

Linby's Traffic and Transport Assessment



Traffic & Transport Assessment

Forward

In terms of the movement of people and road traffic, County, Borough and Parish boundaries have little relevance. Traffic and transport issues likely to arise from committed and planned development have therefore considered planned development within the neighbouring District of Ashfield as well as those within the Borough of Gedling and, of specific relevance to Linby, the two large development sites within the Parish; Land North of Papplewick Lane and Top Wighay Farm.

Issues relating to the speed, volume of traffic and the effects these have on the community have been raised by the Parish Council over several years. Some changes to speed limits on the B6011 between Linby and Papplewick were made around 2014, in response to road safety issues. However, there is currently no evidence that a specific highways/transport strategy is being developed to address existing traffic volume/speed and pedestrian crossing issues within the residential and conservation areas or to better enforce the weight restrictions on routes through the Parish.

There are also concerns over the emerging and committed development proposals and the potential for new traffic and movement of people to exacerbate these issues. In May 2017, a Community Consultation event highlighted major concerns over existing traffic issues and the impact of emerging development proposals. The following Table gives an overview of the issues raised; although issues have been categorised under broad headings most are interrelated:

Table 1 – Summary of May 2017 Community Consultation relative to traffic and transportation

Issue	Concerns/Suggestions
Traffic Speed	Enforcement of speed limits; improve signage; install safety cameras.
	Reduced speed limit on Wighay Road
	Reduce speed in residential and conservation areas to 20-mph
	Introduce traffic calming measures (within village and on Wighay Road)
Pedestrians	Lack of crossing places
	Difficulty/safety of crossing Wighay Road
Traffic Volume	Existing increase in traffic over recent years
	Further traffic growth resulting from development
Development Proposals	Existing issues of speed and pedestrian crossing should be addressed prior to new development
	Roads are already too fast/busy; access through Linby should be restricted

Predicted increases in traffic on the B6011 between the A611 and A60 will affect the Parish of Linby and the neighbouring Parish of Papplewick. Traffic and transport issues have been considered across both Parishes and this has informed the development of a Road Management Strategy, which is referenced in this and the Papplewick Neighbourhood Plan.

This remainder of this section of the Neighbourhood Plan considers 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 addressing existing issues and managing the future traffic and transport effects of development, whilst ensuring that the unique character of Linby is protected and enhanced to the benefit of existing and future residents of the Parish.

Wider Policy, Guidance & Objectives

The Parish Council is committed to working with the planning and highway authority to deliver the planned new development at Top Wighay Farm and Land North of Papplewick Lane sites in a way that properly integrates the new developments with the Village.

The Parish Council's objectives for its Neighbourhood Plan are summarised in the recent Consultation Questionnaire:

“Conserve and enhance the rural character of the village, and to preserve the areas of green open spaces surrounding the village.”

“Seek to improve connections between the different parts of the village, and out into the countryside beyond, for both pedestrians and cyclists; in particular, we want all new developments to enhance the network of routes within the village.”

GBC Planning Document - Top Wighay Farm Development Brief 2017

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

- The brief 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.

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- 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 developers of the Land North of Papplewick Lane site do not bring this forward.
- 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 layouts of routes within the site are to be designed to give priority to walking/cycling and bus movement (over private cars).
- Internal cycle ways 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.

Greater Nottingham Infrastructure Delivery Plan, Version 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 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.

The design guidance is however undergoing an independent review (2016/17) and the outcome of this is likely to lead to 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 has been 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 produced as two complimentary documents, specific to each Parish. The Linby part of the Strategy is included in this Plan as Appendix A.

Although it includes concepts and examples of schemes the intention of the Strategy is to outline a set of principles based on best practice that would contribute to the delivery of 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 on which they are based will inform the development of schemes to mitigate the effects of increased road, cycle and pedestrian movements in the Parish, resulting predominantly from new development. It is also anticipated that the Strategy and Policies of the Neighbourhood Plan 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 and the summary of the Community Consultation Event have 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:

- Top Wighay Farm - potential for 1000 new houses with education and employment uses; and
- Land north of Papplewick Lane - planning granted for 238 houses and potential for a further 120.

