

REPORT OF LEADER OF THE COUNTY COUNCIL**A614/A6097 MAJOR ROUTE NETWORK – SCHEME UPDATE AND FUNDING AGREEMENTS****Purpose of the Report**

1. To provide an update on recent progress on the A614 / A6097 Major Road Network (MRN) Corridor Improvement and to set out the next steps in project delivery;
2. To seek approval of Committee to submit the Outline Business Case to the Department for Transport for the A614 / A6097 Corridor Improvement;
3. To highlight to Committee the requirement for NCC to underwrite costs identified in the OBC submission and to meet any project overspend;
4. To seek approval of Committee to prepare scheme display material and undertake a public exhibition of proposals for the A614 / A6097 Corridor Improvement.

Information

5. The Secretary of State for Transport announced in October 2018 that Nottinghamshire County Council (NCC) had been provisionally allocated £18m from the Department for Transport (DfT) to fund a package of measures to upgrade the A614 / A6097 Corridor (Scheme) by improving six junctions along the route increasing capacity to accommodate future residential and employment development. Following a submission to the DfT as part of a Central Government initiative to create a Major Road Network (MRN), a report to NCC Policy Committee on 17 October 2018 highlighted the Government's intention to award this funding.
6. The six junctions are within the District of Newark and Sherwood but the whole A614 and A6097 route extends into the Bassetlaw District and Boroughs of Gedling and Rushcliffe where there are a number of committed and allocated development sites located in close proximity to the Scheme.
7. The funding is subject to a gateway process through the DfT and the initial stage is approval of the Outline Business Case (OBC) by the DfT which will be submitted in May 2019, subject to Committee approval. The OBC has been prepared in accordance with national guidance and demonstrates to the DfT the Scheme's affordability and Value for Money, it includes financial profiles of the preferred options at each junction and examines the need for intervention, constraints and opportunities at each location in terms of engineering feasibility (including costs) and environmental impact. The Full Business Case (FBC) for the Scheme is anticipated to be submitted early in 2021 following completion of statutory procedures required to deliver the Scheme.
8. NCC has the overall responsibility for land acquisition, design, procurement, construction and delivery of the Scheme, and Via East Midlands Limited (Via EM) has been instructed to undertake these tasks on behalf of NCC. It is anticipated that a

Compulsory Purchase Order (CPO) and Side Roads Order (SRO) (together the “Orders”), will be required to deliver the Scheme and these too are made by NCC as these powers are not delegated to Via EM. In order to ensure proper process specialist advice will be sought throughout the life of the project.

9. A planning application will be submitted for the Scheme once approval of the OBC has been received and construction of the Scheme is estimated to commence in 2021. The planning application will be determined by NCC as the Local Planning Authority as it is an infrastructure improvement project.

Scheme Details and Objectives

10. The purpose of this section is to provide members with details of the Scheme and progress to date. Key objectives that will be achieved by the Scheme include:
 - Unlocking major development sites;
 - Reduction in peak period traffic congestion which will bring significant journey time benefits to commuters and local businesses; and
 - Improve road safety for all users
11. The Scheme, as shown on drawing **HW20949-01 Rev A**, involves the improvement of six junctions as outlined below, each junction is at outline design stage and there are risks incumbent with each junction relating to buildability and land required. As the detailed design and construction planning progresses, greater certainty on the Scheme costs and final proposals will be known. Where available, general arrangements showing outline proposals are included for each junction.
12. The Scheme will improve traffic flow and increase capacity at the six junctions, unlocking a number of key developments along the route. One of these is the Thoresby Colliery site which is earmarked for 850 new houses and 2.3 hectares of employment land. Other key development sites nearby include land to the north of Petersmith Drive, Ollerton which has been allocated 305 new houses and land to the north of Bingham for 1,000 houses and 15.5 hectares of employment development.

