CHAPTER 5 - MOVEMENT

5.1 Introduction

5.1.1 The ease with which people can move around and goods be transported is vital to the area's economy and welfare of its population. Movement/transport issues have a direct impact on the District's economic regeneration in attracting new investment, its environment and the quality of life enjoyed by its residents.

5.1.2 The District's accessibility to the rest of the County and beyond has an important bearing on the area's economy, particularly its potential to attract new industrial and commercial investment. Its links to the national motorway network (M1) are reasonable with three junctions (27 to 29) providing access to the District. In particular, links to the south-west of Mansfield have improved considerably with the opening of the A38 Sutton Bypass and its direct link to junction 28 of the M1. Passenger rail services for Mansfield District have been greatly enhanced by the opening of the Robin Hood Line from Nottingham to Worksop.

5.1.3 There is an overwhelming need for highway investment which would assist in the promotion and regeneration of the District. Such infrastructure investments should relate to and be co-ordinated with areas identified for employment development in the Local Plan. These issues have been constantly brought to the Council's attention by the Nottinghamshire Chamber of Trade and Commerce and the Mansfield 2010 partnership organisation. Thus for example links between Hermitage Lane and the A38; Radmanthwaite and the A617; Old Newark Road and the A60/A617 all need improving for developments to occur and to be made attractive propositions for investors. A link between Violet Hill and Clipstone Road East, and improvements to the outer ring road will also open up areas for employment developments. In addition, the upgrading of links to the strategic highway network, including connections to the national motorway network and the re-opening of the Robin Hood Line to Worksop, will assist in attracting investment into the District.

5.2 Car Ownership and Congestion

5.2.1 Car ownership in the Mansfield area increased between 1981-1991 though car usage has not, due to economic factors. Figure 5 provides a comparison of car ownership in Mansfield District between the 1981 census and 1991 census. If regeneration initiatives for the area are successful traffic growth can be expected to grow more in line with national trends.
5.2.2 Recent Department of Transport forecasts indicate that, nationally, the number of miles travelled by road vehicles may grow by between 72% and 120% between 1990 and 2025. Plan 4 shows the latest traffic flows on the main road network in the District. The level of traffic growth predicted above means that over half of these routes will be overloaded by the end of the Local Plan period. Several of the District’s major roads already suffer from severe traffic congestion especially at peak periods.

Those particularly affected include:-

- Woodhouse Road/Leeming Lane/Nottingham Road (A60);
- Sutton Road (A38), Sheepbridge Lane and Hermitage Lane junctions;
- Chesterfield Road (A617)/Abbott Road/Debdale Lane junctions;
- Ratcliffe Gate (A617)/Newgate Lane to St Peters Way junctions;
- Southwell Road (A617), through Rainworth;
- Clipstone Road West, Forest Town;
- Nottingham Road/Berry Hill Lane junction.

The above list is not exhaustive, merely indicating which are considered to be the worst trouble spots.

5.3 Public Transport

5.3.1 The national trend of traffic growth and congestion anticipated over the local plan period places greater importance upon the role of public transport. The need to reduce dependence upon the car, and encourage alternative modes of travel which have less environmental impact is a major commitment during the Plan period. The Council, therefore, fully supports policies to improve/enhance travel by bus, train, foot and cycle in line with central government guidance within PPG 13.

5.3.2 Reference has already been made to the re-opening of passenger rail services into the area with the Robin Hood Line. Local bus services play an important role in the lives of people without access to a car. However following deregulation of all bus services in 1986, the ability of the District and County Councils to directly influence bus services is limited. The provision of local services, mainly by Stagecoach East Midland and Trent
Buses, however, is generally good. Policies will seek to ensure continuity and stability in the operation of routes and service levels. Similar support for taxi services meeting local needs will also be given.

5.4  
**Traffic Management and Environmental Improvements**

5.4.1  
At a local level there is a continuing need for environmental improvement and traffic management schemes which will assist in:-

- the smooth operation of public transport services;
- reducing the conflict between industrial and residential users;
- reducing through traffic, parking problems or servicing difficulties;
- reducing/eliminating heavy goods vehicles penetrating into residential areas;
- providing overnight lorry parking;
- reducing environmental problems and pedestrian/vehicular conflict;
- providing facilities for pedestrians, cyclists and horse riders.

