

**THE NOTTINGHAMSHIRE COUNTY COUNCIL
(A614/A6097 JUNCTIONS IMPROVEMENT SCHEME)
(SIDE ROADS) ORDER 2022**

and

**THE NOTTINGHAMSHIRE COUNTY COUNCIL
(A614/A6097 JUNCTIONS IMPROVEMENT SCHEME)
COMPULSORY PURCHASE ORDER 2022**

STATEMENT OF REASONS

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1 EXECUTIVE SUMMARY

Background

As is set out in this Statement it has been a longstanding aspiration of the Nottinghamshire County Council (“NCC”) to secure junction improvements to six major junctions between the A614/A616/A6075 Ollerton Roundabout and the A6097/East Bridgford Road/Kirk Hill junction (“the Scheme”).

The Scheme involves the improvement of six junctions along the A614/A6097 Major Road Network corridor in Nottinghamshire which comprises an 18 mile, predominantly single carriageway road that extends from the A614/A616/A6075 Ollerton Roundabout to A6097/East Bridgford Road/Kirk Hill junction.

To secure the delivery of the Scheme, NCC has made the following Orders:

- *The Nottinghamshire County Council (A614/A6097 Junctions Improvement Scheme) (Side Roads) Order 2022 (“the SRO”); and*
- *The Nottinghamshire County Council (A614/A6097 Junctions Improvement Scheme) Compulsory Purchase Order 2022 (“the CPO”) (the SRO and CPO together being “the Orders”).*

NCC considers that the Scheme will deliver a much-needed improved highway network for the local and wider area. The primary objectives of the Scheme which are fully set out in **section 4** of this Statement include (i) the alleviation of congestion; (ii) the provision of support to economic growth and housing delivery; (iii) the provision of support to the Strategic Road Network; (iv) the reduction of journey time delays and variability; and (v) the provision of support to all road users. Details of how the Scheme meets its objectives is fully explained in **section 5** of this Statement.

The CPO is made under sections 239, 240, 246 and 250 of the Highways Act 1980. Of the six junctions included within the scheme, four require the compulsory acquisition of land and new rights, namely, the Ollerton Roundabout; the Mickledale Lane Junction; the Lowdham Roundabout; and the Kirk Hill Junction. Two junctions within the Scheme, namely the White Post Roundabout and the Warren Hill Junction, are proposed to involve small-scale maintenance and road safety improvements which, taking place within the existing highway, will not require the compulsory acquisition of any land or rights. Full details of the works proposed at each junction are set out in **section 3** of this Statement.

The land and new rights proposed to be compulsorily acquired under the CPO (“the Order Land”) covers approximately 23.74 hectares of land. This comprises 17.15ha for which the title to the land is required (including 13.05ha of existing public highway) and 6.60ha for which rights over land are required.

The full extent of land to be acquired is set out in greater detail in **section 10** and identified on the map accompanying the CPO (“the Order Map”).

The associated SRO is required to enable the Council to stop up existing side roads and private means of access affected by the construction of the Scheme, to improve existing side roads,

and to create new side roads and private means of access required as a consequence of the main works. Full details of the need for the SRO are set out in **section 9** of this Statement.

Need for the Scheme and Objectives

Section 4 of this Statement provides a full explanation of the need and purposes of the Scheme. In short, the Scheme is necessary to ensure that the A614/A6097 corridor is able to cope with future traffic growth. Without the interventions proposed as part of the Scheme, traffic modelling indicates that a number of the junctions are going to be significantly over capacity and will result in unacceptable journey time delays, increased driver frustration and also an increase in journey time unreliability. Increasing levels of congestion will also have an adverse impact on local economic activity and productivity. The corridor also has a high proportion of heavy goods vehicles so delays have a direct impact on the logistics supply chain for industries and businesses both on and close to the A614/A6097 MRN corridor.

Section 5 of this Statement explains in detail how the proposed Scheme will meet its objectives and provides a detailed explanation of the proposed improvements to each of the six junctions and the additional traffic management measures to be put in place, including the improvement of crossing facilities for pedestrians, cyclists and equestrian users.

Scheme Development

NCC has considered a broad range of interventions and options to reduce traffic congestion in the area, including improvements to the existing road network and public transport alternatives. Details are provided at **section 3** of this Statement, below.

In 2010, Newark and Sherwood District Council ("**NSDC**") commissioned a district wide transport study which was to provide the evidence base to support their Local Plan. Targeting junctions that were already over capacity and potentially restricting economic growth or demonstrating a poor record of road safety, a total of 12 potential interventions were identified as is set out in **Section 3**, below.

As is explained in **section 8** below, NCC submitted the Outline Business Case for the Scheme to the Department for Transport ("**DfT**") in December 2020 and the DfT granted Programme Entry in June 2021. As part of this approval, the DfT will provide a maximum capped funding contribution of up to £24.339m towards the estimated total Scheme cost of £28.635. NCC have agreed that they will meet any costs over and above these agreed figures.

As is explained in **section 6** of this Statement, the Scheme has also been the subject of a significant amount of public consultation.

Funding

As is explained in **section 8.2** below, NCC's overall expenditure on the Scheme is expected to be £28.635m.

Based on existing cost estimates, which are addressed in **section 8** below, the Scheme is deliverable with sufficient funding streams in place to cover the anticipated costs for the project. As part of the business case approval process NCC will meet any costs over and above the agreed figures that were agreed when the Scheme was granted Programme Entry in June 2020.

NCC is satisfied that the necessary funding and resources are available to deliver the Scheme.

Planning

As is fully set out in **section 7** of this Statement, the Scheme has the benefit of a significant amount of planning policy support at a national level; a sub-regional level; and, a local level. From a national perspective the Scheme benefits from support in a number of policy documents including the National Planning Policy Framework; and the DfT Transport Investment Strategy “Moving Britain Ahead” (2017). Sub-regionally, support can be drawn from policy documents including the NCC’s adopted Council Plan “The Nottinghamshire Plan 2021–2031”; NCC’s Departmental Place Strategy (2019); and, the NSDC Amended Core Strategy (adopted March 2019).

The planning applications for the Scheme were submitted on 28 February 2022 and subsequently validated by County Planning Authority. The applications were approved by NCC Planning and Rights of Way Committee on 27 September 2022.

NCC has carried out a robust and extensive public consultation exercise. Details were provided as to why certain aspects of the Scheme design were being considered and stakeholders, affected parties, local residents and businesses were asked for their views with the opportunity being given for affected parties to make representations. Full details of the public engagement are set out in **section 7.4** below.

Ecology

For ecological mitigation, habitat loss and gain calculations have been undertaken for the Scheme to ensure there is a net gain in habitats, resulting in an ecologically sustainable Scheme.

Landownership and Negotiations

The Acquiring Authority already owns or has acquired part of the Site required for the Scheme and is satisfied that the implementation of the Scheme requires the acquisition of the remaining land and property interests, as set out in the Compulsory Purchase Order and Order Schedule. The Acquiring Authority has sought to notify all of those who have a legal interest in any of the Order Land, and to acquire all of these interests by agreement where possible. It is clear, however, that compulsory purchase powers need to be employed as a matter of last resort in this case in order to secure the delivery of the Scheme within a reasonable and realistic timescale.

Whilst all landowners have been contacted, and negotiations have taken place and are on-going, it is clear that unless the CPO is made and confirmed, the Council would be unlikely to be able to assemble the land and interests needed to deliver the Scheme proposals within a reasonable timescale, or at all. Therefore, unless the CPO is confirmed, the disparate land ownership and the process of land assembly will inevitably delay the delivery and progression of the Scheme.

Summary Conclusions

Accordingly, in the light of the summary set out above and the detail included elsewhere in this Statement of Reasons, the Council considers that the relevant tests in the Highways Act

1980 are met, the criteria in the CPO Guidance is satisfied, and that there is an overwhelming and compelling case in the public interest for the confirmation of the Orders.

2 INTRODUCTION

2.1 Purpose of Statement

2.1.1 Under the provisions of the Highways Act 1980, Nottinghamshire County Council (“NCC”) has made:

- The Nottinghamshire County Council (A614/A6097 Junctions Improvement Scheme) (Side Roads) Order 2022 (“SRO”); and
- The Nottinghamshire County Council (A614/A6097 Junctions Improvement Scheme) Compulsory Purchase Order 2022 (“CPO”) (the SRO and CPO together being the “Orders”).

2.1.2 NCC is seeking confirmation of both Orders from the Secretary of State for Transport.

2.1.3 This statement has been prepared to support the Orders by describing the aim and purpose of the proposals for the A614/A6097 Junctions Improvement Scheme, which comprises the delivery of improvements to six major junctions between the A614/A616/A6075 Ollerton roundabout and the A6097/East Bridgford Road/Kirk Hill junction (“the Scheme”) and to explain the reasons, the deliverability and purposes for making the Orders on the basis of the satisfaction of the following principles:

- Its justification and need;
- The consultation process and how third-party interests have been considered;
- The status of associated consents;
- The availability of all necessary funding;
- The availability of all the land required and the reasons why all the land identified is necessary;
- The statutory requirements that must be satisfied before construction can start; and
- Confirmation that there are no legal impediments to the Scheme being implemented.

2.1.4 This Statement will demonstrate that the requirements of the non-statutory guidance document entitled “Compulsory Purchase Process and the Crichel Down Rules” published in July 2019 by the Ministry for Levelling Up, Housing and Communities and the requirements of the Highways Act 1980 (“1980 Act”) sections 14 and 125 relating to SROs (stopping up and the provision of alternative access arrangements) have been met.

2.2 Powers under which the Orders are made

2.2.1 The SRO is made under sections 14 and 125, and in accordance with Schedule 1, of the 1980 Act. Section 14 of the 1980 Act authorises NCC in relation to the classified road to:

- Stop up, improve, divert, raise or lower or otherwise alter a highway that crosses or enters the route of a road or is or will be otherwise affected by the construction of the road; and
- To construct a new highway for purposes concerned with any such alteration or for any other purpose connected with the road or its construction and to close after such period as may be specified in the SRO any new highway so constructed for temporary purposes.

2.2.2 Section 125 of the 1980 Act provides that any order made by NCC under section 14 may authorise NCC to:

- Stop up each private means of access to premises adjoining or adjacent to land comprised in the route of the classified road, or forming the site of any works authorised by the order; and
- To provide new private means of access to any such premises.

2.2.3 The CPO is made under sections 239, 240, 246 and 250 of the 1980 Act. The powers of the 1980 Act enable NCC, as acquiring authority, to acquire land compulsorily and acquire rights compulsorily by creating new rights for the following purposes:

- The improvement of six existing junctions along the A614/A6097 corridor, referred to as the “Projects”. Four of the Projects require the acquisition of land and rights:
 - A614/ A616/A6075 roundabout – referred to as Ollerton Roundabout;
 - A614/ Mickledale Lane crossroads – referred to as Mickledale Lane Junction;
 - A6097/ A612 Nottingham Road / Southwell Road roundabout – referred to as Lowdham Roundabout; and
 - A6097/ Kirk Hill signalised crossroads – referred to as Kirk Hill Junction.
- Two junctions included within the Scheme – White Post Roundabout and Warren Hill Junction are proposed to involve small-scale maintenance and road safety improvements. All works proposed will take place within the existing highway boundary at these locations and, as such, do not require the acquisition of any land or rights.
- The diversion and extinguishment of existing drainage and watercourses and the carrying out of drainage works in connection with the construction of highways. This will include the construction of a new pond at Lowdham for overland drainage, meeting storage and attenuation needs arising as a result of the improvements to the Lowdham Roundabout. This attenuation pond is proposed to lie adjacent to the existing highway within an agricultural field. Access to the pond is provided within the Scheme.
- In pursuance of the Nottinghamshire County Council (A614/A6097 Junctions Improvement Scheme) (Side Roads) Order 2022, there are improvements to the following existing highways:
 - Ollerton Roundabout
 - A614 Blyth Road, Ollerton
 - A616 Ollerton Road, Ollerton
 - Newark Road, Ollerton
 - A614 Old Rufford Road, Ollerton
 - A6075 Mansfield Road, Ollerton
 - A616 Worksop Road, Ollerton
 - Mickledale Junction
 - A614 Old Rufford Road, Bilsthorpe
 - Mickledale Lane, Bilsthorpe
 - White Post Roundabout
 - A614 Old Rufford Road, Farnsfield
 - Mansfield Road, Farnsfield
 - Warren Hill Junction
 - A614 Old Rufford Road, Oxton
 - A6097 Ollerton Road, Oxton (where it joins A614)
 - Lowdham Roundabout
 - A612 Nottingham Road, Lowdham
 - A6097 Lowdham Road, Lowdham
 - Southwell Road, Lowdham
 - A6097 Epperstone By-Pass, Lowdham

- Kirk Hill Junction
 - A6097, East Bridgford
 - Kirk Hill, East Bridgford
 - East Bridgford Road, East Bridgford.
- The provision of new means of access to premises pursuant to the Nottinghamshire County Council (A614/A6097 Junctions Improvement Scheme) (Side Roads) Order 2022.
- Mitigating the adverse effect that the existence or use of the highways proposed for improvement will have on the surroundings thereof by the provision of landscaping and habitat creation.
- Cleansing of watercourses adjacent to the six junctions.

2.3 Confirmation of Orders

- 2.3.1 The making and confirmation of the SRO will enable NCC to improve, raise, lower, divert or otherwise alter highways, stop up highways, stop up private means of access and provide new private means of access to premises required as a consequence of the construction of the classified road.
- 2.3.2 The making and confirmation of the CPO will enable NCC to acquire the land and rights necessary for the construction and maintenance of the six junctions comprising the Scheme and ensure the necessary improvements are made to the local highway network and which mitigation measures are implemented.
- 2.3.3 NCC is satisfied that for the reasons set out below in Section 4 the purpose of the CPO falls within the powers set out above and that the CPO may be lawfully made. NCC, as acquiring authority is satisfied, as is set out later in this Statement that it is necessary to exercise its compulsory purchase powers as it has not been able to acquire by agreement all third-party interests that are required for the Scheme and it is not certain that it will be able to acquire the remaining land and interests by agreement, within a reasonable time frame or at all. NCC is committed however to continue to make efforts to acquire the land and interests required to secure the delivery of the Scheme by agreement wherever possible. The purpose in seeking to acquire the land and interests is set out in further detail in Section 4 of this Statement of Reasons.
- 2.3.4 NCC is of the firm view that it may lawfully exercise its powers of compulsory acquisition under the powers set out above and that it is able to demonstrate there is a compelling case in the public interest for such exercise and that the public interest in securing the delivery of the Scheme is sufficiently important to justify the interference with private rights in making improvements to the highway.

3 BACKGROUND TO THE SITE AND SCHEME

3.1 Introduction

- 3.1.1 The Scheme involves the improvement of six junctions on the A614/A6097 Major Road Network (“MRN”) corridor in Nottinghamshire. These are identified in Figure 1.
- 3.1.2 The A614/A6097 MRN corridor is an 18 mile, predominantly single carriageway road that extends from the A614/A616/A6075 Ollerton roundabout to the A6097/East Bridgford Road/Kirk Hill junction.
- 3.1.3 The A614 is a principal north–south route from Nottingham in the south to Worksop and Retford and beyond in the north. The A6097 provides a spur from the A614 to the A46 (which is a trunk road linking Leicester with Newark and Lincoln). The A614 pre–2002 was the responsibility of the Highways Agency (now National Highways). The Detrunking Order handed responsibility for the A614 to the County Council in 2002.
- 3.1.4 The A6097 is a two–way single carriageway road, which has a short length of dual carriageway through Lowdham. Geographically, the A614/A6097 route sits between the A1 to the east and M1 to the west and forms a north–south spine through the centre of Nottinghamshire.
- 3.1.5 The route was designated part of the MRN in October 2018, a middle tier of the Country’s busiest and most economically important local authority ‘A’ roads, sitting between the Strategic Road Network (“SRN”) and the rest of the local road network. A number of junctions along the A614/A6097 MRN corridor are heavily congested whilst others pose difficulties and dangers for drivers trying to access the A614 from adjoining communities. The existing traffic delays and congestion are set to worsen considerably with planned and forecast traffic growth (Traffic and Economic Assessment Report – February 2021 and Transport Assessment – 2021).
- 3.1.6 The route has also had a poor accident record and was subject to a major safety improvement scheme in 2012 with the implementation of a 50mph speed limit and an average speed camera system along the A614 and A6097 to enforce the speed limit. The installation of the lower speed limit and safety cameras has resulted in a reduction in the number of collisions along the route, however there is still a local perception that the route is unsafe, particularly when accessing the A614 from side road priority junctions such as Mickledale Lane and this is backed up by the recent accident history statistics for the junction. Public exhibition events held in the summer of 2019 also reaffirmed that motorists using the A614 corridor felt that the A614/A6097 Warren Hill junction was dangerous, confusing and intimidating to use and again this is corroborated by the recent accident record at this location.
- 3.1.7 At its northern end, the A614 serves a number of tourist attractions including: Rufford Abbey, Centre Parcs Sherwood Forest, Sherwood Pines Forest Park, Go Ape, Sherwood Forest Country Park, White Post Farm and Robin Hood’s Wheelgate Family Theme Park. The tourism industry is a major economic benefit to the local area and a total of 4.5m visitors made a trip to the area in 2019.
- 3.1.8 The route regularly experiences journey time delays in the peak periods, particularly at the Ollerton, Lowdham and Kirk Hill junctions (which form part of the Scheme improvements) which results from insufficient capacity to cater for current traffic demands. In addition, there are regular delays to traffic joining the A614 at the Mickledale Lane junction (included within the Scheme) as traffic waits for suitable gaps in the A614 traffic before joining. A number of

development sites along the A614/A6097 MRN corridor also have planning conditions which restricts the level of development permitted until the Ollerton and Lowdham roundabouts are improved. This is constraining economic growth in the local area. As such, the A614 serves a dual economic function: firstly, it facilitates regular commuter trips and local movements and secondly, it is also an important corridor for the tourist economy which will continue to grow in the future. An example is that White Post Farm and Wheelgate Family Theme Park are both accessed from the White Post Farm junction. The proposed improvements that consist of the Scheme therefore seek to continue the strategic development of the corridor to both accommodate and facilitate economic growth.

3.1.9 The 2011 Census showed that 73% of Newark and Sherwood residents are dependent on either driving a car/van or being a passenger in one in order to travel to work. The district of Newark and Sherwood is also a net exporter of labour, with the Origin–Destination data from the 2011 Census showing that almost half (47.6%) of the resident population commute to other areas for work (approximately 20,800 people). A high proportion of these people travel to Nottingham and Mansfield for work (Source: A614/A6097 MRN – Wider Economic Impacts report December 2020). The high dependency on motor vehicle travel and the high number of residents commuting elsewhere means that there is an additional strain on roads such as the A614 and A6097 during the traditional commuter peak hours.

3.1.10 The Scheme underpinning the Orders for the A614/A6097 MRN Junctions Improvement Scheme facilitate improvements to the following six junctions between the A614/A616/A6075 Ollerton roundabout and the A6097/East Bridgford Road / Kirk Hill junction as set out in Table 1.

Table 1 – Description of A614/A6097 Junction package

Junction	Brief Description of Scheme
Ollerton Roundabout	Construction of an enlarged conventional roundabout
Mickledale Lane Junction	Construction of a new roundabout and link road which links A614 to Mickledale Lane towards Bilsthorpe village
White Post Roundabout	Maintenance and Road Safety scheme
Warren Hill Junction	Geometric improvements and alterations to existing gyratory
Lowdham Roundabout	Construction of an enlarged elliptical roundabout.
Kirk Hill Junction	Enlargement of existing traffic – signal controlled junction.

3.1.11 The location of each junction and the extent of the Major Road Network in this locality is shown in Figure 1.

Figure 1 - Scheme Location and Major Road Network



3.1.12 There are five primary objectives of the Scheme:

- **Reduce congestion:** a number of intersections along the A614/A6097 MRN corridor (including those within the Scheme) currently suffer from significant levels of congestion, particularly at peak travel periods;

- **Support economic growth and housing delivery:** the Scheme will increase capacity along the route which will accommodate new and additional trips arising from significant housing and employment development in future years;
- **Support the Strategic Road Network:** the Scheme will support the SRN during major works or incidents on the M1, A1 and A46;
- **Reduce journey time delays and variability:** Particularly at peak times. Improving journey time reliability and improve economic efficiency for businesses and make the corridor as attractive to visitors as possible; and
- **Support all other road users:** the scheme will improve crossing facilities for pedestrians, cyclists and equestrians. In particular, at present, there is no positive provision at the Ollerton and Lowdham roundabout junctions.

3.2 Site Location and Description

- 3.2.1 The A614/A6097 MRN corridor is rural in nature. Five of the six junctions within the corridor are located within the district of Newark and Sherwood, with the A6097/Kirk Hill junction located in the Rushcliffe district. It is important to recognise that the A614/A6097 MRN corridor extends outside of these two local authority's areas with significant proportions of the A614 running through Gedling to the south and Bassetlaw to the north.
- 3.2.2 The A614/A616/A6075 **Ollerton roundabout** is approximately 9 miles from Mansfield and 19 miles from Nottingham. The junction facilitates local movements from Ollerton and local tourist attractions (The Major Oak, Centre Parcs Sherwood Forest, etc) as well as strategic trips accessing the SRN (the A1 is accessed via the A614). The existing junction is a six-arm standard roundabout with an Inscribed Circle Diameter ("ICD") of 37.5m. The Newark Road arm was made bus-only in 2010.
- 3.2.3 The roundabout is located on the outskirts of Ollerton village with the wider village located to the east. The area immediately to the east and south-east of the roundabout, bounded by the A616 Ollerton Road and the A614 Old Rufford Road is designated a conservation area (Ollerton Conservation Area) consisting predominantly of the village of Old Ollerton, within which are several historic and listed buildings.
- 3.2.4 There are footways along the roads that serve Ollerton roundabout with a bridleway (Ollerton and Boughton Bridleway No.26) which changes its name at the Parish boundary to Edwinstowe Bridleway (BW24) leading north-west through Sherwood Heath Local Nature Reserve. There are no formal signalised crossing points at the roundabout for pedestrians or cyclists.
- 3.2.5 The River Maun and tributaries are located to the south and east of the roundabout, flowing to the east and north-east. The roundabout itself lies within Flood Zone 2 and Flood Zone 3 for flood risk from rivers.
- 3.2.6 The existing junction is surrounded by a number of different development uses. Two petrol stations are positioned on either side of the A614 Old Rufford Road to the south of the roundabout. A McDonalds drive-thru restaurant, fish restaurant (The Big Fish) and Costa Coffee drive-thru have also been built to the immediate south of the junction. This was originally permitted as a family restaurant in 1985 but not constructed until the mid-1990s and has subsequently been redeveloped into a Costa Drive-thru and takeaway fish restaurant. These developments were deemed to serve passing traffic already on the network, rather than generating trips in their own right, and were mostly permitted prior to the Detrunking Order made in 2002 which transferred responsibility of the A614 from the Highways Agency (now

known as the National Highways) to NCC. A Public House (The Alders) was constructed to the west of the junction in 2015 and the developer entered into a legal agreement allowing NCC to undertake the necessary works on that corner of the junction in order to deliver the Ollerton Roundabout improvement scheme once funding had been secured.

- 3.2.7 The **A614/Mickledale Lane** junction at Bilsthorpe is a priority crossroads with right turn harbourages provided into each of the minor side road arms (these being into Mickledale Lane for traffic travelling north and into Inkersall Lane / Limes Café for traffic traveling south. The existing junction is less than a mile from the village of Bilsthorpe and lies just under 15 miles to the north of Nottingham.
- 3.2.8 Four residential houses occupy the south-east corner of the junction, and a transport café (known as Limes Cafe) is in the north-west quadrant. Other than these buildings, the junction is surrounded by agricultural land. Inkersall Lane is a narrow road leading westwards from the junction to a small number of private properties and the former Rufford Colliery site. To the east, Mickledale Lane leads to the centre of Bilsthorpe village. Strawson Ltd. farm business is approximately 200m to the south-east of the existing junction.
- 3.2.9 There is a footpath on the east side of the junction and an uncontrolled crossing consisting of dropped kerbing with a refuge. This has been provided to assist crossing movements to the north of the junction, linking to a short section of footway on the west from the Limes Cafe.
- 3.2.10 Route Number 645 of the National Cycle Network (NCN 645) lies 210m to the north of the A614/Mickledale Lane junction. Route number 645 follows the disused mineral line and terminates just south of Kirklington to the south-east of the A614 MRN corridor.
- 3.2.11 No surface water features have been identified on-site, apart from a drainage ditch running along the western side of the A614/Old Rufford Road. The nearest off-site water feature is Rainworth Water, which is located approximately 100m south of the site. The Environment Agency (“EA”) Flood Map shows that the junction is within Flood Zone 1 and is considered to have a low probability of flooding from rivers or the sea.
- 3.2.12 The **A614/Mansfield Road White Post Roundabout** is a four-arm standard roundabout with an ICD of 36m. Development including a Public House (The White Post), a motor vehicle sales garage, a day nursery, the Wheelgate Family Theme Park and White Post Farm (animal visitor park) are located in close proximity to the junction on all sides.
- 3.2.13 The roundabout is less than 8 miles south-east of Mansfield and 12 miles north of Nottingham. The Mansfield Road (western arm) has a children’s theme park (Wheelgate) situated 200m away from the junction and this road also leads to Rainworth and Mansfield.
- 3.2.14 The **A614/A6097 Warren Hill** junction is located just south of the village of Farnsfield in Nottinghamshire, approximately 6 miles southeast of Mansfield and 9 miles north of Nottingham. This is a priority gyratory junction where traffic on the A6097 gives way to traffic travelling north/south on the A614. The junction layout is unusual in that traffic from the A6097 (travelling northbound) merges onto the A614 by entering the mainstream on the passenger side (rather than the driver’s side) and visibility is poor. This arrangement has resulted in three accidents in the last 5 years and members of the public expressed their concerns about the junction at the scheme consultation events held in the summer of 2019. The general feedback was that the junction was dangerous, confusing and intimidating to use.

- 3.2.15 A caravan sales site is located to the immediate north of the junction with the rest of the junction surrounded by agricultural land.
- 3.2.16 The **A612/A6097/Southwell Road Lowdham Roundabout** is a four-arm standard roundabout with an ICD of 43m. The A6097 Epperstone By-Pass on both the southern and northern arms of the roundabout is a dual carriageway road. The adjoining A612 Nottingham Road to the south-west and Southwell Road to the north-east are both single carriageway roads.
- 3.2.17 The roundabout is located on the outskirts of Lowdham. Residential dwellings have been constructed to the east and south of the junction along the A612. A recreational ground incorporating a cricket pitch is located to the north of the junction, whilst north-west of the junction is bordered by agricultural land.
- 3.2.18 Footways have been provided around the junction and splitter islands provided to assist pedestrian crossing movements. There is a Public Right of Way footpath (Lowdham FP2) which starts approximately 100m to the south of the junction between property numbers 2 and 4 Nottingham Road.
- 3.2.19 A main river, the Cocker Beck, is located 160m east of the existing junction. This is flowing to the south-east towards the River Trent approximately 1.5 miles downstream. The A612/A6097/Southwell Road Lowdham roundabout is located within Flood Zone 2 and Flood Zone 3 on the EA Flood Map. Land and property in Flood Zone 3 is considered to have a high probability of flooding from rivers or the sea. Land and property in Flood Zone 2 is considered to have a medium probability of flooding from rivers or the sea. At Lowdham, the source of this flood risk is the Cocker Beck which flows north-south through the village with areas of flood risk on both sides of the watercourse.
- 3.2.20 Lowdham has flooded significantly in 2007, 2012 and 2013 and more recently in 2020 where up to 95 houses were flooded. The latest flood modelling for the area has shown that the existing roundabout is now at a low risk of fluvial flooding due to recent flood risk mitigation works that were completed by the Environment Agency in 2022 and confirms that the level of flood risk won't change post construction of the Scheme.
- 3.2.21 The **A6097/Kirk Hill** junction is a signalised four-arm traffic junction. The junction is located approximately 6 miles east of Nottingham. The A6097 runs in a north-west to south-east direction. Kirk Hill joins the A6097 from the north, providing access to and from East Bridgford village. East Bridgford Road provides access to Newton village to the south. Both A6097 approaches include two lanes, one of which is a dedicated right turn lane, with the other lane used for ahead and left movements. Both Kirk Hill and East Bridgford are single carriageway roads.
- 3.2.22 The junction is in a rural location and predominantly bordered by agricultural land. Residential dwellings are located in the area between the A6097 and Kirk Hill. A narrow footway runs east-west (East Bridgford Bridleway No.28) along the northern side of the A6097.

The location of each Scheme as defined in the planning application is shown edged red in drawings referenced at 25-30 in the List of Documents (section 13).

3.3 Background to the Scheme

Traffic congestion

- 3.3.1 Traffic congestion at the junctions along the A614/A6097 MRN corridor is not a new phenomenon and has been the subject of considerable concern for many years. Traffic growth continues to increase along the corridor by as much as 10% on certain sections of the A614 (2014–2020) compounding delays already being experienced at a number of key junctions on this route. The existing problems and traffic delays are set to worsen considerably with planned and forecast traffic growth (source: Traffic and Economic Assessment Report February 2021 (TEAR)).
- 3.3.2 The increase in levels of congestion at **A614/A616/A6075 Ollerton Roundabout** has also resulted in motorists seeking alternative routes to access and egress the A614, avoiding the Ollerton Roundabout by using unsuitable routes like Station Road through Old Ollerton despite the road being narrow and subject to physical traffic calming. A campaign group called Ollerton Village Residents Association (“**OVRA**”) was formed over 30 years ago to help preserve and protect the historic core of the Old Ollerton village. The group has long campaigned for action at the Ollerton Roundabout.
- 3.3.3 In 2007 Nottinghamshire County Council looked into the feasibility of making improvements to the Ollerton Roundabout to address the congestion issues and held a number of public consultation events where two options were presented:
- Option 1 – enlargement of the existing Ollerton roundabout. This option enlarged the existing roundabout from an ICD of 37m to 60m, and allowed for 2 lane entry widths on all approaches.
 - Option 2 – traffic signal–controlled junction. The second option introduced traffic signals to three of the arms. The other two arms would continue to operate under priority control.
- 3.3.4 Following on from the consultation events in January 2008, a report was taken to Nottinghamshire County Council’s Cabinet Member for Environment recommending Option 1 as the preferred design solution. Option 2 had a greater impact on the local environment, was more expensive to construct and delivered less economic benefits (travel time savings) than Option 1. Approval was also sought in April 2008 to reprioritise the North Nottinghamshire Local Transport Plan (LTP) programme of significant schemes (up to 2010/ 2011) such that the Ollerton roundabout was accelerated in priority.
- 3.3.5 The global financial crisis (2008/ 2009) followed, impacting significantly on local and national funding streams. This resulted in the pausing of the Ollerton Roundabout project until an alternative funding solution could be identified.
- 3.3.6 The A616 Ollerton Road approach to the roundabout was widened by the County Council, as an interim and low cost measure in 2011 to help ease the rat running problem through Old Ollerton at Station Road. The widening scheme did initially reduce the number of vehicles cutting through the village via Station Road.
- 3.3.7 In 2017, OVRA initiated a Facebook and Twitter campaign to ‘Fix Ollerton Roundabout’. Traffic volumes and congestion continued to increase at this important strategic intersection. Banners were placed at a number of locations near the roundabout encouraging motorists who regularly got stuck in long queues to take action by supporting the campaign. At its peak, the Facebook

page attracted 4,000 people and clear evidence of the desire for improvements at this junction by the general public.

