Papplewick Neighbourhood Plan:

Traffic & Transport

In terms of the movement of people and road traffic, County, Borough and Parish boundaries have little relevance. The Traffic and Transport issues likely to arise from committed and planned development within both Parishes and the effect of these on the B6011 between the A611 and A60, routes that are already busy, are of concern to both communities.

Papplewick Parish Council are equally concerned over traffic issues on the B683, Moor Road and on Papplewick Lane. Traffic and transport has therefore been considered across both Parishes and this has informed the development of a joint Road Management Strategy which is referenced in this and the Papplewick Neighbourhood Plan.

The remainder of this Section considers the local policy guidance and objectives, followed by a summary of existing and potential future issues resulting from development. The Neighbourhood Plan Policies have been shaped from the perspective of the Parish Council, with the objective of supporting the endeavours of the planning and highway authorities in managing the traffic and transport effects of development, whilst ensuring that the character of Papplewick is protected and enhanced to the benefit of existing and future residents of the Parish.

Policy, Guidance & Objectives

Papplewick Parish Council

Around 2003 the Parish Council produced The Parish Plan. Section D ‘Transport’ has been reviewed as part of the background to this current Neighbourhood Plan. Many of the current issues of concern were also expressed in the former Parish Plan; volume and speed of traffic, road safety and the consequential disadvantage caused to pedestrians and other vulnerable road users such as school children.

Concerns were also expressed over the effects of potential development. Although having no formal status at that time, the potential for future development at Top Wighay Farm and on Land North of Papplewick Lane were cited

Some of the Policies from the former Plan have therefore influenced the Policies of this Neighbourhood Plan:

- Policy D1 – the effect of large scale development;
- Policy D3 – improved traffic management;
- Policy D9 – promotion of cycle routes within the Parish.

To support the development of this Neighbourhood Plan, the Parish Council has carried out a consultation exercise to fully understand the community’s concerns and aspirations for the future of the Parish. Consultation questions were related to concerns expressed by residents. Relative to traffic and transportation, the volume and speed of traffic, HGV movements and pedestrian safety are key concerns.
The Parish Council continues to be concerned over the effects of increased traffic resulting from the proposed and committed developments at Top Wighay Farm and Land North of Papplewick Lane both within the neighbouring Parish of Linby.

The questionnaire has also been devised to explore resident’s preferences for the future of bus services including views on the provision of a local mini-bus service and a volunteer driver scheme in addition to changes to the existing public transport services.

Gedling Borough Council Planning Document - Top Wighay Farm Development Brief

Adopted in February 2017, the key points of the Brief can be summarised as follows:

- It highlights the requirements of the Greater Nottingham Infrastructure Delivery Plan relative to Community Infrastructure Levy (CIL) and Section 106 Agreements (Planning Act).
- Infrastructure required to support development is to be based on best practice.
- It requires the development to take full account of the Strategic Transport Assessment prepared on behalf of the County Council as landowner.
- It requires Planning applications for the development to be accompanied by a Transport Assessment and Travel Plan, the former to be prepared with a full understanding of the Strategic Transport Assessment.
- As identified in the Strategic Transport Assessment, local highway improvements are required at:
  - A611/Annesley Road; and
  - A611/Wood lane, triggered via development impact monitoring.
- Relative to the Papplewick Neighbourhood plan, it requires the completion of an improvement scheme at the junction of the B683 Moor Road/Linby Lane/Main Street/Forest Lane, if this is not brought forward by developers of the Land North of Papplewick Lane site.
- Relative to both the Linby and Papplewick Neighbourhood Plans, the brief identifies that wider transport implications of development may include Linby, Papplewick and Hucknall.
- The layout of routes within the site are to be designed to give priority to walking/cycling and bus movement (over private cars).
- Internal cycleways are to connect with surrounding routes serving Hucknall and Newstead (NCN Route 6) including improvements to links along and across Wighay Road.
- New bus services are required from first occupations.
- Provision is to be made for a future extension to the Nottingham Express Transit line (NET), through the site.

The requirements of the brief are broadly in accordance with the aspirations of the Parish Council and its neighbourhood plan; new and improved routes to the wider network of paths and cycle routes and the overall design principle to prioritise bus, cycle and pedestrian movement will assist in reducing the private car traffic generated by the development and the traffic impact on the B6011 through the Parish.