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 238 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 both Linby Parish and within the adjacent Parish of Papplewick.

Both Linby and Papplewick Parish Council's expressed their concerns over the principle of the development relating to various matters including the effects of traffic in the villages.

The Highway Authority required further consideration to the traffic impacts at the junctions of Papplewick Lane/Moor Road and the B6011 / B683 Griffins Head crossroads.

The cumulative impact of a possible additional development of 238 dwellings on land adjoining the North of Papplewick Lane site was also questioned by the highway authority.

Development Site - Top Wighay Farm Strategic Transport Assessment

The Strategic Transport Assessment (STA) has been prepared on behalf of Nottinghamshire County Council as landowner. 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 Strategic Transport Assessment, summarised below:

Sustainable Transport

The Strategic Transport Assessment 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, considering 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 Strategic Transport Assessment also describes in broad terms, the structure and function of a Travel Plan; the Strategic Transport Assessment sets a target to reduce the volume of single occupancy car trips by around 5% to 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 Strategic Transport Assessment 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 Strategic Transport Assessment 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 Strategic Transport Assessment 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 Transport Assessment 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 Strategic Transport Assessment identifies transitory queuing 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 Strategic Transport Assessment 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/appropriate.

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 Transport Assessment's, and making assumptions on the location of the results as reported in the Transport Assessment s, 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:

Table 2 - Local Development Sites, Generated Traffic (morning and evening peak)

Route	AM Peak (vehicles)			PM Peak (vehicles)		
	North of Papplewick Lane	Top Wighay Farm	Total	North of Papplewick Lane	Top Wighay Farm	Total
B6011 Main Street & Linby Lane	62	80	142	36	113	149
B683 (south of Griffins Head)	60	0	60	64	0	64
Papplewick Lane*	93	0	93	81		81

* 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 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

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- 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

Traffic surveys on Wighay Road and on Linby Lane were obtained from NCC highways. This data was recorded in 2014 and 2013 respectively. This data with the traffic counts carried out in May 2017.

The following Table sets out the results of the 2013 and 2017 surveys on Linby Lane, adjacent to its junction with Quarry Lane.

Table 3 – Comparison of Traffic Survey Data on Linby Lane (Adjacent junction with Quarry Lane)

B6011 Linby Lane, Linby - Adjacent to (east of) Quarry Lane						
	2013 Data		2017 Data (flow=5-day Average)		Change	
	West Bound	East Bound	West Bound	East Bound	West Bound	East Bound
a.m. peak hr	685	509	619	602	-66	93
p.m. peak hr	533	774	566	723	33	-51
Weekday 12-hour	4637	4850	5069	5545	432	695
Ave Speed	27.2 mph	28.1 mph	28.2 mph	31.2 mph	1 mph	3.1 mph
85th %ile	35.7 mph	36.8 mph	32.7 mph	35.4 mph	-3 mph	-1.4 mph

The surveys show that there has been little change in the traditional a.m. and p.m. peak hour flows (08:00 to 09:00 and 17:00 to 18:00 respectively). Traffic patterns do appear to be less 'tidal' in terms of the east and westbound flows.

The data does however, show a marked increase in the 12-hour weekday traffic flows in the four-year period between 2013 and 2017; an increase of around 1,100 two-way vehicles. This could be evidence of 'peak spreading', with people taking advantage of more flexible working practices and choosing to travel when the roads are less busy, along with the general increase in traffic on rural 'A' and Rural Minor Roads (DfT *Provisional Road Traffic Estimates Great Britain: April 2016 - March 2017*)

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Average vehicle speeds increased very slightly in this period although the 85th percentile speeds have reduced suggesting that fewer drivers are exceeding the speed limit, particularly eastbound drivers. This may be a result of the reduction in the speed limit between Papplewick and Linby from 60-mph to 50-mph, introduced around 2014.

The results of surveys on Wighay Road are summarised in the following Table. It should be noted that the surveys were carried out at different locations with the 2017 survey located west of the junction with Ward Avenue, primarily to understand vehicle speed were carried out primarily to understand vehicle speed relative to the potential location of pedestrian crossings.