5.5  
**The Nottinghamshire Structure Plan**

5.5.1  
The Structure Plan Review states that good accessibility between homes, jobs and other services and facilities is an important consideration to take into account in preparing Local Plans. The Structure Plan contains general policies relating to accessibility, an outline of specific transport proposals and considers the implications of transport for land use and the environment.

5.6  
**Economic Regeneration**

5.6.1  
If the economic regeneration of the District is to progress then it will be essential to improve the area’s connections to the national highway network. It is proposed to improve the strategic network in the Mansfield area and undertake localised improvements to the A617 between Rainworth and Newark, thereby improving access from the West Nottinghamshire area to the M1 in the west and the A1 in the east. The regional benefits from such a proposal would be supplemented by the greatly enhanced employment opportunities at the Southwell Road and Oakham areas. It would also help reduce through traffic and, therefore, congestion particularly in Mansfield town centre.

5.7  
**Objectives**

5.7.1  
Provision of co-ordinated transport infrastructure to promote and stimulate employment developments.

5.7.2  
Provision of a high standard, strategic highway network linking Mansfield to the M1, A1 and other major highway routes into/out of the District.

5.7.3  
Resolve deficiencies in the existing road network in terms of traffic capacity, road safety and the environment.

5.7.4  
Seek the maintenance and improvement of public transport facilities within the District.
5.7.5 Conserve energy by increasing transport user benefits for both public and private transport by measures which would reduce journey times and running costs, and improve levels of service.

5.7.6 Take all necessary action to bring about the enhancement of passenger rail services to the Mansfield area.

5.7.7 Reduce vehicular and pedestrian conflicts in residential areas, shopping centres and other public places.

5.7.8 Ensure that all new developments are built to the appropriate standard, with adequate provision for access, internal movement, parking and servicing.

5.7.9 Consider the needs of all sections of the community, including people with physical and sensory handicaps, the elderly and people with young children, when considering new developments/improvements.

5.7.10 Secure improved facilities for pedestrians, cyclists and horse riders, through the establishment of a comprehensive network of public rights of way accessible to pedestrians, cyclists and horse riders throughout the District and to consider their role as recreational and commuter facilities.

POLICIES AND PROPOSALS

5.8 Major Highway Schemes

5.8.1 In order that the Highway Authority’s programmed major schemes are not prejudiced, it will be necessary for the Local Plan to safeguard land and resist developments that would prevent their implementation.

M1 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREVENT IMPLEMENTATION OF THE FOLLOWING MAJOR HIGHWAY SCHEMES OR THE ALTERNATIVE UPGRADING OF EXISTING ROUTES:-

M1(A) RAINWORTH BYPASS

5.8.2 As well as improving the strategic highway network this scheme will bring considerable environmental benefits to Rainworth, by relieving it of heavy vehicles. Depending on finance being made available, it is anticipated that construction of this proposal will commence in 1998/99. A range of complementary traffic management measures are proposed in connection with the bypass including:-

- an HGV ban through Rainworth village;
- replacement of the main signal controlled junction in Rainworth village with a roundabout;
- traffic calming on Southwell Road and Mansfield Road;
- improved cycling/pedestrian facilities along with environmental improvements for the existing shopping centre.
**M1(B) MANSFIELD WESTERN BYPASS**

5.8.3 This scheme will form part of high standard improvements to the strategic highway network, strengthening links between the M1 north via the A617 and the A38. Depending on finance being made available, the first stage of this proposal between Chesterfield Road North and Abbott Road, is anticipated to commence after 2000/2001, with the second stage between the A38 and A60 Nottingham Road following.

**M1(C) MANSFIELD SOUTHERN BYPASS**

5.8.4 This scheme will also contribute towards improving the area’s strategic highway network, linking the A60 Nottingham Road with the A617 Southwell Road. Depending on finance being made available it is anticipated that construction of this proposal will commence, subject to funding, in 2000/2001.

**M1(D) PLEASLEY BYPASS EXTENSION**

5.8.5 As with the Rainworth Bypass this scheme will provide considerable environmental benefits and will be an important component in improving links between the District and the M1, via junction 29. Depending on finance being made available it is anticipated that construction of this proposal will commence after 2000/2001.

**5.9 Road Improvement Schemes**

5.9.1 In order that the Highway Authority’s programmed road improvement schemes are not prejudiced, it will be necessary for the Local Plan to safeguard land and resist developments that would prevent their implementation.

