



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

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (DARWIN DRIVE, EDISON RISE AND LATIMER WAY (SHERWOOD ENERGY VILLAGE), OLLERTON) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015(3229)**

#### **CONSIDERATION OF OBJECTIONS**

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

1. To consider the objections received in respect of the above proposed Traffic Regulation Order and whether it should be made as advertised with the revised amendment as detailed in the recommendation.

##### **Information and Advice**

2. Ollerton is a town located approximately 20km north-west of Newark on Trent. The Sherwood Energy Village (SEV) development is located to the southwest of New Ollerton on the site of the old Ollerton Colliery. The development is a business park comprising mainly of offices and light industry, an area of public open space, which contains a skate park, and residential properties, retail, leisure and nursery premises.
3. Problems have been brought to the attention of the County Council by members of the public, regarding parking on the roads in Sherwood Energy Village that include Darwin Drive, Edison Rise and Latimer Way. Demand for on-street parking in the developed sections of the business park can frequently exceed supply and this leads to vehicles being parked close to and opposite junctions as well as on both sides of the road. These parking patterns, in the developed areas of the site, effectively force moving vehicles into a single carriageway width.
4. The issues relating to on-street parking raise safety concerns regarding the movement of vehicles around the site, in terms of both restricted visibility when exiting from side roads and accesses and also for the potential for head-on conflicts between vehicles. On Darwin Drive particularly the parked vehicles restrict forward visibility for vehicles travelling along the road as the road itself is circular, so effectively vehicles are travelling on a continuous bend. The parking also causes access problems for larger vehicles, such as HGVs, as they are less able to find space to pull in when oncoming vehicles approach and to turn when vehicles are parked close or opposite junctions or accesses.
5. Finance and Property Committee on the 19<sup>th</sup> May 2014 approved a report for a land contract at Sherwood Energy Village and Ollerton South tip as part its rationalisation of the

County Council's landholdings in and around the former Ollerton Colliery. As part of the process this included a commitment to promote a Traffic Regulation Order (TRO) to reduce congestion on the roads and control on-street parking.

6. As part of the TRO the County Council considered the issues on the site, factoring in the character of the roads together with the prevalent parking patterns and the likely effect of future development on the site and proposes to introduce double yellow lines (No Waiting at Any Time) restrictions on the adopted roads in the area to keep junctions/accesses clear, improve visibility and safety for both motorists and pedestrians.
7. Proposals consisted of double yellow lines (No Waiting at Any Time) at all junctions and accesses, pedestrian refuge crossing points and the inner circle of Darwin Drive. These proposals were subject to consultation and public advert between 13<sup>th</sup> January 2015 and 22<sup>nd</sup> February 2015. During this time a representation was made by two businesses on Latimer Way requesting further restrictions on Latimer Way. Taking into account these comments the scheme was amended to extend the double yellow lines (No Waiting at Any Time) along the length of Latimer Way, as shown on the attached plan NJG/SEV/DYL/02 resulting in a further consultation and public advertisement of revised proposals between 18<sup>th</sup> March 2015 and 23<sup>rd</sup> April 2015.

## Objections Received

8. Through both rounds of consultation, 24 responses were received of which 22 were objecting to the proposals. Objections included an online 185 signature petition, 365 signatory written petition, Ollerton Town Council and the local member County Councillor Mike Pringle. Comments were raised included:
  - Suggestion that the roads should be made one-way (relating to Darwin Drive);
  - Suggestion that the restrictions should be on one side of the road only;
  - Concern over loss of on-street parking / Request that more car parks should be built;
  - Concerns that the restriction would result in the migration of parking to Ollerton;
  - Requests for the proposed waiting restrictions to be extended;
  - Requests that the extent of the proposed waiting restrictions be reduced;
  - Concerns that the restrictions will adversely affect staff working on the site;
  - Concerns that the restrictions will have an adverse effect on Ollie's Fun Shack (soft play centre).
9. The comments made have been fully considered and the proposal amended with the extent of the restrictions significantly reduced but still keeping junctions, accesses and pedestrian crossing points clear of parked vehicles. The recommendation in this report is based on the reduced proposals and these can be seen on the attached drawing NJG/SEV/DYL04. This recommended proposal is now supported by both County Councillor Mike Pringle and Ollerton Town Council. Replies have been sent direct to respondents and 18 objections are considered to be outstanding, this includes the two petitions received.
10. Objection – reduced availability of on-street parking  
The common theme on all outstanding objections was that the restrictions would reduce the availability of on-street parking.

