



10<sup>th</sup> December 2015

Agenda Item: 7

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME SCHEME UPDATE AND CONFIRMATION OF CONSTRUCTION COST**

#### **Purpose of the Report**

1. To provide an update on the progress of the Hucknall Town Centre Improvement Scheme (TCIS) and confirm construction costs.

#### **Background**

2. Members may recall that in May 2015 a report was presented to Transport and Highways Committee seeking approval to compulsorily acquire land and property to deliver the Hucknall TCIS project and provide an update on progress setting out the next steps. This report provides a further update on progress of the scheme; set out the proposed construction phases and confirms construction costs.

#### **Scheme Details**

3. A transport improvement scheme in Hucknall to construct a new road between Station Road and Annesley Road has been safeguarded for a number of years. The new road will enable part of the High Street (between Baker Street and Watnall Road) to be pedestrianised creating a high quality, safe and attractive environment to stimulate and regenerate the town centre by attracting inward investment.
4. The new road is 450m long, single carriageway and will be 30mph. It lies north-east of the High Street and the layout is shown on the attached drawings H/JH13379/500A and 501A. The works include a new traffic signal controlled junction on Station Road and a mini-roundabout on the junction with Annesley Road. The scheme also includes the realignment of Ashgate Road which includes the introduction of a traffic signalled junction to replace the existing double mini-roundabouts. This new traffic controlled junction will be linked to the new junction further along Station Road and will also include improved pedestrian crossing points providing better access to the Hucknall Tram Stop, Train Station and residential development in this area.
5. The current scheme proposals were granted planning approval at the 10<sup>th</sup> December 2013 meeting of the County Council's Planning and Licensing Committee.

## Land Acquisitions

6. The County Council have been acquiring the plots of land required to deliver the road scheme via negotiation over a number of years. In 2014 there were six further plots to be acquired and whilst discussions were advanced with most of the land owners, the County Council progressed with a Compulsory Purchase Order (CPO) to secure the remaining land required for highway purposes. It is standard practice that CPO powers are progressed simultaneously with land acquisition to assist with scheme delivery. Approval to acquire land and property required for the scheme was done via reports to Transport and Highways Committee on 9<sup>th</sup> January 2014 and 22<sup>nd</sup> May 2014.
7. The CPO for the final six plots was made on 22<sup>nd</sup> May 2014. One objection was received to the order but following further negotiation and discussion this was resolved and removed. The Department for Transport National Transport Casework Team confirmed the CPO on 18<sup>th</sup> November 2014. The County Council has continued to negotiate direct with the landowners and with four of the six plots now acquired with discussions on the remaining two plots ongoing. The County Council will be able to gain entry to the land on the two remaining plots from the 21<sup>st</sup> of December 2015 by way of the land being served with a notice to treat and notice to enter. This procedure falls under Section 5 and Section 11 of the Compulsory Purchase Act 1965 and County Council Officers have had regard to the County Council's Public sector Equality Duty in determining whether to exercise our power to enter and have concluded that there will be no differential impact on groups with protected characteristics in so doing.

## Funding and Procurement

8. The total scheme cost for the project included in the Department for Transport (DfT) Full Approval is £12.933m; this has since risen to £13.433m with the £0.5m increase due to additional costs to divert utility apparatus following completion of detailed design. A summary of costs are included in Table A.
9. The main contract works have been procured through the Midlands Highway Alliance (MHA) Medium Schemes Framework 2 of which Nottinghamshire County Council is a member. Carillion Tarmac (in a joint venture) was allocated the contract following a direct call-off from the framework and they have been involved in Early Contractor Involvement (ECI) with the County Council since 2014. Carillion Tarmac submitted its target cost to the County Council in September 2015 after receiving the detailed design drawing package on the 10<sup>th</sup> July. The total package order value is £7.244m and this assumes a mobilisation start date of 11<sup>th</sup> January 2016. The total duration of works is 68 weeks with the new road opening to traffic in October 2016 and the High Street works completed in Spring 2017.
10. Other key construction activities that have been procured include the demolition of 11 vacant properties in advance of the main site works and this work also commenced last month. The works are being managed by G F Tomlinson's who have been procured through the empa framework (East Midlands Property Alliance).