Greater Nottingham Infrastructure Delivery Plan, Ver 3 (IDP)

Both the Top Wighay Farm and Land North of Papplewick Lane sites are identified in the IDP as two of
eight Strategic Allocations. Relative to the whole Plan period, strategic assessment has concluded that there are no fundamental highways/transport issues requiring major highway schemes, but that localised improvements may be identified through route strategies and site specific transport assessments.

In summarising the requirements for each Strategic Allocation, the IDP has identified the following, relative to transport:

- Top Wighay Farm – “Integrated transport/walking and cycling package required including potential link buses to Hucknall NET/train station” and “TA required as part of planning application. Contributions to be agreed as part of S106 discussions”
- Land North of Papplewick Lane – “Integrated transport/walking and cycling package required including links to Hucknall Station (NET/Train stops within 800m of parts of site.)”; and “Confirmation of phasing required. Should the site be developed as two phases, third party land may be required. Contributions to be agreed as part of S106 discussions.”

Nottinghamshire Local Transport Plan 3, 2011 – 2026 (LTP)

The LTP has been informed by consultation with the public, County Council elected members and other stakeholders to identify local transport challenges to delivering transport improvements and the highway authority’s strategic goals. The locally identified challenges have been used to identify 12 objectives for the lifetime of the LTP3. The following is an extract from Section 2.2.2 of the LTP:

Objectives related to supporting economic growth

- Tackle congestion and make journey times more reliable
- Improve connectivity to inter-urban, regional and international networks, primarily by public transport
- Address the transport impacts of planned housing and employment growth
- Encourage people to walk, cycle and use public transport through promotion and provision of facilities
- Support regeneration

Objectives related to helping protect the environment

- Reduce transport’s impact on the environment (air quality, buildings, landscape, noise etc.)
- Adapt to climate change and the development of a low-carbon transport system

Objectives related to improving health and safety

- Improve levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys
- Address and improve personal safety (and the perceptions of safety) when walking, cycling or using public transport

Objectives related to improving accessibility
Improve access to employment and other key services particularly from rural areas

Provision of an affordable, reliable, and convenient public transport network

Objectives related to maintaining and improving existing infrastructure

Maintain the existing transport infrastructure (roads, footways, public transport services etc.).

Six Counties Design Guidance

The highway authority standards are embodied within the current Six Counties guidelines. Although the guidance is aimed predominantly at new streets the guidance will also apply to the improvement of existing routes and junctions.

The current format does not include specific measures for schemes in conservation or other sensitive areas and therefore may preclude some of the concepts and principles included in the Road Management Strategy. However, a more flexible approach to delivering roads and streets, referenced in current best practice and less on a prescriptive set of technical standards.

Traffic & Transportation Issues

Wider Considerations

Traffic and transport issues have been considered across the Parishes of Linby and Papplewick as many of the issues resulting from development are shared. Relative to this, the Parish Councils have commissioned the development of a Road Management Strategy relative to routes through the Parishes.

The Road Management Strategy is based on a study of local issues, County and Borough Council Policy and Guidance, research and current best practice within the UK. The Road Management Strategy is referenced in the Neighbourhood Plans of both Parishes and is included in this Plan as Appendix A of this Plan.

Although it includes concepts and examples of schemes the intention of the Strategy is to outline a set of principles based on best practice. It considers how infrastructure designed to address existing concerns over road safety and vehicle speed and the potential increase in traffic resulting from new development can contribute to delivering the wider policy objectives of the planning and highway authorities to deliver safe routes that provide a balanced environment for all road users.

By including the Strategy as part of the Neighbourhood Plan it is anticipated that the concepts and sources of reference will be used as a guide for the development of schemes to mitigate the effects of increased road, cycle and pedestrian movements in the villages, resulting predominantly from new development. It is also anticipated that the Strategy and Policies of the Neighbourhood Plans will assist discussions between the highway authority, planning authority and developers, and further consultations with key stakeholders including the Parish Councils.
Additional Research

Research of available data and discussions with the Parish Council has informed the following summary issues:

- Vehicle speeds and levels of recorded road collisions
- Pedestrian amenity and safety relative to the existing and future residents of the Parish;
- Increased traffic within the Parish resulting from proposed and committed new developments;
- Movement of HGVs and enforcement of the current 7.5 tonne weight restriction.
- Sustainable transport connections relative to new development

Developments having the most direct impact on the Parish are in the neighbouring Parish of Linby:

- Top Wighay Farm - potential for 1000 new houses with education and employment uses; and
- Land north of Papplewick Lane – outline planning granted for up to 300 houses and potential for a further 300.