### Response – reduced availability of on-street parking

It is accepted there will be reduced on-street parking however the purpose of the proposed restrictions is to enable the safe movement of vehicles and pedestrians and the efficient operation of the highway. The limits of the restrictions have been reduced, whilst maintaining restrictions to improve visibility at key conflict points such junctions and crossing points.

### 11. Objection – roads should be one-way

The common theme on the petitions was that the roads should be made one-way.

### 12. Response– roads should be one-way

Darwin Drive is the only road on the development which could be subject to a one-way traffic order. Darwin Drive is 700m in circumference and as such the order would significantly increase the distance vehicles were required to travel to exit the park. It is considered likely that many drivers would avoid the additional distance by contravening the order in the hope that they could reach Edison Drive before meeting a vehicle travelling the other way. Also one-way orders have potential to increase vehicle speeds, which has implications for road safety in terms of likely contraventions and the presence of pedestrians, including children accessing the skate park located in the centre of the energy village, the nursery and the soft play centre.

It is considered that the most appropriate way to improve visibility at junctions and crossing points and reduce congestion and conflicts on the highway is to promote responsible parking patterns by the use of waiting restrictions.

## **Other Options Considered**

13. Several other options have been considered; which related to the extent of the waiting restrictions proposed, this is reflected in the amendments made through two rounds of consultation and subsequent recommendation in the report. Whilst other configurations of restrictions are possible those proposed, with the amendments detailed above, are considered most appropriate taking into account comments received and a balanced view of competing demands for parking in the area.

## **Comments from Local Members**

14. The local County Councillor Mike Pringle is in support of the amended proposals.

## **Reason/s for Recommendation/s**

15. The restrictions proposed are considered to be appropriate by the local County Councillor and are considered the minimum necessary to address obstructive parking, improve safety and support the efficient movement of vehicles along the highway. As such it is considered that the proposal with amendments as detailed provides the best balance between the concerns of the objectors and the requirement for a safe and effective highway operation.

## **Statutory and Policy Implications**

16. 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.

## **Crime and Disorder Implications**

17. Nottinghamshire Police raised no objections to the proposals.

## **Financial Implications**

18. The cost of implementing the traffic order and associated works is estimated at £2,500. This will be funded from within the approved Transport and Highways capital programme.

## **RECOMMENDATION/S**

It is recommended that

The Nottinghamshire County Council (Darwin Drive, Edison Rise And Latimer Way (Sherwood Energy Village), Ollerton) (Prohibition Of Waiting) Traffic Regulation Order 2015 (3229) be made as advertised with amendments and objectors advised accordingly. Amendments are:

- Remove 'No Waiting At Any Time' (double yellow line) restrictions on part of the inner circle of Darwin Drive and eastern side of Latimer Way as shown on drawing NJG/SEV/DYL/04.

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

**Name of Report Author**  
Mike Barnett

**Title of Report Author**  
Team Manager (Major Projects and Improvements)

**For any enquiries about this report please contact:**  
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## **Constitutional Comments (SLB 24/06/15)**

19. Transport and Highways Committee is the appropriate body to consider this report.

## **Financial Comments (GB 24/06/15)**

20. The financial implications are set out in paragraph 18 of the report.

## **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.

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Bilsthorpe Highways Depot, Eakring Road, Bilsthorpe, Notts.

Associated reports include:

- Report of Service Direct Transport, Property and Environment to Finance and Property Committee on 19<sup>th</sup> May 21014.

Agenda Item: 11(b) Sherwood Energy Village / Ollerton South Tip, New Ollerton:  
Proposed Acquisitions and Disposal

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

Ollerton ED

Councillor Mike Pringle