**Table A: Summary of Costs**

| <b>Costs Summary</b>                       | <b>Value (£m)</b> |
|--|-------------------|
| Construction Works                         |                   |
| Carillion Tarmac (Main Contract)           | 7.245             |
| G F Tomlinson (Demolition)                 | 0.297             |
| Other Construction Works (NCC Direct)      | 0.278             |
| Statutory Undertaker Works (Diversion etc) | 0.838             |
| Land                                       | 3.324             |
| Other (includes fees and contingency)      | 1.451             |
| <b>Total</b>                               | <b>13.433</b>     |

11. The scheme is funded from a number of sources and these are detailed in Table B. The Department for Transport (DfT) granted Full Approval in February 2015; this approval provides a maximum capped funding contribution of £8.489m towards the full scheme costs and is paid as capital grant under Section 31 of the Local Government Act 2003. The Full Approval submission included an economic appraisal and the scheme scored a Benefit Cost Ratio (BCR) of 7.82, the DfT consider that a BCR of 4.0 or above indicates a “very high Value for Money” scheme. The County Council has acquired a number of properties and land plots over the year by negotiation and these land purchases are the County Council’s contribution to the scheme. Ashfield District Council has contributed £1.35m towards the project and funding has also been sought from the Flood Defence Grant in Aid which is managed by the Environment Agency; the scheme is named in the Flood and Coastal Erosion Risk Management (FCERM) construction programme for England.

**Table B: Summary of Income**

| <b>Income Summary</b>  | <b>Value (£m)</b> |
|--|-------------------|
| Department for Transport   | 8.489             |
| Ashfield District Council  | 1.350             |
| Nottinghamshire County Council   |                   |
| Land Purchases   | 2.325             |
| Integrated Transport Measures (allocation 17/18)                           | 0.319             |
| Capital Asset Management Group (approved 23 <sup>rd</sup> Nov 2015)        | 0.500             |
| Flood Defence Grant in Aid (FDGiA) – funding managed by Environment Agency | 0.450             |
| <b>Total</b>   | <b>13.433</b>     |

## Hucknall Flooding Update

12. As Members may be aware, there have been flood events in the area that have been the subject of much concern locally and were subject to representations at the Planning and Licensing Committee. Since planning approval and in line with planning conditions the County Council design team has worked closely with the Authority’s Flood Risk Management team,

the Environment Agency and Severn Trent Water to ensure proposals mitigate against any increase in flood risk as a result of the new road and to incorporate all reasonably available options to reduce flood risk, in line with the County Council's ongoing Section 19 Flood Investigation carried out as Lead Local Flood Authority.

13. Following flood modelling work carried out the Hucknall TCIS incorporates a number of recommended hydraulic enhancements and the scheme design now includes a flood relief culvert (750mm diameter sized pipe) under the new road to alleviate flooding issues within the Thoresby Dale estate and provide additional storage for highway drainage.

## **Community Engagement**

14. In terms of community engagement a 3 day staffed public exhibition was held in September 2012 prior to the submission of the planning application, this included the distribution of questionnaires and 74% of respondents agreed that the High Street suffers from too much traffic creating a poor environment for shoppers with 69% of respondents agreeing that the proposed scheme will create a more appealing shopping environment. In August 2014 a 'High Street Bonanza Day' was held to give a taster of what a traffic free environment would be like for the town. The western section of the High Street was closed for a number of hours with entertainment and market stalls provided on the day. The event was well supported by local businesses and residents, no formal survey was undertaken but the vast majority of feedback was positive. A communications plan has been created and 14,000 leaflets were delivered to households within the town providing an update on the scheme earlier this summer. In October 2015 a 'Meet the Contractor' event was held in the town providing an opportunity for local residents and businesses to meet the site project team with County Council officers exhibiting the latest plans and programme.
15. County Council Officers have also given presentations to a range of stakeholders including We Love Hucknall, Hucknall Tourism and Regeneration Group, Thoresby Dale Estate Neighbourhood Watch, Ashfield District Council Councillors and the Hucknall Partnership Group.
16. Going forward Carillion Tarmac has appointed a full time Public Liaison Officer who will be based on site for the duration of the works. All queries from members of the public and local businesses will be dealt with by the Public Liaison Officer, the generic email for the contractors is [hucknall@tarmac.com](mailto:hucknall@tarmac.com). The County Council also has a Project Manager for the scheme who has led up the planning application, business case submission and overseen the detailed design. The Project Manager will continue to be very closely involved in project delivery, will keep local County Councillors informed of issues arising as the construction works progress and act as a point of contact for Councillors. The County Council has a scheme email that is [hucknalltci@nottscc.gov.uk](mailto:hucknalltci@nottscc.gov.uk) and the Project Manager, Tom Boylan, can be contacted directly on 0115 977 4227.
17. The County Council's webpage will also be updated accordingly and information will be provided using Email, Facebook and press releases as required.
18. The scheme will require a number of permanent changes and new traffic orders related to vehicles movements, speed and parking. These will be subject to individual consultation and public advertisement of the proposals, and objections received will be considered and reported through the County Council's current procedures if required.