Table 4 – Comparison of Traffic Survey Data on Wighay Road

B6011 Wighay Road						
	2014 Data Adj' (west of) level crossing		2017 Data (flow=5- day Average) Adj' (west of) Ward Avenue		Change	
	West Bound	East Bound	West Bound	East Bound	West Bound	East Bound
a.m. peak hr	721	916	850	725	129	-191
p.m. peak hr	932	711	739	884	-193	173
Weekday 12-hour	6783	6487	6652	6613	-131	126
Ave Speed	32.6 mph	32.7 mph	31.6 mph	33.1 mph	-1 mph	0.4 mph
85th %ile	38.1 mph	38.1 mph	38.4 mph	38.3 mph	0.4 mph	0.2 mph

The data shows little difference in the 12-hour two-way flows on Wighay Road in the three-year period between 2014 and 2017 although there is evidence of traffic patterns becoming slightly less tidal.

Within this period there was little change in vehicle speed with both the average and 85th percentile speeds being below the 40-mph speed limit. The location of the surveys, close to the railway crossing in 2014 and close to a junction in 2017, could have influenced speeds. The numerous driveway accesses could also influence speeds.

A reduction in the speed limit to 30-mph would be beneficial in addressing resident's concerns and create a safer environment for the installation of pedestrian crossing facilities.

Overall, comparing the 2017 traffic flows on Wighay Road with those on Linby Lane; the volume of traffic reduces to the east of the roundabout junction with Waterloo Road, by

around 350 two-way vehicles in the peak hours and around 2,600 vehicles over an average 12-hour weekday.

Waterloo Road (leading to Church Lane and Linby Road) provides access to schools, employment and is a direct route to Hucknall and the railway/NET stations, which is the probable explanation for the difference in traffic flows.

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.

Table 5 is a summary of the accidents on the B6011 within the parish. The location of these accidents is shown in Figures 1, 2 and 3.

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Table 5 – Summary of Accident Data; B6011 within the parish of Linby

Ref	Casualty Severity	Vehicles Involved	Manoeuvres	Conditions	Speed Limit (mph)
1	Slight	Car / Car	Changing Lane to Right / Going Ahead	Dry/Daylight	60
2	Slight	Car / Car	Stopping / Going Ahead (shunt)	Dry/Daylight	60
3	Slight	Car / Pedal Cycle	Turning Right / Turning Right	Dry/Daylight	60
4	Slight	Car / Car	Going Ahead / Parked	Wet/Dark	40
5	Slight	Van<3.5T / Car / Car	Going Ahead / Stationary / Stationary (shunt)	Dry/Daylight	40
6	Slight	Car / Van<3.5T / Car	Going Ahead / Stationary / Stationary (shunt)	Dry/Daylight	40
7	Slight	Car / Car	Turning Left / Overtaking Stationary Vehicle	Dry/Dark	40
8	Slight	Car / Van<3.5T	Turning Left / Overtaking	Dry/Daylight	40
9	Slight	Car / Car / Motorcycle / Car	Going Ahead / Vehicles Queuing (shunt)	Dry/Dark	40
10	Serious	Car / Car	Changing Lane to Right / Going Ahead (head-on)	Dry/Daylight	40
11	Slight	Bus or Coach / Car	Going Ahead / Parked (shunt)	Dry/Daylight	40
12	Serious	Car / Car	Going ahead / Changing Lane to Right (head-on)	Dry/Daylight	40
13	Slight	Car / Pedal Cycle	Turning Left - Going Ahead on Bend	Dry/Daylight	40
14	Slight	Car	Going Ahead	Wet/Daylight	30
15	Slight	Car / Car	Going Ahead / Stationary (shunt)	Snow/Dark	30
16	Slight	Car / Van<3.5T	Both Going Ahead on Bend (head-on)	Wet/Daylight	30
17	Serious	Car	Going Ahead on Bend	Dry/Dark	60*
18	Slight	Van<3.5T	Going Ahead	Dry/Dark	60*
19	Slight	Car / Car	Turning Right / Going Ahead	Wet/Dark	60*
21	Slight	Van<3.5T / Car	Turning Right / Overtaking	Wet/Daylight	50
22	Serious	Car	Going Ahead	Ice/Dark	60*

Text in Brackets: Consultants interpretation from supplied details

- Speed limit is now 50-mph

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Figure 1 - Wighay Road, Linby; Road Collision Locations



Figure 2 - Main Street, Linby; Road Collision Locations



Figure 3 – Linby Lane, Linby; Road Collision Locations



Four of the collisions involved single vehicles, one resulting in a serious injury and one occurred during icy conditions. One of the single vehicle collisions (accident No. 14) resulted in car skidding into Linby Docks. Speed relative to driving conditions is a likely contributory factor to all single vehicle accidents.