Relative to both developments, concerns have been expressed over the resulting increase in traffic at the busy B6011/B683 Griffins Head cross-roads, acknowledging that capacity improvements are not possible because of the proximity/affect on listed buildings.

Concerns have also been expressed over increased traffic at the Moor Road/Papplewick Lane junction.

Development Site – Land North of Papplewick Lane (Outline Planning Approval)

Initially excluded as a housing allocation, following a Planning Inspector’s recommendation, the site ‘Land North of Papplewick Lane’ was included as safeguarded land for future development. The site was assessed as having potential for an urban extension of 500 to 600 homes.

Outline planning approval has been granted for a development of up to 300 houses on land North of Papplewick Lane. Although the development site is within Gedling Borough Council area and the Parish boundary of Linby, the immediate traffic and transport effects will be at the proposed access, within the neighbouring District Council of Ashfield. There will however be an impact on routes within Papplewick, and at the junction of Papplewick Lane with Moor Road and at the junction with Linby Lane/Main Street/Forest Lane and Moor Road (B6011 and B683).

Both Linby and Papplewick Parish Councils expressed their concerns over the principle of the development relating to various matters including the effects of traffic in the villages. Following the initial submission, the Highway Authority also requested further consideration to the traffic impacts at the junctions of Papplewick Lane/B683 Moor Road and the B6011/B683 Griffins Head cross-roads.

The cumulative impact of a possible further 300 dwellings on land adjoining the North of Papplewick Lane site was also raised as a concern by the highway authority.

Further submissions have resulted in the following schemes being proposed as part of the development:

- Modification of the B683 Moor Road/Papplewick Lane junction to a roundabout;
- Modification of the B6011/B683 Griffins Head junction to a raised ‘table-junction’.
During the consultation representations were submitted by residents and the Parish Council; key points summarised below, relate to the current proposals to modify the B6011/B683 crossroads:

- No demonstration that the scheme will improve traffic at peak times;
- Concerns that the scheme will increase traffic noise and vibration, the latter could affect nearby listed buildings;
- Concern that the scheme would result in unexpected braking and increased collisions;
- Red surfacing not consistent with the Conservation Area;
- Raising the road level flush with footway could be dangerous for footway users.

Details of the proposed B683 Moor Road/Papplewick Lane junction have been agreed, however, discussions with the highway authority suggest that the table-junction scheme at the griffins Head crossroads is being reconsidered.

Both these schemes have been considered in the Road Management Strategy [Appendix A], prepared for both Linby and Papplewick Parish Councils.

Development Site - Top Wighay Farm Strategic Transport Assessment

The Strategic Transport Assessment (STA) has been prepared on behalf of Nottinghamshire County Council as land owner. As a strategic assessment, it seeks to establish whether the principle of development is acceptable in transport terms and, in broad terms, whether the existing road and transport network can accommodate it.

Relative to this Plan, the STA has assessed issues and the potential development impact on the B6011 through Linby and Papplewick. Linby and Papplewick Parish Councils have commissioned a separate study of the B6011 to inform the Neighbourhood Plans and this has been referenced in a review of the STA, summarised below:

Sustainable Transport

The STA highlights the connectivity of the site to the Newstead Village railway station and Hucknall railway/NET station, relative to the opportunities to improve access by bus and cycle (Bus Route 141 and NCN Route 6). The STA identifies measures that are in accordance with the Development Brief and the LTP. It also references the potential for a bus Park & Ride located within the development although this is no longer included in the Development Brief.

It also reports on discussions with the bus operator (Trent Barton); although supportive, the operator would consider in detail at the time of development, taking into account other possible developments in the transport network. One possible consideration may be the potential extension to the NET line through the site.

Appropriately, it is suggested that funding secured through S106 contributions could be used to fund a future public transport strategy for the development.

The STA also describes in broad terms, the structure and function of a Travel Plan; the STA sets a target to reduce the volume of single occupancy car trips by between 5% and 10%. This should be reflected in the
individual Travel Plans submitted with planning applications. The planning authority should seek to achieve this target through appropriate Planning Conditions.

