

21 May 2014**Agenda Item:7****REPORT OF SERVICE DIRECTOR, HIGHWAYS****HIGHWAY ASPECTS OF THE ALLIANCE BOOTS ENTERPRISE ZONE****Purpose of the Report**

1. To provide information relating to the highway aspects of the potential development of the Alliance Boots Enterprise Zone in Beeston.

Information and Advice

2. In March 2011, the Alliance Boots site in Beeston was awarded Enterprise Zone status by the Government. The Alliance Boots Enterprise Zone was subsequently expanded to include three nearby smaller sites to form the Nottingham Enterprise Zone (NEZ). The NEZ comprises part of the Alliance Boots site in Beeston, Beeston Business Park, the Nottingham Science Park and the MediPark site (at Queen's Medical Centre) which together make up 286 acres (116 hectares).
3. Enterprise Zones are nationally designated areas with incentives to encourage the creation of new businesses, which will contribute to the growth of local and national economies.
4. The NEZ is a partnership between the Department for Communities and Local Government, Nottingham City Council, the D2N2 Local Enterprise Partnership (the LEP for Derby, Derbyshire, Nottingham and Nottinghamshire) and the County Council.
5. The Alliance Boots site is the major part of the NEZ and consists of 113 hectares which will eventually provide employment development with up to 200,000m² of new floor space, housing development of up to 675 new homes (with a potential for additional new homes on adjacent Severn Trent Water land) and about 21 hectares of green spaces.
6. The site lies within both the City and County boundaries and at the moment work is being undertaken by the NEZ partnership on the necessary planning applications to the relevant Local Planning Authorities that will comprise two components:
 - An outline application for the entire Alliance Boots site in Beeston, which will define the potential overall land use distribution

- A detailed application for a new public highway (and associated infrastructure modifications) connecting Thane Road with Humber Road South
7. The link road, as detailed in the plan in Appendix A, is planned (subject to planning permission being given) for construction at the commencement of the project which is likely to be late 2014/early 2015. It will provide access to all parts of the site from both the east and west and is a key part of the overall project. The link road will involve the construction of a new road bridge over the Beeston Canal at Thane Road and alterations to the roundabout at Humber Road outside the western entrance to the Alliance Boots site. Once constructed the road will be adopted by both the City and County Councils up to the respective administrative boundaries.
 8. It is recognised that the new road may be seen by some motorists as an alternative route to the existing routes on University Boulevard and the A6005 Queens Road East. Consideration has therefore been given as to how this can be prevented, but options to deter motorists from using the new link road instead of University Boulevard or the A6005 are, however, limited. This is because part of the funding package for the project involves State Aid and the link road cannot therefore be constructed in such a way that it favours Alliance Boots in their operations and the road must be open to all road users without any restrictions, such as the road being constructed with two dead ends.

20mph speed limit

9. To ensure that the new link road through the Alliance Boots Enterprise Zone both safely serves its purpose in allowing access to all parts of the site, and deters through traffic whilst being available to all road users it is proposed that it will be subject to a 20mph speed limit and incorporate traffic management measures to reinforce this limit.
10. In addition to the above, the road will also incorporate cycling provision and it will form part of the planned Nottingham City Council Southside Growth Corridor transport improvements which will provide enhanced public transport services from the Racecourse Park and Ride site near Daleside Road in Colwick through to Beeston.

Other Options Considered

11. Other options considered are set out within this report.

Reason/s for Recommendation/s

12. The development of the Alliance Boots site is an important opportunity to provide new jobs and development opportunities in line with the County Council's Strategic Plan 2014 – 2018 and the new link road cannot, due to funding restrictions, be constructed as anything other than a link road between Thane Road and Humber Road.

13. The creation of the new road will be subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation and planning permission.

Statutory and Policy Implications

14. 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

15. The construction of the link road with a 20mph speed limit for the Enterprise Zone will cost approximately £6.1Million and this will be funded through the D2N2 LEP.

RECOMMENDATION/S

- 1) Note the proposed new link road through the Alliance Boots Enterprise Zone.
- 2) Approve the proposed 20mph speed limits adjacent to the City boundary on the new link road in Beeston.

Report Author

Clive Wood Team Highway Development Control Team Manager

For any enquiries about this report please contact:

Clive Wood Highway Development Control Team Manager

Constitutional Comments (SHB.23.04.14)

16. Committee have power to decide the Recommendations.

Financial Comments (TMR 28/04/2014)

17. The financial implications are set out in paragraph 15 of the report.

Background Papers and Published Documents

- DfT Circular 01/2013 Setting Local Speed Limits

Electoral Division(s) and Member(s) Affected

- Beeston South and Attenborough