Ollerton Roundabout

13. A vital intersection on NCC’s Strategic Road Network, Ollerton Roundabout will be a conventional roundabout enlargement scheme with the central island, entry lane approaches and exit lanes all widened to reduce congestion.
14. The enlarged roundabout will accommodate two-lane circulatory movements, with two lanes on approach and two on exit. Non-motorised User (NMUs) provision will be incorporated on all arms; signalised crossing points will be provided at the A614 Old Rufford Road and A6075 arms improving pedestrian and cycling connectivity across the junction. **Plan 1** shows a general arrangement of the proposals at this junction.

Deerdale Lane, Bilsthorpe

15. Deerdale Lane at its junction with the A614 is currently a four-arm crossroads. It is proposed to signalise the junction to provide safe opportunities for vehicles joining and leaving the A614. **Plan 2** shows a general arrangement of the proposals at this junction.

Mickledale Lane, Bilsthorpe

16. The Mickledale Lane junction with the A614 is currently a four-arm crossroads. Junction improvements at this location will include signalisation to allow vehicles to safely join the A614. **Plan 3** shows a general arrangement of the proposals at this junction.

A614 White Post Roundabout near Farnsfield

17. The proposals for the White Post Roundabout include localised widening on the A614 approaches required to improve the efficiency of this junction, and small-scale safety improvements including application of high-friction surfacing. Due to the scale of the proposals at this junction, no general arrangement plan is currently available.

A614 / A6097 Warren Hill Junction

18. Warren Hill junction is the intersection of the A614 Old Rufford Road with the A6097 Ollerton Road (between Oxton and Farnsfield). To simplify its operation, the proposals for this junction include conversion into a conventional roundabout layout to provide junction capacity and safety benefits. **Plan 4** shows a general arrangement of the proposals at this junction.

Lowdham Roundabout

19. Lowdham Roundabout joins the A6097 (a key artery linking the A46 in the south to the A614/A617 (Mansfield) in the north) with the A612 providing a key route into and out of Nottingham.
20. The proposed junction upgrade will take the form of an enlarged conventional roundabout with two approach lanes on the A612 in both directions, as well as providing two-lane circulatory movements. **Plan 5** shows a general arrangement of the proposals at this junction.
21. It should be noted that the Environment Agency (EA) is proposing a major flood alleviation scheme at this location and Via EM are working closely with the EA to ensure that information is shared and exploring whether there are opportunities for some elements of the flooding scheme to be brought into the roundabout improvement construction contract reducing costs and time in the long term.

Construction Delivery

22. It is proposed that the construction will be undertaken using a mixture of procurement routes through both Via EM and the Medium Schemes Framework 3 (MSF3) provided through the Midlands Highway Alliance (MHA), which Nottinghamshire County Council is part of. To this end discussions will commence with the MHA regarding Scheme delivery. Following approval of the OBC a contractor will be selected to take forward the proposals and to work with the delivery team to develop, programme and finalise target costs within the Scheme constraints.
23. Using MSF3 will reduce any procurement delays and also enable a significant period of Early Contract Involvement (ECI) to fix a target price, carry out value engineering and assist in the management of risk.

Progress to Date

24. Progress to date has focussed on the work required to inform and develop the OBC and this has included assessment of junction options, updating land requirements and traffic

modelling. Via EM have provided specialist input to the OBC for various elements of the Scheme to support AECOM (consultants) who have been appointed by NCC to produce an Options Assessment Report (OAR) and a Traffic and Economic Assessment Report (TEAR). Part of the OAR uses the DfT's decision support tool, Early Assessment Sifting Tool (EAST) which summarises and presents evidence on options in a consistent format and this assessment is now complete.

25. Ecological and Environmental surveys have been commissioned and programmed to support the development of the planning application and FBC submission, this will be supplied as part of the FBC.
26. A Hydrologist has been appointed to produce a flood risk assessment for the forthcoming planning application.
27. Contact has been made with land owners affected by the Scheme via initial written consultation, and meetings with various interested parties have been arranged for May 2019.
28. A previous Scheme update report was provided to the Communities and Place Committee meeting on 4 April 2019. This report included approval in principle to acquire land and rights to deliver the Scheme and to progress with negotiations with affected landowners, prepare the Orders and to carry out appropriate publicity.
29. Relevant local Members have been contacted to discuss the chosen options for each junction and this dialogue with Members will continue as the Scheme progresses. Members will also be given notice of the forthcoming consultation events.
30. Public consultation is planned for Summer 2019 in advance of the planning application submission and public exhibitions will be the main element of the consultation strategy in showcasing the proposals. Events will be held at Ollerton, Bilsthorpe and Lowdham as a minimum. Leaflets will be distributed throughout each village near the A614 corridor informing them of the consultation dates and a webpage will also be set up allowing easy access to view the latest scheme plans and enable the public to contact Via EM.