There is reference to the signed cycle route along the A611 and facilities along Annesley Road and the proximity of NCN Route and Waterloo Road. However, relative to facilitating the development, the STA refers to a network of routes within the development connecting to the A611 and Annesley Road as signed routes to Hucknall town centre.

Trip Generation

Trip generations have been agreed with the highway and have been tested in the Greater Nottingham Transport Model (GNTM). Overall the development is predicted to generate in the order of 1,000 vehicle movements in both the morning and evening peak hours.

Road Safety

The STA includes a review of road safety based on three years of road collision data and focused on the A-road network. It does reference two accidents on the B6011 approaching Papplewick. This however does not tell the full story of road safety on the B6011 and how the highway authority has responded to the history of road collisions over the past five years (see following Section).

Linby and Papplewick

The GNTM modelling has predicted that the Top Wighay Farm development will result in only 80 and 113 additional vehicle trips on the B6011 through the villages (a.m. and p.m. respectively). The STA does however acknowledge that the GNTM may be “underplaying” the effects of the development on the B6011.

From experience, this is not unusual; large strategic transport models tend to assign traffic to A-road links and cannot consider the more ‘human’ aspects of choosing travel routes. It should also be noted that the current traffic patterns suggest Waterloo Road is a popular route; peak hour traffic flows on the B6011 change at the roundabout junction between Wighay Road, Waterloo Road and Main Street with Main Street through Linby showing lower flows than on Wighay Road.

It is anticipated that more detailed TA work required to support the development will look at these issues in more detail.

Moor Road/Linby Lane/Main Street/Forest Lane Staggered Cross-Roads (the Griffins Head junction)

The STA identifies transitory queueing at the junction. Issues at the junction have been considered as part of the Parish Plans; it is concluded that there is little scope to improve capacity within the limitations of the location and setting, on the edge of the conservation area of Papplewick.

A scheme for a raised table-junction has been proposed as part of the Land North of Papplewick Lane development, the objective of which is to reduce traffic speeds and improve safety. The STA states that this will be implemented as part of the Top Wighay Farm development should this not be delivered. Subsequent discussions with highway officers suggest however, that the authority is reconsidering whether the proposed changes are necessary or appropriate.
As part of the work on the Neighbourhood Plans for both Parishes, additional features have been identified that would improve the management of traffic within the junction (not capacity), in a way which could add to the setting. Note that the concepts and principles for this junction included in Appendix A would be appropriate for both the existing junction or the currently proposed table junction.

Development Impacts

Taking the estimated traffic effects of both the Top Wighay Farm and Land North of Papplewick Lane developments (results from the GNTM), summarised in the respective TA’s, and making assumptions on the location of the results as reported in the TAs, it is possible to broadly estimate the effects on the B6011, Papplewick Lane and the B683 in the morning and evening peaks, as set out in the following Table:

Land North of Papplewick Lane & Top Wighay Farm, Generated Traffic (morning and evening peak)

<table>
<thead>
<tr>
<th>Route</th>
<th>AM Peak (vehicles)</th>
<th>PM Peak (vehicles)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>North of Papplewick Lane</td>
<td>Top Wighay Farm</td>
<td>Total</td>
</tr>
<tr>
<td>B6011 Main Street &amp; Linby Lane</td>
<td>62</td>
<td>80</td>
<td>142</td>
</tr>
<tr>
<td>B683 (south of Griffins Head)</td>
<td>60</td>
<td>0</td>
<td>60</td>
</tr>
<tr>
<td>Papplewick Lane*</td>
<td>93</td>
<td>0</td>
<td>93</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>North of Papplewick Lane</th>
<th>Top Wighay Farm</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>B6011 Main Street &amp; Linby Lane</td>
<td>36</td>
<td>113</td>
<td>149</td>
</tr>
<tr>
<td>B683 (south of Griffins Head)</td>
<td>64</td>
<td>0</td>
<td>64</td>
</tr>
<tr>
<td>Papplewick Lane*</td>
<td>81</td>
<td></td>
<td>81</td>
</tr>
</tbody>
</table>

* At Site Access on Papplewick Lane

The TAs submitted in support of these individual sites were however carried out at different times. Land North of Papplewick Lane was assessed in 2013 and based on a 2026 reference case; Top Wighay Farm was assessed in 2015 and based on a 2028 reference case.