- 3.3.8 The County Council and Newark District Council identified the Housing Infrastructure Fund (“HIF”) as a potential funding source and submitted a business case seeking funding to build the Ollerton Roundabout scheme in 2017 but the bid was unsuccessful.
- 3.3.9 In July 2017, the Department for Transport (DfT) published the Transport Investment Strategy, “Moving Britain Ahead”. This identified the need for an integrated network to connect communities to drive growth across the whole country. Key goals of this strategy are to:
- Create a more reliable, less congested and better-connected transport network that works for users who rely on it;
 - Build a stronger, more balanced economy by enhancing productivity and responding to local growth;
 - Enhance our global competitiveness by making Britain a more attractive place to trade and invest; and
 - Support the creation of new housing.
- 3.3.10 As part of the Transport Investment Strategy, the Government committed to creating a Major Road Network, which identified important national routes below the level of SRN (managed by National Highways, formerly Highways England). The current MRN includes both the A614 and A6097 and as such, improvement of this corridor is consistent with current government thinking on the improvement of important national ‘A’ roads which will:
- Reduce congestion;
 - Support economic growth and rebalancing;
 - Support housing delivery;
 - Support all road users; and
 - Support the SRN.
- 3.3.11 In the Autumn Budget 2018, the Government announced that £28.8 billion would be available through the National Roads Fund between 2020 and 2025. This fund was expected to be spent on the SRN and the local road network (“LRN”) (managed by local highway authorities) with £3.5 billion allocated to the LRN through the delivery of the MRN and Large Local Major (“LLM”) schemes. This funding announcement presented an opportunity for the County Council to make the necessary improvements to Ollerton Roundabout and also look at the wider A614/A6097 corridor as a whole to see if a package of measures could be identified that would improve Ollerton Roundabout but also other key junctions along the corridor.
- 3.3.12 Nottinghamshire County Council in collaboration with Via East Midlands (“ViaEM”) held a number of workshops during 2017 and 2018 to identify potential improvement schemes for the route to allow a robust bid to be made into the fund. The ultimate aim was to devise a transport solution which could contribute towards the goals of increasing journey time reliability, less congestion, improved connectivity and also support the creation of new housing in the local area.
- 3.3.13 The workshops initially focused on congestion and DfT Trafficmaster GPS data was used to help inform the junction improvement selection process. Further detail on the option appraisal and the scheme junction selection process can be found in Section 3.3.34. The data and congestion maps highlighted congestion issues at a number of intersections on the A614/A6097 corridor

during the two peak hour time periods as shown in Figures 2 and 3. The largest delays are marked in red and represent delays of over 150 seconds (two and a half minutes) per mile. Links and junctions marked in green represent free flow conditions with minimal delays to the motorist. Further details on existing and future capacity issues for the rest of the corridor can be found in section 4.2.

3.3.14 In addition to Ollerton Roundabout, the Trafficmaster data confirmed that the following junctions also suffered from congestion and journey time unreliability on the A614/A6097 corridor:

- A614/B6034 (Rose Cottage junction)
- A614/Deerdale Lane
- A614/Old Rufford Road Mickledale Lane - included in the Scheme
- A6097/Ton Lane
- A6097/A612 Nottingham Road/Southwell Road Lowdham Roundabout - included in the Scheme
- A6097/Trent Lane
- A6097/Kirk Hill, East Bridgford - included in the Scheme

Figure 2: Vehicle delay per mile (seconds) for AM peak hour

Vehicle delay per mile (seconds) for the A614/A6097 corridor during the morning peak (0800-0900) in 2018. Termtime only. Source: Trafficmaster GPS Data

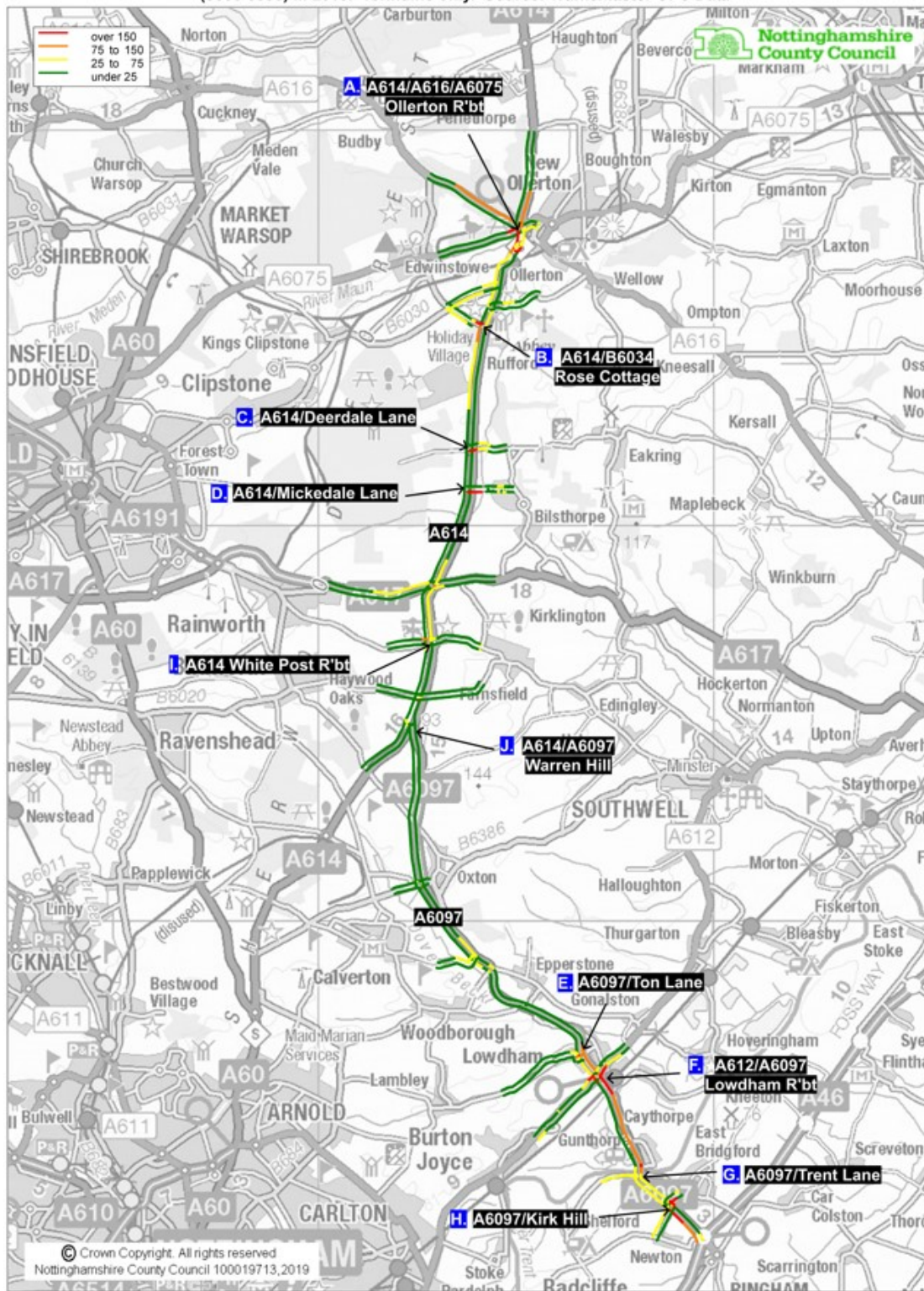
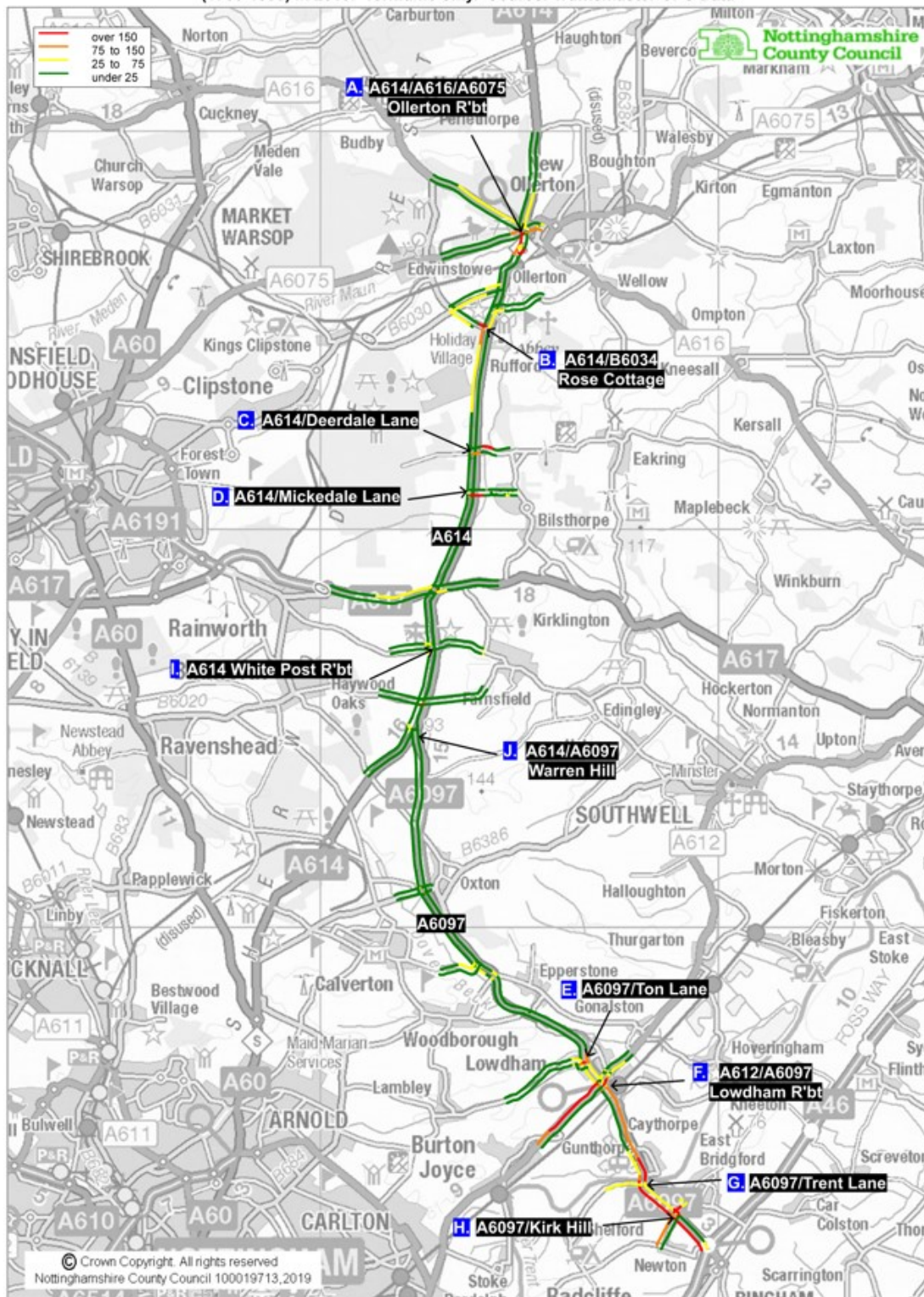


Figure 3: Vehicle delay per mile (seconds) for PM peak hour

Vehicle delay per mile (seconds) for the A614/A6097 corridor during the evening peak (1700-1800) in 2018. Termtime only. Source: Trafficmaster GPS Data



Road Safety and public perception that some junctions on the corridor are unsafe

3.3.15 The A614/A6097 MRN corridor has historically had a poor accident record, with speeding and overtaking a particular cause for concern.

- 3.3.16 In 2011, a major safety scheme was implemented on the corridor following a fatal collision along the A614 section between the Mickledale Lane and Deerdale Lane junctions. Six people lost their lives in the accident. As a result, a new 50mph speed limit (down from 60mph) was introduced, with an average speed camera system installed in 2013 to enforce this speed limit change. Pairs of SPECS 3 time-over distance cameras now calculate the average speed of vehicles travelling in both directions at various locations along the corridor.
- 3.3.17 These measures have reduced the number of collisions along the route because it has slowed down average speeds and discouraged overtaking. The 4-year 'after' monitoring study showed an overall 61% accident reduction along the corridor, with a 100% reduction in fatal accidents, a 71% decrease in accidents involving serious personal injury, and a 60% decrease in reported personal injury accidents involving 'slights' injuries.
- 3.3.18 Despite the reduction in the number of collisions on the corridor as a whole, some of the junctions are still a cause for concern for local residents. In September 2013, the BBC website published a story about the Mickledale Lane junctions where local residents and politicians raised concerns about the dangers of trying to access the A614 from the Mickledale Lane sidearm. The article goes on to state that the "*film shows traffic having problems joining the road, as well as cyclists and pedestrians struggling to cross it. The footage shows several vehicles taking evasive action to avoid collisions.*". A local County Councillor was also interviewed about the Mickledale Lane junction and stated "*Many people have said to me they are petrified trying to the enter the A614. I would describe it as a blackspot. The fact is, Bilsthorpe has no safe exit on to the road*".

Figure 4: BBC News article on Mickledale Lane Junction road safety



3.3.19 The latest accident statistics (1st Jan 2015 to 28 Feb 2022) for each junction can be found in Tables 2 to 7. Serious accidents were recorded at the Mickledale Lane, Warren Hill and Lowdham junctions. The general consensus from the public consultation events held in the summer of 2019 (see section 6) was that the Mickledale Lane and A614/A6097 Warren Hill junctions were dangerous and intimidating to use.

3.3.20 In total, there were:

- Six accidents at Ollerton roundabout (one serious, five slight);
- Six accidents at Mickledale Lane junction (one serious, five slight);
- Two accidents at White Post roundabout (both serious);
- Five accidents at Warren Hill junction (two serious, three slight);
- Eleven accidents at Lowdham roundabout (six serious, five slight); and
- Five accidents at Kirk Hill junction (one serious, four slight).

Table 2: Accident statistics for A616/A614/A6075 Ollerton Roundabout – 2015 to 2022

	Fatal	Serious	Slight	Total
2015	0	0	1	1
2016	0	0	1	1
2017	0	0	0	0
2018	0	0	0	0
2019	0	0	0	0
2020	0	1	2	3
2021	0	0	1	1
2022	0	0	0	0
Total	0	1	5	6

Table 3: Accident statistics for A614/Mickledale Lane junction - 2015 to 2022

	Fatal	Serious	Slight	Total
2015	0	0	1	1
2016	0	0	3	3
2017	0	0	0	0
2018	0	0	0	0
2019	0	0	0	0
2020	0	0	1	1
2021	0	1	0	1
2022	0	0	0	0
Total	0	1	5	6

Table 4: Accident statistics for A614/A6097 White Post junction - 2015 to 2022

	Fatal	Serious	Slight	Total
2015	0	0	0	0
2016	0	0	0	0
2017	0	0	0	0
2018	0	0	0	0
2019	0	1	0	1
2020	0	0	0	0
2021	0	1	0	1
2022	0	0	0	0
Total	0	2	0	2

Table 5: Accident statistics for A614/A6097 Warren Hill junction – 2015 to 2022

	Fatal	Serious	Slight	Total
2015	0	0	0	0
2016	0	1	0	1
2017	0	1	0	1
2018	0	0	1	1
2019	0	0	1	1
2020	0	0	0	0
2021	0	0	1	1
2022	0	0	0	0
Total	0	2	3	5

Table 6: Accident statistics for A612/A6097 Lowdham Roundabout – 2015 to 2022

	Fatal	Serious	Slight	Total
2015	0	1	1	2
2016	0	0	0	0
2017	0	2	2	4
2018	0	0	0	0
2019	0	1	1	2
2020	0	2	0	2
2021	0	0	0	0
2022	0	0	1	1
Total	0	6	5	11

Table 7: Accident statistics for A6097/Kirk Hill junction – 2015 to 2022

	Fatal	Serious	Slight	Total
2015	0	0	0	0
2016	0	1	1	2
2017	0	0	2	2
2018	0	0	0	0
2019	0	0	0	0
2020	0	0	0	0
2021	0	0	1	1
2022	0	0	0	0
Total	0	1	4	5

Access Issues

3.3.21 In addition to the road safety concerns (as per paragraph 3.3.18) local residents and businesses from the village of Bilsthorpe have also expressed their dissatisfaction with the length of time it takes to turn onto the A614 from Bilsthorpe. Queue length and queue duration surveys were recorded at Mickledale Lane in September 2017 for the AM, Inter Peak and PM time periods. The results show that there is a large variability in the time it takes to exit the side road onto the A614. The longest recorded delay for a motorist trying to access the A614 from the Mickledale Lane sidearm was 9 minutes 15 seconds in the AM peak hour and 7 minutes 55 seconds in the PM peak hour. This is considered an unacceptable level of delay and is likely to increase driver frustration which in turn could result in motorists taking risks when trying to exit the junction.

Lack of housing and employment delivery

3.3.22 According to the Office for National Statistics (ONS), Newark and Sherwood has approximately 122,000 residents making up around 15% of Nottinghamshire's population. The district's population has grown by 16% since the year 2000, making it the fastest growing district in Nottinghamshire, which has by comparison grown 11.1% over the same time period. Growth across the district is expected to continue to increase and the latest ONS population statistics forecast an average 7.6% increase in the resident population across the local authorities along the A614/A6097 MRN corridor over the next 10 years, much faster than the 4.4% expected nationally.

3.3.23 The largest population centre along the A614/A6097 MRN corridor is Ollerton with around 10,000 residents. The villages of Lowdham, Bilsthorpe and Farnsfield are also adjacent to the route and have been identified by Newark and Sherwood District Council as 'Principal Villages' in that they have an important role in the provision of day-to-day services to surrounding areas.

3.3.24 There are a large number of development sites which have planning permission that are close to the A614/A6097 MRN corridor as presented in Figure 5 and Table 8. Development has commenced on eight of these sites and there are recent planning permissions in place for the remaining two sites. The Thoresby Colliery and Teal Close developments have planning constraints which are dependent on specific highway improvements to Ollerton Roundabout and Lowdham Roundabout. The Thoresby Colliery site is only 1.7km from Ollerton Roundabout and is accessed directly from the A6075 Ollerton Road. This development is constrained to 500 dwellings and one quarter of its employment potential until the Ollerton roundabout scheme is implemented. Likewise, the Teal Close development in Stoke Bardolph (situated just off the A612 Colwick Loop Road and 6km to the south west of Lowdham Roundabout) is constrained to 325 dwellings until the Lowdham roundabout junction is upgraded. The former air base RAF Newton site has been granted planning permission by Rushcliffe Borough Council and is located just 8 miles from City of Nottingham. The Decision Notice for the application required improvements to the A6097/Kirk Hill signal-controlled junction. Evidence collected from consultation as part of the Wider Economic Impact Report (undertaken by the consultancy AECOM in 2020) also indicated that viability of other projects along the corridor are weakened by congestion which impacts on demand and therefore the sale value of residential properties and employment space.

Table 8: Development sites in near vicinity of A614/A6097 corridor

Development	Planning application reference	No. of dwellings	Employment land	Planning constraints	Financial Contribution to scheme.
Petersmith Drive, Ollerton	17/00595	305	N/A		
Thoresby Colliery	16.02173	800	32,375m ²	Yes - linked to Ollerton roundabout	£1,397,000
Eakring Road	20/00873	103	N/A		
Kirklington Road	18/00931	136	N/A		
Oldbridge Way	16/01618	113	N/A		
Bingham	10/01962	1,000	55,740m ²		
RAF Newton	10/02105	500	15,800m ²	Kirk Hill junction upgrade required	TBC - still to be negotiated.
Calverton	2018/0607	650	N/A		
Teal Close	2013/0546	830	18,000m ²	Yes - linked to Lowdham roundabout	£50,000
Gedling Colliery	2015/1376	1,050	N/A		

3.3.25 The Newark and Sherwood Core Strategy presents the more rural western part of the district as suffering from poor transport connectivity despite the A614/A6097 bisecting the area. The

strategy states that improvements to the Ollerton Roundabout are required to accommodate any additional growth in the north west of the district, highlighting how the route is potentially stifling economic development in the area. The Core Strategy also states that highway infrastructure improvements to Mickledale Lane, White Post Roundabout and the Lowdham Roundabout are required in order to facilitate planned growth within the district to the end of the 2033 plan period. Without scheme intervention five out six junctions will be over capacity by 2037 (design year assessment for Outline Business Case submission) once factoring in housing development aspirations for the corridor (as shown in Table 8). Junctions with Ratio to Flow Capacity (RFC) values above 0.85 are likely to produce queues which increase slowly. A RFC value greater than 1.0 is more likely to be at capacity which results in delay and large increases in queue lengths. Section 4.3 provides details on the junction capacity assessment and how the selected scheme package ensures that future housing and employment demands can be accommodated on the highway network.

Table 9: Future junction capacity forecasts (2037)

Junction	AM Peak (RFC)	PM Peak (RFC)	Summary
A614/A616/A6075 Ollerton Roundabout	1.17	1.20	Over capacity in both peak hour periods.
A614/Mickledale Lane	0.41	0.37	No theoretical capacity issue. However, access still likely to be a problem from the side arm.
A614/Mansfield Road White Post Roundabout	0.93	0.99	Over capacity in both peak hour periods.
A614/A6097 Warren Hill Junction	0.85	1.03	Over capacity in PM peak
A6097/A612 Nottingham Road/Southwell Road Lowdham Roundabout	1.0	1.37	Over capacity in both peak hour periods.
A6097/East Bridgford Road Kirk Hill Junction	Signals – Practical Reserve Capacity (PRC) is –37.4	Signals – Practical Reserve Capacity (PRC) is –65.8	Over capacity in both peak hour periods.

3.3.26 The dependent development sites unlocked by the proposed scheme are also of strategic importance for the area and will support a large number of employment opportunities. It is estimated that once fully operational, Thoresby Colliery will support 1,048 gross direct jobs, making a significant economic contribution to the local economy in Newark and Sherwood as well as Nottinghamshire more widely. The scheme will also benefit the development site at Teal Close in the Borough of Gedling which is estimated to support a further 684 gross direct jobs locally. The matter of job creation is important when levels of deprivation are taken into account. The levels of deprivation experienced across the corridor do vary considerably throughout the different Lower Super Output Areas (LSOAs). However, the highest levels of deprivation along the route can be seen in Ollerton where one of the LSOAs is considered within the top 10% most deprived areas in the County. This LSOA is one of only three ranked within the top 10% in Newark and Sherwood.

Figure 5: Development Sites near A614/A6097 corridor

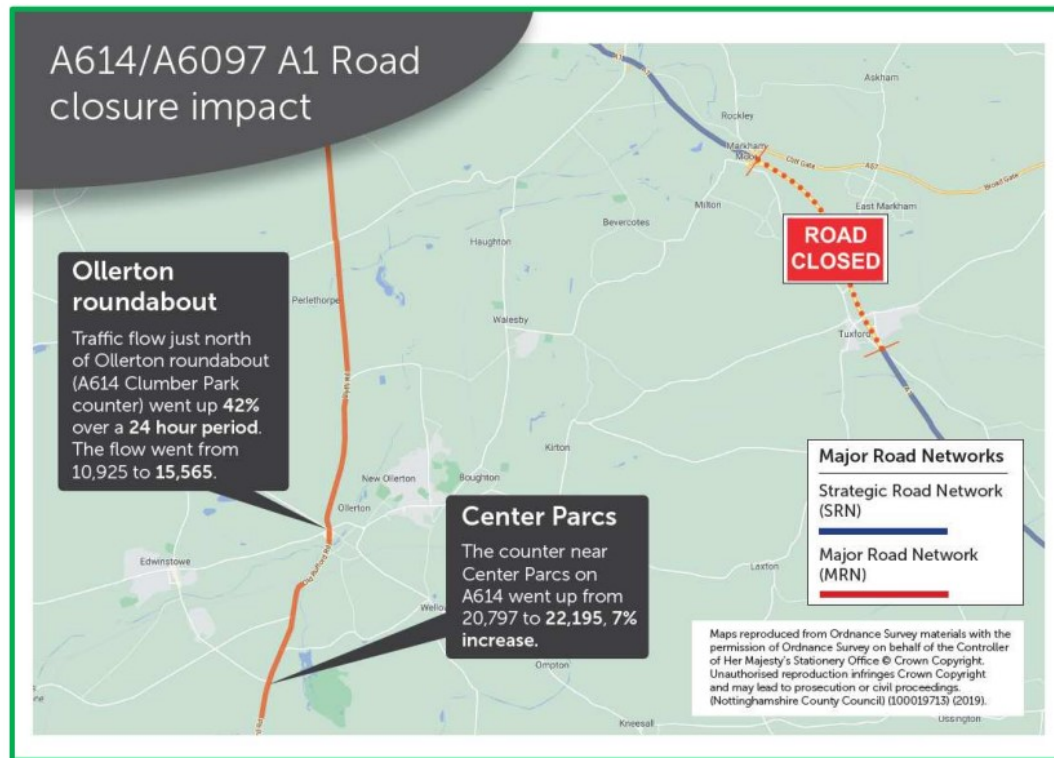


Network Resilience

3.3.27 The Midlands Connect Strategy: Powering the Midlands Engine (March 2017), identifies that a 'Resiliently Connected' network will encourage productivity and provide a reliable road network; reducing costs to businesses. The Derby, Derbyshire, Nottingham and Nottinghamshire LEP (D2N2) has lower than average economic productivity when compared to the regional average.

- 3.3.28 A lack of network resilience is a problem if the local highway is unable to cope with disruptive events, such as a surge in demand because of incidents elsewhere on the highway network, particularly where traffic diverts from the SRN due to a major incident. The more common the event, the more important it is for the network to be able to recover quickly in order to restore an acceptable level of service.
- 3.3.29 The A614/A6097 MRN corridor is a very important part of the highway network within Nottinghamshire. It sits between the A1 to the east and M1 to the west, providing an alternative north-south route through the County. The route also acts as the designated emergency route for any incident or closure of the nearby A1.
- 3.3.30 Whilst full closures of the A46 and A1 are typically infrequent events, they can be in place for up to 12 hours, significantly worsening congestion along the A614/A6097 MRN corridor. Permanent NCC monitoring traffic count sites were analysed to see how certain sections of the A614/A6097 MRN corridor are affected when there is a major incident on the SRN. For example, the incident that closed the A1 between Tuxford slip road and Markham Moor on 18th July 2018 for nearly five hours resulted in a 42% increase in the 24-hour flow at a permanent counter just north of the Ollerton roundabout (A614 Clumber Park). 4,640 extra vehicles were diverted towards Ollerton roundabout and the A614, this resulted in the flow increasing from 10,925 (average weekday flow for preceding two weeks at this site) to 15,565. The permanent A614 Center Parcs counter also recorded an increase in traffic by 7%. The flow increased by 1,398 vehicles on the day from 20,797 (average weekday flow preceding two weeks) to 22,195.
- 3.3.31 This temporary increase in traffic volumes places an enormous strain on a corridor which is already over-capacity at a number of junction locations during 'normal' traffic conditions. The additional volume of trips diverted onto the network results in greater travel delays and increases levels of driver frustration. The inability of the MRN to cope with the diverted traffic is also likely to result in motorists using unsuitable alternative routes such as Station Road, Old Ollerton. Congestion issues at Ollerton roundabout does result in motorists using Station Road, Old Ollerton as an alternative route to the A614 and A616 approaches to the roundabout, despite the road being narrow and traffic calmed. The village is historic and was recorded in the Domesday Book of 1086. The core route through the village, now called Station Road, Market Square and Main Street, is also part of the Ollerton Conservation Area, retaining its original road layout and dimensions. As such, it is narrow and many properties are built right up to the footway. A significant number of the houses have no driveway or garage, meaning residents park on-street which in turn narrow the road further.
- 3.3.32 The County Council has previously introduced traffic calming measures in the form of speed restricting humps, physical narrowing and weight restrictions but rat running continues whenever Ollerton roundabout is suffering from congestion, especially so when an incident has taken place on the SRN. Unfortunately, this has led to confrontation between motorists and damage to parked vehicles.

Figure 6: Impact of A1 road closure on Ollerton Roundabout



Support all other road users

3.3.33 The Scheme also aims to provide opportunities for more journeys to be made by cycle and foot by introducing toucan crossing facilities at Ollerton roundabout and Lowdham roundabout. This is a significant improvement to the existing situation where there are no dedicated NMU crossings other than at Newark Road where an uncontrolled crossing point is provided. Equestrian users will also benefit at the Kirk Hill Junction where a 5m wide bridleway link is to be provided to remove the gap in provision of East Bridgford Bridleway 28 (“**BW28**”). A new Pegasus crossing facility is also proposed close to the junction which will link up BW28 to the new equestrian facility on the south eastern side of the A6097.

Option Appraisal and alternatives considered

3.3.34 In line with best practice contained with the Department for Transport’s Transport Analysis Guidance (TAG) the County Council, as Acquiring Authority, has considered a broad range of options to help reduce congestion and support economic development in the area and to achieve the objectives set out at paragraph 3.1.12.

3.3.35 During workshops held in 2017 and 2018, referenced in paragraph 3.3.12, a number of interventions were considered that, if delivered, would achieve the aims of the Scheme.

3.3.36 In assessing the need for intervention, an analysis of the current and future anticipated problems along the corridor has been considered alongside an assessment of the underlying causes. The assessment was informed by TAG and focused on an objective-led option sifting process to develop an options long list, a sift to produce a short list and then finally to be in a position to select a preferred option. A substantial amount of work has previously been carried out in identifying the key issues along the corridor, which mainly focused on reducing congestion at junctions. NSDC commissioned a district wide transport study in 2010 which was the evidence

base to support their Local Plan. This study was undertaken by White Young Green (transport consultants) in collaboration with NCC and established the base line conditions district wide, but also included detailed consideration of the current and future predicted performance of both the A614 and A6097. Traffic congestion plots and stress maps were produced and these informed recommendations for capacity improvements at a series of junction along the A614/A6097 MRN corridor.

3.3.37 Targeting junctions that were already over capacity and potentially restricting economic growth or demonstrating a poor record of road safety, a total of 12 potential interventions were identified as set out below:

- Intervention 1 Continuation of Dual Carriageway from A6097 Epperstone By-Pass to Ollerton roundabout
- Intervention 2 Ollerton roundabout Capacity Improvement
- Intervention 3 Ollerton By-Pass
- Intervention 4 Rose Cottage Capacity Improvement
- Intervention 5 Deerdale Lane, Bilsthorpe Junction Upgrade
- Intervention 6 Mickledale Lane, Bilsthorpe Junction Upgrade
- Intervention 7 White Post roundabout Capacity Improvement
- Intervention 8 Warren Hill Junction Upgrade
- Intervention 9 Ton Lane, Epperstone By-Pass Capacity Improvement
- Intervention 10 Lowdham roundabout Capacity Improvement
- Intervention 11 Gunthorpe Bridge Dual Carriageway
- Intervention 12 Kirk Hill, East Bridgford Capacity Improvement

3.3.38 Schemes were grouped together resulting in a total of four different packages as shown in Table 10. Boxes shaded grey show those interventions that formed part of a specific package as summarised:

- Package 1 Dual carriageway from Epperstone By-Pass to Ollerton and junction upgrades (intervention1, 2 and 4 to 12).
- Package 2 Ollerton By-Pass (Intervention 3 only)
- Package 3 Upgrade between Ollerton and Lowdham roundabouts only (Intervention 2 and Interventions 4 to 10 only).
- Package 4 Package 3 minus Rose Cottage and Ton Lane junctions.