**M2 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREVENT IMPLEMENTATION OF THE FOLLOWING ROAD IMPROVEMENT SCHEMES:-**

**M2(A) MANSFIELD EASTERN OUTER RING ROAD, PHASE 3.**

5.9.2 This scheme will involve a number of improvements along Old Mill Lane and Butt Lane at specific problem points.

**M2(B) RATCLIFFE GATE.**

5.9.3 This scheme will provide road widening and junction improvements to the A617 as it enters Mansfield town centre.

**M2(C) WELBECK ROAD / PORTLAND STREET JUNCTION, MANSFIELD WOODHOUSE.**

5.9.4 This scheme will provide improvements to the junction of Welbeck Road/Warsop Road/Portland Street/New Mill Lane.

**M2(D) PRIORY ROAD / CHURCH STREET JUNCTION, MANSFIELD WOODHOUSE.**

5.9.5 This scheme will provide improvements to the junction of Priory Road/Welbeck Road/Church Street/Church Hill.
M2(E) WOODHOUSE ROAD AND LEEMING LANE.

5.9.6 This scheme will involve the following:-
- the introduction of parking bays between Haddon Road and Birding Street;
- road widening along Woodhouse Road between Stone Cross Lane and Yorke Street;
- improvements to the junction of Leeming Lane South and New Mill Lane;
- improvements to the junction of Leeming Lane and Warsop Road;
- road widening along Leeming Lane North, between Warsop Road and Peafield Lane;
- improvements to the junction of Leeming Lane North and Peafield Lane/Sandgate Road.

M2(F) ABBOTT ROAD.

5.9.7 This scheme will involve road widening and junction improvements.

M2(G) HERMITAGE LANE RAILWAY BRIDGE.

5.9.7 This scheme will involve works to the railway bridge to provide standard headroom and road width together with additional footway width, facilitating improved access along Hermitage Lane.

M2(H) NEW MILL LANE

5.9.9 This scheme will involve road widening, to the west of Holly Drive and amend vertical/horizontal profiles to accord with modern standards.

M2(I) FOREST ROAD

5.9.10 This scheme will involve road/footway widening, although it may only be feasible in conjunction with any redevelopment of the foundry.

M2(J) NOTTINGHAM ROAD/FOREST ROAD JUNCTION

5.9.11 This scheme will improve the junction of Nottingham Road (A60) and Forest Road.

5.10 Link Roads to be Provided Through Developments

5.10.1 A number of development proposals contained in the Local Plan will necessitate the construction of associated highway schemes. None of these are included in any Highway Authority programmes and will, therefore, have to be provided as part of the relevant developments.

M3 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS ON LAND OFF NEWLANDS ROAD /CLIPSTONE ROAD EAST SUBJECT TO THE NEGOTIATION OF A SECTION 106 AGREEMENT FOR THE PROVISION OF A LINK ROAD BETWEEN CROWN FARM WAY AND CLIPSTONE ROAD EAST.
5.10.2 This scheme would have considerable environmental and economic benefits for the surrounding area. Depending on finance being made available, it is anticipated that construction of this proposal will commence in 1998. Such a proposal, however, is not in any approved County Council programme and funding must, therefore, come from the release of land for development. Part of this link has already been completed as part of the 'Toray' development. The District Council will continue to negotiate Section 106 planning obligations with developers to ensure the construction of this link road. The link road would assist in the development of employment land at the former Mansfield Colliery site and at Newlands Road as well as providing relief to the currently congested Clipstone Road. In the longer term the road could link through to Ravensdale Road and also form part of a Bypass for Clipstone, although this is unlikely to occur in the Plan period. Consequential changes may be required to junctions in the area to accommodate reassigned traffic patterns.

**M4** PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS ON LAND AT BLEAK HILLS LANE SUBJECT TO THE NEGOTIATION OF A SECTION 106 AGREEMENT FOR THE PROVISION OF A LINK ROAD BETWEEN HERMITAGE LANE AND SHEEPBRIDGE LANE.

5.10.3 This scheme will greatly enhance the accessibility of the proposed major industrial development in the Bleak Hills area and is supported by Nottinghamshire County Council. Part of the link from the Hermitage Lane end has been implemented by the the District Council, as part of the Oakham Business Park development. The reclamation of a site off Sheepbridge Lane by Nottinghamshire County Council for industrial development may provide a further section of this link road. The District Council will seek to negotiate Section 106 planning obligations with developers to ensure implementation of this link road.

**M5** PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS ON LAND OFF CHESTERFIELD ROAD SUBJECT TO THE NEGOTIATION OF A SECTION 106 AGREEMENT FOR THE PROVISION OF AN ACCESS ROAD WITH ASSOCIATED JUNCTION.