The neighbouring Ashfield District Council completed a Transport Study to assess the impact of development in its area. This was published in October 2016 and based on a 2032 reference case and represents the most up-to-date study of the effects of development traffic and predicted growth.

Ashfield Transport Study 2016

This study updates earlier work and uses 2015 traffic conditions as its baseline and considers a reference case based on predicted conditions in 2032, including background traffic growth and traffic generated by development sites in neighbouring authority areas. Developments in Gedling include Top Wighay Farm, Land north of Papplewick Lane, both within the Parish of Linby, and Land at Bestwood.

The study includes several test scenarios designed to identify and compare the effects of individual groups of developments. Of relevance to the neighbourhood plan is the ‘All Sites’ scenario which includes all planned and committed development in Ashfield District and all developments in surrounding authority areas included in the 2032 reference case.

The ‘All Sites’ analysis predicts an additional 3,349 external car trips in the morning peak and 3,594 in the evening peak.
In detail, the Study predicts that all developments, including the Top Wighay Farm and Land North of Papplewick Lane sites, will add the following vehicle trips on routes within the parishes of Linby and Papplewick (Ref Figures 38 & 39 of the Ashfield Transport Study):

**Morning Peak:**
- B6011, A611 to A60- between 125 and 250 vehicles, two way;
- B683 south of Griffins Head – between 25 and 50 vehicles, north bound only;
- Papplewick Lane – between 75 and 150 vehicles, two-way.

**Evening Peak:**
- B6011, Wighay Road - between 150 and 300 vehicles, two way;
- B6011, Main Street/Linby Lane – between 100 and 200; vehicles, two-way;
- B6011, Forest Lane - between 150 and 300 vehicles, two way;
- B683 south of Griffins Head – between 25 and 50 vehicles, south bound only;
- Papplewick Lane – between 75 and 150 vehicles two-way.

The Study reports that, should the full Local Plan developments be implemented, several routes within the area are predicted to be over or close to capacity in the 2032 reference case, including the B6011 through the parishes of Linby and Papplewick.

**Traffic & Road Safety Analysis**

In addition to the various sources of information summarised above, the Road Management Strategy is based on further observations and analysis of road collision data and traffic survey data obtained from the County Council, commissioned by Linby Parish Council.

The study has considered three aspects/issues:
- Traffic Flows
- HGVs movements relative to the 7.5 tonne weight restriction
- Road Safety

**HGVs and Weight Restriction Enforcement**

Information obtained from the County Council on enforcement actions against drivers of HGVs has revealed the following:

- Reported by Community Lorry Watch from 08/04/10 to 31/10/16:
  - Sightings reported 194  Average 3/month
  - Warnings issued 13  Approximately 7% enforcement rate
- Reported from Trading Standards Operations from 02/07/10 to 23/02/16
  - Sighting 599  Average 9/month
  - Warnings issued 115
  - Cautions issued 29
  - Prosecutions 5  Approximately 25% enforcement rate
Taking the Trading Standards information, 450 HGVs sighted within the weight restricted zone were either underweight vehicles, had legitimate reason for being inside the restriction or were untraceable, e.g. foreign vehicles.

Traffic Flows

The 2003 Parish Plan summarised 16-hour traffic flows based on a survey of vehicles passing through the Griffin’s Head crossroads in November 1996; two-way traffic flows of 9,752 vehicles were recorded on the B6011 Forest Lane and 10,752 on the B6011 Linby Lane.

An automatic traffic count carried out in 2016 to the west of the junction recorded two-way traffic flows of 11,551 (Average weekday), on the B6011 Linby Lane; an increase of 799 vehicles over the intervening 20 years. It therefore fair to assume that traffic flows on the B6011 have been reasonably stable over this period.

Based on speed surveys within 30-mph zone within the neighbouring village of Linby, 85th percentile speeds of 35.7-mph westbound and 36.8-mph eastbound were recorded.

Road Safety

The road collision data has been obtained from the highway authority, for the period between 1st January 2011 to 30th August 2016; a period of five years and 8 months. The search area includes both the Parishes of Linby and Papplewick and has been used to inform the development of the Road Management Strategy for the B6011 and B683 included in both the Linby and Papplewick Neighbourhood Plans (Appendix A of this document).