3.3.39 The combinations were entered into the Early Assessment and Sifting Tool (“EAST”). EAST is a decision support tool that has been developed by the DfT to quickly summarise and present evidence on options in a clear and consistent format. It provides decision makers with relevant, high level information to help them form an early view of how options perform and compare.

Table 10: Composition of Junction Packages 1 to 4

	1	2	3	4	5	6	7	8	9	10	11	12
Package 1												
Package 2												
Package 3												
Package 4												

3.3.40 The Kirk Hill junction (Intervention 12) was originally omitted from consideration because there were already proposed Section 278 works scheduled to improve the junction as part of the RAF Newton development. The subsequent junction modelling analysis indicated that the proposal put forward by the developer was not sufficient and would not provide the level of capacity improvements required to meet the forecast traffic demand from the development site. The existing problems at this junction and need for intervention at this junction were reinforced by comments made at the Lowdham public consultation events held in August 2019. In response, an improvement to the Kirk Hill traffic signal controlled junction was subsequently added as a new package and became Package 5.

- Package 5 Package 4 plus upgrade to Kirk Hill junction

Table 11: Composition of Junction Packages 1 to 5

	1	2	3	4	5	6	7	8	9	10	11	12
Package 1	■	■		■	■	■	■	■	■	■	■	■
Package 2			■									
Package 3		■		■	■	■	■	■	■	■		
Package 4		■			■	■	■	■		■		
Package 5		■			■	■	■	■		■		■

3.3.41 As the project progressed and preliminary design work was underway it became evident that a design solution for the Deerdale Lane junction as part of the Scheme was unaffordable because of the likely utility diversion costs as a result of the construction works. The costs were disproportionately expensive to construct and had a detrimental impact on the Benefit Cost Ratio for the overall works package. As a result, the proposed Deerdale Lane scheme was dropped as a potential option and this resulted in the creation of Package 6.

- Package 6 Package 5 minus the Deerdale Lane Junction improvement scheme

Table 12: Composition of Junction Packages 1 to 6

	1	2	3	4	5	6	7	8	9	10	11	12
Package 1	■	■		■	■	■	■	■	■	■	■	■
Package 2			■									
Package 3		■		■	■	■	■	■	■	■		
Package 4		■			■	■	■	■		■		
Package 5		■			■	■	■	■		■		■
Package 6		■				■	■	■		■		■

3.3.42 Consideration was also given to low cost demand management and traffic management solutions such as speed limit changes to increase and decrease the speed limit from the existing 50mph speed limit.

- Low cost Option A - **Renamed Package 7** - Increase speed limit on A614/A6097 to 60mph. •
- Low cost Option B - **Renamed Package 8** - Reduce speed limit on A614/A6097 to 40 mph.

3.3.43 Early discussions also took place with the County Council's public transport team to seek feedback on whether there was an obvious public transport solution.

3.3.44 The A614 corridor is served by the Sherwood Arrow service which has an hourly frequency from Ollerton to Nottingham. The route passes through Redhill, Farnsfield, Bilsthorpe, Rufford Country Park, Sherwood Forest and Ollerton. The route takes approximately 65 minutes to travel from Ollerton to Nottingham in the AM peak and 77 minutes in the PM peak. The journey times in the other direction (Nottingham to Ollerton) are 71 minutes in the AM peak and 67 minutes in the PM peak. Increasing the frequency of the service by subsidising the route during the peak time periods was unlikely to result in any noticeable shift in modal share because the journey length would still not compare favourably with car travel. A more direct express service (say from Ollerton to Nottingham only) was also dismissed because the existing service is mainly used by passengers to get to the other villages along the corridor. Unfortunately, there were no viable or feasible public transport solutions that could significantly improve travel conditions along the A614 corridor whilst also being financially sustainable in the long term. The overall conclusion at this stage was that the provision of standalone non-car options would be unlikely to deliver any meaningful benefit to the A614/A6097 corridor.

3.3.45 Following the initial EAST assessment, the package options were assigned a simplistic RAG score (Red, Amber and Green) against the following key categories:

- Whether the Scheme/Package meets overall objectives;
- Whether the Scheme/Package fits with local, regional and national strategies;
- Likely impact on the environment;
- Whether the Package is financially affordable;
- Likely acceptability to stakeholders; and
- Whether the Package is likely to deliver economic benefits.

Table 13: RAG scoring summary for Packages 1 to 8

	Meets scheme objectives	Strategies	Environmental impacts	Financially affordable	Stakeholder acceptability	Economic Benefits
Package 1	Green	Green	Red	Red	Yellow	Green
Package 2	Yellow	Yellow	Red	Yellow	Yellow	Green
Package 3	Green	Green	Red	Red	Yellow	Yellow
Package 4	Green	Green	Yellow	Green	Green	Yellow
Package 5	Green	Green	Yellow	Red	Yellow	Yellow
Package 6	Green	Green	Yellow	Green	Yellow	Green
Package 7	Green	Green	Green	Green	Yellow	Red
Package 8	Red	Red	Green	Green	Red	Green

3.3.46 The next stage in the process was to draw up a potential list of options (longlist) at each junction and this was discussed at another project team workshop. DfT guidance provides a template on

how a broad range of potential options should be considered in order to ensure that the most appropriate solution to a problem is pursued.

Table 14: Maxtrix of Scheme Options

	Existing Control			Link Options
	Priority	Signals	Roundabout	
Options Considered	Widen minor arm	Review signal timings	Increase entry widths	Provide additional lanes
	Provide right-turn harbourage	Review stage arrangement	Increase circulating carriageway	Accept congestion & prioritise users (i.e. public transport priority)
	Ban Movements	Stagger pedestrian provision / Consider on-crossing detection	Provide segregated traffic lanes	Improve pedestrian / cyclist provision
	Change priority	Ban Movements	Signalise roundabout	Provide Bypass
	Convert to signals	Extend flares ¹	Replace with signalled junction	Review speed limit
	Convert to roundabout / mini-roundabout	Provide additional lanes	Accept congestion & prioritise users (i.e. public transport priority)	Road Closures (with diversions)
	Improve pedestrian / cyclist provision	Accept congestion & prioritise users (i.e. public transport priority)		Grade Separation
	Accept congestion & prioritise users (i.e. public transport priority)	Convert to roundabout / mini-roundabout		
		Provide segregated traffic lanes		

A "flare" is a short additional lane on the approach to a junction.

3.3.47 Table 15 presents the various options that were dismissed outright or proceeded to a second EAST review. A wide range of options were considered at each location including traffic signals, roundabouts, road closures and even by-passes where applicable.

Table 15: Longlist of potential Scheme options for the A614/A6097 works package

No	Name	Description	Comments	Verdict
1a	Ollerton - grade separated junction	Grade separation to segregate conflicting movements	Expensive and large adverse impact on environment	DISMISS
1b	Ollerton Bypass	New route corridor to bypass Ollerton and remove trips from Ollerton village	Large adverse impact on environment and too much third party land.	DISMISS
1c	Enlarged conventional Roundabout	Enlargement - previously assessed in 2007	Feasible to engineer within site constraints, within available budget, expected increase in capacity.	PROCEED TO EAST 2
1d	Ollerton - Signals	Signalise junction - considered in 2007	Feasible to engineer within site constraints, within available budget, expected increase in capacity.	PROCEED TO EAST 2
2a	Deerdale Lane - Signals	2+1 option, smaller scheme footprint	Feasible to engineer within site constraints, within available budget, expected increase in capacity.	PROCEED TO EAST 2
2b	Deerdale Lane - Signals	2+2 option	Feasible to engineer within site constraints, within available budget, expected increase in capacity.	PROCEED TO EAST 2
2c	Deerdale Lane - Roundabout	4 arm roundabout	Feasible to engineer with some land take, expected increase in capacity.	PROCEED TO EAST 2
2d	Reduce speed limit on A614	Reduction in Speed Limit	Speed limit along route reduced to 50mph in 2012	DISMISS
2e	Close Deerdale Lane	Close Deerdale Lane junction with A614. Traffic to reassign to alternative routes.	Large detours. Unlikely to be accepted by Stakeholders - closure of Deerdale Lane will see increase of HGVs through Bilsthorpe residential areas.	DISMISS
2f	Single lane dualling	Increase capacity of A614 mainline	Unfeasible without significant land take	DISMISS
2g	Electronic Warning System	Advance warning of turning traffic	No capacity improvement	DISMISS
3a	Mickledale Lane - Signals	2+1 option, smaller scheme footprint	Feasible to engineer within site constraints, within available budget, expected increase in capacity.	PROCEED TO EAST 2
3b	Mickledale Lane - Signals	2+2 option	Feasible to engineer within site constraints, within available budget, expected increase in capacity.	PROCEED TO EAST 2
3c	Mickledale Lane - Roundabout	4 arm roundabout	Feasible to engineer within site constraints, with some land take including residential property & expected increase in capacity.	PROCEED TO EAST 2
3d	Physical islands	Right turn harbourage bays on A164	Old style engineering- dismissed on road safety grounds	DISMISS
3e	Staggered junctions	Realign Mickledale Lane and Inkersall Lane to staggered configuration	Large expense with minimal benefits to side road	DISMISS
3f	Reduce speed limit on A614	Reduction in Speed Limit	Speed limit along route reduced to 50mph in 2012	DISMISS
3g	Close Mickledale Lane	Close Mickledale Lane junction with A614. Traffic to reassign to alternative routes.	Large detours. Unlikely to be accepted by Stakeholders.	DISMISS
3h	Single lane dualling	Increase capacity of A614 mainline	Unfeasible without significant land take	DISMISS
3i	Electronic Warning System	Advance warning of turning traffic	No capacity improvement	DISMISS
4a	White Post - capacity improvements	Widen entry lanes	Feasible to engineer with some land take, expected increase in capacity.	PROCEED TO EAST 2
4b	White Post - Signals	Signalise all arms	Feasible to engineer with some land take.	PROCEED TO EAST 2
4c	White Post - assess only, 3 arm	Close entry to junction from Mansfield	Large detours. Unlikely to be accepted by Stakeholders. Need to maintain access to businesses.	PROCEED TO EAST 2
4d	White Post - road safety	Anti-skid resurfacing and maintenance	Current road anti-skid surface in poor condition.	PROCEED TO EAST 2
5a	Warren Hill - Signals	A614 priority 3 arm traffic signal controlled junction	Feasible to engineer with minimal land take, removes unusual gyratory of existing layout.	PROCEED TO EAST 2
5b	Warren Hill - Roundabout	Conventional 3 arm roundabout	Feasible to engineer with minimal land take, removes unusual gyratory of existing layout.	PROCEED TO EAST 2
5c	Warren Hill - Signalise existing layout	Add traffic signals to existing layout	Low cost option, existing geometry unsuitable for traffic signals.	DISMISS
5d	Warren Hill - T junction	Major realignment to convert to a traditional priority junction.	Major works for limited capacity increase. Large journey time & benefits expected.	PROCEED TO EAST 2
6a	Lowdham - enlarged Roundabout	Enlarged conventional roundabout with widened approaches.	Feasible to engineer with some land take, expected increase in capacity.	PROCEED TO EAST 2
6b	Lowdham - Signals	Signalisation of all 4 arms. Increased pedestrian provision	Feasible to engineer with some land take, expected increase in capacity.	DISMISS
6c	Lowdham grade separated junction	Grade separation to segregate conflicting movements	Expensive and large adverse impact on environment. Requires third party land.	DISMISS
7a	Kirk Hill - Widening	Localised widening of existing signal controlled junction.	Feasible to engineer and will increase capacity significantly/	PROCEED TO EAST 2
7b	Kirk Hill - Widening + realignment of Kirk Hill	Localised widening of existing signal controlled junction plus realignment of Kirk Hill link to conform to current design standards.	This option is unlikely to be accepted by Stakeholders, significant amount of third party land to be acquired. Further investigation required.	PROCEED TO EAST 2
* Kirk Hill assessment was completed at a different time to schemes 1 to 6. Inserted here for completeness.				

3.3.48 Preliminary designs were produced where feasible and transport modelling software such as PICADY, ARCADY and LINSIG were used to assess the overall junction performance.

3.3.49 The two options considered in detail at **Ollerton** included Option 1c – Enlarged conventional roundabout and Option 1d – Traffic Signals. Options 1c and 1d both generated significant journey time benefits compared to the existing situation but Option 1d had a much bigger overall footprint which in turn needed more third-party land. This larger footprint also had a negative impact on environmental sub-objectives such as ecology, air quality, noise and the landscape. The signals layout presented had a significant impact on the SSSI that is located in the north west corner of the junction and it was considered likely that an objection would be raised by Natural England at the planning application stage. The junction is also close to the Ollerton Conservation Area so the preferred solution put forward was the enlarged roundabout scheme.

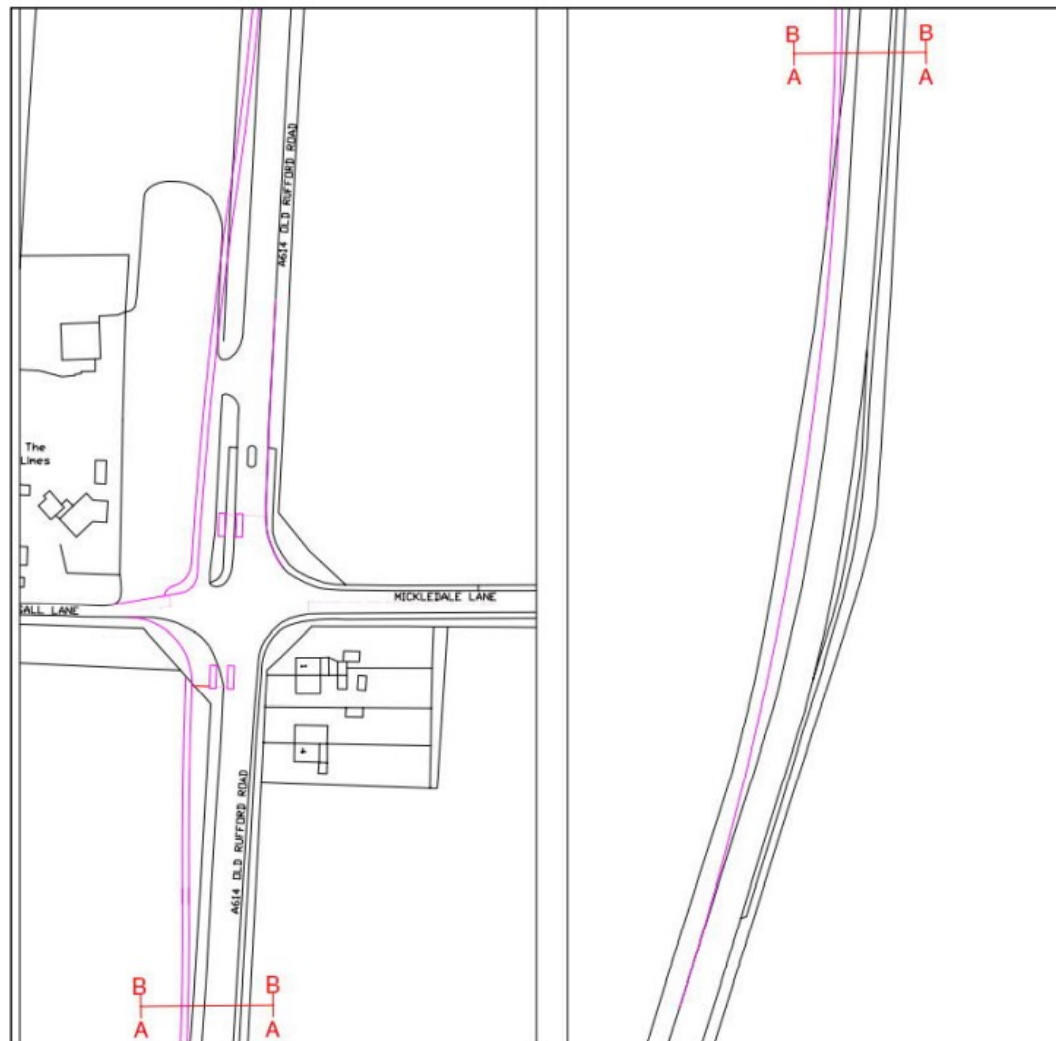
Figure 7: Traffic Signals option for Ollerton Roundabout



3.3.50 The options initially considered at **Mickle Dale Lane** were the signalisation of the junction (two options – Option 3a and Option 3b) and a roundabout proposal (Option 3c). The designs were heavily influenced by the need to consider the operation of the Limes Cafe which is situated in the north western corner of the junction and also the four cottages which lie to the south east of the junction.

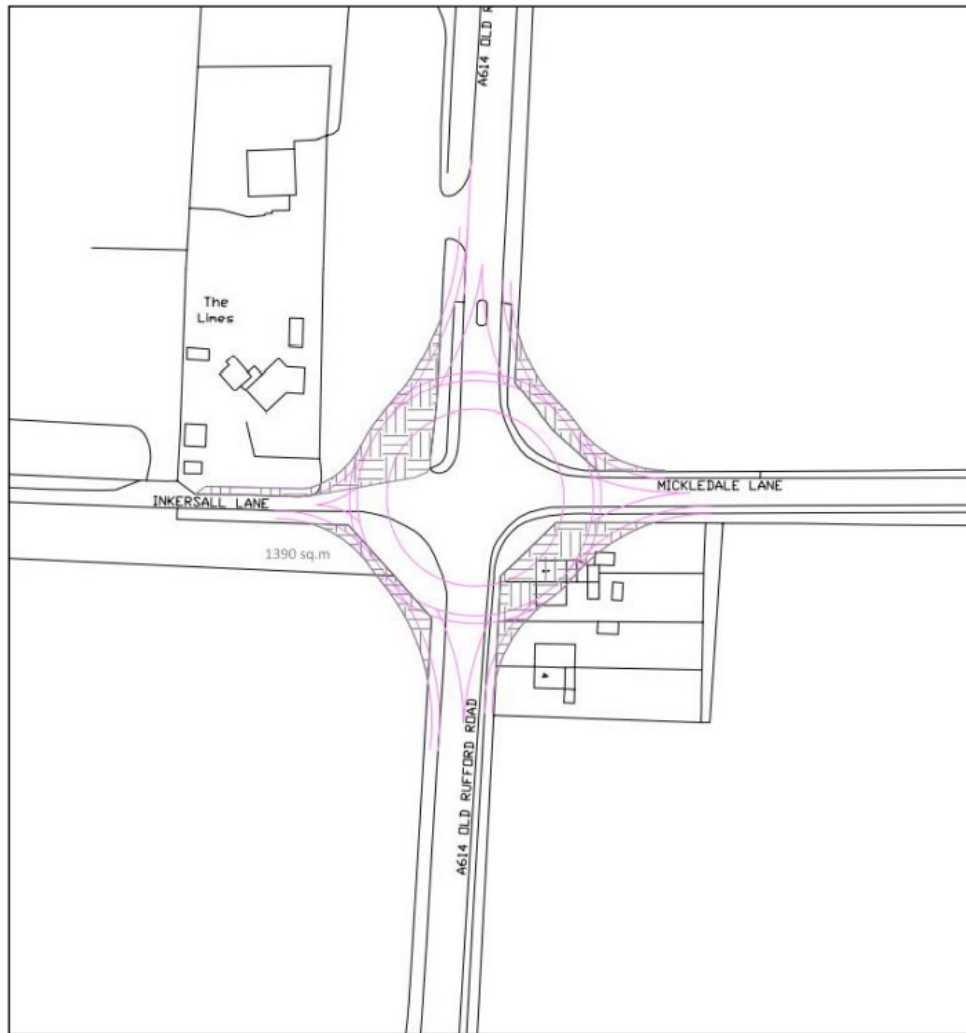
3.3.51 The first signalised option considered two entry lanes for southbound movements and only one entry lane northbound. This option required less third-party land. The second signalised option included two entry lanes for both A614 approaches (northbound and southbound) and this provided significantly more traffic capacity.

Figure 8 – Initial Traffic Signals design option for Mickledale Lane



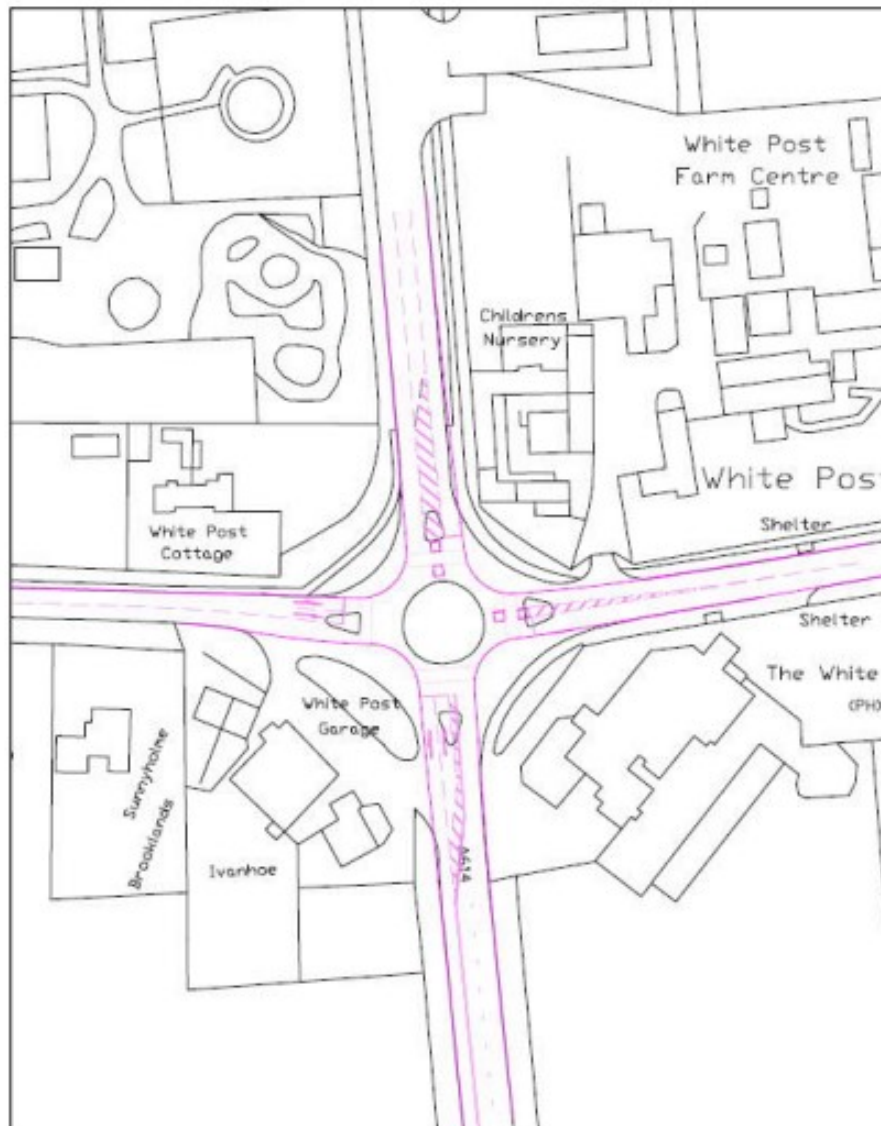
3.3.52 The original roundabout proposal (Option 3c) at this location sited the roundabout in the middle of the existing junction which would have required the demolition of two cottages and the need to acquire a large part of the Limes Cafe car park. This option was dismissed outright and the traffic signals option (Option 3b) was taken forward and formed part of the Outline Business Case proposal that was submitted to the Department for Transport in December 2020.

Figure 9 – Initial roundabout design option for Mickledale Lane



- 3.3.53 However, during the detailed design development process for the traffic signals option a number of safety issues came to light that could not be resolved through changes to the signals design. These issues were connected to the entry and exit points at Inkersall Lane and the Limes Cafe car park entrance. In this case, the design could not achieve full manoeuvrability for Heavy Goods Vehicles (“HGVs”) trying to enter/exit the Limes Cafe car park. In response, alternative options were considered that would still improve accessibility for Bilsthorpe residents whilst minimising impacts on the four cottages and the Limes Cafe car park. The alternative design taken forward as the preferred option was a new roundabout south of the existing junction as described in section 5.3. This design layout was submitted to the local planning authority in February 2022.
- 3.3.54 Four options were considered at the EAST stage for the **White Post Roundabout**. The first arrangement to be considered was the widening of entry lanes on the A614 approaches but space was extremely limited and it would require third party land that would impact on the operations of the businesses located immediately adjacent to the public highway. This would be prohibitively expensive and objections to the scheme were considered likely so was dismissed as a feasible option at a very early stage.
- 3.3.55 The second option to be investigated (Option 4b) was to signalise all four arms (Figure 10) but the traffic modelling predicted significant delays on the A614 Old Rufford Road arms and deemed not necessary.

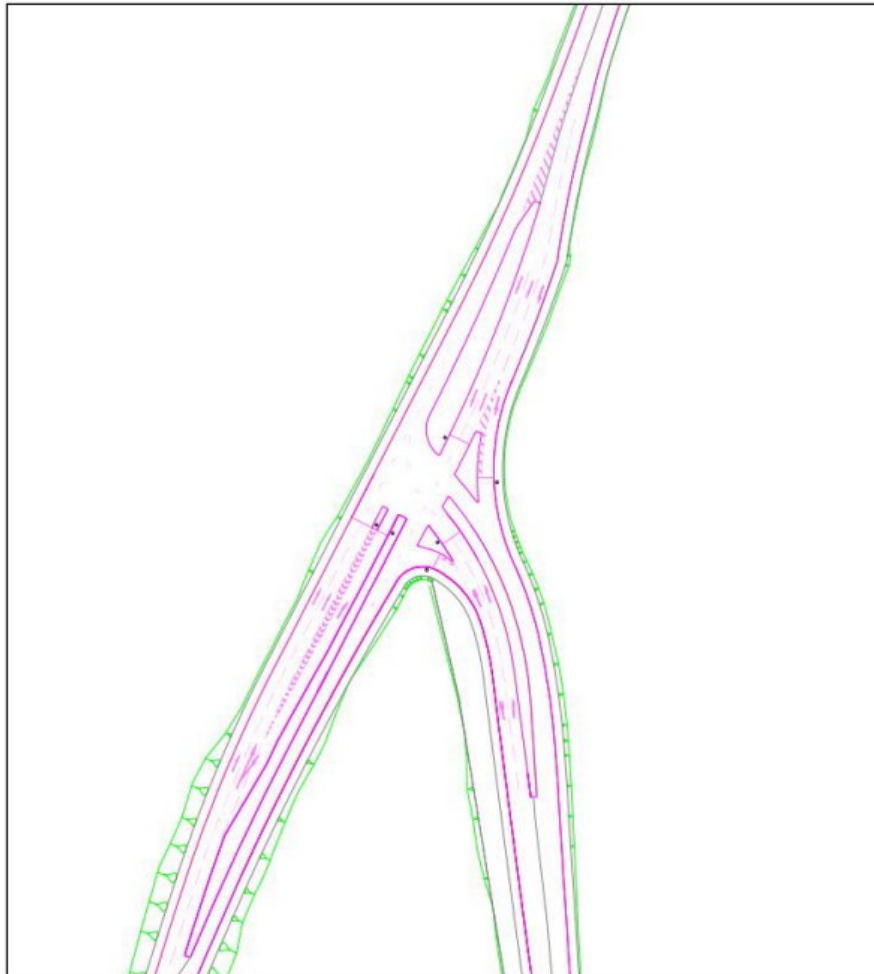
Figure 10: Traffic Signals option for White Post Roundabout



- 3.3.56 The third option (Option 4c) to be considered restricted access on the Mansfield Road arm (west of the junction) so the junction mainly functioned as a 3 arm roundabout but this was dismissed on public acceptability grounds. The detours involved for those residents living in Rainworth would generate a significant number of objections if a Traffic Regulation Order was progressed to prohibit vehicular movements on this arm.
- 3.3.57 The fourth option (Option 4d) considered focused on anti-skid road surfacing and maintenance improvements to the four junction approaches. Following careful consideration of the options to improve this junction it became clear that the availability of land to permit a meaningful improvement scheme was severely limited due to the level of development on all four corners of the junction. It was decided that in order to ensure network resilience and ensure that the junction performs as effectively and safely as possible that the junction would be improved in situ and within the existing constraints (i.e. all within the public highway). The modest alterations will ensure the junction remains fit for purpose and provides consistency of junction standards along the A614/A6097 MRN corridor.
- 3.3.58 Four options were considered at the **A614/A6097 Warren Hill junction**. Traffic signals (Option 5a as per Figure 11) were tested at this location but the modelling work showed that the junction was predicted to perform poorly in the AM peak hour period and result in large volumes of

queueing and journey time delays. This in turn would have a negative impact on the Benefit Cost Ratio for the overall Scheme package if this option was pursued.

Figure 11 – Traffic Signals option for Warren Hill junction



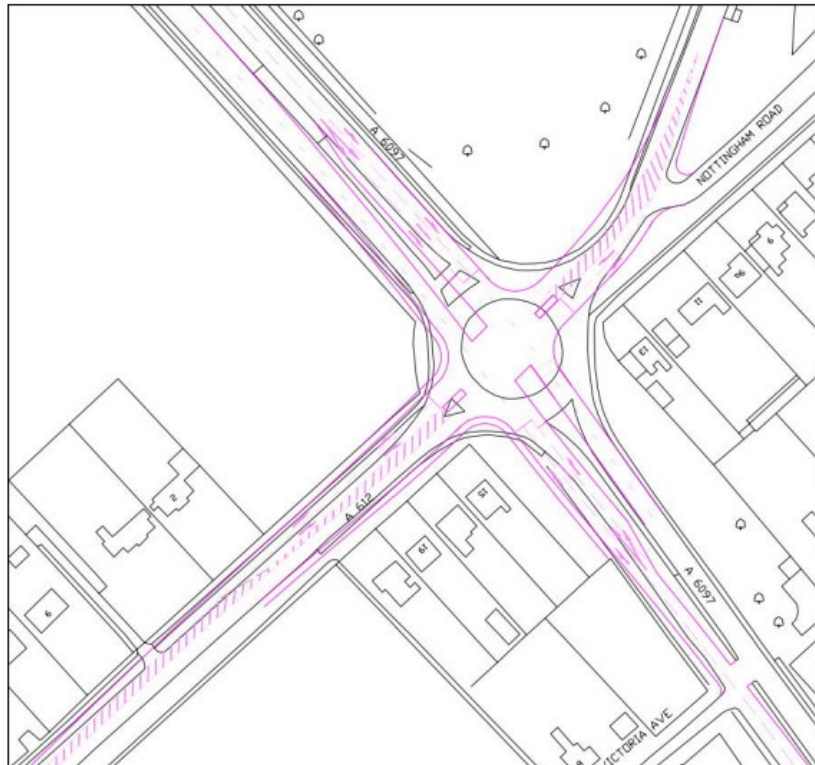
3.3.59 The construction of a conventional roundabout option (5b) was also considered and this layout required minimal third-party land as the majority of the design could fit within the existing highway boundary. However, this option was considerably more expensive than the other alternatives and it was felt that the business case funding for the overall package would be better off being spent on the A6097/Kirk Hill junction at East Bridgford as described below. The preferred option for the A614/A6097 Warren Hill junction is another low cost but cost-effective option that will simplify the operation of the junction by extending the merge lane resulting in a reduction in the number of conflicting movements at this junction.