5.10.4 The Local Plan proposes over 18 hectares of land, east of Chesterfield Road North for industrial development. A new traffic controlled junction to facilitate safe access to and from this site to Chesterfield Road North will be required as part of the development. The District Council will seek to negotiate Section 106 planning obligations with developers to ensure implementation of this link road. Nottinghamshire County Council has not expressed objections to the proposed scheme.

5.11 Traffic Management

5.11.1 Problems occur in many parts of the District due to through traffic, parking/servicing difficulties and conflicts between users.

**M6** PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREVENT IMPLEMENTATION OF TRAFFIC MANAGEMENT SCHEMES WHERE THERE ARE, OR ANTICIPATED TO BE, PROBLEMS RELATED TO:-

1) **EXCESSIVE VEHICLE SPEEDS**;

2) **SEVERE CONGESTION**;
3) **USE OF INAPPROPRIATE THROUGH ROUTES;**

4) **USE OF UNSUITABLE ROADS BY HEAVY GOODS VEHICLES;**

5) **ON-STREET PARKING AND SERVICING;**

6) **CONFLICTS BETWEEN ROAD USERS.**

5.11.2 Traffic management measures can alleviate such problems and assist in making the best use of existing highways, reduce congestion, improve road safety and improve the environment. Measures can include the provision of waiting restrictions, traffic regulation orders, pedestrian crossing facilities, provision of bus lanes/gates, improved road signing and the introduction of special parking schemes.

5.12 **Rail Services**

5.12.1 Restoration of passenger rail services between Nottingham and Worksop have now been secured by way of the Robin Hood Line. Stations along the route are located at Nottingham, Bulwell, Hucknall, Newstead, Kirkby, Sutton Parkway, Mansfield Town and Mansfield Woodhouse, Shirebrook, Langwith-Whaley Thorns, Creswell, Whitwell and Worksop.

**M7 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREJUDICE THE EFFECTIVE OPERATION OF THE ROBIN HOOD LINE.**

5.12.2 The restoration of passenger rail services to the District, with the opening of the Robin Hood Line in November 1995, has greatly improved the area's accessibility to the national rail network. The Robin Hood Line will help improve the District's image, reduce congestion and increase travel opportunities generally. There are two stations in the District at Mansfield town centre and Mansfield Woodhouse. The Robin Hood Line is now also linked through to Worksop, which completes Stage 3 of the project.

5.12.3 The efficient movement of people and goods outside as well as within the District is of great importance to the area's economy. The District Council in conjunction with the County Council and other authorities will campaign for improved rail links between the district/county and the national network. The District Council believes that there is a need for the early electrification of the Midland Main Line with appropriate interim improvements to secure its long-term future including the potential for through services to and from the continent via the Channel Tunnel.
M8 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A TRANSPORT INTERCHANGE, INCLUDING RAILWAY FACILITIES, PARKING AND OTHER ASSOCIATED REQUIREMENTS, ON LAND NORTH OF DEBDALE LANE, MANSFIELD WOODHOUSE.

5.12.4 The reopening of direct passenger rail services to the District, along the Robin Hood Line has necessitated provision of a new railway station at Mansfield Woodhouse. Planning permission will be granted for the development of additional related requirements e.g., bus, cycle facilities and further car parking within the site shown on the proposals map.

5.12.5 The Local Plan also proposes a new station/transport interchange on the site of the former station in Mansfield town centre, as detailed in the Central Areas chapter.

5.13 Bus and Taxi Services

5.13.1 Within the District there are significant numbers of people who rely on bus services for their personal mobility needs. Following deregulation of bus services in 1986, the County Council has directed efforts towards ensuring that levels of service are at least broadly maintained to meet community needs. The County Council’s policies have largely ensured continuity and stability in the routes and service levels available.

M9 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS UNLESS THEY INCLUDE ADEQUATE PROVISION FOR THE NEEDS OF EXISTING AND POTENTIAL BUS USERS AND OPERATORS.