Funding

31. An initial working budget of up to £150,000 was approved at the Policy Committee meeting in September 2018 to advance the design work relating to major infrastructure schemes.
32. The latest cost estimate for the package of measures is currently £22 million. The latest cost assessments were reviewed in March 2019 based on the preferred options included in the OAR and the TUBA (transport modelling) assessments. Subject to the OBC approval, the DfT has provisionally allocated a maximum contribution £18 million. The remaining £4 million will comprise S106 contributions / CIL contributions / County Council capital contributions. Harworth Group Plc, promoters of the Thoresby Colliery redevelopment at Edwinstowe has identified a potential S106 contribution of £1.198 million. As the DfT allocation is only provisional until Approval of the Full Business Case, all costs incurred prior to DfT approval are done so at risk.
33. Latest scheme cost estimates included in the OBC is shown in Table 1.

Table 1: A614 Current Scheme Cost Estimate Summary

Junction	Civils (£m)	Land (£m)	Fees (£m)
Ollerton Roundabout	5.768	1.312	1.713
Lowdham Roundabout	4.025		
Warren Hill	3.519		
Mickeldale Lane	2.325		
Deerdale Lane	3.255		
White Post Roundabout	0.080		
Sub Total	18.972	1.312	1.713
Scheme Total	21.997		

34. Under the terms of the Outline Business Case, the DfT will require the County Council Section 151 Officer to confirm that NCC accept responsibility for sourcing and meeting any costs over and above the current DfT contribution of £18m.
35. Utilising the MSF3 procurement methods provides an opportunity for the project team to engage and work collaboratively with a preferred contractor to carry out value engineering and fix a target price (Early Contractor Involvement (ECI)). If the target price is less than current estimates, then it reduces the risk of costs being incurred above the current contributions. In the case of the target cost being above current scheme estimates then through robust project governance arrangements this information would be taken to partners to seek additional contributions and a subsequent report brought to the appropriate committee to advise on the next steps required to deliver the project.
36. Table 2 presents the Transport Economic Efficiency (TEE) Table and road safety benefits over the 60-year assessment period. All costs are discounted to a 2010 present value year, in 2010 market prices and the data shows that:
- Large positive benefits at Ollerton and Lowdham enlarged roundabouts;
 - Modest positive benefits at Warren Hill;
 - Modest dis-benefits at Deerdale Lane and Mickledale Lane – this is for A614 through traffic as signalling the junctions affects the free flow traffic, however, it is considered that this offset by the facility and safe opportunity it provides to traffic joining the A614;
 - Road safety dis-benefits at Ollerton and Lowdham - This is due to default rates for roundabout junction being much higher than the observed collision rates at the current junctions (it is expected that the modified junctions will be safer than predicted);
 - Modest road safety dis-benefit at Deerdale Lane;
 - Large road safety benefit at Mickledale Lane;
 - As stand-alone schemes, Ollerton and Lowdham show very high value for money. Warren Hill has a Benefit Cost Ratio (BCR) approaching 1. The costs of White Post, Deerdale Lane and Mickledale Lane exceed the expected benefits, but are considered necessary from an amenity and safety perspective.
37. As a package, the scheme represents High Value for Money with an overall Benefit Cost Ratio of 2.65.