Figure 12: Conventional Roundabout option for Warren Hill junction



3.3.60 The options considered at **Lowdham Roundabout** included an enlarged conventional roundabout (Option 6a) and traffic signals (Option 6b). The modelling for the signalised option (Figure 13) predicted significant time delays and forecast to be over capacity in the design year for both peak hour time periods so was dismissed as a feasible option.

Figure 13: Initial Traffic Signals design option for Lowdham Roundabout



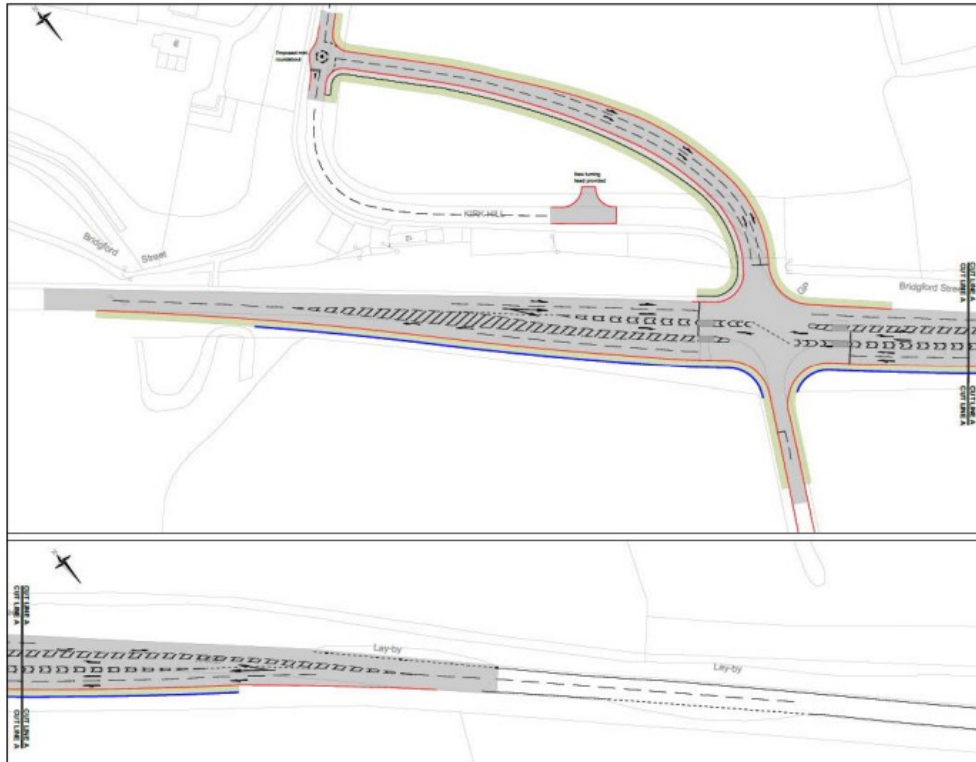
- 3.3.61 The first conventional roundabout layout (Option 6a and Figure 14) was exhibited at the public consultation events held in Lowdham back in August 2019. The scheme enlarged the roundabout to an ICD of 65m and the proposed circulatory was two lanes wide to cater for side-by-side movements of all vehicles around the circulatory of the roundabout. Unfortunately, the scheme required the removal of a large number of trees in the amenity area adjacent to the roundabout and also impacted the existing flood defences for the village so was not well received at the public consultation events.
- 3.3.62 In response, NCC pledged to look at the conventional roundabout enlargement proposal again to see if a design could avoid the amenity area altogether.
- 3.3.63 The revised design option proposed an elliptical roundabout which still delivered significant journey time benefits and had a far less environmental impact because it did not encroach on the amenity area nor impact on the existing flood defences.

Figure 14: Enlarged conventional roundabout option at Lowdham Roundabout



3.3.64 The two options considered for the **A6097/Kirk Hill junction** retained the traffic signals at the existing junction but differed in their approach to the Kirk Hill arm itself. The first option (option7a) included localised widening on the A6097 junction to provide separate right turn lanes into Kirk Hill and East Bridgford Road. The second option (7b) also widened the junction itself to improve capacity but also altered the alignment of the Kirk Hill arm by way of a new road (Figure 15). This option cost significantly more and required significant amounts of third-party land to deliver so was dismissed on cost and deliverability grounds.

Figure 15: Traffic Signals at Kirk Hill junction with new link road alignment.



3.3.65 Further details on the Scheme selection process can be found in the Option Assessment Report (AECOM, December 2020).

4 NEED FOR THE SCHEME AND OBJECTIVES

4.1 Introduction

4.1.1 This section gives a summary of the background to the need for the Scheme, and thus why land is required for construction of the junction improvements identified along the A614/A6097 MRN corridor, as well as justifying the associated SRO. The planning statements that were prepared to support the various planning applications set out the key reasons for promoting the scheme. Those reasons were to alleviate existing traffic congestion on the network, improve access for villages and to manage existing and future planned growth in the local area.

4.2 Existing Network Description and Conditions

4.2.1 The information below describes the existing network conditions and shows information on the level of congestion currently being observed across the junctions included within the Scheme.

4.2.2 The existing traffic flows on selected links along the A614/A6097 corridor are given in Table 16. The data is presented as 'Annual Average Daily Traffic' ("AADT") flows together with the proportion of HGVs, expressed as a percentage of the AADT. The flows were observed in 2019 (pre-covid). The AADT flow is the annual average two-way daily traffic volume for a road.

Table 16: Annual Average Daily Traffic Flows on the A614/A6097 corridor (2019)

Link	AADT	%HGVs
A614 - Ollerton roundabout to B6030	18,000	7.7
A614 - B6030 to Rufford Lane	13,500	8.7
A614 - B6034, Rufford to Eakring Lane, Bilsthorpe	18,900	7.8
A614 - Eakring Road to Mickledale Lane, Bilsthorpe	18,450	7.9
A614 - Mickledale Lane, Bilsthorpe to A617 Lockwell Hill	19,700	8.2
A614 - A617 Lockwell Hill to White Post roundabout	17,400	7.6
A614 - White Post roundabout to Baulkner Lane	17,700	5.9
A6097 - A614 to Forest Road, Oxton	6,900	10.4
A6097 - Ton Lane to A612 Nottingham Road	20,700	5.2
A6097 - A612 Nottingham Road to Gunthorpe Road	21,850	6.3
A6097 - Trent Lane to Kirk Hill, East Bridgford	20,900	5.8
A6097 - Kirk Hill to A46	19,050	6.4

- 4.2.3 The lowest observed AADT flow on the A614 itself is the section between the B6030 and Rufford Lane where the AADT is 13,400. All the other sections carry at least 17,400 vehicles a day with the highest recorded flow being observed near the Mickledale Lane junction which has an AADT of 19,700. The traffic volumes on the A6097 tend to be higher than the A614 with the largest observed flow being the section between Lowdham Roundabout and Gunthorpe Road which has an AADT value of 21,850.
- 4.2.4 Figures 2 and 3 present journey time delays for the whole corridor in the AM and PM time periods. The maps show that there are congestion issues at most of the major junctions on the route. Ollerton Roundabout, the priority junction at A614/Mickledale Lane, Lowdham Roundabout and the Kirk Hill traffic signals junction all had links marked in red which indicates that the journey time delays are severe i.e. vehicle delay per mile is greater than 150 seconds.
- 4.2.5 Queue lengths and queue length duration were collected at a number of junctions to help inform the design process and also assist with the junction modelling process. This data was collected at the Ollerton and Lowdham roundabout junctions in 2017 and 2018 for the two peak hour periods. Tables 17 to 20 show the average and maximum queue lengths for each of the arms at each roundabout where data was collected. The extensive lengths of queueing shows the congestion issues currently being observed at each location.
- 4.2.6 The largest recorded queues at Ollerton Roundabout were observed on the A616 Worksop Road in the AM Peak (275m) and on the A614 Old Rufford Road in the PM peak (550m). At Lowdham Roundabout the A612 Nottingham Road experienced queue lengths as long as 1,250m in the PM peak as commuter traffic travelled out from Nottingham. The results show that this corridor is a key commuter route, with a large number of vehicles travelling to and from Nottingham each day.
- 4.2.7 The same exercise was completed for the Kirk Hill junction in 2019 (Kirk Hill arm only - the A6097 is one continuous queue in the peak hour periods and impossible for enumerators to make an accurate record) and the observed outputs are found in Table 21 and visually presented in Figures 19 and 20.

Table 17: Ollerton Roundabout Queue observations in the AM Peak Period.

	A614 Blyth Road	A616 Ollerton Road	A614 Old Rufford Road	A6075 Mansfield Road	A616 Worksop Road
Average queue	79m (14 vehicles)	36m (7 vehicles)	119m (22 vehicles)	56m (10 vehicles)	66m (12 vehicles)
Maximum Queue	255 (46 vehicles)	75m (14 vehicles)	250m (45 vehicles)	195m (35 vehicles)	275m (50 vehicles)

Figure 15: Observed queue lengths at Ollerton Roundabout in the AM peak

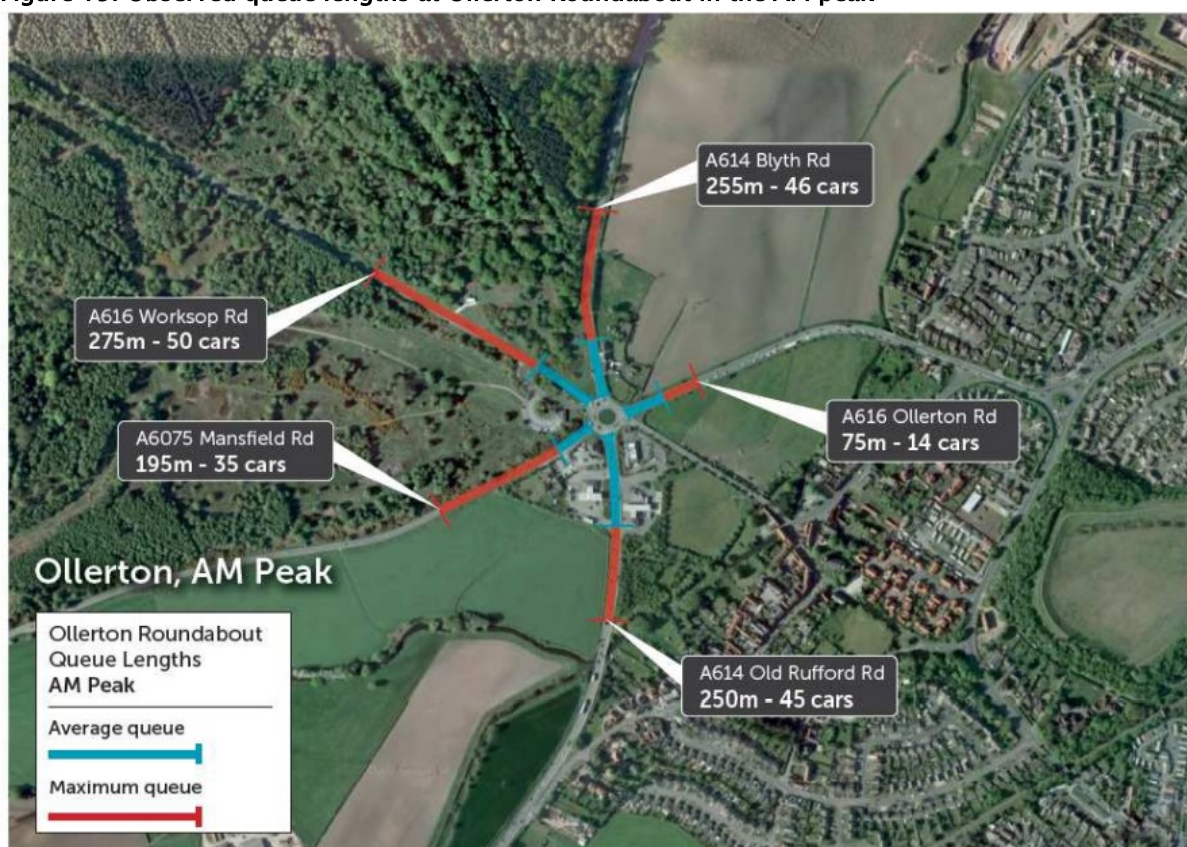


Table 18: Ollerton Roundabout Queue observations in the PM Peak Period.

	A614 Blyth Road	A616 Ollerton Road	A614 Old Rufford Road	A6075 Mansfield Road	A616 Worksop Road
Average queue	124m (23 vehicles)	325m (59 vehicles)	430m (78 vehicles)	34m (6 vehicles)	29m (5 vehicles)
Maximum Queue	410m (75 vehicles)	530m (96 vehicles)	550m (100 vehicles)	90m (16 vehicles)	150 (27 vehicles)

Figure 16: Observed queue lengths at Ollerton Roundabout in the PM peak

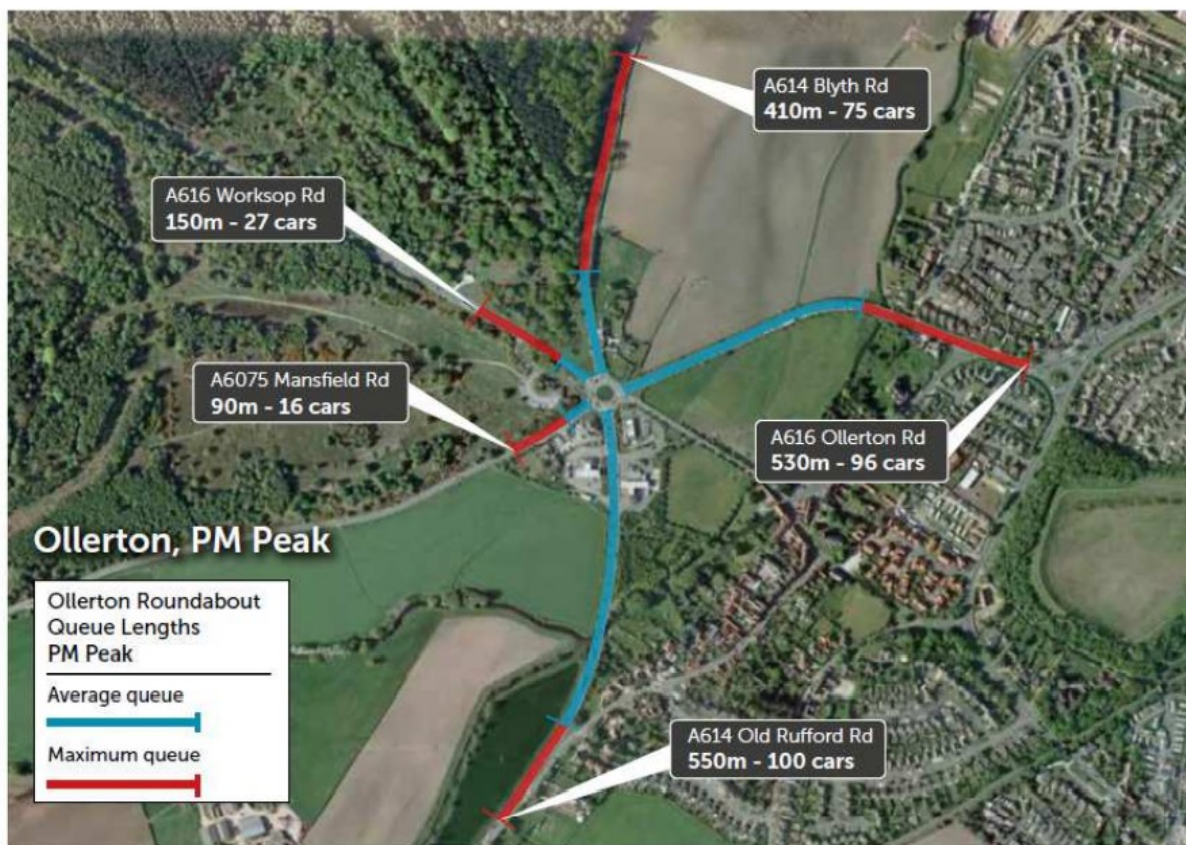


Table 19: Lowdham Roundabout – Queue observations in the AM Peak Period.

	A6097 Epperstone By-Pass	Southwell Road	A6097 By-Pass Road	A612 Nottingham
Average queue	312m (57 vehicles)	197m (36 vehicles)	128m (23 vehicles)	58m (11 vehicles)
Maximum Queue	615m (112 vehicles)	700m (127 vehicles)	300m (55 vehicles)	450m (82 vehicles)

Figure 17: Observed queue lengths at Lowdham Roundabout in the AM peak

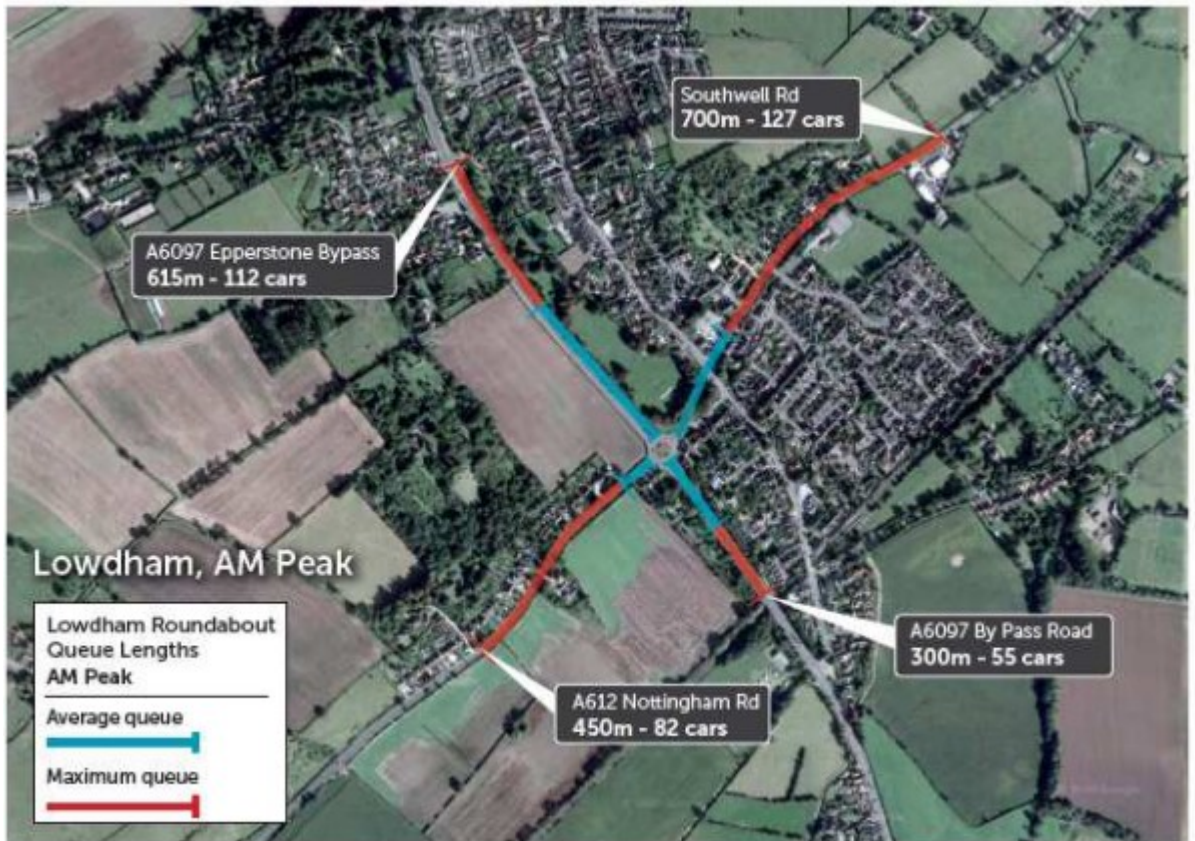


Table 20: Lowdham Roundabout – Queue observations in the PM Peak Period.

	A6097 Epperstone By-Pass	Southwell Road	A6097 By-Pass Road	A612 Nottingham
Average queue	28m (5 vehicles)	17m (3 vehicles)	45m (8 vehicles)	994m (181 vehicles)
Maximum Queue	125m (23 vehicles)	110m (20 vehicles)	290m (53 vehicles)	1250m (227 vehicles)

Figure 18: Observed queue lengths at Lowdham Roundabout in the PM peak

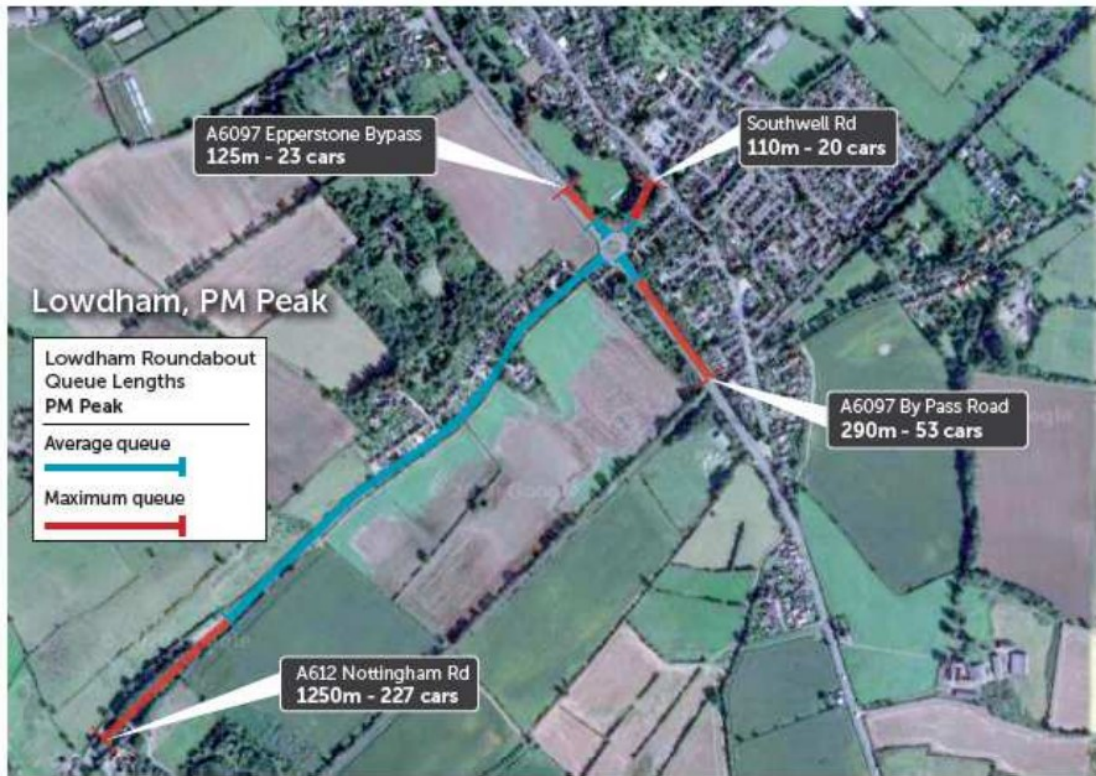


Table 21: Kirk Hill Junction – Queue observations in the AM Peak Period.

	AM Peak – Kirk Hill arm	PM Peak – Kirk Hill arm
Average queue	83m (15 vehicles)	111m (20 cars)
Maximum Queue	220m (40 vehicles)	305m (55 cars)

Figure 19: Observed queue lengths at Kirk Hill Junction in the AM peak



Figure 20: Observed queue lengths at Kirk Hill Junction in the PM peak



4.3 Growth expectations for local and wider area

- 4.3.1 As outlined in paragraph 3.3.24 and Table 8, there are a large number of development sites which have planning permission that are close to the A614/A6097 MRN corridor. A number of

the development sites also have planning conditions attached to the permissions which require significant highway improvements to Ollerton roundabout, Lowdham roundabout and the Kirk Hill junction at East Bridgford before the sites can be fully developed.

- 4.3.2 Traffic modelling software was used to model the existing performance of each junction and also assess the scheme mitigation measures to see if the capacity issues with additional development needs are addressed in the future. Detailed modelling of White Post and Warren Hill were not included due to the scale and type of proposals. The worst performing arm is shown in each instance in Tables 22 to 25. Detailed capacity assessments formed part of the Outline Business Case submission to the Department for Transport and were also reported in the Transport Assessment that was submitted as part of the planning application for the A614/A6097 MRN corridor.
- 4.3.3 The **Ollerton roundabout** is predicted to be over capacity in the AM and PM peak time periods by 2023 without any form of intervention as shown in Table 22 (Source: TEAR). The RFC for the AM peak is 1.13 and 1.17 in the PM Peak. In the Do Something scenario (with enlarged roundabout option) the RFC drops to 0.85 in the AM Peak and 0.90 in the PM peak in the schemes assumed first year of opening. In 2037 without intervention the RFC increases to 1.48 and 1.78 for the two peak hour periods. With the Ollerton roundabout intervention in place the traffic modelling software predicts that the junction will be well within capacity by 2037.
- 4.3.4 The average journey time delay at the junction for the worst performing arm in 2023 in the Do Nothing scenario (i.e. no scheme upgrade) is 86 seconds in the AM peak hour. The journey delay is predicted to fall to only 5 seconds in 2023 in the Do Something scenario (i.e. with scheme upgrade). This is an 81 second time saving in the AM peak hour. The PM period for 2023 is predicted to see a journey time saving of 68 seconds. In 2037 the existing roundabout layout is forecast to be so over capacity that the average journey time delay is approaching the 7 minute mark in the AM peak hour. The junction delay falls to 11 seconds with the upgraded roundabout in situ.

Table 22: Anticipated Junction performance of Ollerton Roundabout (with and without scheme)

	2023 Do Nothing		2023 Do Something		2037 Do Nothing		2037 Do Something	
	RFC	Junction delay (Sec)	RFC	Junction delay (Sec)	RFC	Junction delay (Sec)	RFC	Junction delay (Sec)
AM	1.13	86	0.66	5	1.48	419	0.85	11
IP	0.81	10	0.48	4	1.02	35	0.61	5
PM	1.17	73	0.71	5	1.74	422	0.90	15

- 4.3.5 The **Mickledale Lane** junction is not expected to be over capacity in 2023 nor 2037 in the Do Nothing scenario (no junction intervention) as shown in Table 23 but the purpose of this scheme is to improve accessibility and reliability rather than enhance capacity. The roundabout will now provide those motorists exiting the minor arm (Mickledale Lane) easier access onto the main road (A614) because vehicles will now need to slow down and stop when approaching the roundabout and also give way to traffic coming from the right. Notwithstanding, introducing a roundabout will lead to a slight worsening of vehicle delay across all 'Do Something' scenarios and this is reflected in the increased RFC values in the 2023 and 2037 model runs.
- 4.3.6 Average journey time increases are minor and only increase by a maximum of 1 second in the AM peak and 2 seconds in the PM peak. This is because, at the moment, the dominant north-

south movement on the A614 does not experience any travel delay as a result of the existing minor junction (i.e. it is free flowing and traffic turning onto the A614 have to give way). The introduction of the roundabout will slow down motorists (increase travel delay on the A614 slightly) but will make accessibility from Bilsthorpe easier which will support growth that is considered constrained by the existing arrangement.

Table 23: Anticipated Junction performance of Mickledale Lane junction (with and without scheme)

	2023 Do Nothing		2023 Do Something		2037 Do Nothing		2037 Do Something	
	RFC	Junction delay (Sec)	RFC	Junction delay (Sec)	RFC	Junction delay (Sec)	RFC	Junction delay (Sec)
AM	0.39	2	0.51	3	0.55	3	0.60	4
IP	0.18	2	0.32	2	0.20	2	0.37	3
PM	0.36	2	0.51	4	0.45	3	0.59	4

4.3.7 At the **Lowdham Roundabout** junction the RFC is expected to be as high as 1.32 in the PM peak and is 0.9 in the AM peak hour by 2023 in the Do Nothing scenario as per Table 24. By 2037 both peak hours are greater than 1 in the Do Nothing scenario (1.16 in the AM peak and 1.49 in the PM). The enlarged roundabout option predicts both peak hours to be just within capacity by 2037.

4.3.8 The average delay at the Lowdham junction is forecast to fall from 25 seconds in the AM peak period to 12 seconds in 2023 for the same period (13 seconds saving on average). The PM period for 2023 is predicted to see a journey time saving of 110 seconds. In 2037 the existing roundabout layout is forecast to be so over capacity that the average journey time delay is nearly 5 minutes in duration in the PM peak period. The junction delay falls to 28 seconds with the proposed enlarged roundabout in place.

Table 24: Anticipated Junction performance of Lowdham Roundabout junction (with and without scheme)

	2023 Do Nothing		2023 Do Something		2037 Do Nothing		2037 Do Something	
	RFC	Junction delay (Sec)	RFC	Junction delay (Sec)	RFC	Junction delay (Sec)	RFC	Junction delay (Sec)
AM	0.90	25	0.84	12	1.16	78	0.98	30
IP	0.58	6	0.52	4	0.67	7	0.57	4
PM	1.32	121	0.9	11	1.49	298	1.00	28

4.3.9 **Kirk Hill** is already a signalised junction so the modelling outputs focus on Practical Reserve Capacity (PRC). The PRC is related to the degree of saturation of a particular traffic signal junction and is calculated by LINSIG (traffic signal modelling software). A positive PRC indicates that the junction has spare capacity and a negative PRC indicates that the junction is already over capacity and is suffering from traffic congestion. The Kirk Hill junction is expected to be over capacity in 2023 without intervention and has a PRC value of -24.8 in the AM peak and -58.7 in the PM peak. The enlarged signalisation junction ensures that the junction is well within capacity by 2037 were the Scheme to be constructed.

4.3.10 The average delay at the Kirk Hill junction is forecast to fall from 122 seconds in the AM peak period to 21 seconds in 2023 for the same period (101 seconds saving on average). The PM period for 2023 is predicted to see a journey time saving of 367 seconds. In 2037 the existing roundabout layout is forecast to be so over capacity that the average journey time delay is nearly 8 minutes in duration in the PM peak period. The junction delay falls to 37 seconds with the enlarged signalised junction in place.

Table 25: Anticipated Junction performance of Kirk Hill junction (with and without scheme)

	2023 Do Nothing		2023 Do Something		2037 Do Nothing		2037 Do Something	
	PRC %	Delay	PRC %	Delay	PRC %	Delay	PRC %	Delay
AM	-24.8	122	37	21	-37	203	27	24
IP	55	12	155	10	39	14	130	11
PM	-59	400	14	33	-66	479	10	37

4.3.11 Tables 22 to 25 show that the impacts and issues on this corridor will continue or be exacerbated without the proposed interventions. The traffic modelling work indicates that there will be instances where junctions will have queues of many hundreds of vehicles during the peak hour periods. This will increase journey times for all users and worsen journey time reliability. It is clear that the corridor will struggle to cope with the addition of further development within the local area.

