

2 November 2021

Agenda Item: 7

REPORT OF THE CORPORATE DIRECTOR, PLACE

A614/A6097 MAJOR ROUTE NETWORK – SCHEME UPDATE

Purpose of the Report

1. To provide an update on progress with the Full Business Case (FBC) for the scheme and to endorse the revised timetable through to project delivery.

Information

2. As part of the Transport Investment Strategy, the Government has committed to creating a Major Road Network (MRN). The current MRN includes both the A614 and A6097 and improvement of this road corridor will:
 - reduce congestion;
 - support economic growth and rebalancing;
 - support housing delivery;
 - support all road users; and
 - support the Strategic Road Network.
3. The A614 / A6097 improvements accord closely with the Nottinghamshire County Council (NCC) objectives in terms of supporting economic growth along the corridor and minimising the impacts of transport on people's lives, as well as improving access to and enabling new employment opportunities including the visitor economy.
4. In October 2018 the Government agreed in principal to provide MRN monies in the first tranche of funding subject to the submission of a satisfactory Outline Business Case (OBC). This report details the progress made in the development of the scheme and highlights the next stages of the process. The final OBC was submitted to Government in December 2020 and it had been hoped to receive a decision before the end of that financial year. Unfortunately, due to other pressures within Government, the positive outcome was not forthcoming until the end of June 2021. The project has though now received programme entry subject to completion of all statutory processes including planning and submission of the Full Business Case (FBC). The total project for the OBC submission was costed at £28.6m and Government have now agreed to contribute up to £24.3m towards this programme.

Scheme Details and Objectives

5. The package of measures within the Scheme includes six junction improvements along the A614 and A6097 in order to increase traffic capacity so that both future residential and employment traffic can be accommodated whilst also reducing journey time delays. The six junctions are physically within the Districts of Newark & Sherwood and Rushcliffe

but the whole A614 and A6097 route also passes through the Borough of Gedling and extends into Bassetlaw District. There are a number of both committed and allocated development sites located in close proximity to the Scheme. The junction improvements are identified below:

- Ollerton – the intersection of the A614 / A616 / A6075 roundabout.
- Mickledale Lane – the A614 / Mickledale Lane crossroads.
- White Post – the A614 / Mansfield Road roundabout.
- Warren Hill – the A614 / A6097 priority junction.
- Lowdham – the A6097 / A612 Nottingham Road / Southwell Road roundabout, and
- Kirk Hill – the A6097 / Kirk Hill crossroads.

6. Key objectives that will be achieved by the Scheme include:

- Unlocking major development sites;
- Removal of peak period traffic congestion which will bring significant journey time benefits to commuters and local businesses; and
- Improve road safety for all users.

7. The scheme is an important part of NCC's strategy to support growth and investment in Nottinghamshire. It will enable the Strategic Road Network and local roads to operate more efficiently by reducing congestion, improving the reliability of journey times whilst also providing increased capacity at key junctions which will help facilitate economic growth in the area.

8. The package of measures outlined is considered to provide real economic momentum, especially during the current pandemic, in and around the corridor of interest. As an example; the Thoresby Colliery site is earmarked for 850 new houses and will deliver 2.3 hectares of employment land which will bring new jobs to the local area. Other key sites that will be enabled by the Scheme include; land to the north of Petersmith Drive, Ollerton which has been allocated 305 new houses, land in Newton which has been allocated 500 houses and land to the north of Bingham for 1,000 houses and 15.5 hectares of employment development.

9. The A614 serves a dual-economic function: facilitating regular commuter/ business trips and longer distance traffic movements, and also being an important corridor for the visitor economy which is forecast to grow in the future. In keeping with this and recognising the need to maximise the visitor economy, the Authority has improved other junctions on the A614 route in recent years. As follows:

- the A614 / B6034 (Rose Cottage) junction was upgraded from a priority T-junction to a signalised junction with works complete in February 2013.
- the A614 / A617 Lockwell Hill roundabout junction was enlarged in September 2013.

10. Overall, the provision of measures for the A614/ A6097 are considered to be beneficial in terms of impacts on the local highway network and on transport grounds. The Cost Benefit Analysis undertaken for the OBC demonstrated that the benefit to cost ratio is high, with a transport Benefit Cost Ratio of 3.08 (that is a £3.08 return for every £1 spent).

Construction Delivery

11. The OBC details a full range of procurement options which are considered to secure best value. The approach in the OBC builds on NCC's strong track record in delivering major transport schemes, with a clear understanding between contractor and authority of how they work and what their processes are. This is not just in terms of roles, but also agreed

standards, mechanisms and clarity over risk and risk allocation and transfer throughout the design and construction phases.