Two collisions involved pedal cycles and resulted in slight injuries. There is also anecdotal information (during the preparation of the plan), of a collision involving a cyclist crossing Waterloo Road.

The changes instigated by the highway authority will have had a positive influence on many drivers and it is likely that continued monitoring of road collisions on a regular basis will show a reduction in severity and possibly frequency of collisions at some locations. However, in view of the increase in traffic resulting from new development, further changes to the B6011 are likely to be required to reduce the severance effects of the B6011 through the village centre and residential areas and maintain the safe operation of the routes for all road users. The principles for such highway schemes are described in Appendix A of the Neighbourhood Plan. These are put forward to assist the development of such schemes and to support the objectives of the planning and highway authorities.

Traffic and Transport Policies

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”

There are two railway stations within a reasonable distance) of the Village and proposed Top Wighay Farm development (by bus or cycle); Hucknall heavy Rail and NET interchange to the south and Newstead Village to the north. Trains provide an hourly service in both directions to Worksop & Nottingham Monday to Friday with a reduced level of service on Sundays.

National Cycle Network Route 6 connects both stations with Newstead Village being a predominantly off-road route. Hucknall station is the most convenient to the Top Wighay Farm site and the existing residents in and around the parish of Linby in terms of bus and cycle access and for onward journeys by rail, south to Nottingham.

The Development Brief highlights the requirement to provide cycle routes within the development and to provide a new route along Wighay Road and a pedestrian/cycle crossing. Although 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, but does not reference improvements to routes to Waterloo Road and the NCN Route 6.

Although Annesley Road is likely to be the ‘desire-line’ cycle and walking route to Hucknall as the local Town Centre, facilities should also be provided improve between the site and Waterloo Road/NCN Route 6. Although around a quarter-mile longer than using Annesley Road; with sections of off road and shared footway/cycleway, NCN Route 6 is likely to be the more pleasant and safer route for cycling to Hucknall railway/NET station.

Improved walking and cycle facilities could be further extended along the B6011 into Linby village, providing access to the leisure walking routes, Linby cum Papplewick Junior School, the public house/restaurant and independent coffee shop.

Policy T1 - Proposed New Development Sustainable Transport Modes:

Support the planning and highway authorities in securing measures identified in the Top Wighay Farm Development Brief and the STA, and in negotiations with the developers of Land North of Papplewick Lane:

1. Improvements to bus access/services to the local rail/NET stations by adding new/extending existing service through the development;
2. A target to reduce single occupancy car trips by around 5% to 10%;
3. Secure effective Travel Plans for both developments.

Policy T2 – Proposed New Development Improved Walking and Cycling routes:

Support the planning and highway authority in securing development master plans and planning conditions that:

1. Maximises connectivity for pedestrians and cyclists within the development
2. Provides connections to existing and new pedestrian and cycle facilities.
3. Provide safe and accessible connections to green spaces,

Policy T3 – Wider Improvements to Walking and Cycling routes:

Support proposals that include pedestrian and cycle friendly routes, including enhancements to routes into and through Linby village:

1. Commits to the provision of new and improvement of existing pedestrian and cycle facilities along Wighay Road.
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.

Development Traffic Impact

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 from developments in neighbouring authority areas.

The Ashfield Transport Study has identified that should its full Plan development be delivered, the effect of generated traffic, combined with traffic generated from developments within neighbouring authorities would result in the B6011 being close to or over capacity by 2032. In view of the existing concern over increasing traffic within the village and the effects of this on residents and pedestrian amenity Linby Parish Council will not support developments that will further increase traffic through the village.