Within this period, a total of 40 collisions resulting in injury were recorded. Of these, 28 occurred on the 3-kilometre section of the B6011 spanning both parishes; from the start of the 40-mph limit on Wighay Road Linby, to the end of the 30-mph limit on Forest Lane Papplewick. Equating this to an accident rate per one hundred million vehicle miles travelled over the five years, eight months of accident data, the accident rate for this section of the B6011 was around 35% higher than the average rate recorded by the DfT for this type of road.

However, it should be acknowledged that within the period of the collision data reviewed, the highway authority has responded to safety issues by extending and lowering some speed limits on the B6011.

The following Table is a summary of the accidents on the B6011 and B683 within the parish. The location of these accidents is shown in Figures ? to ?.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Casualty Severity</th>
<th>Vehicles Involved</th>
<th>Manoeuvres</th>
<th>Conditions</th>
<th>Speed Limit (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>Slight</td>
<td>Car / Car / Car</td>
<td>Stationary / Turning Right / Going Ahead (head-on)</td>
<td>Dry/Daylight</td>
<td>30</td>
</tr>
<tr>
<td>23</td>
<td>Serious</td>
<td>Car / Car</td>
<td>Going Ahead / Going Ahead (head-on)</td>
<td>Dry/Daylight</td>
<td>30</td>
</tr>
<tr>
<td>24</td>
<td>Serious</td>
<td>Car</td>
<td>Going Ahead on Bend (head-on)</td>
<td>Wet/Dark</td>
<td>40</td>
</tr>
<tr>
<td>25</td>
<td>Slight</td>
<td>Motorcycle</td>
<td>Stopping</td>
<td>Wet/Daylight</td>
<td>30</td>
</tr>
<tr>
<td>26</td>
<td>Slight</td>
<td>Van&lt;3.5T / Van&lt;3.5T</td>
<td>Stationary / Going Ahead (shunt)</td>
<td>Dry/Daylight</td>
<td>30</td>
</tr>
<tr>
<td>Case</td>
<td>Severity</td>
<td>Vehicular Interaction</td>
<td>Action</td>
<td>Conditions</td>
<td>Speed Limit</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>----------------------</td>
<td>--------</td>
<td>------------</td>
<td>-------------</td>
</tr>
<tr>
<td>27</td>
<td>Slight</td>
<td>Car / Car</td>
<td>Turning Right / Going Ahead</td>
<td>Dry/Daylight</td>
<td>30</td>
</tr>
<tr>
<td>28</td>
<td>Slight</td>
<td>Car / Pedal Cycle</td>
<td>Turning Right / Overtaking</td>
<td>Dry/Daylight</td>
<td>30</td>
</tr>
<tr>
<td>29</td>
<td>Slight</td>
<td>Car / Car</td>
<td>Turning Right / Going Ahead</td>
<td>Dry/Daylight</td>
<td>30</td>
</tr>
<tr>
<td>30</td>
<td>Serious</td>
<td>Motorcycle / Car / Car</td>
<td>Overtaking / Turning Right / Stationary</td>
<td>Dry/Dark</td>
<td>40</td>
</tr>
<tr>
<td>31</td>
<td>Slight</td>
<td>Car</td>
<td>Turning Right</td>
<td>Wet/Dark</td>
<td>30</td>
</tr>
<tr>
<td>32</td>
<td>Slight</td>
<td>Car / Motorcycle</td>
<td>Waiting to Turn Right / Going Ahead</td>
<td>Dry/Daylight</td>
<td>40</td>
</tr>
<tr>
<td>33</td>
<td>Slight</td>
<td>Van&lt;3.5T / Motorcycle</td>
<td>Turning Right / Turning Right</td>
<td>Dry/Daylight</td>
<td>30</td>
</tr>
<tr>
<td>34</td>
<td>Serious</td>
<td>Car</td>
<td>Going Ahead</td>
<td>Wet/Dark</td>
<td>40</td>
</tr>
<tr>
<td>35</td>
<td>Slight</td>
<td>Car / Pedal Cycle</td>
<td>Overtaking / Going Ahead</td>
<td>Dry/Daylight</td>
<td>30</td>
</tr>
<tr>
<td>36</td>
<td>Fatal</td>
<td>Car / Pedal Cycle</td>
<td>Going Ahead / Going Ahead (crossing)</td>
<td>Dry/Daylight</td>
<td>60*</td>
</tr>
<tr>
<td>37</td>
<td>Slight</td>
<td>Car</td>
<td>Going Ahead</td>
<td>Dry/Dark</td>
<td>60*</td>
</tr>
<tr>
<td>38</td>
<td>Slight</td>
<td>Car / Agricultural Vehicle</td>
<td>Going Ahead / Going Ahead (head-on)</td>
<td>Dry/Dark</td>
<td>60*</td>
</tr>
<tr>
<td>39</td>
<td>Slight</td>
<td>Car</td>
<td>Going Ahead</td>
<td>Wet/Dark</td>
<td>60*</td>
</tr>
<tr>
<td>40</td>
<td>Fatal</td>
<td>Car</td>
<td>Going Ahead</td>
<td>Dry/Dark</td>
<td>60*</td>
</tr>
</tbody>
</table>