4.3.12 Increasing levels of congestion is also likely to have a detrimental impact on economic activity and productivity in the corridor. The corridor already has a high proportion of heavy goods vehicles so further delays will have a direct impact on the logistics supply chain for industries and businesses both on and close to the A614 corridor. The level of journey time delay is also likely to deter new businesses from investing in this part of Nottinghamshire which in turn restricts economic growth.

4.4 Support the Strategic Road Network

4.4.1 The capacity improvements outlined above will add resilience to the A614 and A6097 MRN corridor by increasing capacity and cope with future traffic growth, which will in turn support the SRN during major works or incidents on the M1, A1 and A46.

4.5 Support all other road users

4.5.1 The proposals will improve crossing facilities for pedestrians, cyclists and equestrian users. At Ollerton roundabout toucan crossing points (a crossing with signal controls for both pedestrians and cyclists) will be provided on two of the arms at the A6075 Mansfield Road and the A614 Old Rufford Road. This is an improvement to the existing situation where there are no Non-Motorised User (NMU) crossings other than at Newark Road where an uncontrolled is provided.

4.5.2 For the Mickledale Lane Scheme, the existing footways along the east and west sides of the A614 will be improved through widening to a minimum width of 3m. A shared use facility will be provided on the western side of the new link road between the A614 and Mickledale Lane.

4.5.3 At Lowdham roundabout toucan crossings will be introduced on the A6097 Epperstone By-Pass. There is currently no provision at this location.

- 4.5.4 A new Pegasus crossing is to be provided 100m east of the Kirk Hill junction to provide a safe crossing location for equestrian users. At present there is no crossing provision for pedestrians, cyclists or horse riders.

4.6 Need for the Scheme Summary

- 4.6.1 The scheme is necessary to ensure that the A614/A6097 corridor is able to cope with future traffic growth. Without intervening the traffic modelling suggests that a number of the junctions are going to be significantly over capacity and will result in unacceptable journey time delays, increase driver frustration and also increase journey time unreliability. Increasing levels of congestion will also have an adverse impact on local economic activity and productivity. The corridor already has a high proportion of heavy goods vehicles so delays will have a direct impact on the logistics supply chain for industries and businesses both on and close to the A614/A6097 MRN corridor.
- 4.6.2 This Statement demonstrates that there is a very strong and compelling case in the public interest for the Scheme. The exercise of the compulsory acquisition powers that are sought are deemed to be necessary and proportionate to the extent that interference with private land and rights is required.

5 HOW DOES THE SCHEME MEET ITS OBJECTIVES?

5.1 Introduction

- 5.1.1 This section describes the physical elements and characteristics of the Scheme which has been developed to solve the problems identified in Section 3 of this Statement. It also describes the range of impacts that the Scheme will have and how the design and construction has been considered to minimise impact whilst meeting its strategic objectives including proposed mitigation measures.

5.2 Detailed Scheme Description

- 5.2.1 The following passages describe the improvements to be made to the six junctions and the benefits that will arise from each. The General Arrangement plans submitted as part of the planning application illustrate the proposed improvements for each junction.

5.3 Ollerton Roundabout:

- 5.3.1 The improvements at the Ollerton Roundabout as part of the Scheme enlarges the existing roundabout. The junction currently has six approaches, and this will be reduced to five. The ICD will be increased from 37.5m to 60m. Two toucan crossing points (a crossing with signal controls for both pedestrians and cyclists) will be provided on two of the arms at the A6075 Mansfield Road and the A614 Old Rufford Road. This is an improvement to the existing situation where there are no NMU crossings other than at Newark Road where an uncontrolled is provided. Due to existing land constraints the proposal is the largest size that can be accommodated.
- 5.3.2 The realignment of the bus-only link road will provide journey time savings to all services routing through Ollerton Roundabout and Newark Road.

- 5.3.3 The junction modelling software (ARCADY9) indicates that the upgrade to a larger conventional roundabout will result in large reductions to both delay and queue lengths in both the opening and design year.

5.4 Mickledale Lane

- 5.4.1 The improvement proposed on the A614/Mickledale Lane junction as part of the Scheme includes the construction of a new three-arm roundabout on the A614 to the south of the existing priority junction. The ICD of the new A614 roundabout will be 70m with approaches from the A614 widened to provide two entry lanes onto and around the circulatory of the roundabout. The A614 exits would provide a short section of two lanes with a merge in turn arrangement to tie back into the single carriageway arms on the A614 in both north and south-bound directions. A new link road will connect the A614 and Mickledale Lane passing through a field to the south-east of the existing junction. The new link road will tie into Mickledale Lane via a three-arm mini-roundabout adjacent to the Strawson Ltd site. The new link road will be a single carriageway road with a 30mph speed limit. The new link road will be street lit and also have a shared footway along its length on the western side.
- 5.4.2 Mickledale Lane would be closed off to vehicles leaving the A614 and become a cul-de-sac accessed from the east at the new mini-roundabout junction. Limited access for maintenance vehicles will be retained as well as access for NMU, by providing a link between Mickledale Lane and the A614 Old Rufford Road.
- 5.4.3 New access would be provided off the new link road into Strawson Ltd premises to the east of their site.
- 5.4.4 The properties located to the south-east corner of the existing Mickledale Lane junction would maintain access to their properties directly from the A614 as with the current situation.
- 5.4.5 The junction and new roundabout on the A614 will be subject to a 50mph speed limit and the new link road subject to a 30mph speed limit.

5.5 White Post Roundabout:

- 5.5.1 The improvements at the White Post roundabout involve small-scale maintenance and road safety improvements to the existing White Post roundabout. This will involve localised carriageway repairs, the provision of high friction surfacing on the approaches to the junction, and upgrades to street lighting.

5.6 Warren Hill

- 5.6.1 It is proposed to simplify the existing junction by providing an extended merge lane, thereby removing the requirement for north-bound drivers on the A6097 to give way to vehicles on the A614 to the left; an unnatural manoeuvre to give way to the left in a right hand-drive vehicle. The junction improvement as part of the junction improvement requires a small amount of carriageway realignment along with new white lining.
- 5.6.2 Bollards will also be installed to the northern extent of the junction to remove the ability of traffic travelling north-bound to return in a south-bound direction by undertaking a U-turn manoeuvre. This movement was assessed during the junction improvement development phase, and this showed that the demand for the U-turn from the A614 to the A6097 is negligible.

5.6.3 Revised and upgraded signage will be provided to inform drivers of the new road layout.

5.7 Lowdham Roundabout

5.7.1 It is proposed that an enlarged four-arm elliptical roundabout will be constructed to replace the existing roundabout. The ICD of the roundabout will be increased from 43m to 65m. This will have a two-lane circulatory carriageway and include a third left turn filter lane on the A612 Nottingham Road (east-bound) approach to the roundabout providing for a continuous flow from the A612 travelling away from Nottingham and then north onto the A6097.

5.7.2 The speed limit will be reduced from 40mph to 30mph on all approaches except Southwell Road, which is already subject to a 30mph speed limit.

5.7.3 Street lighting will be upgraded to align with current design standards and all sodium lanterns would be replaced by LED.

5.7.4 All footways on the north side of the junction will be 'shared use' so that the route is available for use by both pedestrians and cyclists. Toucan crossing points would be provided on both carriageways of the A6097 Epperstone By-Pass (north-west of the roundabout).

5.8 Kirk Hill

5.8.1 The enlargement of an existing traffic-signal controlled junction at the A6097/Kirk Hill intersection in East Bridgford. The proposed improvements will consist of localised widening on the A6097 junction approaches to provide two straight-ahead lanes in each direction and separate right turn lanes into Kirk Hill and East Bridgford Road.

5.8.2 There will also be localised widening on Kirk Hill itself to aid left turns into the road by larger vehicles.

5.8.3 A reduction in the speed limit from derestricted to 50mph beyond the existing 40mph terminal point around 930m north-west of the Kirk Hill to the junction with the A46 around 1.1 km south-east of the Kirk Hill junction. This will make the speed limit consistent with the rest of the A6097 and A614/A6097 MRN corridor.

5.8.4 The proposals include the provision of a 5m wide bridleway link (diversion) to remove the gap in provision of BW28. A new Pegasus crossing is proposed at a point approximately 100m to the south-east of the junction, to facilitate the north-south equestrian movements as identified in NMU surveys and public consultation feedback. This will link BW28 to a new equestrian facility on the south-eastern side. This will be set behind the existing hedgerow for both horse and rider safety,

5.8.5 Street lighting will be upgraded to align with current design standards and all sodium lanterns would be replaced by LED.

5.9 Assessment of Scheme

5.9.1 The background to the Scheme demonstrates that improvements to the A614/A6097 junctions have been considered for a number of years. Discussions were held with NCC planning department ("NCC Planning") as the relevant planning authority early on in the design development phase. A previous screening and scoping request were submitted to NCC Planning

based on earlier designs. Feedback was also obtained from a range of consultees which confirmed a likely need for Environmental Impact Assessment (“EIA”) at Ollerton Roundabout due to the junction improvement being located within a sensitive area (Birklands West and Ollerton Corner Site of Special Scientific Interest (“SSSI”).

- 5.9.2 The Outline Business Case for the Scheme (NCC, 2020), submitted to the Department for Transport (“DfT”), required clear consideration of the impacts and benefits of each element of the Scheme both individually and cumulatively. Legal advice was also sought on the likely planning route for the Scheme, given that some of the improvements that consist of smaller interventions could be considered to align with permitted development requirements, as the proposals are all within the current highway boundary and largely constitute road network maintenance activities.
- 5.9.3 Based on legal advice, feedback from DfT, and early consultation responses on the need for EIA, the Applicant prepared an Environmental Statement (“ES”) for the Scheme. The Scheme is considered to constitute the construction of roads of an area greater than one-hectare (“ha”) and therefore would fall within the scope of paragraph 10(f) of Schedule 2 of the Town and Country Planning (EIA) Regulations 2017 (as amended 2018) (the “EIA Regulations”) (HMSO, 2017b). However, as some elements of the Scheme consist of smaller interventions (White Post Roundabout and Warren Hill Junction), they are not considered likely to result in significant environmental effects, either alone or when considered cumulatively with the other junction improvements, a proportionate approach to the assessment was proposed in the EIA Scoping Report (produced by consultants AECOM and ViaEM, 2021).
- 5.9.4 A Scoping Opinion was sought for the Scheme in June 2021. A Scoping Opinion was provided by NCC Planning for each element of the Scheme. As per Regulation 18 (4)(a) the ES is based on the scoping opinion issued by NCC.
- 5.9.5 The ES reports the findings of the EIA that was undertaken in compliance with the EIA Regulations which implement the European Union (EU) Directive 2014/52/EU. It considers the likely significant environmental effects of the Scheme (when the junctions are considered individually and when the Scheme is considered as a whole) through construction and operation, as well as the proposed mitigation measures recommended to avoid, prevent, reduce or offset any significant adverse effects on the environment.
- 5.9.6 The ES was structured to provide a stand-alone assessment of each junction improvement to accompany individual planning applications, whilst also providing an assessment of junction improvement/Scheme-wide cumulative effects for each environmental topic, combined effects and cumulative effects assessment in conjunction with other forthcoming developments.
- 5.9.7 The implications on the following areas were considered for the four junctions, Ollerton Roundabout, Mickledale Lane Junction, Lowdham Roundabout and Kirk Hill Junction, as well as cumulatively to provide a whole-Scheme Overview.

Table 26: Environmental Statement chapter references for the A614/A6097 junctions

Area	Relevant ES Chapter			
	Ollerton Roundabout	Mickledale Lane Junction	Lowdham Roundabout	Kirk Hill Junction
Air Quality	5			
Cultural Heritage	6			
Landscape and Visual	7			
Biodiversity	8			
Geology and Soils	9			
Noise and Vibration	10			
Road Drainage and the Water Environment	11			Scoped out
Climate	12			11

- 5.9.8 The environmental assessment for each element of the Scheme was undertaken by establishing the baseline conditions in and around the area of the Scheme. Consideration was given to the potential effects that may arise during the construction and once each junction is complete and operational.
- 5.9.9 Biodiversity Net Gain (“**BNG**”) is included in both national (National Planning Policy Framework) and local planning policies (Rushcliffe Borough Council and Newark and Sherwood District Council). Each policy promotes BNG and not just avoiding the net loss of biodiversity. Given that planning applications have been submitted for each separate junction (six in total), BNG will be assessed for each junction in isolation as opposed to an overall package. An overall BNG of 10% is desirable for each junction. The County Planning Authority has indicated that mitigation should be undertaken on-site, to achieve the overall BNG in accordance with the relevant planning policies.
- 5.9.10 The significance of effects was determined in accordance with the appropriate section of the Design Manual for Roads and Bridges (“**DMRB**”). DMRB LA104 sets out the general principles and criteria for determining significant effects. This is a function of the receptor or resource environmental values (or sensitivity) and the magnitude of Scheme impact (change). The significance of an effect is assigned with embedded mitigation and good practice mitigation assumed to be in place. The overall significance of an effect is calculated by use of the matrix as follows.

Table 27: Environmental Assessment magnitude of impact matrix

Environmental value (sensitivity)	Magnitude of impact (degree of change)				
	No change	Negligible	Minor	Moderate	Major
Very High	Neutral	Slight	Moderate or Large	Large or Very Large	Very Large
High	Neutral	Slight	Slight or Moderate	Moderate or Large	Large or Very Large
Medium	Neutral	Neutral or Slight	Slight	Moderate	Moderate or Large
Low	Neutral	Neutral or Slight	Neutral or Slight	Slight	Slight or Moderate
Negligible	Neutral	Neutral	Neutral or Slight	Neutral or Slight	Slight

5.9.11 Effects are considered significant if they are of large or very large significance. Generally, effects of moderate significance are also considered to be significant, however, NOTE 2 (page 14 of DMRB LA 104) states that “the approach to assigning significance of effect relies on reasoned argument, the professional judgement of competent experts and using effective consultation to ensure the advice and views of relevant stakeholders are taken into account”. Therefore, there may be cases where moderate effects are not considered significant, or where slight or moderate effects are considered significant, based on reasoned professional judgement.

5.9.12 Slight and neutral effects are not considered to be significant; however, such effects can be important considerations in the context of influencing and improving the design of a proposed scheme. A ‘no change’ magnitude of impact would always result in a neutral effect.

5.10 Design Standards

Highway Alignment

5.10.1 The engineering design for all junction improvements has been undertaken using industry standard applications. A full vertical and horizontal alignment has been completed using MX and AutoCAD modelling tools. Junction layouts have been designed using bespoke junction modelling software (called ‘Junction’ that incorporates the previously separate programmes of ARCADY, PICADY and OSCARDY plus LINSIG) to satisfy the forecast traffic flows in the design years.

5.10.2 The road design completed is equivalent to the RIBA Plan of Work 2020 Stage 4 (Technical Design) which broadly maps to the former Stage 3 (Developed Design Development). The completion of the technical design and engineering details of the Scheme (RIBA Stage 4) are being completed to facilitate the completion of works information to enable NCC to develop a target price with ViaEM as the Principal Contractor (“Contractor”) for construction of all six junctions, subject to approvals. This target price together with costs related to land, fees, advanced works, diversions of statutory undertaker’s apparatus will support previous estimates produced to demonstrate that the costs are within the funding available to deliver the Scheme.

5.10.3 The lighting scheme has been designed in accordance with the British Standard BS5489-1 2020. The lighting around any proposed uncontrolled or controlled Pedestrian Crossing facilities are design in accordance with ILP Technical Report TR12. Any lighting columns which are proposed

in locations with speed limits at or exceeding 50mph will be Passively Safe and designed in accordance with the relevant British Standard.

5.10.4 The improvements to the junctions have been designed in accordance with the DMRB. The pedestrian footways/footpaths and private accesses have been designed in accordance with the Nottinghamshire Highway Design Guide (“NHDG”) adopted by Nottinghamshire County Council in 2021.

5.10.5 Four departures from standard have been approved by NCC Departures Board, as noted in Table 28.

Table 28: Approved departures from standard for the A614/A6097 junctions

Junction	Departure Detail	Date Approved
Ollerton	HGV swept path entry / circulatory widths outside recommended range	21 May 2019
Warren Hill	HGV swept path entry / circulatory widths outside recommended range	21 May 2019
Lowdham	HGV swept path entry / circulatory widths outside recommended range	21 May 2019
Kirk Hill	Junction Intervisibility Zone in accordance with DMRB design standards cannot be fully achieved in two quadrants of the junction due to land / topography constraints and environmental reasons	2 August 2022

Highway Drainage

5.10.6 The surface water drainage strategy will be designed to follow the principles of Sustainable Drainage Strategy (“SuDS”), considering the local topography, ground conditions and providing integrated facilities to control quantity and quality of run-off. The CIRIA SuDS Guidance Manual C753 will also inform appropriate treatment of all surface water prior to discharge. The highway infrastructure relating specifically to drainage will be designed in accordance with the DMRB and CD 526 Spacing of Road Gullies therein.

5.10.7 The design has been completed using Micro drainage which allows simulations of surface water flow from various storm events to be checked for flooding. The simulations have allowed for climate change impacts on intensity and volumes. The pipe networks were designed to a 1 in 1-year storm and then checked against a 1 in 5-year storm as dictated by the DMRB in HD33/06 Volume 4, Section 2.

5.10.8 The Scheme is in general at a low risk from surface water, flooding from sewers and artificial sources and groundwater. With the implementation of the measures outlined in the Construction Environmental Management Plan (“CEMP”), a negligible magnitude of impact is predicted to construction workers resulting in no change and no significant effect.

5.10.9 An overview of the proposed improvements to drainage for each junction improvement can be found in Chapter 2 of the ES Project Overview and Cumulative document, with junction-specific information found in the following chapters of each junction ES:

Table 29: Environmental Statement paragraph references relating to drainage for the A614/A6097 junctions

Junction	Paragraph Nos.	
	From	To
Ollerton Roundabout	2.2.16	2.2.18
Mickledale Lane Junction	2.2.18	2.2.20
Lowdham Roundabout	2.2.16	2.2.18
Kirk Hill Junction	2.2.8	2.2.10

Non-Motorised Users

5.10.10 An overview of the proposed improvements to NMU for each junction improvement can be found in Chapter 2 of the ES Project Overview and Cumulative document, with junction-specific information found in the following chapters of each junction ES:

Table 30: Environmental Statement paragraph references relating to non-motorised users for the A614/A6097 junctions

Junction	Paragraph Nos.	
	From	To
Ollerton Roundabout	2.2.28	2.2.32
Mickledale Lane Junction	2.2.27	2.2.30
Lowdham Roundabout	2.2.26	2.2.27
Kirk Hill Junction	2.2.17	2.2.19

Traffic Signals and Street Lighting

5.10.11 An overview of the proposed improvements to traffic signals and street lighting for each junction improvement can be found in Chapter 2.4 of the ES Project Overview and Cumulative document, with junction-specific information found in the following chapters of each junction ES:

Table 31: Environmental Statement paragraph references relating to traffic signals and street lighting for the A614/A6097 junctions

Junction	Paragraph Nos.	
	From	To
Ollerton Roundabout	2.2.19	2.2.25
Mickledale Lane Junction	2.2.21	2.2.25
Lowdham Roundabout	2.2.19	2.2.25
Kirk Hill Junction	2.2.11	2.2.25

Road Signage

5.10.12 Signage will be a mixture of informatory, regulatory and warning signs. The Traffic Signs Regulations and General Directions 2016 (“TSRGD”) prescribes the design and conditions of use of traffic signs (which include road markings, traffic signals, pedestrian and cycle crossings) to be lawfully placed on roads.

5.10.13 A key requirement of the TSRGD is to consider reducing sign clutter and traffic signs implemented will be considered the minimum required for legal and safety requirements whilst being mindful to its setting and impact on the environment.

5.10.14 All signs will be mounted on Passively Safe posts and designed in accordance with the relevant British Standard. Consideration has been given to the installation of non-illuminated bollards where their use would be safe and appropriate.

5.11 Statutory Services and Diversions

5.11.0 When undertaking improvement works, often major improvements, such as the construction of the improvements as part of the Scheme, it is the case that undertakers' apparatus (examples are electricity cables and gas pipes running under the highway) may need to be diverted. The New Roads and Street Works Act 1991 ("NRSWA"), supported by relevant regulations including The Street Works (Sharing of Costs of Works) (England) Regulations 2000 and Codes of Practices, provides a legislative framework for street works by undertakers and works for road purposes. The aim of NRSWA is to balance the statutory rights of highway authorities and undertakers to carry out works with the rights of road users to expect the minimum disruption from works.

5.11.1 As part of the development of the Scheme preliminary inquiries have been undertaken to seek details of the apparatus within the section of maintainable highway which is being altered or improved at each junction.

5.11.2 In most cases, budget estimates have been received, this is where the undertaker provides preliminary details of the effects on their apparatus including estimates of costs for works required to ensure there is no impact on their apparatus. In some cases, detailed estimates (C4) enquiries have been made, establishing in detail the necessary steps that need to be taken, if further works are required then financial orders are placed with the relevant undertaker.

5.11.3 The status of diversionary works depends on a number of factors including whether they can be done in advance (diverted outside of the works area or lowered / protected in the current location), need to be done in conjunction with improvements or require further investigation / design to understand the impact.

5.11.4 The following list is a summary of apparatus that requires some form of alteration for each junction. This list is not exhaustive and may change as both the construction programme develops and as a result of any further site investigations. If diversions are not included on this list, they will be dealt with through the construction programme.

Table 32: Summary of affected statutory services along the A614/A6097 corridor

Junction	Road Name	Statutory Services Affected
Ollerton Roundabout	A616 Ollerton Road	Western Power Distribution (WPD) apparatus in the fields of Ollerton Road needs to be diverted within Ollerton Road as advanced works
	A616 Ollerton Road	Existing 33kv overhead line in the fields off Ollerton Road will be diverted underground within Ollerton Road as advanced works
	Newark Road	Existing 33kv overhead line in the northern footway of Newark Road will need to be diverted from the existing footway within the new footway at the junction of Newark Road
	A616 Worksop Road	BT apparatus in the footway of Worksop Road needs to be diverted from the existing footway within the new footway at the junction of Worksop Road
Mickledale Lane Junction	A614 Old Rufford Road	WPD apparatus in the western verge of A614 Old Rufford Road needs to be diverted within Ollerton Road as advanced works
	Mickledale Lane	33kv overhead line in the northern verge crossing the southern verge will be diverted underground within Mickledale Lane
	A614 Old Rufford Road	BT overhead cables affected by the western roundabout to be diverted
	A614 Old Rufford Road	11 kv cables affected by the eastern roundabout to be diverted
White Post Roundabout	Mansfield Road	Existing ducts/cables cross north of the splitter island, not affected
Warren Hill Junction	A614 Ollerton Road	Ducts/cables in the east verge, not affected
Lowdham Roundabout	Southwell Road (north-eastern arm)	Ducts/cables in the southern footway need to be diverted/ lowered under the proposed access
Kirk Hill Junction	Kirk Hill	WPD apparatus in the fields of Kirk Hill, supply to signal controller to be adjusted to suit new position
	A6097 (West)	WPD apparatus in the northern side fields of Bridgford Street, signal controller supplies to be treated as a simple disconnection / reconnection

5.12 Additional Traffic Management Measures

5.12.1 Traffic Orders, also known as Traffic Regulation Orders (“TROs”) are the legal instruments by which traffic authorities implement most traffic controls on their roads. NCC is the local traffic authority and has the power to make TROs in exercise of its powers under the Road Traffic Regulation Act 1984. These include Permanent TROs that will remain in force until superseded or revoked, and Temporary TROs.

5.12.2 A TRO can only be proposed for the reasons set out in the legislation and a scheme can only be proposed if the regulations allow it to be signed and lined accordingly. Examples of schemes that require a TRO include speed limits, on-street parking restrictions, environmental weight limits, one-way streets and banned turns, and prohibition of driving. The process of detailing

the TRO for public advertisement and consultation feedback may result in slight changes being made, objections being received. If required, these would be considered via existing procedures at NCC. TROs necessary across the Scheme will be progressed as and when required.

- 5.12.3 Temporary TROs will be required to deliver the junction improvements in order for construction works to be completed efficiently and safely. This may include temporary changes to speed limits and road closures. Any required road closures will be mitigated through diversion routes. Interaction with National Highways will be imperative to ensure appropriate planned and reactive diversion routes are in place.
- 5.12.4 In addition to temporary TROs, there will be requirements for portable traffic light signals on the existing network to manage traffic whilst construction works such as surfacing is carried out. Site specific approval is required for portable traffic signals. Once approved, bulletins are provided to interested parties.
- 5.12.5 As part of the delivery of the Scheme, a communication strategy will be implemented, including consideration for stakeholder consultation; updates regarding permanent and temporary TROs; and other restrictions on the existing highway network, such as portable traffic signals, lane closures and footpath closures.
- 5.12.6 TROs will be required to ensure all the junction improvements operate as intended and to make changes to restrictions on the existing local highway network. These are subject to separate advertisement and consultation of the proposals. This may attract objection, although at this stage we presently know of no reasons why the TROs could not be implemented as advertised. The County Council has a defined process to consider objections to TROs if they are received during the consultation period. TROs cannot be advertised at this stage as they have to be implemented within two years of advertisement and given the length of the construction programme and requirement to make the Orders, it is not considered achievable to do at this stage without having to repeat in the future.
- 5.12.7 Specific Orders required across each junction improvement are shown in Table 33.

Table 33: Traffic Regulation Orders required as part of the A614/A6097 scheme

Junction	TRO Required	Description
Ollerton Roundabout	Speed limit	Implementation of a 40mph speed limit on all approaches to the roundabout
	Speed limit	Implementation of a 30mph speed limit on Newark Road and the bus / cycle lane
	Moving	Implementation of a dedicated bus / cycle lane linking Newark Road with Ollerton Road (A616)
	Moving	Implementation of a one-way traffic order from Newark Road to Ollerton Road
	Moving	'No Right Turn' restricting movements from the bus / cycle lane onto Ollerton Road
	Static	Implementation of 'No Waiting At Any Time' (double yellow lines) on Newark Road and also on the bus / cycle lane
Mickledale Lane Junction	Speed limit	Implementation of a 30mph speed limit on the link road between the new roundabout on the A614 and Mickledale Lane
	Moving	Prohibition of driving on the closed section of Mickledale Lane, from the A614 Old Rufford Road to the new link road, with access restricted for maintenance and NMU
White Post Roundabout	None	
Warren Hill Junction	Moving	Prohibition of entry on the link road between the A614 (north-bound) and A6097 (south-bound)
	Moving	'No U Turn' restricting U turns between the A614 (north-bound) and A6097 (south-bound)
Lowdham Roundabout	Speed limit	Implementation of a 30mph speed limit on all approaches to the roundabout, except Southwell Road which is already 30mph
Kirk Hill Junction	Speed limit	Implementation of a 50mph speed limit between the existing 40mph terminal signs near Gunthorpe Bridge to the A46 / Newton roundabout
	Speed limit	Implementation of a 40mph speed limit on Kirk Hill from the A6097 to the existing 30mph terminal signs in East Bridgford

5.13 Sustainable Transport

Public Transport

- 5.13.1 The A614 corridor is served by the Sherwood Arrow service which has an hourly frequency from Ollerton to Nottingham. The route passes through Redhill, Farnsfield, Bilsthorpe, Rufford Country Park, Sherwood Forest and Ollerton. The route takes approximately 65 minutes to travel from Ollerton to Nottingham in the AM peak and 77 minutes in the PM peak. The journey times in the other direction (Nottingham to Ollerton) are 71 minutes in the AM peak and 67 minutes in the PM peak.

- 5.13.2 At Ollerton specifically, the realignment of the bus-only link will likely provide journey time savings to all services. This includes the 14/15/15a, 333/334/335, DSA (school service), Edwinstowe Shopper and Sherwood Arrow. These bus services provide connection to Mansfield, Nottingham, Edwinstowe, Wellow, Newark and other intermediary stops and route through Ollerton Roundabout and Newark Road.
- 5.13.3 Consultation with NCC Local Transport and Travel Planning is on-going to inform the design and provision of the correct bus-related infrastructure.

Non-Motorised Users

- 5.13.4 Details pertaining to the proposed improvements to footways, footpaths, cycle routes and bridleways for each junction improvement can be found within Chapter 2.2 of the ES for each junction improvement, as outlined in paragraph 5.10.10 of this document.

5.14 Scheme Impacts – The Economic Case

- 5.14.1 The OBC set out the Economic Case for the Scheme and the economic appraisal work used the DfT's Transport User Appraisal ("**TUBA**") software to assess the economic benefits associated with the scheme package. TUBA estimates transport user benefits (changes in journey time and vehicle operating costs) and changes in tax revenue as a result if the proposed scheme being constructed.
- 5.14.2 The Value for Money assessment is a staged process which includes appraisal of the Scheme's economic, environmental, social, distributional and fiscal impacts using qualitative, quantitative and monetised information. Value for money is one of the key considerations of any decision involving the use of public funds across government. It is considered in the Economic Case of the 'Five Case Model' of decision-making recommended in the 'Green Book' methodology by Her Majesty's Treasury ("**HMT**") and adopted by the DfT in the "Transport Business Case".
- 5.14.3 The Scheme benefit is expected to generate a Present Value of Benefits ("**PVB**") worth £51.493 million against a Present Value of Costs ("**PVC**") of £16.702m. The Scheme generates an expected Benefit to Cost Ratio (PVB divided by PVC) of **3.08**, so £3.08 worth of benefits are generated for every £1 invested in the junction improvement. The DfT's 'Value for Money Guidance' (2017) would class this as a scheme that represents a 'High Value' for money rating.
- 5.14.4 A Wider Economic Impact report was commissioned in 2020 to help support the OBC for the Scheme. Overall, the Scheme as a whole will unlock dependent development at two sites, these being: Thoresby Colliery in Newark and Sherwood and Teal Close in Gedling, allowing 1,240 dependent homes and 2.4 hectares of employment land to come forward. This in turn will generate a large number of employment opportunities. It is estimated that once fully operational, Thoresby Colliery site will support 1,048 gross direct jobs, making a significant economic contribution to the local economy in Newark & Sherwood as well as Nottinghamshire more widely (as illustrated by indicative Gross Value Added benefits of £46.4m per annum). Only a quarter of employment space at the site could come forward without the improvements being implemented, therefore the Scheme plays an important role in ensuring the employment impacts on the site materialise in full.
- 5.14.5 The Scheme will also benefit the site at Teal Close, which is estimated to support a further 684 gross direct jobs (with associated Gross Value Added benefits of £38.2m per annum). The employment land at Teal Close is not identified as dependent on the improvements, however,

given the constraints to the residential aspect of the development, the implementation of improvements will be beneficial in ensuring the site is built out in full and employment impacts materialise.

5.14.6 In addition to direct jobs, a range of indirect and induced jobs will be supported through multiplier effects in the economy. In total, 1,153 direct, indirect and induced jobs could be supported locally by the development at Thoresby Colliery and 752 total jobs at Teal Close. At the regional level, the two sites could support 2,598 direct, indirect and induced jobs.