5.13.2 The District Council will support policies that maintain and promote local bus services, such as bus lanes/priorities, co-ordinated ticketing systems, interactive passenger information systems (“network” and “next bus” systems) and passenger real-time information. In particular, the District Council will liaise with the County Council and bus operators etc. on the implementation of a proper programme of bus priority measures in Mansfield town centre. Additionally, the District Council will seek to ensure that developments make provision for bus loading and unloading facilities to be sited to the greater advantage of the travelling public, having regard to road safety and other highway constraints, and to support initiatives to help the needs of the disabled and elderly. Bus promotion measures are proposed in the West Nottinghamshire area to improve accessibility and encourage modal change away from the private car. This will be achieved through a variety of initiatives including the “Quality Partnership” approach (between bus operators and the County Council which seeks to significantly improve facilities and services for bus passengers on principal bus networks). The County and District Councils will also continue to pursue a cost effective improvement to modal interchange at Mansfield railway station. Up to 2001 “Quality Partnerships” will be pursued in the Mansfield/Warsop corridor. Bus priority measures will be implemented on the B6033 Bath Lane, A60 Woodhouse Road and A38 Stockwell Gate. Upgrading of facilities at Mansfield Bus Station is also under consideration. After 2001 the corridor programme will move on to the Mansfield/Chesterfield route. It may also be possible to implement bus priority measures on the A617 Ratcliffe Gate and A617 Chesterfield Road South.

M10 PLANNING PERMISSION WILL BE GRANTED FOR THE REDEVELOPMENT OF THE ROSEMARY STREET CENTRAL BUS STATION PROVIDING THAT AN ACCEPTABLE ALTERNATIVE FACILITY IS PROVIDED IN MANSFIELD TOWN CENTRE. THE COUNCIL WILL
EITHER USE PLANNING CONDITIONS OR SEEK TO NEGOTIATE A PLANNING AGREEMENT IN ORDER TO SECURE THE PROVISION OF AN ALTERNATIVE FACILITY.

5.13.3 Mansfield town centre is the focus of an extensive network of local bus services which link it with the surrounding built-up area and neighbouring settlements. Many of the services use the central bus station, off Rosemary Street, which affords easy access to central area shops and facilities. The bus station is also the terminus of a network of regular scheduled long distance express coach services to major centres including London, Birmingham, Liverpool and Manchester. The District Council will seek improvements to the station through environmental works, improved lighting/safety considerations and explore its potential links with other forms of transport, particularly the Robin Hood passenger railway and the provision of interchange facilities at Mansfield town centre station.

5.13.4 Taxis also form an important element in the local transportation network. The District Council will seek to ensure that access to taxis is satisfactory through the provision of taxi ranks in appropriate places within the District.

5.14 Footpaths, Bridleways and Byways

5.14.1 The provision, protection and improvement of local routes for pedestrians/walkers, cyclists and horse riders, linking central areas with housing estates, areas of employment, other services/facilities and the open countryside are particularly important. As well as providing vital access such routes can also be utilised as recreation facilities and often provide a valuable habitat for wildlife. Usually associated with such routes are areas of informal space, which are often important in terms of their landscape/wildlife value and/or potential for passive recreational use.

M11 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD LEAD TO THE LOSS OF FOOTPATHS, BRIDLEWAYS, BYWAYS OR CYCLE ROUTES UNLESS ACCEPTABLE ALTERNATIVE ROUTES WOULD BE PROVIDED.

5.14.2 Planning permission for developments likely to affect routes for the above will only be granted provided that they take full account of the needs of all potential users and provide any necessary alternative routes that would be suitable, safe and accessible. The District Council will seek, in association with the County Council, to develop a network of safe and pleasant routes both within the District and to link up to routes beyond. Attention will be given to ensure that there would be no conflicts between different potential users of such routes.
5.14.3 Provision for cyclists throughout the District in the past has been poor, a situation which the District and County Council are committed to reversing. Attention will be given to measures which would make cycling safer and more enjoyable. Measures such as improved lighting and edge of road maintenance are of benefit to cyclists, as is the provision of cycle parking areas, particularly in central areas. In order to encourage cycling in the District, a network of cycle routes will be established and links will be created from Mansfield and Warsop with the proposed National Cycle Network.

5.14.4 Horse riding is a popular leisure activity in certain parts of the District. The District Council in association with the County Council will examine ways in which safe areas for horse riders can be provided.

5.14.5 The District Council recognises that many people enjoy motorised recreational pursuits such as trial bike riding or four wheel driving. For the above users, linkages between areas are very important. Often routeways have been in use for long periods of time and have a unique heritage value. This policy aims to protect the integrity of such routes.