Table 2: TEE and Road Safety Benefits as highlighted in the TEAR

Junction	TEE Benefits (£m)	Accident benefits (£)	Present Value Benefit (PVB) (£m)	Present Value of Cost (PVC) (£m)	Net Present Value (£m)	BCR
Ollerton	24.469	-1.644	22.825	5.178	17.647	4.41
Deerdale Lane	-4.476	-0.401	-4.877	2.352	-7.229	-2.07
Mickledale Lane	-5.344	2.809	-2.535	1.800	-4.335	-1.41
White Post				0.069	-0.068	
Warren Hill	2.399	0.036	2.435	2.499	-0.639	0.97
Lowdham	23.096	-2.034	21.062	2.799	18.263	7.52
Total	40.144	-1.234	39.910	14.696	24.214	2.65

Timescales

38. The indicative timetable for the next key steps is set out in Table 3. The next key milestone is for the DfT to approve the Options Assessment Report and OBC which will be submitted in May 2019.

Table 3: Key Steps and Scheme Timetable

Activity	Start Date	End Date	Comments
Submission of Options Assessment Report and Outline Business Case to the DfT	Nov 2018	May 2019	Dependant on approval
Preliminary Design work	Jan 2019	Dec 2019	Ongoing
Land negotiations	April 2019	Until end of project life	Ongoing
Detailed Design and ECI	Summer 2019	April 2021	
Consultation Events	Summer 2019	April 2021	
Submission of Planning Application to LPA	August 2019	December 2019	Ecology and Design work - ongoing
CPO & SRO / Public Inquiry	Nov 2019	Jan 2021	
Full Approval Submission to the DfT	Dec 2019	March 2020	
Start of Construction Works	April 2021		

Compulsory Purchase Order and Side Roads Orders

39. Details around the Orders that are considered necessary to deliver the Scheme were provided in the Communities and Place Committee meeting on 4 April 2019. However, to confirm, the making and confirmation of the CPO will enable NCC to acquire the land and rights necessary for the construction and maintenance of the Scheme and ensure the necessary improvements are made to the local highway network. The delivery of the Scheme cannot be achieved within a realistic timescale without the use of statutory powers to compulsorily acquire the requisite land.
40. The land acquired will be for highway purposes to construct, operate and maintain each junction (where necessary).
41. There is potential that a Public Inquiry may be generated in respect of compulsory land acquisition if objections are received and not withdrawn. If this is the case the Secretary of State will either arrange for a public local inquiry or – where all the remaining objectors agree to it – arrange for the objections to be considered through the written representation procedure. In the case of a public inquiry, or, during the written representation procedure the County Council will seek to negotiate with objectors. The current timetable allows for a Public Inquiry, although the exact timetable will depend upon the availability of an Inspector and the number and type of objections.
42. The making and confirmation of the SRO will enable NCC to make the changes to side roads affected by the Scheme and private means of access to premises needed to facilitate the Scheme. The provisions of the SRO will ensure that adequate, convenient and safe access and egress is available to and from the public highway and private premises, providing means of access for both pedestrians and vehicular traffic using the highway network. Where necessary, alternative means of access will be provided.
43. A future report will be taken to Communities & Place Committee with drawings showing the land and rights to be acquired and a corresponding schedule that will be updated regularly following the receipt of responses to statutory requisitions for Information circulated to affected landowners pursuant to the powers contained in section 16 of the Local Government (Miscellaneous Provisions) Act 1976. This will also include the SRO schedule, plans, statement of reasons (incorporated with the CPO) and notices will be produced later this year in advance of making the Order.

Planning

44. Planning permission will be required to construct the A614 scheme and will be sought towards the end of 2019. An environmental screening assessment will be submitted to the LPA later this year seeking confirmation as to whether an Environment Statement needs to be produced for the package of works.
45. NCC will construct the Scheme pursuant to the planning permission granted and will be responsible for the discharge of planning obligations.

Other Options Considered

46. There have been numerous options considered for each junction and extensive traffic modelling has been undertaken to assist in the decision-making process. An Outline Business Case will be submitted to the DfT in May 2019 which outlines the process of option development throughout the preliminary design stage, as well as the schemes affordability and Value for Money.

Reason/s for Recommendation/s

47. The Scheme will unlock major developments sites in this part of Nottinghamshire and will deliver significant journey time savings. As a package the Scheme represents High Value for Money with an overall Benefit Cost Ratio of 2.65.

