

NORTON AND CUCKNEY PARISH COUNCIL

Traffic Policy

June 2017 (Review June 2018)

Background

Norton and Cuckney are two small villages in north Nottinghamshire, separated by a half-mile stretch of derestricted C-road. Cuckney sits at the junction of three A-roads, the A60, the A616 and the A632, and over the years has seen an increased volume of high-speed traffic. Norton, though away from A-roads, has also seen an increased flow of traffic as drivers use it as a cross cut to Clumber Park and the A1. Together these two villages form the parish of Norton and Cuckney.

The Parish Council wishes to see significant changes to both speed designation and the types and positioning of signage. In the last 10 years we have had 5 road deaths in 4 separate incidents; two deaths in Norton and three in Cuckney.

There are two areas to be considered as they present completely different problems:

- 1) Management of traffic approaching the villages*
- 2) Management of traffic within the villages*

Major impact accidents with serious injuries and fatalities are usually on the roads approaching the village. Lower impact accidents tend to occur within the village, causing vehicle damage but not major human injury.

Management of traffic approaching the villages

The roads leading into Cuckney now have different speed limits.

The A616 and the A632 have the national speed limit, as does the A60, when approaching from the North (from Worksop).

Following 3 deaths and a local campaign, the A60, approaching from the south (from Mansfield), now has a 'camera controlled' 50 mph limit, reducing to 40 mph through the village.

A60. Since the reduction of the speed limit on the 3/4mile long approach in from the South to 50mph, with a further reduction to 40mph through the village, there has been a significant reduction in lower impact accidents at the two crossroads with the A632 and the A616. Such accidents were a monthly occurrence but are now quite infrequent by comparison. The approach from the North remains derestricted immediately prior to the village, though slightly farther North, around the entrances to Holbeck and Welbeck villages and the Welbeck Estates complex, there is a proposal for this section to have a 40mph speed restriction

A616. There are fast approach roads to the village from both East and West. From the West the situation could be improved by putting "30mph area approaching" just prior to the village.

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From the East, entry speeds are extremely high as a straight mile of road precedes entry to the parish. The hamlet of High Hatfield, part of Norton, is at the far end of this straight mile but, just before the hamlet itself, there is a short undulating S-bend culminating in a blind hill. On one side of this hill is the entrance to the hamlet houses. This blind hilltop has been the site of two fatalities as well as some high impact collisions but the speed through it remains derestricted. There is then a half mile fast descent into Cuckney village where, suddenly, a driver is faced with a 30mph sign, set within the village, rather than before any houses.

The Parish Council would request:

- A reduction of the speed past High Hatfield to 50mph and this speed limit be maintained to the entrance of Cuckney village itself
- The 30mph sign be moved 100 yards to the East so it sits before, not in, the village
- Warning sign on the descent into Cuckney of the impending 30mph limit

A632. As with the A616, this is a fast approach road, from the west. Then, in Cuckney itself, the A632 and A616 merge so the entrance/exit to the east is the same for both roads. Entering from the west the derestricted limit remains until the A60 crossroads are reached. This means traffic is often at high speed as it passes the entrance/exit slip road to the school and to the cricket field, where there can be significant movement in and out, as the club has year round facilities and is often in use several days a week.

The Parish Council would request

- A reduction of the speed limit to 40mph along the final part of the western A632 to the A60, commencing at the farm lane to Park House Farm with a warning, "40mph approaching sign," 100 yards before this.

Management of traffic in the villages

The major traffic hazards within the villages are:

- Low impact shunts at both sets of crossroads on the A60 – although this has reduced with the introduction of the 50/40mph limit on the A60.
- Traffic parking and movement around the school. School lane and Bakers Lane are extremely narrow – one car width only – and there is no car-park or drop off area.
- Cars accelerating to inappropriately high speeds as they travel the derestricted half mile along the C-road that twists, dips and rises between Norton and Cuckney.
- Cars accelerating and overtaking before they leave the village going east, along the conjoined A623/A616 which can often cause problems for residents entering and exiting their driveways.

To better manage these issues the Parish Council believes we should:

- Have improved road markings at both the top and bottom crossroads to be made clearer, particularly to facilitate traffic turning right from the A60
- Build a car park to reduce on-road parking on a dangerous bend of the A616

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- Make Bakers Lane a one-way thoroughfare from its junction with School Lane, with traffic only able to travel up the hill. This is aimed at reducing the chance of collision (five known to date) at the junction of Bakers Lane and School Lane
- Introduce speed control from St Mary's church to and through the village of Norton
- Introduce white roadside linage in some areas in an attempt to reduce dangerous and inconsiderate parking.
- Have a central double white line on that final section of the conjoined A632/A616 as it leaves the village traveling east.

It also seem sensible to the Parish Council to rationalise the somewhat quirky anomalies in speed limits within the village.

- The final 50 yards of the A632, east of the A60 to its joining point with the A616, is derestricted. Traffic from the crossroads goes from '40mph' to 'derestricted' to '30 mph' in a 50 yard stretch. This section of road should be made 30 mph
- Old Mill Lane, the short link lane from the A623/A616 to Norton Lane is narrow and goes over the river via a small bridge whose width is just one car. This again should be brought into the 30 mph limit

Finally, although the narrowness of the pavement along the western end of the A616 is an insoluble problem, safety could be improved by making sections of dropped curbing opposite each other,(at present they are random) to facilitate prams, buggies and mobility scooters crossing. This will allow cross access to the wider pavement sections.

Chairman: _____

Date: 14th June 2017