M12 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREVENT IMPLEMENTATION, OR LEAD TO THE SUBSEQUENT LOSS, OF STRATEGIC ROUTES FOR WALKERS, HORSE RIDERS AND CYCLISTS, INCLUDING ASSOCIATED AREAS OF INFORMAL SPACE, UNLESS ACCEPTABLE ALTERNATIVES ARE PROVIDED, AT THE FOLLOWING LOCATIONS:-

M12(A) RIVER MAUN VALLEY.

5.14.6 The extension and improvement of this route, running adjacent to the River Maun, would link the countryside with important areas of open space and Mansfield town centre. The District Council will consult the Environment Agency where the development of this proposal may effect the River Maun.

M12(B) RIVER MEDEN VALLEY.

5.14.7 The extension and improvement of this route alongside the River Meden, would create a network from Pleasley through open countryside and past important natural features at Pleasley Vale, Little Matlock and Sookholme as far as Market Warsop and Meden Vale. It would also provide links to the Manor Park recreation complex at Mansfield Woodhouse. The District Council will consult the Environment Agency where the development of this proposal may effect the River Meden. It will also liaise with Derbyshire County Council and Bolsover District Council to ensure the continuation of the route outside the District.

M12(C) BETWEEN MANSFIELD TOWN CENTRE AND RAINWORTH.

5.14.8 This scheme was created when the former mineral railway line was reclaimed. This valuable facility provides a link from the centre of Mansfield to Rainworth. It also offers potentially excellent links from existing and proposed housing sites in eastern Mansfield to the Racecourse Recreation ground.

M12(D) BETWEEN CLIPSTONE AND WARSOP

5.14.9 The development of a route from Packmans Road, Forest Town to Warsop would facilitate access to the Sherwood Forest from the eastern part of the District and other major routes.
PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS UNLESS THEY MAKE PROVISION FOR THE SAFETY, SECURITY AND NEEDS OF PEDESTRIANS. IN PARTICULAR PROPOSALS SHOULD HAVE REGARD TO:-

1) LIGHTING OF PEDESTRIAN AREAS;
2) INTEGRATION WITH OTHER MODES OF TRANSPORT;
3) THE PROVISION OF FACILITIES FOR PEDESTRIANS;
4) CRIME PREVENTION MEASURES.

In line with PPG 13 the County and District Councils are working closely together to give pedestrians better conditions. All developments should have regard to the needs of pedestrians and should consider the factors listed above in their design. The County and District Councils will continue to implement environmental improvements (finance permitting) in major areas of pedestrian activity, such as Mansfield town centre, Woodhouse and Warsop centres. Such improvements could include environmental improvements, resurfacing, landscaping, traffic management and other measures designed to make these areas more attractive as town centre areas, and to give priority to pedestrian users as opposed to other forms of transport.

IN CO-OPERATION WITH NOTTINGHAMSHIRE COUNTY COUNCIL AND LANDOWNERS, THE DISTRICT COUNCIL WILL SEEK TO SECURE A SAFE NETWORK OF ROUTES FOR HORSE RIDERS, TAKING ACCOUNT OF HORSE RIDING NEEDS.

Whilst much of the District is urban in character there are rural areas and areas on the periphery of the urban area where the provision of routes for horse riders could be beneficial. The District Council will work with other organisations and landowners to try to secure a safe network of routes which also link to routes outside the District.

THE DISTRICT COUNCIL WILL IMPROVE, DEVELOP AND EXTEND A NETWORK OF CYCLE ROUTES THROUGHOUT THE DISTRICT. SUCH ROUTES WILL SEEK TO LINK MAIN CENTRES OF POPULATION WITH THE TOWN CENTRE AND MAJOR CENTRES OF EMPLOYMENT AND TO LINK TO ROUTES OUTSIDE OF THE DISTRICT. NEW DEVELOPMENTS WHICH ARE DIRECTLY RELATED TO PROPOSED CYCLE ROUTES WILL BE EXPECTED TO CONTRIBUTE TO SUCH ROUTES, EITHER THROUGH THEIR PROVISION OR BY THE PAYMENT OF COMMUTED SUMS. THE DISTRICT COUNCIL WILL USE PLANNING CONDITIONS AND/OR SEEK TO NEGOTIATE SECTION 106 PLANNING OBLIGATIONS TO ACHIEVE THIS AIM.