Text in Brackets: Consultants interpretation from supplied details

* Speed limit subsequently extended; now within 30-mph

Figure 1 - Linby Lane, Main Street and Forest Lane; Road Collision Locations
Note that accident numbers 35 to 40 including two resulting in fatal injuries occurred on the B6011 Forest Lane before changes to the speed limits on Forest Lane, implemented because of concerns over road safety. The 30-mph limit was extended east to include the location of the accidents. The derestricted (60-mph) limit beyond this was also changed and a limit of 50-mph introduced up to the approach to the A60 junction where the limit is 40-mph on both the B6011 and the A60 through the traffic signal junction.

Four of the accidents involved motorcycles and three pedal cycles. Seven of the collisions within the study period involved single vehicles.

The changes to speed limits on the B6011 instigated by the highway authority will have had a positive influence on many drivers. The changes should also have improved road safety at the point of the cluster of accidents on Forest Lane.

Overall it is likely that monitoring of road accidents on a regular basis will show a reduction in severity and possibly frequency of collisions at some locations. However, in view of the recorded speeds on the B6011 and the increase in traffic that will be generated by proposed and committed developments, further changes to the B6011, the principles for which are described in Appendix A, would be desirable; the objective being to reduce the severance effects of the B6011 through the villages and assist in delivering the wider objectives of the planning and highway authorities.
Traffic and Transport Policies

New Development Proposals

The Parish Councils of both Linby and Papplewick have expressed concerns over the effects of additional traffic and wider impacts on the villages of Linby and Papplewick resulting from the proposed and committed developments at Top Wighay farm and on Land North of Papplewick Lane, and developments in neighbouring authority areas.

The development on Land North of Papplewick Lane has an outline planning approval and is therefore committed and the development at Top Wighay Farm is likely become an allocated development site. Whilst these two developments will have the most impact on the Parish in terms of traffic and transportation, The Parish Council is concerned that other developments may come forward; for example, there is a possibility that a further 300 houses could be promoted on land adjoining the North of Papplewick Lane site. In addition, the developments in Ashfield District Council area will also have an impact on the B6011 which is predicted to be close to or at capacity by 2032.

Policy – New Developments: Papplewick Parish Council will resist further development proposals that would lead to a significant increase in motorised traffic on routes through the Parish.

Sustainable Transport:

The Nottinghamshire LTP acknowledges that:

“Almost everyone is a pedestrian at some time and therefore walking is the most accessible mode of transport available to the county’s residents. Surveys in Nottinghamshire have shown that there are relatively high levels of cycle ownership throughout the county, so there is therefore a realistic opportunity to increase the number of commuter and leisure journeys that are made on foot and by cycle.” “When replacing trips by car they can also help reduce emissions, ease local congestion and improve air quality”

Hucknall town centre and the heavy Rail and NET interchange are around 1.5 miles from the village via the B683 and Papplewick Lane, measured from the Griffins Head Public House. Hucknall is therefore a convenient to the village of Papplewick in terms of bus, cycle and potentially pedestrian access for some. It is also convenient for the new residential development on Land North of Papplewick Lane site which, although located in the Parish of Linby, is more closely related to Papplewick.

Trains provide an hourly service in both directions to Worksop & Nottingham Monday to Friday with a reduced level of service on Sundays.