5.15 Delivery and Programme

5.15.1 The Scheme will be implemented by NCC. Whilst negotiations are underway to obtain the various parcels of land required to build and construct the Scheme by agreement, it is expected that the making and confirmation of a CPO will be required to acquire the residual land and rights necessary for the construction and maintenance of the Scheme. The anticipated delivery programme, subject to completing relevant procedures is outlined in Table 34. The dates assume that a Public Inquiry is to be held.

5.15.2 NCC has the overall responsibility for land acquisition, design, procurement, construction and delivery of the A614/A6097 MRN corridor working in partnership with the DfT, National Highways, NSDC and Rushcliffe Borough Council ("**RBC**"). ViaEM, working on behalf of NCC, will be responsible for managing the land acquisition process, and the design, construction (subject to approval) and project management of the junction improvement works.

5.15.3 ViaEM is fully owned by NCC and delivers services for NCC that were formerly delivered within the Highways Department. The scope of these services is defined within a Service Contract between NCC and ViaEM which is for 10 years initially, and this time period covers the delivery period of the Scheme.

5.15.4 ViaEM, by virtue of its 'Teckal status' is protected from State Aid issues and this status provides a legal background as to how the package of work to design and procure directly is a legitimate route to project delivery.

5.15.5 The earliest possible construction start date for the works at the White Post roundabout and Warren Hill junction is November 2023. Main site works for the Ollerton roundabout are expected to start early 2024 and those are the timescales that the County Council has been using in discussions with land and business owners affected by the Scheme.

5.15.6 The delivery programme is phased to ensure minimal impact on the A614/A6097 MRN corridor during construction, with some junction improvements delivered in tandem. The anticipated construction start dates and opening dates for each junction improvement are as follows.

Table 34: A614/A6097 Delivery Programme Timeline

Junction	Construction Start Date and Timeline
Ollerton Roundabout	Spring 2024 (for approximately 94 weeks)
Mickledale Lane Junction	Spring 2026 (for approximately 58 weeks)
White Post Roundabout	Autumn 2023 (for approximately 3 weeks)
Warren Hill Junction	Autumn 2023 (for approximately 3 weeks)
Lowdham Roundabout	Spring 2025 (for approximately 37 weeks)
Kirk Hill Junction	Winter 2023 (for approximately 49 weeks)

5.15.7 NCC is satisfied that there are no foreseeable barriers to the implementation of the Scheme and that funds will be available to construct the Scheme package.

5.16 Temporary Land Use

5.16.1 Construction compounds will be required during construction of the A614/A6097 MRN improvement project.

5.16.2 Within the Planning Permission, the intention was that the following areas of land would be used as site compounds. The given plot numbers identify the compound locations as referenced in the CPO plans. All areas of land proposed for site compounds lie within the planning permission boundary.

Table 35: Temporary site compound locations

Junction	Plot Number	Compound Location	Situation
Ollerton Roundabout	11, 5b and 7b	11 – An agricultural field southwest of the existing junction along the southwest-bound A6075 Mansfield Road	Close to the existing Ollerton Roundabout but lies outside the SSSI and LWSs, retail and residential areas immediately surrounding the vicinity of the existing roundabout
		5b and 7b – a paddock area east of the existing junction located between the A616 and Newark Road	Close to the existing Ollerton Roundabout and directly adjacent to the location of the proposed new bus link
Mickledale Lane Junction	18f	An agricultural field south of the existing junction along the south-bound A614 Old Rufford Road	Close to the working areas for the proposed new roundabout and link road, sufficiently distant from the nearby businesses of Limes Café and Strawson Ltd
White Post Roundabout	n/a	No compound area required	
Warren Hill Junction	n/a	No compound area required	
Lowdham Roundabout	34b and 35b	34b – an agricultural field west of the existing junction along the west-bound A612 Nottingham Road	Both locations lie close to the existing Lowdham Roundabout but outside the residential areas immediately surrounding the vicinity of the existing roundabout
		35b – an agricultural field north of the existing junction along the north-bound A6097	
Kirk Hill Junction	46b	An agricultural field west of the existing junction along the north-bound A6097	Close to but sufficiently distant from the working areas for the proposed new junction, with minimal impact of the immediate vicinity

5.16.3 Typically, there are two types of compound – the main construction compound and satellite construction compounds. Siting of compounds is influenced by various factors and considering environmental effects including:

- Avoiding proximity to sensitive receptors;
- Proximity to local A roads and bus routes;
- Easy accessibility for the local workforce;
- Suitable existing topography with minimal requirement for site preparation works;
- Proximity to existing utilities for ease of establishing temporary services;
- Ease of establishing and maintaining security;
- Adequate space;
- Existing use of the site;

- The effects of changes to the noise levels, light, visual impact and air quality; and
- The location of aquifer, surface water courses and flood plains.

5.16.4 The main construction compound will act as strategic hub for core project management activities (i.e. engineering, planning and construction delivery) and for office-based construction personnel. It will include offices, storage for materials (such as aggregates, steel reinforcement) and laydown areas, and maintenance and parking facilities (for site plant, lorries and staff cars), together with the main welfare facilities for construction personnel.

5.16.5 Satellite construction compounds will generally be smaller, potentially providing office accommodation for a limited number of construction personnel. They will include local storage for plant and material, welfare facilities, and limited car parking for construction personnel. Plots 5b and 7b as outlined in Table 35 are proposed as satellite compound areas during the A614/A6097 MRN improvement project. The ViaEM Headquarters based at Bilsthorpe, Nottinghamshire, may provide some additional support for the project in terms of storage, offices and welfare facilities.

5.17 Accommodation Works

5.17.1 The A614/A6097 MRN corridor works will affect a number of residential and agricultural holdings across the corridor. Their severance has been minimised by the retention of some existing accesses and the creation of new accesses. A full description of the stopped up and new accesses are included in the SRO and in Section 9 of this Statement.

5.17.2 Accommodation works will be required as a result of the A614/A6097 MRN corridor works. These have been kept to a minimum and the key areas will include:

- 1 Forest Side, Ollerton – a new private means of access will be constructed to the property, as well as a brick wall with infill fence panels surrounding the property, providing a barrier between the property boundary and the highway;
- Land owned by Samuel Smith Brewery, Ollerton – a new bus link road will be located within the land owned by Samuel Smith Brewery. This will be bordered by a timber post and four rail fence;
- McDonald’s Restaurant, Ollerton – exact requirements will be agreed with the McDonald’s corporate representatives but may consist of a close boarded fence. The ‘Golden Arches’ sign and a lighting column will also be relocated;
- Costa, Ollerton – a new hedgerow will be planted along the A6075 across the original line of the Costa access road, with anti-dazzle fencing installed between the drive-through lane and the A614 north-bound;
- Strawson Ltd, Mickledale Lane – timber post and four rail fencing with quickthorn or similar hedgerow planting will be installed to the east side of the A614, from the Strawson Ltd access point to Mickledale Lane, and to the north-eastern side of the proposed access road;
- No. 21 Nottingham Road, Lowdham – timber post and four rail fencing with hedge planting will be installed;
- No. 15 Nottingham Road, Lowdham – close boarded fencing will be installed along the boundary to the property frontage, and permeable block paving to the driveway and property side;
- No. 2 Nottingham Road, Lowdham – the existing driveway gates will be inset to provide the residents with sufficient space to pull a vehicle entirely off the highway for safe access and egress.

- East Bridgford Parish Council – timber post and four rail fencing with associated hedge planting will be installed around the eastern boundary of Kirk Hill; and
- The Queen’s Most Excellent Majesty in Right of Her Crown, Kirk Hill – timber post and four rail fencing with associated hedge planting will be installed to the west side of the A6097.

5.17.3 The accommodation works are subject to agreement with relevant landowners and the list provided is not exhaustive and is subject to change. Discussions with landowners are currently ongoing. Any changes will be kept to a minimum, but may occur following further discussions with landowners, following the commencement of construction if unknown ground conditions or services are encountered.

5.18 Construction

5.18.1 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.

5.18.2 The County Council’s suggested preferred construction route for the six junctions forming the A614/A6097 MRN Scheme is through ViaEM, utilising the existing Highways Service Contract (HSC). The preferred route provides best value and brings a unique local ownership and responsibility to its delivery. ViaEM is currently in Year 5 of a ten-year contract and the construction programme falls within this period.

5.18.3 ViaEM is proposing a local mixed economy approach using in-house operational teams and sub-contractors. As local provider to NCC, ViaEM has demonstrable experience in successful delivery of traffic signals, street lighting and electrical installations, civils and drainage work while also having the ability to draw on existing established frameworks for expertise in the delivery of specialist areas, such as pavements and traffic management.

5.19 Maintenance

5.19.1 The six junctions included within this Scheme – Ollerton Roundabout, Mickledale Lane Junction, White Post Roundabout, Warren Hill Priority Junction, Lowdham Roundabout and Kirk Hill Junction – will be publicly maintainable highway and NCC as LHA will be responsible for all maintenance aspects of each Project. Any sections of the Scheme that are outside of the limits of public highway will be maintained by NCC as landowner or by the relevant landowner.

6 CONSULTATION AND PUBLIC ENGAGEMENT

6.1 Introduction

6.1.1 In accordance with the Government Guidance “Guidance on Compulsory Purchase and the Criche Down Rules” (July 2019) a compulsory purchase order should only be made where there is a compelling case in the public interest, and land should only be taken compulsorily where there is clear evidence that the public benefit will outweigh the private loss. The following section describes the response to the Guidance and includes details of consultation with the public that supports the assertion. Discussions and negotiations with all those who have interests in land directly affected by the Scheme have also been taking place during the evolution of the Scheme.

6.2 Human Rights Act

6.2.1 The Human Rights Act 1998 incorporated into domestic law the European Convention in Human Rights. The Convention includes provision in the form of articles, the aim of which is to protect the rights of the individual.

6.2.2 Section 6 of the Human Rights Act prohibits public authorities from acting in a way which is incompatible with the Convention. Various Convention rights may be engaged in the process of making and considering a compulsory purchase order, notably the following articles:

- Article 1 of the First Protocol protects the rights of everyone to the peaceful enjoyment of possessions. No one can be deprived of possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law
- Article 6 of the Convention provides that “In determining his civil rights and obligations ... everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial Tribunal established by law.”
- Article 8 protects private and family life, home and correspondence. No public authority can interfere with these interests except if it is in accordance with the law and is necessary in a democratic society in the interest of national security, public safety or the economic wellbeing of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others; and
- Article 14 protects the right to enjoy rights and freedoms in the Convention free from discrimination on a ground such as sex, race, colour, language, religion, political or other opinion or national or social origin.

6.2.3 The European Court of Human Rights has recognised in the context of Article 1 that regard must be had to the fair balance which has to be struck between the competing interests of the individual and of the community as a whole. Similarly, any interference with Article 8 rights must be necessary for the reasons set out. In this case, any interference with Convention rights is considered to be justified in the public interest to secure delivery of the Scheme and the economic, social and physical benefits that the Scheme will provide to the surrounding area.

6.2.4 With regard to Article 6, the Scheme proposals have been extensively publicised and consultation has taken place with the communities and parties that will be affected by the

Orders. All those affected by the Orders will be notified, will have the right to make representations and/or objections to the Secretary of State, and objecting parties will have the right to be heard at a public inquiry. It has been held that the statutory processes are compliant with Article 6 of the Convention.

- 6.2.5 Extensive consultation has been undertaken during the planning application process with the opportunity being given for interested parties to make representations regarding the proposals. Further representations can be made in the context of any public inquiry which the Secretary of State decides to hold in connection with the Orders. Those directly affected by the Orders will be entitled to statutory compensation.
- 6.2.6 With regard to Article 8, the acquiring authority considers that the interference with this right that will result from the exercise of the powers conferred by the Orders will be in accordance with the law (namely the Act), give effect to a legitimate aim (namely securing the much-needed benefits to the highway system), and will be proportionate having regard to the public benefits that the Scheme will bring.
- 6.2.7 Those whose interests are acquired under the Orders will also be entitled to compensation which will be payable in accordance with the Compulsory Purchase Compensation Code. The Compensation Code has been held to be compliant with Article 8 and Article 1 of the First Protocol to the Convention.
- 6.2.8 The requirements of the Human Rights Act 1998 and the Convention, particularly the rights of property owners, have therefore been fully taken into account. There is a compelling case in the public interest for the Orders to be made and confirmed, and the interference with the private rights of those affected that would be the inevitable result of the exercise of the compulsory purchase powers would be lawful, justified and proportionate.

6.3 Public Sector Equality Duty

- 6.3.1 In formulating and promoting the Orders, NCC has had regard to its statutory duties and obligations under the Equality Act 2010 (“**2010 Act**”) and in particular, to its obligations in section 149 and 150 of the 2010 Act, in taking into account the differential impact the Orders will have on various groups of persons with different characteristics.
- 6.3.2 An Equality Impact Assessment (EqIA) for the Scheme was undertaken in February 2022. The EqIA concluded that the planned improvements are not anticipated to impact negatively on any of the protected characteristic groups. Some groups including gender reassignment, religion / belief and sexual orientation, are anticipated to experience a neutral impact as a result of the improvements. All other protected characteristic groups are expected to experience positive impacts and benefits including:
- reductions in congestion and delays
 - improvements in journey time reliability and safety, and
 - increases in employment and economic opportunities.
- 6.3.3 The planned improvement works therefore do not require any amendments to mitigate impacts on any of the protected characteristic groups. However, the EqIA will remain a ‘live’ document and will be reviewed at periodic intervals as the project progresses.

6.3.4 An EqlA reassessment will be undertaken at both twelve months and five years following completion of the Scheme to ensure that no negative impacts on any individual groups have been caused as a result of the improvements made. Any issues identified at that point will be considered in detail.

6.4 Consultation Background

6.4.1 Since its inception, a collaborative approach has been taken to the delivery of the Scheme. As part of the planning application submission, design development and preparation of the Orders, monthly meetings have been held involving representatives from the NCC and ViaEM project teams, Bruton Knowles as land agent and Weightmans LLP as legal advisors for the Scheme.

6.4.2 In November 2020, a communications plan was prepared for the Scheme in agreement with NCC, with key objectives being:

- To raise awareness of the Scheme with local residents and businesses;
- To inform and create two-way dialogue with stakeholders and local residents on what the project is set to do and how it will progress;
- To ensure consistent, timely communication is achieved using a variety of proven channels;
- To secure positive and balanced media and social media coverage;
- To maximise unique page views on the A614/ A6097 project web page;
- To work with key partners to allow the effective delivery of communication activity using all available partner/stakeholder channels; and
- To evaluate all communication and engagement activity on a continual basis to ensure messaging and awareness is effective and, to adjust where necessary.

6.4.3 An element of the communication is to ensure that key messages are reiterated and used consistently, these include:

- The A614/A6097 MRN corridor will benefit from an improved road network in full from Spring 2026;
- Brought to you by Nottinghamshire County Council in partnership with Via East Midlands with funding from DfT;
- The project will help support the economic growth of the area, new residential developments and businesses;
- The £28.6m scheme is largely funded by DfT (£24.3) with contributions from Nottinghamshire County Council and other key stakeholders; and
- The long-awaited scheme at Ollerton will be delivered.

6.4.4 The communications plan has been refreshed in 2022 to reflect the latest key milestones and status of the Scheme. There is a dedicated webpage available at www.nottinghamshire.gov.uk/a614, which provides information on the Scheme proposals, Outline Business Case, planning application status, and the Compulsory Purchase Order and Side Roads Order processes and documents. The first 'Emailme bulletin' was sent out in April 2022. This will be the main external communication tool to keep subscribers updated, on a monthly basis as a minimum, on Scheme progress and development through to the completion

of the Scheme. A similar approach was used on the delivery of the recently opened Colliery Way (Gedling Access Road) project; it was the most subscribed service with the County Council (out of the current 31 topics covered by an 'Emailme' service) and the format ensures it is sharable across social media platforms.

- 6.4.5 Public consultation events have informed the development of the Scheme in helping to identify the right and appropriate improvements for each junction. Consultation and stakeholder engagement will continue to be an integral part of the Scheme as it is essential to ensure that the various aspirations of the general public and key stakeholders are taken into account throughout the life cycle of the Scheme, enabling the project team to understand key potential issues and maximise benefits. There is a dedicated email address for the Scheme which is a614improvement@viaem.co.uk, monitored daily and emails are logged and recorded in a central communication log, any common themes and threads can then be communicated through the monthly bulletin or added as 'Frequently Asked Questions' on the Scheme website.

6.5 Stakeholder Engagement – Pre-planning

- 6.5.1 A comprehensive summary of stakeholder engagement prior to the submission of the planning application is provided in the Planning Statement, which was included in the planning submission.

- 6.5.2 The following stakeholders have been consulted:

- Natural England and Nottinghamshire Wildlife Trust;
- Nottinghamshire County Council – Archaeology and Built Heritage;
- Nottinghamshire County Council – Nature Conservation (Ecology);
- Environment Agency and Lead Local Flood Authority;
- Countryside Access and Public Rights of Way;
- NCC Local Transport and Travel Planning;
- Member of Parliament;
- NCC Local Member and NCC Committees, and
- District Councils

6.6 Stakeholder Engagement – Planning

- 6.6.1 Planning applications for the Scheme were submitted on 28 February 2022. The application submission consisted of six applications for the following junctions:

- A614 / A616 /A6075 roundabout – Ollerton Roundabout
- A614 / Mickledale Lane crossroads – Mickledale Lane Junction
- A614 / Mansfield Road roundabout – White Post Roundabout
- A614 / A6097 priority junction –Warren Hill Junction
- A6097 / A612 Nottingham Road / Southwell Road roundabout –Lowdham Roundabout; and
- A6097 / Kirk Hill signalised crossroads – Kirk Hill Junction.

- 6.6.2 Each application submission included the following documents:

- An overarching Planning Statement, relevant to all six applications

- A suite of supporting documents for each individual junction, including:
 - General arrangement, red line planning boundary, landscape design, site clearance, drainage design, and lighting design drawings;
 - Pink and blue plans detailing areas of permanent and temporary land take, excluding White Post Roundabout and Warren Hill Junction as these junctions do not require any land take;
 - An overarching Transport Assessment, relevant to all six applications
 - Road Safety Audits, relevant to all applications excluding White Post Roundabout;
 - An overarching Options Assessment Report, relevant to all six applications;
 - An overarching Non-Technical Summary, relevant to all six applications;
 - Individual Environmental Statements for all junctions, excluding White Post Roundabout and Warren Hill Junction;
 - An overarching Environmental Statement: Project Overview and Cumulative Effects Assessment, relevant to all junctions, except White Post Roundabout and Warren Hill Junction.

6.6.3 Nottinghamshire County Council is the determining authority for the planning application. Prior to submission of the planning application, the following consultation measures were undertaken by Nottinghamshire County Council's Transport team and Via:

- Article 13 Notices published in the Newark Advertiser and the Nottingham Post on 24 February 2022;
- Notices for unknown landownership, posted onsite on 2 February 2022.

Letters were sent out by Via to all affected landowners on 28 February 2022 to notify them of the planning application submission.

Following validation, the planning documents were made available on the NCC Planning website – these can be viewed using the planning references:

- Ollerton Roundabout – ES/4407
- Mickledale Lane Junction – ES/4409
- White Post Roundabout – ES/4412
- Warren Hill Junction – ES/4411
- Lowdham Roundabout – ES/4408
- Kirk Hill Junction – ES/4410

6.6.4 Nottinghamshire County Council, as planning authority, publicised the planning application as follows:

- Letters to near neighbours sent on 17 March 2022
- Letters to statutory consultees sent on 18 March 2022
- Site notices placed on 21 March 2022
- Public notice in Newark Advertiser and Nottingham Post placed on 24 March 2022

6.6.5 Responses to the planning consultation were sent to the project team who provided a formal response in July 2022 to assist in the determination. All responses were detailed in the report taken to NCC Planning and Rights of Way Committee on 27 September 2022, and are summarised below:

Table 36 – Summary of planning responses received to date.

Scheme	Planning Comment	Scheme Response
Ollerton	Provide clarity on the planned configuration of the existing car park at Costa / The Big Fish considering the proposed relocation of the car park entrance.	Car park configuration to be discussed with the landowners at a later stage in the design process to determine the most effective layout.
Ollerton	Consideration of the proposed position of the footway on Newark Road to take a more direct line, better reflecting the likely pedestrian route.	The safest route for pedestrians to use has been provided. This has not been raised as a specific issue during the Stage 1 Road Safety Audit (RSA) undertaken at this junction. That said, the Scheme will be subject to RSA during detailed design (Stage 2) and again post completion (Stage 3). In the event of any safety concerns raised through this process, the County Council will review the situation accordingly.
Ollerton	Consideration to be given to the inclusion of Pegasus crossings to provide safer routes for equestrians.	Potential land constraints prevent the provision of a Pegasus crossing but further consultation with the Rights of Way team will be undertaken.
Ollerton	Precautions planned to prevent drivers using Wellow as a cut-through during construction works.	Appropriate action to be discussed with Coordination team before commencing construction with monitoring during works.
Ollerton	Consideration of the bus stop provision.	Consultation is ongoing with the Highways and Transport Development and Partnerships team to ensure appropriate provision of bus stops during and on completion of works.
Ollerton	Recommendation to undertake further bat surveys due to the potential roost at Forest Side.	The recommended surveys took place on 8 and 22 June 2022.
Ollerton	Objection received from Natural England (NE) – as submitted, the proposals are considered to damage or destroy the interest features for which Birklands West and Ollerton Corner Site of Special Scientific Interest (SSSI) has been notified.	A mitigation proposal was submitted to NCC Planning in August 2022 in response to the objection.
Ollerton	NE advised planting a single oak tree on the proposed roundabout, rather than the three oak trees proposed, in order to ensure sufficient space for growth.	Three oak trees are proposed to be planted to mitigate any loss / failure to grow in any one tree. The three trees may be reduced to ensure sufficient space to grow in future.

Mickledale	Consideration to be given to the removal of the existing weight limits on sections of Mickledale Lane.	The weight limit will remain in place as presently defined, however the potential to extend it to incorporate the new link road is being explored, which would include an exemption for legitimate access.
Mickledale	Retention of the right turn ghost lanes into the Limes Café.	Confirmation that these lanes will remain in place.
Mickledale	Concerns regarding the proposed new private means of access to no. 1 Old Rufford Road, leading directly off the A614, to ensure drivers are aware of the closure / new route.	To be address in detailed design, with features including removal of the junction bell mouth and installation of kerbing.
Mickledale	Closure of the section of Mickledale Lane where it joins the A614 and clarity on the NMU access proposed.	This section of highway is proposed to remain as highway due to the access required for routine and reactive maintenance on buried services. Half of the existing carriageway will be made into a verge, and the other half will remain as existing, i.e. tarmacked with the footway remaining.
Mickledale	Impacts on bus stops.	The bus stops will be removed following consultation with NCC due to limited use and unavailability of appropriate sites for relocation in the area.
Lowdham	Design of the new access road to the properties at nos. 15 to 21 Nottingham Road, including the proposed segregation from the A612 and appropriate space for turning vehicles.	There is space within residents' curtilage to exit their property in a forward gear. Whenever this is not possible and they reverse off their driveway, there will be sufficient width to reverse onto the service road and proceed in a forward gear. Vehicles will be unable to drive over the kerb between the A612 and the access road, given both the level difference and the installation of a physical barrier, such as anti-dazzle fencing.
Lowdham	Consideration to be given to implementing a one-way system on the older section of Nottingham Road, or other system to prevent the road being used as a cut-through to the Lowdham Roundabout.	This is beyond the scope and extent of the Scheme proposals therefore it is not being considered as part of the Scheme. The County Council will monitor the impacts of each scheme once fully operational and may implement changes if a highway issue does arise.

Kirk Hill	Potential for additional average speed cameras to be installed from the Kirk Hill Junction down to the junction with the A46.	Additional average speed cameras are not currently proposed. A proposed reduction in speed limit from de-restriction to 50 mph and the proposed Pegasus crossing will generally act as a deterrent to full vehicle acceleration through this section of the A6097.
Whole Scheme	Natural England requested that the Biodiversity Net Gain (BNG) calculations were provided for each individual junction (Ollerton, Mickledale, Lowdham and Kirk Hill), rather than as the whole scheme approach provided, to ensure onsite mitigation is provided where necessary.	Junction-specific BNG calculations and accompanying assessment report were provided to NCC Planning in August 2022. Proposals for onsite mitigation for biodiversity loss were included in the planning application documents.

6.7 Stakeholder Engagement – Ongoing

- 6.7.1 As stated previously, it is intended that the Scheme website and monthly electronic bulletins will be used to keep subscribers up to date with Scheme developments. Through the communications plan, these will be supported by press releases and social media posts relating to key milestones as they are achieved.
- 6.7.2 It is intended, that subject to confirmation of the Orders, future ‘meet the contractor’ events will be held in person at local venues. These will provide opportunity for local stakeholders to understand the programme and sequencing of works including any local traffic restrictions. Feedback from the events will also be used to fine tune specific work programmes to ensure that any local requirements can be considered and incorporated wherever possible.

7 THE PLANNING POSITION

7.1 Introduction

7.1.1 This section describes the planning history, policy and strategy aspects of the Scheme.

7.2 Planning History

7.2.1 The planning applications for the A614/A6097 MRN corridor improvement scheme were submitted on 28 February 2022 and subsequently validated by the County Planning Authority (Nottinghamshire County Council).

7.2.2 Discussions were held with NCC planning department early in the design development phase. A previous screening and scoping request were submitted to NCC planning based on earlier design options. Feedback was also obtained from a range of consultees which confirmed a likely need for EIA at Ollerton roundabout due to the scheme being located within a sensitive area (Birklands West and Ollerton Corner Site of Special Scientific Interest (SSSI)).

7.2.3 The project team also sought legal advice on the likely planning route for the Scheme, given that some of the projects consist of smaller interventions which could be considered to align with permitted development requirements because the proposals are within the current highway boundary and largely constitute road network maintenance activities.

7.3 Current Planning Status

7.3.1 The planning applications for the Scheme were approved by NCC Planning and Rights of Way Committee on 27 September 2022.

7.3.2 The schemes at White Post Roundabout and Warren Hill Junction consist of small-scale carriageway reconstruction and repairs, surfacing works, and new white lining. Both schemes are wholly within the highway boundary. As such, these schemes could have been classed as permitted development under the Town and Country Planning (General Permitted Development Order) (England) 2015, as amended, if carried out as individual projects. However, it was agreed with the planning authority to submit separate planning applications for each of the six junctions that make up the A614/A6097 MRN Corridor, to enable the environmental impacts and planning merits of the individual junctions to be considered as whole and in the context of the wider Scheme.

7.4 Statement of Community Involvement

7.4.1 The County Council has carried out a robust and extensive public consultation exercise. Details were provided as to why certain aspects of the Scheme design were being considered and stakeholders, affected parties, local residents and businesses were asked for their views with the opportunity being given for affected parties to make representations.

7.4.2 Public exhibitions have been the main element of the consultation strategy in showcasing the Scheme proposals. There have been three major consultation events held so far. The first took place in the summer of 2019, with six consultation exhibition dates showcasing the original A614/A6097 MRN corridor package. Leaflets were distributed throughout each village near the A614/A6097 MRN corridor informing them of the events which were held at:

- **Ollerton – Thursday 11th July 2019**, 4–8pm at Hop Pole Hotel, NG22 9AD and **Saturday 13th July 2019**, 10am–2pm at Boughton Town Council.
- **Bilsthorpe – Thursday 18th July 2019**, 4–8pm July at Bilsthorpe Miners Welfare, NG22 8QX and **Saturday 20th July 2019**, 10am–2pm at Bilsthorpe Village Hall, NG14 7BD.
- **Lowdham – Thursday 1st August 2019**, 4–8pm at Magna Carta Public House, NG14 7DQ and **Saturday 3rd August 2019**, 10am–2pm at Lowdham Village Hall, NG14 7BD.

7.4.3 The Scheme website also included information about the proposals and electronic copies of the consultation material. All events were well attended with a few hundred people attending each consultation venue. A total of 281 questionnaires were completed and returned. In general, responses were in strong agreement that improvements were required across the corridor and supportive of the suggested proposals for the corridor as a whole. A summary of the questionnaire results from the 2019 consultation can be found below in Tables 37 and 38.

Table 37: Summary of 2019 consultation questionnaire results – Existing problems

	Yes	No
Existing problem at Ollerton?	93%	7%
Existing problem at Mickledale Lane?	93%	7%
Existing problem at Warren Hill	78%	22%
Existing problem at Lowdham?	68%	32%

*Kirk Hill Junction did not form part of the proposals at the time of the 2019 consultation events.

Table 38: Summary of 2019 consultation questionnaire results – Feedback on junction proposals

Junction proposal	Good idea	Against the proposal	Neither for nor against
Ollerton	80%	6%	14%
Mickledale Lane	82%	4%	14%
Warren Hill	75%	9%	16%
Lowdham	52%	29%	19%

7.4.4 However, there was some local concern connected to the original Lowdham roundabout design which resulted in the loss of a number of mature trees on the boundary of the Lowdham cricket club, and 29% of respondents were against the proposal. The County Council's project team pledged to review the scheme, investigate new options and reconsult once an alternative design had been identified. The revised design incorporated an elliptical shaped roundabout which avoided the village cricket pitch and surrounding green space and avoided impacting any mature trees.

7.4.5 The original consultation also highlighted the need for action along the A6097 between Lowdham roundabout and the A46. The Kirk Hill junction had previously been considered at

the option appraisal phase but was omitted because there were already proposed Section 278 works scheduled to improve the junction as part of the RAF Newton development site. The subsequent analysis at this junction by Via East Midlands indicated that the proposal put forward by the developer was not after all suitable and would not provide the level of upgrade required to meet the forecast traffic demand from the development site and growth further afield. The existing problems at this junction were merely reinforced by comments made at these Lowdham consultation events. A feasibility study was subsequently undertaken by ViaEM to investigate this junction and the A6097 corridor in general and this recommended that improvements be made to the Kirk Hill/A6097 junction at East Bridgford. This resulted in the junction being added to the corridor package.

- 7.4.6 The second consultation event for the A614 corridor focused on the revised Lowdham roundabout proposal and the introduction of the new Kirk Hill junction to the A614/A6097 funding bid. Unfortunately, COVID-19 meant face to face interaction with the public was not feasible, so a virtual consultation room was created which went 'live' on Monday 2nd November 2020 for a total of three weeks. The consultation website had over 8,000 views. Visualisations were also produced for both the revised Lowdham and the Kirk Hill junctions
- 7.4.7 The feedback from the latest round of consultation included 78% of respondents agreeing that there is a problem with the existing Lowdham roundabout, with 73% either in favour/neutral and 27% against the proposal. A total of 76% of respondents thought that there is an existing issue at the Kirk Hill junction, with 79% in favour/neutral and 21% against the scheme proposed at this location.
- 7.4.8 The final consultation phase for the project focused on the revised Mickledale Lane junction layout and took place online from 17th May 2021 to 6th June 2021. 191 people responded to the online questionnaire for the alternative roundabout option with 53% of respondents in support of the revised layout.
- 7.4.9 Numerous meetings have and are continuing to be held with interested parties in an endeavour to acquire wherever possible all the land and rights needed for the Scheme in advance of the Council being authorised to seek to rely on the use of compulsory purchase powers as a last resort to achieve the desired objectives.