Policy T4 – New Developments:

Linby Parish Council will resist further development proposals that would lead to a significant increase in motorised traffic on routes through the Parish.

Road Safety

It is clear from the background work carried out to prepare the Plan that there have been significant road safety issues on the B6011. It is however acknowledged that changes to the speed limits on the B6011 introduced in response to these issue, have improved the situation over recent years.

As part of proposed reductions to the speed limit on Wighay Road from 40 to 30-mph there are opportunities to introduce complimentary traffic calming measures to encourage lower vehicle speed and provide a more balanced highway environment for all road users.

These measures would also compliment the improved footway/cycleway on the northern side of Wighay Road, included in the Development Brief for Top Wighay Farm. There have been two collisions involving pedal cyclists one at the Annesley Road/A611/B6011 roundabout and one at the Wighay Road/Main Street/Waterloo Road roundabout.

Policy T5 – Wighay Road Highway Schemes:

The Parish Council supports the proposal to reduce the speed limit from 40 to 30 mph as part of the proposed development. The Parish Council will also seek:

1. Additional Traffic Calming Measures to encourage adherence to the speed limit;
2. New Pedestrian crossing facilities north of the junction with Ward Avenue.

Policy T6 – Waterloo Road/Wighay Road Cycle Link:

The Parish Council will seek improvements to an existing route / desire line between Wighay Road and Waterloo Road, providing a more direct route for pedestrians route and cyclists, avoiding the Wighay Road/Main Street/Waterloo Road roundabout:

1. Provide TOUCAN crossing on Waterloo Road at the point where NCN Route 6 meets Waterloo Road;
2. Improve the existing footpath across open land to provide a shared pedestrian/cycle route linking Wighay Road to Waterloo Road and NCN Route 6 to Hucknall.

There are periods of high pedestrian activity within the village, especially at school starting and ending times with pupils crossing to access bus stops on the southern side of Main Street. Linby is also popular with leisure walkers and cyclists with the Horse & Groom public house/restaurant and coffee shop being popular with visitors and locals.

Whilst there have been no collisions involving pedestrians within the Parish, Main Street can be intimidating to pedestrians and the perceived risk from road traffic can lead to anxiety.

Increases in traffic resulting from developments, speeding and incidences of heavy goods vehicles contravening the weight restrictions through the Parish increase the risk of collisions. The Parish Council would welcome the opportunity for discussions with the

highway authority's Crash Reduction Team on potential measures. The Council would also welcome access to regular monitoring of collision data on the B6011 to assess the effectiveness of the changes already implemented and potential future schemes.

Whilst the Parish Council is keen to explore measures to reduce vehicle speed and to create a more balanced highway environment it is concerned that 'standard' highway solutions within Linby centre could detract from traditional appearance and conservation setting of the historic village and from the rural nature of the B6011 to the east of the village.

Policy T7 – Road schemes within Linby Village:

The Parish Council will support schemes to offset the effects of increasing traffic on the historic and conservation amenity of the Village and the rural nature of the B6011 to the east of the village:

1. Work with the planning authority to secure schemes to mitigate the effects of existing traffic and traffic generated by new development traffic.
2. Work with the highway authority and planning authority to explore road schemes based on best practice, that do not detract from the conservation area/village environment but will encourage drivers to comply with the speed limit;
5. Seek new pedestrian crossing facilities within the village including the potential for a crossing adjacent to the Horse and Groom Public House/ Brook Farm.
6. Work with the highway authority to explore robust entry treatment to 30-mph speed limit zones.

Policy T8 – Collision Data Monitoring:

The Parish Council will seek the support of the highway authority in regular monitoring of Collision Data to assess the effectiveness of schemes already implemented, and any future road safety measures.

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.

The current system of enforcement by community lorry-watch and Trading Standards operations has limited scope. Better enforcement may be achieved by installing an

automated system based on vehicle/ number plate recognition. This technology is already in use in the UK; Cameras record 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 T9 – 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:

1. Continue to support the enforcement of the weight restriction Traffic Regulation Order
2. Lobby the highway authority for the installation of electronic monitoring systems for improved enforcement of weight restrictions (B6011/ B683)