Statutory and Policy Implications

48. 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

49. A working budget of up to £150,000 was approved at the Policy Committee meeting on 12 September 2018 to advance the design work relating to major infrastructure schemes. This funding is currently being used to develop the design, undertake the economic assessments, commence land valuations and progress with the Orders related to the Scheme.

50. The latest cost estimate for the package of measures is currently £22 million. The DfT has provisionally allocated a maximum contribution £18 million with the remainder being funded by S106 contributions / CIL contributions / County Council capital contributions. The promoter of the Thoresby Colliery redevelopment site at Edwinstowe (Harworth Group Plc) has identified a S106 contribution of £1.198 million. The DfT allocation is only provisional at this stage and all costs incurred prior to OBC approval are done so at risk.

51. Under the terms of the OBC, the DfT require Nottinghamshire County Council's Section 151 Officer to confirm that NCC accept responsibility for meeting any costs over and above the current DfT contribution this amount currently stands at £3.997 million, however S106 contributions already committed reduce the local authority contribution to £2.8m. It should be possible to further reduce this through discussions with District Council colleagues by allocating further S106 and CIL funds to this core project.

RECOMMENDATION/S

It is **RECOMMENDED** that Committee:

- 1) Consider the update on recent progress on the A614 / A6097 Corridor Improvement and next steps in project delivery;
- 2) Approve the submission of the Outline Business Case to the Department for Transport for the A614 / A6097 Corridor Improvement;
- 3) Endorse the requirement for NCC to underwrite the OBC submission and to meet costs incurred and any subsequent project overspend.
- 4) Approve the production of display material for the forthcoming public exhibitions for the Scheme

**Councillor Mrs Kay Cutts
Leader of the County Council**

For any enquiries about this report please contact:

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Constitutional Comments (SLB 13/05/2019)

52. Policy Committee is the appropriate body to consider the content of the report

Financial Comments (GB 10/05/2019)

53. The main risk to the Council with regard to this project is that the DfT require Nottinghamshire County Council's Section 151 officer to confirm that the Council accepts responsibility for meeting any costs over and above the current DfT contribution. The latest cost estimate for the package of measures is currently £21.997m. The DfT has provisionally allocated a maximum contribution £18 million. As a result, the cost over and above the current DfT contribution currently stands at £3.997m, however, Section 106 contributions already committed reduce the Council's contribution to £2.8m. The DfT allocation is only provisional at this stage and all costs incurred prior to OBC approval are done so at risk.

54. In September 2018, Policy Committee approved an allocation of £0.15m to advance the necessary design work to ensure major infrastructure improvement schemes are ready for funding opportunities. This funding is currently being used to develop the design, undertake the economic assessments, commence land valuations and progress with the Orders related to the Scheme. There will be a requirement for a variation to the capital programme through the usual approval processes once the DfT funding is confirmed. At that stage, total projects costs and funding streams will need to be identified and a Latest Estimated Cost report submitted for approval.

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
Purpose of the report to establish a working budget to advance the necessary work to

have major infrastructure improvement scheme available, ready for funding opportunities.

- Report to Policy Committee 17 October 2018 – A614 / A6097 Major Infrastructure Improvement Scheme
Purpose of the report to highlight the Government’s intention to award funding to support the major infrastructure improvement schemes on the A614 / A6097 from Lowdham Roundabout up to Ollerton Roundabout.
- Report to Communities and Place Committee 04 April 2019 – A614 Major Route Network – Scheme Update, Compulsory Purchase Order and Side Roads Orders
Purpose of the report to provide an update and to seek approval in principle to acquire land and rights required to deliver the Scheme, progress land negotiations and progress with preparation of documentation for the Orders.
- Outline Business Case Submission for A614 – A6017 Corridor Improvements, comprising Options Assessment Report and Traffic and Economic Assessment Report.

Electoral Division(s) and Member(s) Affected

Muskham and Farnsfield	Councillor Bruce Laughton
Ollerton	Councillor Mike Pringle
Sherwood Forest	Councillor John Peck
Southwell	Councillor Roger Jackson