7.5 Planning Policy Context

- 7.5.1 In July 2017 the DfT published the **Transport Investment Strategy, "Moving Britain Ahead"**. This identified the need for an integrated network to connect communities to drive growth across the whole country. Key goals of this strategy are to:
- Create a more reliable, less congested and better-connected transport network that works for users, who rely on it.
 - Build a stronger, more balanced economy by enhancing productivity and responding to local growth.
 - Enhance our global competitiveness by making Britain a more attractive place to trade and invest.
 - Support the creation of new housing.

- 7.5.2 The delivery of those goals will also further the government's Industrial Strategy, the objective of which is "*to improve living standards and economic growth by increasing productivity and driving growth across the whole country*". They will also meet the objectives of the Housing White Paper which recognises that "*transport investment is one of the keys to unlocking development and delivering places people want to live.*"
- 7.5.3 As part of the Transport Investment Strategy, the Government committed to creating a **Major Road Network**, which identified important national routes below the level of SRN (managed by National Highways). The current MRN includes both the A614 and A6097 as shown in Figure 1. As such, improvement of this corridor is consistent with current Government thinking on the improvement of important national 'A' roads which will:
- Reduce congestion.
 - Support economic growth and rebalancing.
 - Support housing delivery.
 - Support all road users.
 - Support the Strategic Road Network.
- 7.5.4 At a national level it is now recognised by Government that the main function of the primary road network ("PRN") is to fulfil the safe and efficient movement of goods and people. The PRN designates routes between places of traffic importance and major settlements. The PRN links together the whole of England and 'a motorist making a regional or national journey should therefore be able to make all but the start and finish of their journey using the PRN'. (DfT – Guidance on Road Classification and the Primary Route Network). An efficient network supports the national and regional economies by providing certainty, improving access to markets, enabling competition, improving labour markets, enabling economies of scale and helping attract inward investment. It is within this context that improvement to the A614/A6097 MRN corridor is considered appropriate.
- 7.5.5 The **Midlands Connect Strategy** was published in 2017 and aims to make the East and West Midlands an engine for growth for the UK economy. The document outlines plans to invest a further £392 million in the Midlands through the Local Growth Fund, on top of the £1.5 billion Local Growth Fund investments which have been previously announced.
- 7.5.6 Improving connectivity in order to increase productivity is one of the Midlands' Engine key objectives. Investments in local transport connections are designed to address the fragmentation of the Midlands' economy which is fairly dependent on the regions 11 cities (Nottingham, being the closest City to the A614/A6097 MRN corridor). The funding is to target poorly connected areas which are not able to fully synergise with the region's productive areas, allowing businesses and people to make the most of their strategic position in the centre of the country.
- 7.5.7 The **Midlands Connect Strategy** identifies that in order to achieve ambitions of high-quality end to end journeys, further intervention is required on the local and sub-regional networks too, rather than just the SRN.
- 7.5.8 The A614/A6097 MRN corridor package of improvements will reduce travel costs, improve connectivity for local businesses, and reduce congestion at key locations on the road network.

Improving transport connectivity could also allow for a greater spill over of skills from highly productive areas to less productive areas as well as allowing for increased trade and specialisation throughout the region.

- 7.5.9 Sub-regionally, the whole of the A614/A6097 MRN corridor lies within the area boundaries of the D2N2 LEP. The purpose of the LEP is to provide a partnership between local authorities and businesses in order to decide local economic priorities and undertake activities which drive economic growth and create local jobs.
- 7.5.10 **The D2N2 Strategic Economic Plan** establishes a framework for identifying future investment priorities as well as outlining the key actions which will facilitate its vision for 2030. The plan's key focus is on driving inclusive growth through innovation, with an emphasis on improving productivity and growing businesses, delivering skills and knowledge for the future and enhancing the quality of the place where people live and work.
- 7.5.11 The D2N2 Strategic Economic Plan has seen £257 million of transport infrastructure investment since 2013, with the goal of opening up key enterprise sites within Derby, Derbyshire, Nottingham and Nottinghamshire. Continued investment from the LEP as well as the Midlands Engine's investments will help to future proof the region and encourage interconnectivity. The strategic case for the Scheme aligns well with D2N2 LEP's objectives to improve connectivity and to unlock potential areas for growth. The LEP believes that a high performing transportation network will benefit D2N2's range of high performing industries which are dependent on the transport network such as in the manufacturing, logistics and extractive sectors. These sectors are shown in the Local Economic Profile to also be important contributors to businesses located within two miles of the route, with a high number of manufacturing and trade businesses in particular.
- 7.5.12 Among other transport projects, the A614/A6097 MRN corridor is identified as one of the priorities for highway investment. As also identified in D2N2 priorities, NCC seeks continued investment in the MRN to improve connectivity around the LEP for more local trips. Greater access to Nottinghamshire's neighbouring towns and cities such as Nottingham, Derby, Leicester, Sheffield and Doncaster will help to propagate economic growth in the likes of Retford, Mansfield and Newark-on-Trent by allowing for synergies between these urban areas.
- 7.5.13 The **National Planning Policy Framework, 2021** is the Government's overarching planning policy guidance and outlines a focus on building a strong and competitive economy, acknowledges the role of transport in facilitating development and contributing to wider economic growth, sustainability and health objectives. Additionally, the National Planning Policy Framework ("**NPPF**") has a focus on the support of sustainable travel, enabling a reduction in congestion.
- 7.5.14 The NPPF document confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. It explains at paragraph 8 that there are three overarching objectives to achieving sustainable development which are interdependent and need to be pursued in mutually supportive ways:
- **Economic** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity and by identifying and coordinating the provision of infrastructure.
 - **Social** – to support strong, vibrant and healthy communities, by ensuring that a

sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- **Environmental** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

7.5.15 The NPPF commits the Government to set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration; ensuring that the planning system does everything it can to support sustainable economic growth and requires significant weight to be placed on the need to support economic growth and productivity. It is considered that the proposed A614/A6097 MRN improvements are entirely consistent with and would contribute towards achieving the objectives of the NPPF 2019.

7.5.16 The Scheme shall contribute to achieving the economic, social and environmental objectives of the NPPF through the following:

- By improving the efficiency and reliability of the highway network, the Scheme will contribute to the Council's economy by reducing congestion and enhancing connectivity, improving business efficiency and productivity, as well as supporting future growth by assisting the delivery of key employment sites.
- The Scheme will contribute to achieving social objectives by supporting the delivery of housing allocations, improving journey times and improving the reliability of public transport; and
- The Scheme will support environmental objectives by reducing congestion, minimising amenity impacts through improved landscaping and acoustic fencing and providing a net gain in biodiversity.

7.5.17 Nottinghamshire County Council's adopted Council Plan '**The Nottinghamshire Plan 2021–2031**' sets out an ambitious future for Nottinghamshire which is stronger, more prosperous and greener with improved local and regional connectivity and reduced congestion being key priorities for the Council. This is supported by the Place Departmental Strategy to help deliver the County Council Plan. This strategy was agreed by the County Council's Policy Committee as part of its responsibility for approving, monitoring and implementing the County Council Plan.

7.5.18 The County Council Plan supports the Midlands Engine 'Vision for Growth' and believes that a strong Midlands economy will grow the national economy, attract more investment and help to redress the North – South divide. Investment in infrastructure to improve transport is seen as critical to creating the best conditions for unlocking housing and business growth. There are marked disparities in economic fortunes across Nottinghamshire. The south and east of Nottinghamshire are generally performing at or around the national average, but the north is below the national average. Improvements to the A614/A6097 MRN corridor will assist in building the business base for the areas lagging behind and improve productivity.

- 7.5.19 The County Council's **Departmental Place Strategy 2019** recognises that the economic impact of connecting places like Worksop, Retford, Mansfield, Newark to other parts of the Midlands cannot be underestimated. The MRN and Growth Corridors as shown in Figure 3.3 of the 2020 Outline Business Case (taken from the Departmental Place Strategy) demonstrates that connectivity. Working with Midlands Connect and its partners in Transport for East Midlands, the County Council will continue to press Government to not only invest in the SRN but also in key routes in the MRN linked to growth and opportunity areas. The Departmental Place Strategy includes the A614/A6097 MRN corridor as a priority for highway investment.
- 7.5.20 The **Nottinghamshire Local Transport Plan (2011 to 2026)** is the third Local Transport Plan (LTP) for the County of Nottinghamshire and came into effect on 1 April 2011. The document details the County Council's transport strategy for the whole of the county of Nottinghamshire for the fifteen-year period 2011–2026.
- 7.5.21 The LTP document comprises the:
- **Local Transport Plan Strategy** – which sets out how NCC aims to make transport improvements in Nottinghamshire during the plan period. Including a review at least every five years to make sure that it considers any changes in transport conditions and priorities; and to make sure that it is effective; and
 - **Implementation Plan** – that runs for the same period as Central Government's capital funding allocations to ensure it takes account of realistic funding levels. NCC are currently within the third implementation plan that covers the period 1 April 2018 to 31st March 2021, and the latest implementation plan is due to be considered by NCC over summer 2022. The current LTP Implementation Plan includes reference to pursuing “Integrated programmes to address existing and forecast journey time delays along the A614/A6097 MRN corridor including Ollerton Roundabout improvements”.
- 7.5.22 The Nottinghamshire LTP Implementation Plan seeks to deliver proposals and measures that will help to achieve the County Council's overarching strategic objectives for transport which are to:
- Provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel.
 - Improve access to key services, particularly enabling employment and training opportunities.
 - Minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions.
- 7.5.23 The A614/A6097 MRN corridor improvements accord closely with the LTP strategic objectives in terms of supporting growth along the corridor, including the regeneration of the former Thoresby Colliery site and delivering traffic relief to adjacent roads within Ollerton Village, all of which will help to support a thriving local economy and minimise the impacts of transport on people's lives, as well as improving access to and enabling new employment opportunities.
- 7.5.24 NCC's recently approved **Visitor Economy Strategy (2019 – 2029)** is also looking to build on the impressive tourism numbers recorded on the A614/A6097 MRN corridor by boosting the tourism industry further across the County. The strategy is about added value and stimulating market growth through the County Council's role as leader, influencer, facilitator and investor. Delivering this strategy will contribute to achieving the County Council's objectives for

Nottinghamshire to “stand out as a great place to start and grow your business and as a place people are proud to call home”.

7.5.25 The Visitor Economy Strategy document names the A614 as one of its key development projects and aims to strengthen the sense of place for visitors along the A614 and wants to take advantage of investment along this growth corridor. The strategy will also aim to:

- Use latest technology to create high quality, well-signed visitor route that welcomes you to the County and to Sherwood Forest.
- Create a visitor friendly bus route from Nottingham City centre to Sherwood Forest using existing services and Sherwood livery buses

7.5.26 The A614/A6097 MRN corridor improvement scheme lies mainly within the NSDC administrative area with the exception being the Kirk Hill junction, which lies within Rushcliffe Borough Council. A key policy document used by NSDC is the **Amended Core Strategy (adopted March 2019)**. This document sets out the big issues that the district council and the public and private sector partners need to address up to 2033 to realise NSDC’s vision for the future. It sets a vision and objectives and a number of policies to help deliver the development and change identified.

7.5.27 Ollerton and Bilsthorpe are a focus for regeneration. Improvements to the A614/A6075/A616 Ollerton Roundabout is named as a priority to ‘accommodate any additional growth in the northwest of the district or significant growth elsewhere’. NSDC state that they will ‘work with Highways England, NCC, developers and other agencies to ensure delivery of the highway and public transport infrastructure required to support growth within the District’. NSDC is keen to encourage the regeneration and redevelopment of the former mining communities of the Sherwood area by fully exploiting the opportunities presented by the Sherwood Forest Regional Park, the Sherwood Growth Zone and the skills and knowledge of the residents of the area. The former Thoresby Colliery site, between Edwinstowe and Ollerton, will play a huge role in the regeneration of the local area.

7.5.28 NSDC confirms that ‘securing the infrastructure to support growth and taking advantage of the district’s infrastructure strengths is recognised as being key to the attraction of inward investment’. The public transport and highway infrastructure improvement schemes that are named in the document and required to ensure the delivery of the Newark and Sherwood Core Strategy include four of the six junctions within the Scheme:

- Lowdham Roundabout
- A614 White Post Roundabout
- Mickledale Lane, Bilsthorpe junction
- A614/A6097/A616 Ollerton Roundabout

7.5.29 Spatial Policy 5 in NSDC’s amended core strategy lists sites which have been allocated to ensure that the housing and employment needs of the district are delivered over the plan period. One such site is Land at the former Thoresby Colliery at Edwinstowe.

7.5.30 Policy ShAP 2 in NSDC’s amended core strategy states that “The Local Development Framework seeks to promote and strengthen the role of the Service Centre of Ollerton & Boughton as a sustainable settlement for its residents and the wider Sherwood Area”. It goes on to state that one of the ways this will be achieved is by “Securing the resolution of traffic and transport issues

in and around the town including those identified within the IDP such as A614/A6075/A616 Ollerton Roundabout junction”.

- 7.5.31 The redevelopment of the Thoresby Colliery site which lies approximately one mile from the Ollerton roundabout, comprises of up to 800 residential dwellings, a Strategic Employment Site, a new Country Park, a Local Centre, “The Heart of the New Community” containing a mix of leisure, commercial, employment, retail and a new Primary School.
- 7.5.32 The application for the Thoresby Colliery site, submitted by Harworth Estates was granted planning approval in October 2017. The proposed development is expected to generate 1,063 new two-way traffic movements in the morning peak hour and 953 two-way movements in the evening peak hour, with a large proportion needing to pass through the A614/A616/A6075 Ollerton roundabout.
- 7.5.33 Policy ShA 03 in NSDC’s Core Strategy is an area objective “To protect and enhance the Birklands & Bilhaugh Special Area of Conservation (SAC) and ensure that the Regional park initiative is consistent with this”. The proposals at Ollerton roundabout impact on this SAC and detailed mitigation measures are described within the associated ES with the planning applications for the Schemes.

The project also accords with the adopted Local Plans for **Gedling Borough Council (2018)** and **Rushcliffe Borough Council (2019)** because the Lowdham Roundabout and Kirk Hill proposals will help deliver high quality new housing at developments such as Teal Close (Rivendell) and RAF Newton.

8 SCHEME APPROVALS, FINANCIAL PROVISION, SCHEME COSTS AND GOVERNANCE

8.1 Scheme Approvals

8.1.1 Nottinghamshire County Council submitted the OBC for the Scheme in December 2020 and the DfT granted Programme Entry in June 2021. The OBC submission was signed off by the County Council's Section 151 Officer together with all quarterly monitoring reports when submitted to the DfT. The Section 151 Officer is also responsible for signing off the Full Business Case ("FBC") when submitted in the future.

8.1.2 As part of this approval, the Department will provide a maximum capped funding contribution of up to £24.339 million towards the estimated total Scheme cost of £28.635 million. Nottinghamshire County Council have confirmed that they will meet any costs over and above the agreed figures as reported in the A614/A6097 Scheme Update Committee Paper (Report to Economic Development and Asset Management Committee, November 2021).

8.2 Financial Provision

Scheme Funding

8.2.1 The County Council has secured third-party contributions through Section 106 monies. Harworth Group Plc (the promoter of the Thoresby Colliery redevelopment site in Edwinstowe) has already paid a financial contribution of £1.198 million. This contribution is based on an agreed proportion of the cost of the Ollerton Roundabout element of the improvement package. The total value from other S106 monies / CIL contributions comes to £1.746 million with the County Council contributing £2.549 million. The funding breakdown is presented in Table 39.

Table 39: Source of funding contribution

Funding Source	Value (£m)
Nottinghamshire County Council	£2,549,000
DfT (Central Government)	£24,339,996
Third party contributions (developers)	£1,746,293
Total	£28,635,289

8.2.2 Based on current cost estimates, which are addressed below, the Scheme is deliverable with sufficient funding streams in place to cover the anticipated costs for the project. As part of the business case approval process Nottinghamshire County Council will need to meet any costs over and above the agreed figures that were agreed when the Scheme was granted Programme Entry back in June 2020 as reported in the A614/A6097 Scheme Update Committee Paper (Report to Economic Development and Asset Management Committee – November 2021).

8.2.3 The Acquiring Authority is therefore satisfied that the funding and resources will be available to deliver the Scheme.

8.3 Scheme Cost

8.3.1 The Scheme is currently estimated to cost £28.635m as per the Outline Business Case submission (2020). A breakdown of the costs by reference to each of the six elements of the Scheme can be found in Table 40 and there is a sizeable risk allowance of £2.967m factored into the total value. The Quantified Risk Assessment document is reviewed regularly by the Project Team. The Scheme costs will be reviewed and revised on completion of the detailed design stage.

Table 40:2 Construction costs breakdown

Junction	Civils (£)	Land (£)	Fees (£)
Ollerton Roundabout	£9,393,758	£1,066,466	£1,732,338
Mickledale Lane	£5,327,626		
White Post	£268,750		
Warren Hill	£241,875		
Lowdham	£5,967,119		
Kirk Hill	£4,637,356		
Sub Total	£25,836,484	£1,066,466	£1,732,338
Total	£28,635,288		

8.4 Governance

8.4.1 Nottinghamshire County Council has the overall responsibility for land acquisition, design, procurement, construction, and delivery of the project. ViaEM working on behalf of NCC, will be responsible for managing the land acquisition process, undertaking design and project management of the junction improvements. All statutory procedures associated with the Orders will be dealt with by the County Council as the relevant powers are not delegated to ViaEM.

8.4.2 The ViaEM delivery team have a proven track record of procuring and delivering major transport schemes on behalf of NCC, the most recent examples being the largely DfT funded Hucknall Town Centre Improvement Scheme (completed in 2017) and the Gedling Access Road (completed in 2022) funded by the D2N2, Homes England, County Council, Gedling Borough Council and developer contributions.

8.4.3 A number of other significant transport schemes have also been undertaken in conjunction with both the D2N2 and Sheffield City Region Local Enterprise Partnerships. Recent examples of these are improvements to the A57/A60 roundabout in Worksop, A614/A1 junction in Blyth and the A611/Rolls Royce business park access roundabout in Hucknall.

8.4.4 There is a governance structure for the Scheme in place, this was included in the OBC and is being updated to reflect organisational changes. This structure is based on best practice in its application by NCC and ViaEM using a model adopted for the successful delivery of other major projects.

8.4.5 A hierarchy of meetings currently adopted include:

- County Council Cabinet
- Highways Project and Programme Board
- A614/A6097 Operational Board
- Project meetings (NCC as Client and ViaEM as Delivery Partner)
 - Design

- Land Acquisition (including Scheme legal representatives and land agent)
- Project Progress (brings together general progress together with updates from design and land acquisition)

8.4.6 A key purpose of the governance structure is that, through the hierarchy and frequency of meetings, it presents regular opportunities for all involved to closely monitor progress, be satisfied that delivery is progressing in a timely and efficient manner and understand strategic and operational risk and the impact of changes on the Scheme. The hierarchy is important in terms of escalation of issues and highlighting emerging risks, this enables a collective position to be agreed and actioned.

8.4.7 All key and formal go / no go decisions are through reports presented and considered by the appropriate Portfolio Holder or Cabinet system at the County Council in line with the County Council's constitution. Those relevant to this project are:

- Cabinet: Overall project responsibility and approvals for acquisition and disposal of land;
- Economic Development and Asset Management Portfolio Holder: Project updates and approvals for making and implementing the CPO and SRO;
- Transport and Environment Portfolio Holder: Approvals for making and implementing TRO's.

8.4.8 The proposed governance structure allows for flexibility in decision making, and if considered appropriate by the Project Board, external auditing and project scrutiny could be sought.

8.4.9 Table 41 gives details on the reports submitted to NCC committees (as of August 2022), seeking approval to progress the appropriate steps towards making the CPO and SRO required for the Scheme.

Table 41: NCC Committee Reports

Committee	Report Date	Report Title	Approval Sought
Communities and Place Committee	7 January 2021	A614/A6097 Major Route Network – Scheme Update	Approval in principle for Via East Midlands to lead on the delivery and to consider the appropriate steps towards acquiring land, once programme entry has been confirmed.
Economic Development and Asset Management Committee	2 November 2021	A614/A6097 Major Route Network – Scheme Update	Endorsement of the timetable for the next steps in project delivery for the Scheme.
Economic Development and Asset Management Committee	8 March 2022	A614/A6097 Major Road Network – Compulsory Purchase Order and Side Roads Order	<p>Approval to take all necessary steps to make, advertise, obtain confirmation and implement a Compulsory Purchase Order to acquire land and rights required to deliver the A614 / A6097 Major Road Network (MRN) under sections 239, 240, 246, 249 and 250 of the Highways Act 1980 and the Acquisition of Land Act 1981.</p> <p>Approval to take necessary steps to make, advertise, obtain confirmation and implement a Side Roads Order under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980 for the proposed A614/A6097 MRN scheme.</p>

9 SIDE ROADS ORDER

9.1 The Need for a Side Roads Order

9.1.1 The Side Roads Order (“SRO”) will, subject to confirmation by the Secretary of State for Transport, allow NCC to stop up existing side roads and private means of access affected by the Scheme, to improve existing side roads and to create new side roads and private means of access required as a consequence of the main works.

9.1.2 The full title of the SRO published under the 1980 Act is:

**THE NOTTINGHAMSHIRE COUNTY COUNCIL
(A614/A6097 JUNCTIONS IMPROVEMENT SCHEME)
(SIDE ROADS) ORDER 2022**

9.2 The Need for Side Roads Alterations

9.2.1 The proposed alterations to existing highways and private means of access that will be affected by the Scheme are detailed in the Schedules (1 to 6) attached to the SRO and shown diagrammatically on the six SRO site plans numbered 1 of 6, 2 of 6, 3 of 6, 4 of 6, 5 of 6 and 6 of 6 respectively, contained in the plan folio marked “The Nottinghamshire County Council (A614/A6097 Junctions Improvement Scheme) (Side Roads) Order 2022” sealed with the Common Seal of the Council. The following descriptions should be read in conjunction with the Schedules in the Order and the Order Site Plans.

9.2.2 The Scheme will require alterations of side roads and access, and the SRO made under section 14 and 125 of the Highways Act 1980 authorises the Council to:

- Improve the lengths of highway named in the Schedules and shown on the corresponding Site Plan by cross hatching;
- Stop up each length of highway described in the Schedules and shown on the corresponding Site Plan by zebra hatching;
- Construct a new highway along each route whose centre line is shown on a Site Plan by an unbroken black line surrounded by stipple;
- Stop up each private means of access to premises described in the Schedules and shown on the corresponding Site Plan by a solid black band; and
- Provide new private means of access to premises at each location shown on a Site Plan by thin diagonal hatching.

9.2.3 The proposed arrangements are detailed below. In the following descriptions, capital letters (e.g. ‘A’) refer to sections of new highway and will be a road unless the word “footpath” appears alongside its reference; lower case letters (e.g. ‘a’) refer to private means of access to be stopped up, and; numbers (e.g. ‘1’) refer to new private means of access. Highways to be improved, diverted, raised, lowered or otherwise altered, and highways to be stopped up do not have a reference.

9.2.4 Any improvements to the existing highway network may result in disposal, replacement, renewal and additions to existing assets within the public highway. These are, but not limited to,

drainage, street lighting, signage, traffic signal apparatus, kerb alignment (horizontal and vertical), paved areas including footways, cycleways and the pavement, verge areas and soft landscaping. The exact work will be dependent upon the detailed design requirements and layout at each section of the highway. The area of improvement shown on the site plans includes the full extent of public highway including verge areas where they form part of the highway, unless otherwise stated.

9.3 Site Plan 1 of 6 – Ollerton Improvements

9.3.1 Improvements are required along the existing roads that intersect with Ollerton Roundabout, these being the A614 Blyth Road, A614 Old Rufford Road, Newark Road, A616 Ollerton Road, A616 Worksop Road and A6075 Mansfield Road. Works to include:

- Increasing the size of Ollerton roundabout, creating two circulatory lanes around the roundabout;
- Speed limit reduced to 40mph on all approaches to the roundabout;
- Carriageways widened on each arm of the roundabout to increase capacity; and
- Toucan crossings provided on the A6075 Mansfield Road and A614 Old Rufford Road.

New highways

9.3.2 Reference **'A'** – New length of classified highway to be constructed as part of the widening on the corner of A614 Blyth Road and A616 Worksop Road linking the existing alignment with the new enlarged roundabout on the Worksop Road entry and Blyth Road exit travelling northbound towards Blyth.

9.3.3 Reference **'B'** – New length of classified highway to be constructed as part of the widening on the corner of A614 Blyth Road and A616 Ollerton Road linking the existing alignment with the new enlarged roundabout on the Blyth Road entry and Ollerton Road exit travelling eastbound towards Ollerton.

9.3.4 Reference **'C'** – New length of unclassified highway constructed adjacent to number 1 Forest Side to provide a turning head and access. This new unclassified highway will be accessed from A616 Ollerton Road and only a left in / left out arrangement will be provided due to its proximity to the roundabout and splitter island provided that segregates eastbound and westbound traffic on Ollerton Road.

9.3.5 Reference **'D'** – New length of unclassified highway to be constructed that connects Newark Road to A616 Ollerton Road. This will be designated for use by buses only, travelling in a northerly direction.

9.3.6 Reference **'E'** – New length of classified highway to be constructed as part of the widening on the eastern side of A614 Old Rufford Road linking the existing alignment with the new enlarged roundabout on the existing travelling southbound from Ollerton Roundabout towards Nottingham.

9.3.7 Reference **'F'** – New length of classified highway to be constructed as part of the widening on the corner of A6075 Mansfield Road and A616 Worksop Road linking the existing alignment

with the new enlarged roundabout on the Mansfield Road entry and Worksop Road exit travelling north-west towards Worksop.

9.3.8 Reference '**G**' – New length of classified highway to be constructed as part of the widening on the northern side of A616 Worksop Road linking the existing alignment with the widened approach to the enlarged roundabout.

9.3.9 **Highways to be stopped up**

Bridleway No. 26 (Ollerton and Boughton) from the southern end of the bridleway, where it meets the existing back of footway on A6075 Mansfield Road for a distance of 7 metres. Due to highway widening.

Private means of access to be stopped up and new accesses

9.3.10 Reference '**a**' – This private means of access ("**PMA**") from the east side of A614 Blyth Road provides vehicular and pedestrian access to 1 Forest Corner from a point 54 metres north of the centre of the existing roundabout, for a distance of 6 metres in a northerly direction. Access is currently over a dropped vehicular crossing directly from the A614 leading to a private driveway and garage at the side of 1 Forest Corner.

9.3.11 Reference '**1**' – This represents the location of the amended access from the east side of A614 Blyth Road following the stopping up of PMA '**a**'. This will still be accessed over a new dropped vehicular crossing from A614, whilst at the same location as previous, the kerb alignment at this point has changed slightly and is much closer to the enlarged roundabout as part of the highway improvements described above as Reference '**B**'. This PMA will continue to provide access to number 1 Forest Side.

9.3.12 Reference '**b**' – This PMA from the north side of A616 Ollerton Road provides vehicular access to the rear of 1 Forest Corner and agricultural land from a point 35 metres north east of the centre of the existing roundabout, for a distance of 7 metres in an easterly direction. Access is currently over a dropped vehicular crossing directly from the A616 leading to the highway verge and field beyond this.

9.3.13 Reference '**2**' – This represents the location of an alternative vehicular and pedestrian access within the property curtilage of 1 Forest Corner following the stopping up of PMA's '**a**' and an alternative point of access for vehicles as the new access as shown as Reference '**1**' is closed to the enlarged roundabout than previous. This will be accessed from the new unclassified highway '**C**'.

9.3.14 Reference '**3**' provides large vehicular access to the rear of 1 Forest Side for the purpose of accessing existing septic tanks following the stopping up of PMA '**c**'. This will be accessed from the new unclassified highway '**C**'.

9.3.15 Reference '**4**' provides access to agricultural land north of A616 Ollerton Road, the new access will be gated. This will be accessed from the new unclassified highway '**C**'.

9.3.16 Reference '**c**' – This PMA from the north side of Newark Road provides vehicular access to agricultural land between Newark Road and the A616 Ollerton Road from a point 64 metres south of the centre of the existing roundabout, for a distance of 6 metres in a southerly direction. Access is currently over a dropped vehicular crossing directly from Newark Road leading to the highway verge and field beyond this.

- 9.3.17 Reference '5' – This represents the location of a new access on Newark Road following the stopping up of PMA 'c'. This will be accessed over a new dropped vehicular crossing from Newark Road, providing access to agricultural land, which will be gated.
- 9.3.18 Reference 'd' – This PMA from the south side of Newark Road provides pedestrian access to the McDonald's restaurant from a point 38 metres south of the centre of the existing roundabout, for a distance of 2 metres in a southerly direction. Access is currently a paved footpath from the back of the existing footway into the property curtilage of McDonald's Restaurant.
- 9.3.19 Reference '6' – This represents the location of the amended pedestrian access from the southern side of Newark Road to McDonald's Restaurant following the stopping up of PMA 'd'. This will still be accessed from the public highway but linking to a new footpath constructed as part of the improvements linking through to the new bus link and the A616. This PMA will continue to provide access to McDonald's Restaurant.
- 9.3.20 Reference 'e' – This PMA from the east side of A614 Old Rufford Road provides vehicular access to the Esso Petrol Filling Station and McDonald's Restaurant from a point 78 metres south of the centre of the existing roundabout, for a distance of 13 metres in a southerly direction. Access is currently in the form of a minor junction with radius kerbs demarking the junction, it acts as an informal one way with an alternative exit from the Esso Filling Station further south along the A614.
- 9.3.21 Reference '7' – This represents the location of the amended access from the east side of A614 Old Rufford Road following the stopping up of PMA 'e'. This will still be accessed from a vehicular access from A614, at the same point as previous. This PMA will continue to provide access to the Esso Petrol Filling Station and McDonald's Restaurant.
- 9.3.22 Reference 'f' – This PMA from the west side of A614 Old Rufford Road provides vehicular access to the Shell Petrol Filling Station from a point 66 metres south of the centre of the existing roundabout, for a distance of 12 metres in a southerly direction. Access is currently in the form of a minor junction with radius kerbs demarking the junction, it acts as an informal one way and reference 'f' as the exit with an alternative entry for the Shell Filling Station further south along the A614.
- 9.3.23 Reference '8' – This represents the location of the amended access from the west side of A614 Old Rufford Road following the stopping up of PMA 'f'. This will still be accessed from a vehicular access from A614, at the same point as previous. This PMA will continue to provide access to the Shell Petrol Filling Station.
- 9.3.24 Reference 'g' – This PMA from the south side of A6075 Mansfield Road provides vehicular access to The Big Fish, Costa and its drive through from a point 63 metres south west of the centre of the existing roundabout, for a distance of 14 metres in a south westerly direction. Access is currently in the form of a minor junction with radius kerbs demarking the junction entrance and give way markings.
- 9.3.25 Reference '9' – This represents the location of a new access on A6075 Mansfield Road following the stopping up of PMA 'g'. This will be accessed over a new shared access from the A6075, providing vehicular access to the car park for The Big Fish and Costa, and access to the Costa drive through.