PPG 13 urges local authorities to implement specific measures to encourage people to use bicycles. To date cycling has not been an especially popular activity in the Mansfield area. In the recent past however, cycling facilities have been provided by the County Council on some main commuter routes into Mansfield along the A38, A617 and A60. A working party of District, County Council and other representatives is currently looking into the issue of strategic trail networks across the District for the use of non-motorised modes of transport (pedestrians, equestrians and cyclists). The District Council is particularly keen to encourage links to the national cycle network via eastern Mansfield
and Warsop. There is also an opportunity to link urban areas of Mansfield to open countryside and to provide links to places such as Sherwood Forest, Center Parcs, Teversal Trails etc.

5.15 Development Requirements

5.15.1 Planning applications for new development will need to consider the movement/transport issues associated with their proposals. Sufficient information should be provided to allow proper assessment of the potential impact of the proposal on the surrounding highway network. New developments will be expected to provide necessary access arrangements, internal road/footpath routes, parking and servicing for all vehicles generated by that development, without having a detrimental effect on the local environment.

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

1) HAVE REGARD TO THE NEEDS AND SAFETY OF ALL MODES OF TRAVEL, INCLUDING PUBLIC TRANSPORT, WALKING, CYCLING AND HORSE RIDING;

2) NOT HAVE A DETRIMENTAL EFFECT ON THE SURROUNDING HIGHWAY NETWORK;

3) INCORPORATE PROVISION FOR SAFE VEHICLE ACCESS, EGRESS AND INTERNAL MOVEMENTS;

4) PROVIDE THE OPERATIONAL MINIMUM LEVEL OF CAR PARKING NECESSARY TO MEET THE NEEDS OF THE DEVELOPMENT OR WHERE RELEVANT MAKE CONTRIBUTIONS TOWARDS MEASURES TO ASSIST OTHER MODES OF TRAVEL;

5) WHERE NECESSARY, INCLUDE SAFE SERVICING, PREFERABLY SEGREGATED FROM PEDESTRIAN FLOWS;

6) BE LOCATED WHERE THERE IS, OR IS THE POTENTIAL FOR, EASY ACCESS TO PUBLIC TRANSPORT.

5.15.2 The development of new residential, industrial, commercial and recreational areas should take account of all modes of transport in both their overall layout and detailed design. Effective bus penetration will be sought, as will convenient, safe and well-lit routes for pedestrians and other modes of travel. Where relevant the District Council will seek to negotiate commuted sum payments towards the provision of facilities for all modes of travel, particularly those other than the car. Current car parking standards for new developments in Mansfield District are outlined in Appendix 3 “A Guide to Parking Standards for New Developments in Mansfield District”. These standards are currently being reviewed in the light of PPG 13.

5.15.3 Special provisions are required to ensure that people with physical and sensory disabilities are able to use facilities available to the general public. The provision of dropped kerbs at junctions, tactile paving, audible traffic signals and special parking
facilities will continue to be pursued. Measures to improve access for the disabled can benefit many other sections of the community e.g., people with young children in prams/pushchairs.

5.15.4 The District Council has now introduced a restriction on the maximum amount of parking (4 hour stay) in a selected number of town centre car parks. Season ticket concessions are also no longer available for these car parks. It is felt that these measures will help to discourage commuter parking in the town centre and reflect advice contained in PPG 13.

5.16 Parking and Roadside Services

5.16.1 It is important that existing off-street parking is protected and new facilities considered with regard to their potential impact on the highway and surrounding area.

M17 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD LEAD TO THE LOSS OF OFF-STREET PARKING FACILITIES, WHERE UNACCEPTABLE INCREASES IN PARKING PROBLEMS MAY RESULT, UNLESS THEY WOULD MEET EITHER OF THE FOLLOWING CRITERIA:-

1) AN ACCEPTABLE ALTERNATIVE FACILITY CAN BE PROVIDED;

2) CONTRIBUTIONS ARE MADE TOWARDS MEASURES TO ASSIST OTHER MODES OF TRAVEL E.G. PUBLIC TRANSPORT, WALKING AND CYCLING.

5.16.2 Off-street parking facilities can add to the amenity of areas by providing a much needed facility. This is particularly true in the heavily built-up, older parts of the District where on-street parking problems can occur. The District Council will judge any proposals for the redevelopment of such facilities in the light of the following criteria:-

- the current level of use and need for the facility;
- the availability of alternative off-street parking facilities in the immediate locality;
- the availability of nearby on-street parking;
- the condition/appearance of the facility;
- whether the development proposed would result in significant planning or economic development benefits.