Progress to Date

- 12. Progress to date since programme entry has focussed on the work required to inform and develop the planning application and its necessary environmental impact assessment (EIA) and this has included detailed design of each of the junctions. This work has required minor modifications to some of the initial designs and some more major alterations following further public consultation and to resolve safety concerns. An analysis of these changes confirms that these will enhance the business case and reduce off-peak delays to traffic using the A614 when compared to the previous design solutions.
- 13. NCC has the overall responsibility for land acquisition, design, procurement, construction and delivery of the Scheme.
- 14. In order to deliver and construct the six identified schemes, third party land will be required and a budget will need to be set up to accommodate future land transactions now the OBC has been approved. Whilst every endeavour will be made to acquire parcels of land by negotiation, it is standard practice that Compulsory Purchase Powers are progressed simultaneously to reduce project risk. A further report will be brought to this Committee to seek necessary approvals linked to the Compulsory Purchase Order (CPO) and Side Road Order (SRO) process.
- 15. Communications have commenced with key stakeholders. Land registry searches and land valuation work is also ongoing and will inform future land negotiations. Geotechnical and ecology work is underway to support the design and Environmental Impact Assessments (EIA) that will be required as part of the planning application processes.
- 16. The current timetable moving forwards for this project is as shown below. The construction start date is slightly later than originally anticipated, however there have been some delays to the programme such as the Outline Business Case (OBC) process taking later than originally estimated and unforeseen design modifications. The scheme is now anticipated to start in March 2023 and be complete by Spring 2025. The programme team will of course endeavour to accelerate this programme where an opportunity presents itself;

Submission of planning application	29-Nov-2021
Planning determination	04-Apr-2022
Making of CPO and SRO	14-Jan-2022
Public Inquiry (if required)	29-Aug-2022
Confirmation of CPO and SRO	23-Dec-2022
Submission of Full Approval Application to DfT (Mandatory)	23-Dec-2022
Start of Works (Mandatory)	27-Mar-2023
Completion of Works (Mandatory)	Spring-2025
Scheme Brought into Public Use e.g. Opening Date (Mandatory)	Spring-2025

Planning

17. Planning permission will be required for the construction of the A614/ A6097 scheme and will be submitted to the planning authority at the end of November 2021.

Other Options Considered

18. There have been numerous options considered for each junction and extensive traffic modelling has been undertaken to assist in the decision-making process. An Options Assessment Report has been submitted to the DfT alongside the OBC which outlines the process of option development throughout the preliminary design stage.

Reasons for Recommendation

19. The A614/A6097 scheme will contribute to economic growth and investment in this part of Nottinghamshire and will deliver significant journey time savings and improvements in respect of the highways.

Statutory and Policy Implications

20. 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

21. The latest cost estimate for the package of measures is currently £28.6 million. The bid to the DfT is for a contribution of £24.3 million with the remainder being funded by S106 / CIL / NCC contributions. The DfT allocation is only provisional at this stage and all costs incurred prior to Full Approval are done so at risk and met by NCC.
22. It should be noted that the previously approved local contribution of up to £4million has not been increased. The current level of required NCC funding is £2.5m, with the remainder being met from S106/CIL contributions. Following experience on other projects post covid and Brexit a full review of the Quantified Risk Register has been undertaken to reflect latest line of thinking on items such as inflation and site conditions.
23. Under the terms of the OBC, the DfT will require the County Council Section 151 Officer to confirm that NCC accept responsibility for meeting any costs over and above the current contributions totalling £28.6million to deliver all six junction improvements. No further funding will be provided by the Department for Transport. This is to cover the costs of construction once in contract and costs exceeding the budget available. If the costs are likely to increase, reports will be brought to Committee for further consideration.
24. The scheme must also be implemented in accordance with the scheme proposals as set out in the funding bid as submitted to the Department and subject to any changes which may occur as a result of further design or as a result of remaining statutory procedures. It should be noted that Ministers reserve the right to reconsider their decision on funding

if there are any changes to the overall cost, scope or design of the scheme which they consider to be material.

RECOMMENDATION

It is **RECOMMENDED** that Committee:

- 1) Endorse the timetable for the next steps in project delivery for the scheme.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Kevin Sharman 0115 977 2970

Constitutional Comments (EP 11/10/21)

25. The Economic Development and Asset Management Committee is the correct body to consider the content of this report.

Financial Comments (GB 20/10/21)

26. The latest estimated cost for this project currently stands at £28.6m. It is proposed that this is funded from DfT grant of £24.3m, £1.8m from S106 / CIL contributions and £2.5m from NCC. It is important to note that the risk of any cost over-runs will rest with NCC. There will be a requirement to vary the Transport and Environment Committee capital programme on confirmation of full approval from the DfT.

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.

- Report to Policy Committee 12 September 2018 - Major Infrastructure Improvement Scheme
- Report to Policy Committee 17 October 2018 – A614 / A6097 Major Infrastructure Improvement Scheme
- Report to Communities and Place Committee 4 April 2019 – A614 Major Route Network – Scheme update, compulsory purchase order and side roads orders
- Report to Policy Committee 22 May 2019 A614/A6097 Major Route Network – Scheme Update and Funding Agreements.
- Report to Communities and Place Committee January 2021

Electoral Division(s) and Member(s) Affected

Bingham East	Councillor Francis Purdue-Horan
Bingham West	Councillor Neil Clarke
Muskham and Farnsfield	Councillor Bruce Laughton
Ollerton	Councillor Mike Pringle
Sherwood Forest	Councillor Scott Carlton
Southwell	Councillor Roger Jackson