and brings great value and credibility within the construction industry, the collective effort of all parties' commitment is a testament to the quality delivery being applied across the project.

Communications

41. Overall, communications have been well received. Regular updates are provided through Nottinghamshire County and the team are proactive in producing monthly updates through the County Council's Emailme bulletin service. This includes monthly fly-throughs of drone footage that have had positive feedback enabling people to understand and appreciate the works being undertaken. Once again, the collective commitment of all partners is assisting in the delivery of the project.

Other Options Considered

42. There have been numerous options surrounding the alignment and route details which have been considered through the design and planning process. A collaborative approach has been taken to the project and key partners have met regularly throughout the planning process and this has been formalised into revised governance arrangements for the Gedling Housing Zone delivery. Extensive consultation has been undertaken on the GAR.

43. The detail in each legal agreement has been through various iterations as a result of ongoing negotiations and is designed to reflect the interdependencies between the projects and meet the needs of all parties, whilst meeting all relevant financial and legal requirements. For NCC this has been done to protect the authority and minimise risk through pre-requisites that have to be met and link with key milestones to provide project assurance as the project develops.

44. Alternative methods of construction have been considered to avoid overlapping road closures and minimise durations of any closures, however alternatives still require the same closure periods but would add to the overall construction period and costs.

Reasons for Recommendations

45. The GAR will enable a key development site to be realised and unlock much needed development land. The former Gedling Colliery / Chase Farm site was identified as an area of future housing development in the Aligned Core Strategy (ACS), as it is a key strategic site on the urban edge of Nottingham and viewed as a priority for GBC, referenced within the Gedling Local Development Plan 2018. The site has a status of strategic location.

46. The delivery of GAR will also complete the long-awaited bypass of Gedling village and achieve strategic transport objectives in keeping with the third Nottinghamshire Local Transport Plan (2011-2026).

Statutory and Policy Implications

47. 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

48. Financial implications are discussed within the main body of the report in paragraphs 23 to 35 and the delivery of both the GAR and former Gedling Colliery development are linked as a result of the complex funding arrangements as previously reported.

49. NCC have ensured that all conditionality aspects are addressed before substantial liability under construction contracts is triggered. The Secretary of State of Transport has confirmed the Orders and in doing so is satisfied that the GAR scheme is fully funded.

50. Details of the risk of a shortfall and the need to be underwritten by the County Council were also included and approved in the Finance and Property Committee meeting on 24th March 2014.

51. Internal governance arrangements are in place to monitor construction and cost progress and further reports will be brought to the relevant Committees on a regular basis.

RECOMMENDATIONS

It is **RECOMMENDED** that Committee:

- 1) Consider whether there are any actions they require in relation to the update on the current progress of the Gedling Access Road scheme;
- 2) Approve the continued camera enforcement of the Bus Plug on Stoke Lane;
- 3) Resolve that a report on the latest cost for the construction works for the Gedling Access Road be taken to the next available Finance & Major Contracts Committee.

Adrian Smith
Corporate Director, Place

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

Constitutional Comments (SJE – 03/02/2021)

52. Finance & Major Contracts Management Committee is the appropriate body to consider any issues which relate to the strategic management and overview of a Council contract of major significance. Communities & Place Committee is the appropriate body to

consider the other aspects contained within this report. If Committee resolves that any actions are required, it must be satisfied that such actions are within the Committee's Terms of Reference.

Financial Comments (GB 23/02/2021)

53. The Gedling Access Road budget is approved in the Communities and Place capital programme with an overall value of £40.899m. Paragraphs 33 to 34 of this report set out the latest funding position and income streams that make up the total budget available. Based on the estimated forecast costs, additional costs have increased by £2.881m to taking the overall value to £43.780m. It is currently proposed that the additional costs are funded from within the existing Communities and Place capital programme.
54. D2N2 have confirmed there is no alternative funding for this programme at the present time. There may be opportunities after the Spring budget is given. The County Council continue to have strong support from our funding partners and will engage them to identify additional funding options over the Summer.
55. As part of the Full Business Case, previous approvals confirmed the requirement for the County Council to underwrite additional increases in project costs. A future report by Finance & Major Projects Committee will consider the cost increases and approve any changes to the budget book.

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.

- Communities and Place Committee Report dated 5 March 2019
Camera Enforcement – Stoke Lane Bus Plug
- Communities and Place Committee Report dated 5 December 2019
Gedling Access Road – Progress Report
- Communities and Place Committee Report dated 4 July 2019
Gedling Access Road – Update Report
- The Nottinghamshire County Council (B684 to A612 Link Road) A6211 Gedling Access Road (Side Roads) Order 2018 and The Nottinghamshire County Council (Gedling Access Road) Compulsory Purchase Order 2018 – Available at:
www.nottinghamshire.gov.uk/GAR
- Finance and Major Projects Committee Report dated 14 February 2019
Gedling Access Road – Update Report
- Communities and Place Committee Reported dated 8 March 2018 – Scheme Update
- Transport and Highways Committee Report dated 16 March 2017
Gedling Access Road – Scheme Update, Compulsory Purchase Orders and Side Roads Orders
- Finance and Property Committee Report dated 19 September 2016
Gedling Access Road - Scheme Update and Funding Agreement
- Transport and Highways Committee Report dated 21 September 2016
Gedling Access Road – Scheme Update, Compulsory Purchase Orders and Side Roads Orders
- Greater Nottingham (Broxtowe Borough, Gedling Borough, Nottingham City) – Aligned Core Strategies Part 1 Local Plan – Adopted September 2014
- Finance and Property Committee Report dated 24 March 2014

Gedling Access Road, Scheme Development and Funding Agreements

- Report to County Council dated 27 February 2014
Capital Programme 2014/15 to 2017/18
- D2N2 Local Growth Fund – Local Assurance Framework – Available at:
http://www.d2n2lep.org/write/Local_Assurance_Framework_final_version.pdf

Electoral Divisions and Members Affected

- | | |
|----------------|---|
| • Arnold North | Councillors Pauline Allan and Michael Payne |
| • Arnold South | Councillors John Clarke and Muriel Weisz |
| • Carlton East | Councillors Nicki Brooks |
| • Carlton West | Councillors Errol Henry and Jim Creamer |
| • Calverton | Councillor Boyd Elliott |
| • Newstead | Councillor Christopher Barnfather |