M18 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF PARKING FACILITIES AND ROAD SIDE SERVICES PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

1) NOT INTERFERE WITH THE SAFE FLOW OF TRAFFIC;

2) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;

3) INCORPORATE ACCEPTABLE STANDARDS OF SURFACING, DRAINAGE AND LANDSCAPING;
4) HAVE REGARD TO CONVENIENCE/ACCESSIBILITY, SAFETY/SECURITY AND CRIME PREVENTION;

5) NOT RESULT IN AN INCREASE IN COMMUTER PARKING.

5.16.3 It is important to ensure that access and egress to any parking/service facilities do not increase congestion or danger on the local road network. This could have a particular adverse impact on pedestrians etc. and the reliability of bus services, with consequent inconvenience to passengers.

5.16.4 The efficient use of existing parking spaces will assist in meeting current demand and reduce pressures for additional facilities. The District Council will support improved directions/signage to parking areas and investigate the possibility of advance notification systems, to advise motorists of the availability of parking.

There are currently approximately 3,000 public car parking spaces available in Mansfield town centre, together with several private car parking areas and a limited number of on-street car parking spaces. The District Council will endeavour to maintain and enhance this level of car parking in the town centre to aid the competitiveness and attractiveness of Mansfield as a sub-regional centre. It is proposed that additional car parking facilities will be provided at Clumber Street, approximately 240 spaces and White Hart Street, at least 100 spaces, (through development proposals) to replace sites which will be lost to development during the Plan period, providing potentially up to 590 spaces. Such a policy however will seek to discourage commuter parking by limiting the maximum stay (4 hours) at Clumber Street, Toothill Road, Toothill Lane, Handley Arcade, Church Lane, Station Road, Walkden Street and Four Seasons car parks. Season ticket concessions will also not be available at these car parks and will be limited to peripheral car parks.

5.16.5 The District Council will endeavour to set aside car parking spaces for disabled people in all new public car parks close to shopping, leisure and other facilities. The District Council will continue to operate and aims to extend a “Shop Mobility Scheme” at Walkden Street for disabled persons.

5.16.6 Some existing car parks, particularly multi-storey are unpopular because of their design. Many people find such facilities intimidating because of the presence of badly lit enclosed spaces. Personal safety, vehicle security and ease of movement in and out of car parks is vital if such developments are to be successful. In designing car parks particular attention should be given to access points, lighting, surveillance and information/signing.

5.16.7 The use of land for parking, whilst awaiting development, provides a beneficial use for the owners and spaces for use by the community. Temporary parking areas, however, can often become eyesores and give the District a poor image to visitors. Landscaping, surfacing treatments and the provision of drainage would avoid these problems and make such facilities more convenient for the people using them.

5.16.8 There is an identified need for overnight lorry parking in the Mansfield area. No lorry park currently exists and the establishment of one would have significant environmental benefits in terms of preventing overnight lorry parking in residential areas.

5.16.9 There is often the need along main highway routes for road side services such as petrol filling stations, refreshment facilities and parking. Such facilities, however, should not interfere with traffic movement nor create an increased risk of accidents. They should
also, wherever possible, be grouped together to provide a focus for a range of facilities and, in the interests of preserving the countryside, be developed within the built-up framework unless there are no alternative appropriate sites available.

M19 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF PARK AND RIDE FACILITIES WITH ASSOCIATED BUS AND/OR TRAIN SERVICES INTO MANSFIELD TOWN CENTRE PROVIDED THAT ANY DEVELOPMENT WOULD MEET THE FOLLOWING CRITERIA:-

1) THE PARK AND RIDE FACILITY IS DEVELOPED ON AN “OUT OF TOWN CENTRE” LOCATION;

2) THE PROPOSAL IS LOCATED ALONG A MAIN ARTERIAL ROUTE LEADING INTO MANSFIELD TOWN CENTRE;

3) THE PROPOSAL DOES NOT HAVE A DETRIMENTAL EFFECT UPON THE SURROUNDING ENVIRONMENT;

4) THE DESIGN, LAYOUT AND LOCATION OF THE PROPOSED FACILITY WOULD MAXIMISE THE TRANSFER FROM CAR USE TO BUS AND/OR TRAIN USE.

5.16.9 The District Council will liaise with the County Council to investigate the feasibility of establishing Park and Ride schemes in Mansfield. Such a facility, by providing out of town centre parking and associated direct bus or train services into the town centre of Mansfield, may assist in alleviating parking difficulties in the town centre, particularly at peak shopping periods such as Saturdays and in the run-up to Christmas.