There are no existing cycle facilities on the main routes within the Parish. Although already approved in outline it is anticipated that CIL funds from the Land North of Papplewick Lane development may be available and the Parish Council would seek for part of such to be used to improve/provide new pedestrian and cycle facilities along Papplewick Lane, to link with the B683 Moor Road.

Although outside of the Parish, similar improvements south west along Papplewick Lane, linking to Hucknall would also be supported.
In discussions with the highway authority it has been suggested that new footways within the west verge of Moor Road, linking to the off-road footpath/cycleway along the former railway line could be considered. Similar provision was also supported in the 2003 Parish Plan (Policy D9), along with improved routes along the A60 Mansfield Road utilising the wide verges and existing footway on the west side of the road.

**Policy - Sustainable Transport Modes:** Support the planning and highway authorities in securing measures that would:

1. Maximises connectivity for pedestrians and cyclists throughout the Parish by providing new and improved facilities:
   a. along the A60 Mansfield Road;
   b. on Papplewick Lane linking to the B683 and to Hucknall town centre/railway station;
   c. new footway/cycleway along the B683 Moor Road linking to the existing off-road route (River Leen Valley).
2. Enhance existing Rights of Way;
3. Give access to existing village amenities and to the countryside, for recreational purposes;
4. Meet the needs of people with impaired mobility.

**Road Safety Schemes**

It is clear from the background work carried out to prepare the Plan that there have been road safety issues on the B6011; however, changes to speed limits implemented by the highway authority within the period of collision data analysed to develop the Road Management Strategy will have improved this situation.

These measures included the introduction of count-down road markings on the approaches to the 30-mph speed limits on Forest Lane east of the village, Main Street north of the village and Moor Road to the south. However, to a driver there is little physical difference in the highway environment to encourage drivers to conform to the speed limit.

Safety resulting from increasing levels of traffic, including traffic generated by new development, continues to be of concern to the Parish Council. The Road Management Strategy included as Appendix A, sets out concepts based on best practice within the UK. The intention is not to define specific schemes but to provide a set of principles to inform the design of schemes to improve the highway environment for all road users by:

- highlighting changes in the speed limit;
- reducing traffic speeds through sensitive areas;
- highlighting the exiting 7.5 tonne vehicle weight restrictions; and
- improving pedestrian crossing points.
Relative to this, the Parish Council will seek to work with the highway and planning authorities to secure improvements that are sensitive to the village environment, especially within the conservation area.

**Policy – Traffic Management:** The parish Council will continue to use its best resources to encourage the highway authority to secure funding and resources to further improve traffic management within the Parish including:

1. **Approaches to 30-mph Zone:** provision of effective gateway/speed reducing measures and measures to encourage adherence to the speed limit;
2. **B6011/B683 Cross-roads (Griffins Head Junction):** Devising developer funded changes to the junction that are in keeping with the listed buildings/conservation area setting;
3. **B683 Main Street:** changes to the B683 through the conservation area, based on best practice examples that reduces the ‘standard’ appearance of a main road and introducing road surfacing and other highway materials that enhance the village setting;
4. **B683 Moor Road:** introduction of speed reducing features; and
5. **Junction of Moor Road with Papplewick Lane:** secure minor additions to the agreed developer funded roundabout scheme that highlight the presence of the junction using contrasting surfacing on the circulatory carriageway and reinforce the weight restrictions on the B683 north of the junction

Contravention of the current 7.5 tonne vehicle weight restriction is a concern. The Road Management Strategy has identified changes to the signing to increase the prominence of the restriction. However, whilst this will discourage more diligent HGV drivers it will not help with enforcement of the traffic order.

When aggregated over a month the average number of HGVs observed contravening the traffic order is not high; around 9 vehicles/month; however, this should be considered in the context of the conservation village and rural setting, road safety issues and standard of some junctions in terms of their ability to accommodate HGVs.

As technology for the management of roads becomes more available a technical solution based on vehicle/number plate recognition may also be an option. Video records vehicles that disregard weight restrictions allowing enforcement officers to process contraventions on a regular basis. The technology also allows for the identification of exempt vehicles with a legitimate reason to access the restricted area.

**Policy – Enforcement of 7.5 Tonne Weight Restriction:** The current system of enforcement by community lorry-watch and Trading Standards operations has limited scope. The Parish Council/community will continue to support the enforcement of the Traffic Order but will also explore with the authorities the potential for future electronic monitoring systems within the Linby and Papplewick Parish areas.