- 9.3.26 Reference 'h' – This PMA from the north side of A6075 Mansfield Road provides pedestrian access to The Alders Public House from a point 49 metres south west of the centre of the existing roundabout, for a distance of 2 metres in a south westerly direction. Access is currently a paved footpath from the back of the existing footway into the property curtilage of The Alders Public House.
- 9.3.27 Reference '10' – This represents the location of the amended pedestrian access from the northern side of the A6075 following the stopping up of PMA 'h'. This will still be accessed from a paved footpath from the back of the new footway constructed as part of the realignment of A6075 Mansfield Road into the property curtilage of the Alders Public House, at the same point as previous. This PMA will continue to provide access to The Alders Public House.
- 9.3.28 Reference 'i' – This PMA from the west side of A616 Worksop Road provides vehicular access to The Alders Public House from a point 121 metres north west of the centre of the existing roundabout, for a distance of 21 metres in a north westerly direction. Access is currently in the form of a minor junction with radius kerbs demarking the junction entrance and give way markings.
- 9.3.29 Reference '11' – This represents the location of the amended access from the southern side of A616 Worksop Road following the stopping up of PMA 'i'. This will still be accessed from a vehicular access from A616, at the same location as previous. This PMA will continue to provide access to The Alders Public House.

9.4 Site Plan 2 of 6 – Mickledale Improvements

- 9.4.1 Improvements are required on A614 Old Rufford Road and Mickledale Lane to create new junctions that will interface with the new unnumbered classified highway being constructed. Works to include:
- Construction of a new three arm roundabout to interface with the new unnumbered classified highway that links the A614 to Mickledale Lane, with two circulatory lanes provided around the roundabout;
 - Carriageway widened on each arm of the new roundabout to maximise capacity;
 - Improved footway link on the eastern side of A614 Old Rufford Road between the new roundabout and existing Mickledale Lane junction.
- 9.4.2 Improvements are required along the existing Mickledale Lane, works to include:
- Construction of a new mini-roundabout on Mickledale Lane to interface with the new unclassified highway that links the A614 to Mickledale Lane;
 - The westernmost part of Mickledale Lane will be subject to a prohibition of motor vehicles restriction, with an exemption for access, from a point 5 metres from its junction with the A614 for a distance of 137 metres. This will be implemented separately by a TRO.
 - Vehicular access to number 1 Old Rufford Road will be maintained from Mickledale Lane, with access and egress gained solely from the A614.

New highways

- 9.4.3 Reference 'H' – This is a new length of classified unnumbered highway to be constructed to link the new 3–arm roundabout on A614 Old Rufford Road with the new 3–arm mini roundabout on Mickledale Lane.
- 9.4.4 Reference 'I' – New length of classified highway to be constructed as part of the widening of the A614 to link the existing alignment of A614 Old Rufford Road with the new 3–arm roundabout and link road reference 'H'.
- 9.4.5 Reference 'J' – New length of classified unnumbered highway to be constructed as part of the widening and construction of the new mini–roundabout on Mickledale Lane to the west of Fairfield Bungalow.

Private means of access to be stopped up and new accesses

- 9.4.6 Reference 'k' – This PMA from the south side of Mickledale Lane provides vehicular and pedestrian access to no. 1 Old Rufford Road from a point 13m east of Mickledale Lane's existing junction with the A614, for a distance of 3 metres in an easterly direction. Access is currently over a dropped vehicular crossing directly from Mickledale Lane leading to a gated private driveway at the side of 1 Old Rufford Road.

Reference '12' – This represents the location of the amended access from the western end of Mickledale Lane following the stopping up of PMA 'k'. This will be accessed over a dropped vehicular crossing directly from the A614 Old Rufford Road and a vehicular access will link to the existing gated private driveway at the side of 1 Old Rufford Road.

- 9.4.7 Reference 'l' – This PMA from the north side of Mickledale Lane provides vehicular access to agricultural land on the northeast corner of the A614 and Mickledale Lane from a point 16m east of Mickledale Lane's existing junction with the A614, for a distance of 4 metres in an easterly direction. Access is currently over a dropped vehicular crossing directly from Mickledale Lane leading to the highway verge and field beyond this.
- 9.4.8 Reference '13' – This represents a new gated access into agricultural land that is situated on the northern side of Mickledale Lane and is bound by the A614, mineral railway and properties on Mickledale Lane and Mickledale Close. This follows the stopping up of PMA 'l'.
- 9.4.9 Reference '14' – This represents a new gated access into agricultural land that is bisected by the new link road, it is located on the northern side of the new road and is bound by the A614, Mickledale Lane and numbers 1 – 4, Old Rufford Road. This agricultural land would have been accessed internally from the adjacent Strawsons site and there is no corresponding PMA being stopped up.
- 9.4.10 Reference '15' – This represents the location of a new access into Strawson's Limited, which will be accessed from the new link road.

9.5 Site Plan 3 of 6 – White Post

- 9.5.1 Improvements are required on the A614 Old Rufford Road and Mansfield Road. On the A614, they are required from Hill House Farm to a point 256 metres north of the centre of the four–

arm roundabout. On Mansfield Road, they are required from Sunnyholme to the vehicular access of The White Post Public House. Works to include:

- The entire extent will be subject to carriageway resurfacing;
- The existing street lighting will be improved and extended on Mansfield Road, on the western approach to the roundabout.

9.6 Site Plan 4 of 6 – Warren Hill Improvements

9.6.1 Improvements are required on the western section of the A614 Ollerton Road, where it joins the A6097. Works to include:

- A merge will be provided on the A614 Ollerton Road northbound, to segregate vehicles travelling north on the A614 and those joining from the A6097. The entire extent will be subject to carriageway resurfacing.
- A prohibition of U-turn is required to prevent vehicles travelling from the south on the A614 from performing a U-turn to access the southbound carriageway of the A6097. This will be implemented separately by a TRO.

9.7 Site Plan 5 of 6 – Lowdham

9.7.1 Improvements are required to the A612 Nottingham Road, A6097 Epperstone By-Pass, Southwell Road and A6097 Lowdham Road, Lowdham, at the roundabout and on the A612 and A6097 Epperstone By-pass. Works to include:

- Increasing the size of the roundabout, creating an elliptical shape, with two circulatory lanes provided around the roundabout;
- Speed limit reduced to 30mph on all approaches to the roundabout, with the exception of Southwell Road which has an existing 30mph speed limit;
- Carriageways widened on each arm of the roundabout to increase capacity; Toucan crossing provided on A6097 Epperstone By-pass.

New highways

9.7.2 Reference 'K' – New unclassified road on the south side of A612 Nottingham Road in a bituminous material as a service road for numbers 15 to 21 Nottingham Road, a turning head is provided adjacent to number 21. The junction of the new service road with the A612, is 51 metres south west of the south western property boundary of number 21 Nottingham Road.

9.7.3 Reference 'L' – Bituminous footway, grass verge and widened carriageway provided adjacent to the realigned carriageway, from number 2 Nottingham Road to the western side of the A6097. This links the existing alignment with the new larger elliptical shaped roundabout. Behind the grass verge a new highway attenuation pond is to be provided.

Highways to be stopped up

9.7.4 Land adjacent to the north and east of number 15 Nottingham Road is to be stopped up and dedicated to the owner, to enable improvements to the highway to be undertaken.

Private means of access to be stopped up and new accesses

9.7.5 Reference 'm' – This PMA from the north side of A612 Nottingham Road provides vehicular and pedestrian access to 8 Nottingham Road from a point 155 metres south west of the centre of the existing roundabout, for a distance of 4 metres in a south westerly direction. Access is currently over a dropped vehicular crossing directly from the A612 leading over the footway to the private driveway.

Reference '16' – This represents the location of a new access point to number 8 Nottingham Road following the stopping up of PMA 'm'. Access arrangements to be dropped kerbs directly off of the realigned A612 Nottingham Road.

9.7.6 Reference 'n' – This PMA from the north side of A612 Nottingham Road provides vehicular and pedestrian access to 6 Nottingham Road from a point 133 metres south west of the centre of the existing roundabout, for a distance of 4 metres in a south westerly direction. Access is currently over a dropped vehicular crossing directly from the A612 leading over the footway to the private driveway.

9.7.7 Reference '17' – This represents the location of a new access point to number 6 Nottingham Road following the stopping up of PMA 'n'. Access arrangements to be dropped kerbs directly off of the realigned A612 Nottingham Road.

9.7.8 Reference 'o' – This PMA from the north side of A612 Nottingham Road provides vehicular and pedestrian access to 4 Nottingham Road from a point 128 metres south west of the centre of the existing roundabout, for a distance of 4 metres in a south westerly direction. Access is currently over a dropped vehicular crossing directly from the A612 leading over the footway to the private driveway.

9.7.9 Reference '18' – This represents the location of a new access point to number 4 Nottingham Road following the stopping up of PMA 'o'. Access arrangements to be dropped kerbs directly off of the realigned A612 Nottingham Road.

9.7.10 Reference 'p' – This PMA from the north side of A612 Nottingham Road provides vehicular and pedestrian access to 2 Nottingham Road from a point 90 metres south west of the centre of the existing roundabout, for a distance of 4 metres in a south westerly direction. Access is currently over a dropped vehicular crossing directly from the A612 leading over the footway to the private driveway.

9.7.11 Reference '19' – This represents the location of a new access point to number 2 Nottingham Road following the stopping up of PMA 'p'. Access arrangements to be dropped kerbs directly off of the realigned A612 Nottingham Road.

9.7.12 Reference 'q' – This PMA from the south side of A612 Nottingham Road provides vehicular and pedestrian access to 21 Nottingham Road from a point 75 metres south west of the centre of the existing roundabout, for a distance of 3 metres in a south westerly direction. Access is currently over a dropped vehicular crossing directly from the A612 leading over the footway to the private driveway.

Reference '20' – This represents the location of a new access point to number 21 Nottingham Road following the stopping up of PMA 'q'. Access arrangements to be dropped kerbs directly off new service road 'K'.

9.7.13 Reference 'r' – This PMA from the south side of A612 Nottingham Road provides vehicular and pedestrian access to 19 Nottingham Road from a point 52 metres south west of the centre of the existing roundabout, for a distance of 3 metres in a south westerly direction. Access is currently over a dropped vehicular crossing directly from the A612 leading over the footway to the private driveway.

- 9.7.14 Reference '21' – This represents the location of a new access point to number 19 Nottingham Road following the stopping up of PMA 'r'. Access arrangements to be dropped kerbs directly off new service road 'K'.
- 9.7.15 Reference 's' – This PMA from the south side of A612 Nottingham Road provides vehicular and pedestrian access to 17 Nottingham Road from a point 45 metres south west of the centre of the existing roundabout, for a distance of 3 metres in a south westerly direction. Access is currently over a dropped vehicular crossing directly from the A612 leading over the footway to the private driveway.
- 9.7.16 Reference '22' – This represents the location of a new access point to number 17 Nottingham Road following the stopping up of PMA 's'. Access arrangements to be dropped kerbs directly off new service road 'K'.
- 9.7.17 Reference 't' – This PMA from the south side of A612 Nottingham Road provides vehicular and pedestrian access to 15 Nottingham Road from a point 29 metres south west of the centre of the existing roundabout, for a distance of 4 metres in a south westerly direction. Access is currently over a dropped vehicular crossing directly from the A612 leading over the footway to the private driveway.
- 9.7.18 Reference '23' – This represents the location of a new access point to number 15 Nottingham Road following the stopping up of PMA 't'. Access arrangements to be dropped kerbs directly off new service road 'K'.

9.8 Site Plan 6 of 6 – Kirk Hill

- 9.8.1 Improvements are required along the existing A6097, East Bridgford Road and Kirk Hill. Works to include:
- A6097 – Strip widening on both sides to incorporate dedicated right turn facilities for vehicles turning into East Bridgford Road and Kirk Hill junctions and amended junction layout. At a point 252 metres south east of Kirk Hill, a new Pegasus crossing will be provided.
 - East Bridgford Road – Tie-in works on the approach to its junction with the A6097 to incorporate the junction improvements.
 - Kirk Hill – Strip widening predominantly on the eastern side to incorporate the junction improvements. A new bridleway is to be constructed on the northern side of Kirk Hill to tie-in to the existing East Bridgford Bridleway No. 28.

New Highway

- 9.8.2 Reference 'M' – New length of unclassified highway to be constructed on the eastern side of Kirk Hill to link the existing alignment to enable the junction improvements.
- 9.8.3 Reference 'N' – New length of classified highway to be constructed on the southern side of A6097 to link the existing alignment to enable the junction improvements and enable the provision of a 4-metre-wide bridleway, set back from the carriageway, linking existing bridleway No. 28, from the Pegasus crossing to East Bridgford Road.

Highways to be stopped up

- 9.8.4 Bridleway No. 28 (East Bridgford) from the north western boundary of number 12 Kirk Hill to the western side of Kirk Hill, for a distance of 169 metres. Due to the relocation of the bridleway onto the northern side of Kirk Hill.

Private means of access to be stopped up and new accesses.

- 9.8.5 No PMA's are affected by the works or new accesses created.

9.9 SRO Summary

- 9.9.1 This section has demonstrated that the requirements of section 14(6) and 125(3) of the 1980 Act have been met, which state:

- No order authorising the stopping up of a highway shall be made or confirmed by the Minister unless he is satisfied that another reasonably convenient route is available or will be provided before the highway is stopped up (s14(6));
- No order authorising the stopping up of a means of access to premises shall be made or confirmed by the Minister unless he is satisfied that no access to the premises is reasonably required or that other reasonably convenient means of access to the premises is available or will be provided (s125(3)).

- 9.9.2 The making and confirmation of the SRO will enable the Council to improve, raise, lower, divert or otherwise alter highways; stop up highways; construct new highways; stop up private means of access to premises, require as a consequence of the construction of the classified road and; to provide new private means of access to premises as required for the Scheme.

10 THE COMPULSORY PURCHASE ORDER

10.1 Introduction

- 10.1.1 The Scheme requires the acquisition of land and rights for which a Compulsory Purchase Order (“CPO”) has been made. NCC are negotiating with the owners of affected land in order to secure the land and rights required by Agreement. However, in order to ensure that the land and rights are secured in a timely, efficient and economic manner, NCC are seeking compulsory purchase powers.
- 10.1.2 Across the four junctions, Ollerton, Mickledale, Lowdham and Kirk Hill, there are a total of 49 plot numbers. Where a plot requires both permanent land and rights to be acquired, the plot has been split to refer to “a” (permanent) and “b” (rights). In some cases, consecutive letters from c are adopted where there are a number of plots within a freehold title. As a result, the total number of plots is 79, including 11 plots owned by Nottinghamshire County Council and 11 unregistered/unknown plots. The scheme requires land permanently and rights to be acquired both for the purpose of implementing the works and access to maintain areas in the future for a period of 12 months.
- 10.1.3 Public sector bodies with an interest in the Order Land include Nottinghamshire County Council, East Bridgford Parish Council, Southwell and Nottingham Diocesan Board of Finance, and the Crown Estate.

10.2 Consultation with Land Interests

- 10.2.1 NCC have carried out extensive consultation with affected landowners in order to achieve an acceptable Scheme proposal, whilst having regard to the First Protocol of the European Convention on Human Rights. Consultation and public engagement are detailed in Section 6 of this Statement.
- 10.2.2 As part of the land referencing process and identification of those with an interest in the land affected by the A614/A6097 MRN Improvement Scheme, NCC first wrote to affected landowners in October 2021 (Kirk Hill Junction) and December 2021 (Ollerton Roundabout, Mickledale Lane Junction and Lowdham Roundabout). Statutory requests for information were circulated, served under powers contained in section 5a of the Acquisition of Land Act 1981. Further correspondence was sent to affected landowners who did not respond to these notices and to additional interested parties to ascertain the identity of all affected parties. For any unknown/unregistered plots of land, site notices were posted on the affected land, checked weekly for a minimum period of four weeks.
- 10.2.3 Negotiations with affected landowners to progress the voluntary acquisition of land interests required for the A614/A6097 MRN Improvement Scheme are ongoing. These negotiations are being led by NCC and will continue until agreement is reached, wherever possible. No agreements had yet been reached at the time of publishing this Statement.
- 10.2.4 Excluding the ad medium filium interests in adopted highway, there are 33 landowners and occupiers in total, to include NCC, some of which have multiple interests covering a number of plots. NCC have actively engaged with 32 of the affected parties, the exception being Legal & General Assurance; a leasehold interest linked to Marstons Estates Limited. Several attempts

have been made to engage with Legal & General Assurance, including two formal Notices for Request for Information and further investigations via telephone and emails.

10.2.5 On 4th May 2022, 13 offers were issued in respect of the permanent land required, with a further 12 letters issued requesting an option to license in respect of rights included in the CPO. There are active negotiations with 10 parties in response to the heads of terms issued. Follow up engagement where no response had been received was sent on 10th June 2022.

10.2.6 Of the 11 unregistered/unknown plots, ownership of 1 plot has been confirmed through contact referencing, and 6 plots have been confirmed as unadopted highway. The remaining 4 plots are believed to be highway or within private ownership. NCC have contacted adjoining landowners to enquire whether the land falls within their ownership. Site notices were erected and maintained on all plots where an owner had not been identified for a period between 18th March 2022 until 27th May 2022. NCC have not been contacted in respect of these site notices or a claim of ownership.

10.3 The Order

10.3.1 The CPO has been made and is about to be submitted to the Secretary of State for confirmation pursuant to the 1980 Act (sections 239, 240, 246 and 250) and the Acquisition of Land Act 1981.

10.3.2 The full title to the CPO is:

THE NOTTINGHAMSHIRE COUNTY COUNCIL
(A614/A6097 JUNCTIONS IMPROVEMENT SCHEME)
COMPULSORY PURCHASE ORDER 2022

10.4 The Need for the Order Land

10.4.1 The need for the Scheme and its objectives is set out in Section 4, and a description of how the Project meets its objectives is set out in Section 5.

10.4.2 Under the powers contained in section 239, 240, 246 and 250 of the 1980 Act, NCC are acquiring land and rights for the purposes are described in paragraph 2.2.3.

10.5 The Order Land

10.5.1 The Order Land has a total area of approximately 23.74ha. This comprises of:

- 17.15ha for which the title to the land is required, including 13.05ha of existing public highway; and
- 6.60ha for which rights over land are required.

10.5.2 The Order Plans consist of four sheets numbered 1 of 4, 2 of 4, 3 of 4, and 4 of 4 respectively, and detail the specific plots within areas for title shaded pink and rights shaded blue.

10.5.3 Over 7ha (32%) of the 23.74 ha required for the Scheme for which title of land being acquired is classified as solely agricultural land. Other significant classifications of land include 13.05ha of existing public highway, 0.16ha of residential garden land, 0.26ha of paddock, 0.64ha of

designated conservation areas, and 69 square metres of private land currently used as an informal bridleway link.

10.5.4 The agricultural land for which the title to the land is required is typically being used for arable purposes.

10.6 Other Consents

10.6.1 The planning history and current planning position of the Scheme are set out in Section 7.

10.6.2 TROs will be required to ensure all the junction improvements operate as intended and to make changes to restrictions on the existing local highway network. The TROs required as part of the Scheme are detailed in paragraphs 5.12.6 and 5.12.7, and in the accompanying Table 33.

10.7 Special consideration affecting the Order Land

10.7.1 There are no buildings in a conservation area that will be demolished as a result of the Scheme being delivered.

10.7.2 The A614 / A6097 MRN Improvement Scheme does not require any land owned by the National Trust.

10.7.3 The Order Land includes some Crown Land which will be acquired by agreement.

10.8 Property Demolition

10.8.1 The Scheme does not require any properties to be demolished in order to be delivered.

10.9 Related Order

10.9.1 Other than the Side Roads Order (“SRO”), which is being submitted to the Secretary of State for confirmation at the same time as the CPO, there are no other orders associated with these proposals. The permanent Traffic Regulation Orders required to ensure that the junction improvements at Ollerton Roundabout, Mickledale Lane Junction, Warren Hill Junction, Lowdham Roundabout and Kirk Hill Junction operate as intended are a separate legal procedure. These would be advertised as and when required by NCC under its powers as Local Highway Authority. No TROs are required at the White Post Junction.

10.10 CPO Summary

10.10.1 This document demonstrates how NCC justifies its proposals for the compulsory acquisition of land required to deliver the Scheme.

10.10.2 Sections 4, 5 and 6 have demonstrated that there is a compelling case in the public interest for the compulsory purchase to be made, and regard has been had to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights.

10.10.3 The document has also demonstrated that, subject to confirmation of the Orders, all land required in order to construct the Scheme will be available to NCC.

10.10.4 The planning approval for the Scheme was granted on 27th September 2022. The Full Business Case will be presented to the Department for Transport in summer 2023, with the subsequent funding approval anticipated by autumn 2023.

10.10.5 Accordingly, on confirmation of the SRO and CPO, all elements will be in place to enable the Scheme to proceed to construction by autumn 2023.

11 FURTHER INFORMATION

11.1 Supporting Documents

11.1.1 The Scheme Plan and Supporting Documents listed are available to view at County Hall, West Bridgford, Nottingham, NG2 7QP and Ollerton and Boughton Town Council, Town Hall, Sherwood Drive, New Ollerton, Newark, Nottinghamshire, NG22 9PL

11.2 Access to Documents

11.2.1 The Order documents can be inspected during opening hours at the following locations:

Nottinghamshire County Council
County Hall
West Bridgford
Nottingham
NG2 7QP

Ollerton and Boughton Town Council
Town Hall
Sherwood Drive
New Ollerton
Newark
NG22 9PL

11.2.2 The Order documents are also available online at:

www.nottinghamshire.gov.uk/transport/roads/a614/cpo

11.2.3 A hardcopy or extract of the Order documents can be available by request to:

Steven Millington
Senior Projects Manager
Via East Midlands Limited
Bilsthorpe Business Park
Bilsthorpe
Nottinghamshire
NG22 8ST
Telephone - 0115 804 2100
Email - a614improvement@viaem.co.uk

11.3 Compensation

11.3.1 Provision is made by statute with regard to compensation for the compulsory purchase of land and depreciation in value of affected properties. More information is given in the series of guides published by the Department for Communities and Local Government entitled "Compulsory Purchase and Compensation". These guides are listed below:

- Compulsory purchase and compensation: guide 1 – procedure
- Compulsory purchase and compensation: guide 2 – compensation to business owners and occupiers;

- Compulsory purchase and compensation: guide 3 – compensation to agricultural owners and occupiers; and
- Compulsory purchase and compensation: guide 4 – compensation to residential owners and occupiers.

11.3.2 Copies of these guides are available from:

- (a) Communities and Local Government Publications, Cambertown House, Goldthorpe Industrial Estate, Rotherham, S63 9BL.
Tel: 0300 123 1124
Email: product@communities.gsi.gov.uk

11.3.3 The guides are also available free of charge online at:

<https://www.gov.uk/government/collections/compulsory-purchase-system-guidance>

11.4 Contact Details

11.4.1 All those owners and occupiers affected by the Orders who wish to speak to the Acquiring Authority's agents regarding the acquisition of their interests are requested to contact:

Andrew Prowse
Bruton Knowles
Unit 2, Suite 2A
East Bridgford Business Park
Kneeton Road
East Bridgford
Nottinghamshire
NG13 8PJ
Telephone – 0115 988 1160

11.4.2 If any person affected by the Orders wish to discuss them with an officer of the Council, he/she is requested to contact:

Tom Boylan
Transport Programme Delivery, Place
Nottinghamshire County Council
County Hall
West Bridgford
Nottingham
NG2 7QP
Telephone – 0300 500 8080
Email – transport.strategy@nottscc.gov.uk

12 INQUIRIES PROCEDURE RULES

12.1 This is a non-statutory statement which is not intended to constitute the Acquiring Authority's Statement of Case under the 2007 Rules.

13 LIST OF DOCUMENTS

13.1 In the event that it becomes necessary to hold a public inquiry into the Orders, the Acquiring Authority may refer to the documents listed below. The list is not exhaustive, and the Council may also refer to additional documents in order to address any objections made to the Orders:

Document Title	Weblink
Highways Act 1980	https://www.legislation.gov.uk/ukpga/1980/66/contents
Traffic Signs Regulations and General Directions 2016	https://www.legislation.gov.uk/uksi/2016/362/contents/made
Design Manual for Roads and Bridges	https://www.standardsforhighways.co.uk/dmrb/
New Roads and Street Works Act 1991	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/43578/street-works-code-of-practice.pdf#:~:text=The%20New%20Roads%20and%20Street%20Works%20Act%201991,that%20these%20must%20be%20co-ordinated%20by%20street%20authorities.
Road Traffic Regulation Act 1984	https://www.legislation.gov.uk/ukpga/1984/27/contents
Human Rights Act 1998	https://www.legislation.gov.uk/ukpga/1998/42/contents
Equality Act 2010	https://www.legislation.gov.uk/ukpga/2010/15/contents
CIRIA SUDs Guidance Manual (C753)	https://www.ciria.org/CIRIA/Memberships/The_SuDS_Manual_C753_Chapters.aspx
The Five Case Model (outlined within The Green Book – Central Government Guidance on Appraisal and Evaluation)	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1063330/Green_Book_2022.pdf
Department for Transport – Transport Analysis Guidance	https://www.gov.uk/guidance/transport-analysis-guidance-tag
Department for Transport – Value for Money Framework	https://www.gov.uk/government/publications/dft-value-for-money-framework
Transport User Benefits Appraisal (TUBA)	Available as part of the Traffic and Economic Assessment Report (TEAR) – https://www.nottinghamshire.gov.uk/transport/roads/a614/a614a6097-planning

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017	https://www.legislation.gov.uk/uksi/2017/571/contents/made
Department for Transport Investment Strategy – Moving Britain Ahead	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918490/Transport_investment_strategy.pdf
Nottinghamshire County Council Highway Design Guide	https://www.nottinghamshire.gov.uk/transport/roads/highway-design-guide
Midlands Connect Strategy	https://www.midlandsconnect.uk/media/1864/summary-document-midlands-connect.pdf
Gedling Borough Council Adopted Local Plan	https://www.gedling.gov.uk/resident/planningandbuildingcontrol/planningpolicy/adoptedlocalplanandpolicydocuments/
Rushcliffe Borough Council Adopted Local Plan	https://www.rushcliffe.gov.uk/planningpolicy/localplan/
Newark and Sherwood District Council Amended Core Strategy (adopted March 2019)	https://www.newark-sherwooddc.gov.uk/amendedcorestrategy/
National Planning Policy Framework 2021	https://www.gov.uk/government/publications/national-planning-policy-framework--2
D2N2 Strategic Economic Plan – Vision 2030	https://d2n2lep.org/wp-content/uploads/2020/07/Vision-2030-publication_compressed.pdf#:~:text=D2N2%E2%80%99s%20Strategic%20Economic%20Plan%20%28SEP%29%20provide%20a%20bridge,Strategy%20and%20the%20Midlands%20Engine%E2%80%99s%20Vision%20for%20Growth.
The Town and Country Planning (General Permitted Development) (England) Order 2015	https://www.legislation.gov.uk/uksi/2015/596/contents/made
Nottinghamshire County Council – The Nottinghamshire Plan 2021–2031	https://plan.nottinghamshire.gov.uk/
Nottinghamshire County Council Place Departmental Strategy 2019–2021	https://www.nottinghamshire.gov.uk/policy-library/44051/place-departmental-strategy
Nottinghamshire County Council Local Transport Plan (2011–2016)	https://www.nottinghamshire.gov.uk/transport/public-transport/plans-strategies-policies/local-transport-plan

Nottinghamshire County Council Visitor Economy Strategy (2019–2029)		https://www.nottinghamshire.gov.uk/policy-library/57133/visitor-economy-strategy-2018-2029
Planning submission documents	Ollerton Roundabout (Planning reference ES/4407)	https://www.nottinghamshire.gov.uk/planningsearch/plan disp.aspx?AppNo=ES/4407
	Mickledale Lane Junction (Planning reference ES/4409)	https://www.nottinghamshire.gov.uk/planningsearch/plan disp.aspx?AppNo=ES/4409
	White Post Roundabout (Planning reference ES/4412)	https://www.nottinghamshire.gov.uk/planningsearch/plan disp.aspx?AppNo=ES/4412
	Warren Hill Junction (Planning reference ES/4411)	https://www.nottinghamshire.gov.uk/planningsearch/plan disp.aspx?AppNo=ES/4411
	Lowdham Roundabout (Planning reference ES/4408)	https://www.nottinghamshire.gov.uk/planningsearch/plan disp.aspx?AppNo=ES/4408
	Kirk Hill Junction (Planning reference ES/4410)	https://www.nottinghamshire.gov.uk/planningsearch/plan disp.aspx?AppNo=ES/4410
Traffic and Economic Assessment Report (February 2021)		https://www.nottinghamshire.gov.uk/media/4314703/a614mrn_tear_2020_v30_issue250221.pdf
Wider Economic Impact Report (December 2020)		A614/A6097 Major Road Network Junction Improvement Package – Wider Economic Impacts 2020–08–12 (nottinghamshire.gov.uk)
Outline Business Case		https://www.nottinghamshire.gov.uk/media/4314701/a614-mrn-obc.pdf
Scoping Opinions	Whole Scheme	https://www.nottinghamshire.gov.uk/transport/roads/a614/cpo
	Ollerton Roundabout	
	Mickledale Lane Junction	

	White Post Roundabout	
	Warren Hill Junction	
	Lowdham Roundabout	
	Kirk Hill Junction	
Early Assessment and Sifting Tool (EAST)		
Newark and Sherwood District Council District-wide Transport Study (Published 2010)		
Transport for the East Midlands / Midlands Connect – A Shared Vision for the East Midlands		https://www.midlandsconnect.uk/media/1205/east-midlands-brochure-digital-version.pdf
Nottinghamshire County Council Cabinet Member Report for Environment (April 2008)		https://www.nottinghamshire.gov.uk/transport/roads/a614/cpo
Nottinghamshire County Council Economic Development and Asset Management Committee Report (November 2021)		
Nottinghamshire County Council Economic Development and Asset Management Committee Report (March 2022)		https://www.nottinghamshire.gov.uk/dms/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/5646/Committee/535/Default.aspx
Nottinghamshire County Council Economic Development and Asset Management Committee Report (March 2022) – Minutes: Resolution 2022/010		https://www.nottinghamshire.gov.uk/DMS/Document.aspx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=f03roRnDIDiCli1qsXI05O6kewfqrHtjr%2bY678O7HUe3QWhdwpiLkA%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNIh225F5QMaQWctPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFFxsDGW9IXnlg%3d%3d=hFFIUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFFIUdN3100%3d&uJovDxwdjMPoYv%2bAjvYtyA%3d%3d=ctNJff55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOlqFvmyB7X0CSQK=ctNJff55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJff55vVA%3d&

	WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJf55vVA%3d
Equality Impact Assessment	https://www.nottinghamshire.gov.uk/transport/roads/a614/cpo
Booklet No.1 – Compulsory Purchase Procedure	https://www.gov.uk/government/collections/compulsory-purchase-system-guidance
Booklet No. 2 – Compensation to Business Owners and Occupiers	
Booklet No. 3 – Compensation to Agricultural Owners and Occupiers	
Booklet No. 4 – Compensation to Residential Owners and Occupiers	
Compulsory Purchase Process and the Criche Down Rules	https://www.gov.uk/government/publications/compulsory-purchase-process-and-the-criche-down-rules-guidance