## **Construction Works**

19. Archaeological investigation work and vegetation clearance work in the Mill Yard area was completed last year to minimise risk to the project. Additional vegetation clearance works was undertaken by Highway Operations in October 2015. The demolition works commenced on the 19th October 2015 at Woollaton Street. The demolition contract includes demolition of 11 vacant properties and will take approximately 12 weeks to complete. The demolition works resulted in the closure of the Station Road Car Park and the contract is expected to be completed just before Christmas.
20. Carillion Tarmac will commence construction of the new road on 11<sup>th</sup> January 2016. The planned completion date for the new road to open to traffic is 26<sup>th</sup> October 2016. The contractor will then relocate to the High Street with the pedestrianisation works completed by Spring 2017.
21. Statutory undertakers such as British Gas and BT have commenced working in the area diverting utility apparatus; further works by Virgin Media and Western Power are being programmed. The County Council has also removed CCTV cameras and cleared vegetation within the town prior to the main contractor's arrival on site in January 2016. County Council Officers have also worked closely with Network Rail to ensure that its proposals to repair the Station Road bridge next year is co-ordinated with the works for the town centre project and that delay to the public is kept to a minimum.

## **Other Options Considered**

22. Alternative options and alignments for the proposed scheme have been considered over numerous years. The current proposals have been assessed and reported to the Department for Transport as part of the Major Scheme Business Case process. In addition, they have more recently been submitted as part of the planning application for the scheme which was approved in December 2013.
23. Additional design work undertaken in 2012 further reduced the amount of third party land required for the scheme. The scheme is now considered to be the best available option to deliver the pedestrianisation of the High Street and provide the new road for the town, whilst minimising land take.

## **Environmental and Sustainability Implications**

24. The new road will assist with attempts to reduce traffic congestion within the town centre and the associated noise and air pollution from vehicles. New and amended cycle and walking facilities are to be provided as part of the scheme offering alternative transport modes. Dedicated bus links with quality shelters will offer improve facilities for bus passengers in the town. Walk and cycle routes between the town centre and the tram/ rail stop will be significantly improved as a result of the proposed scheme.

## **Reasons for Recommendations**

25. It is considered that the proposals as contained in this report represent the best available option to deliver the Hucknall Town Centre Improvement Scheme and contribute to the County Councils commitment to making Nottinghamshire a better place to live, work and visit. The current scheme design has full planning permission and will be delivered within the planning conditions.

## **Statutory and Policy Implications**

26. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **Financial Implications**

27. The costs for delivering the scheme are contained within the scheme budget summarised in tables A and B contained in this report.

## **Crime and Disorder Implications**

28. Nottinghamshire Police have raised no objection to the proposed Hucknall Town Centre Improvement Scheme.

## **RECOMMENDATION/S**

It is **recommended** that Committee:

- a. Note current progress to date and project costs detailed in this report.

**Neil Hodgson**  
**Service Director (Highways)**

**Name and Title of Report Author**  
Mike Barnett - Team Manager (Major Projects and Improvements)

**For any enquiries about this report please contact:**  
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## **Constitutional Comments (SJE 8/11/2015)**

29. As this report is only for noting by Committee, Constitutional Comments are not required.

## **Financial Comments (GB 30/11/2015)**

30. The financial implications are set out in paragraph 27 of the report.

## **Background Papers**

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

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.

Transport and Highways Committee Papers

Hucknall Town Centre Improvement Scheme - Update and Compulsory Purchase Orders (Highways Act 1980) – 21<sup>st</sup> May 2014

Hucknall Town Centre Improvement Scheme – Compulsory Purchase Orders - 9<sup>th</sup> January 2014

Hucknall Town Centre Improvement Scheme, Update Report – 18<sup>th</sup> October 2012

## **Electoral Division(s) and Member(s) Affected**

|             |                           |
|-------------|---------------------------|
| Hucknall ED | Councillor John Wilkinson |
| Hucknall ED | Councillor Alice Grice    |
| Hucknall ED | Councillor John Wilmott   |