



Neighbourhood Priorities Statement



12 December 2023

KNOW YOUR PLACE
TUXFORD

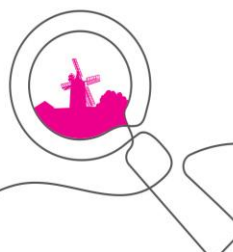
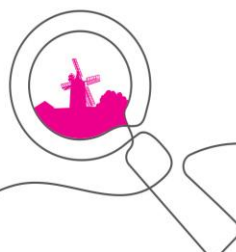


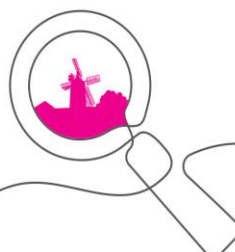
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1. Introduction

- 1.1 Tuxford Town Council spent 3 years producing a Neighbourhood Plan which was made in 2016. That Plan was based on consultation carried out with the community between 2014 and 2016 and a lot of things have changed since then, for instance:
- Tuxford has grown and is continuing to grow with new residents joining our community.
 - We have had a pandemic which significantly affected all our lives and, in some cases, permanently changed the way we live and work.
 - We are all more aware now of the climate crisis and some of the actions we can take to affect and to adapt to that.
 - We now have the cost-of-living crisis.
 - In terms of planning, the Bassetlaw (Local) Plan is about to be adopted so there is more clarity than there was in 2016 about the scale of growth that will arise, and the implications of the District led approach for Tuxford.
- 1.2 In light of all these changes, the Town Council wanted to update its understanding of the priorities that the community has for the Parish. Since November 2022, we have run drop-in sessions, worked with the local schools, and produced online and paper surveys to seek the opinion of Tuxford residents. The response was very good, 14% of Tuxford's population responded to the online surveys.
- 1.3 The feedback we have received forms the basis of this Neighbourhood Priority Statement. The Appendices A and B provide the full reports on the consultation from the online survey and drop in.
- 1.4 A Priorities Statement sets out what a community thinks are the most important issues for its area and how they should be addressed. This will then inform the Town Council's work plan and how it spends its resources. It will also guide how it responds to consultations by other organisations and will help those organisations understand what Tuxford residents and businesses need to take into account when providing services and facilities.
- 1.5 It should also be noted that there were some key issues identified in the 2016 Neighbourhood Plan and it was also felt relevant to identify whether these issues remain or have been sufficiently addressed they are no longer an issue. Amongst these were:
- Traffic, in particular HGV traffic, through the town centre
 - Availability of suitable accommodation, especially retirement accommodation
 - Access to the countryside and walking within Town
 - Little for young people to do, and lack of outdoor facilities

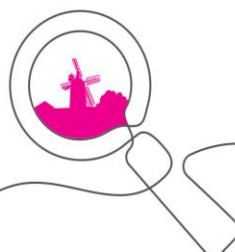


- Little “evening economy” – pubs and restaurants
- Lack of car parking
- Lack of community facilities

1.6 It was therefore considered valid to see whether these issues have been addressed in the intervening period. The feedback to the online questionnaires highlighted that this list of recognised challenges are still there. This is a major disappointment and is flagged as a major challenge for the upcoming Neighbourhood Planning Group and the Town Council.

1.7 This Priorities Statement will also be used to support applications for section 106 and Community Infrastructure Levy funding and other bids for regeneration funding that the Town Council will make.

1.8 It is also intended that this Priority Statement will form the launchpad for a review of the Tuxford Neighbourhood Plan, subject to the support received for this Priority Statement from the community.



2. Aspiration

- 1.9 The aspiration and the priority themes have emerged from the extensive consultation we have undertaken. This is what you have told us we should be focusing on.

In 20 years' time Tuxford will be a vibrant, cohesive community. There will be shops, pubs, cafes and community buildings offering things to do and places to go for young and old alike.

Tuxford will value its proximity to the open countryside and people will be able to walk and cycle safely to school, the shops and for their leisure and recreation in, around and out of the Town.

New development will have been sensitively designed to integrate well with the older parts of the Town and the benefits from this growth of the Town will be seen in a revitalised shopping area and improved community facilities.

Additional employment opportunities will provide varied local jobs.

Climate mitigation will be apparent in the design and layout of development, the use of low carbon energy, and the active travel of residents.

The heritage assets of the Parish will be well maintained, and the promotion of the Town's local history will attract visitors.

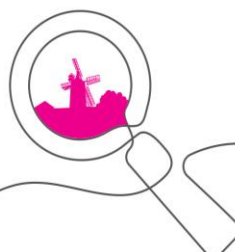
A creative solution will have been found to address the continued challenge of HGV's travelling through the centre of the Town and lorry movements will be restricted to those necessary to service local residents and businesses.

3. Priority Themes

- 1.10 These themes provide more detail behind the Aspiration.

Local neighbourhood life

- 1.11 We need to seek ways of revitalising local neighbourhood life. Since the pandemic more people do work from home and residents should have easy access to everything they need to live well, including high quality shops and local employment. There is concern about the loss of the local shops and what this means for the retail offer in the High Street.
- 1.12 We need to seek ways to encourage jobs and working spaces in the Town so that more young people see a possible future in working locally and so that residents can meet more of their needs (employment, shopping, and other services) within a short walk or bike ride from home.
- 1.13 The lack of a village hall is still keenly felt, and we need to think creatively about how we can make better use of the existing provision in Tuxford including greater use of the Beeches. The Mines of Information have submitted a planning application to redevelop the site of a former community centre, and this is supported by the Town Council. The Museum of the Horse and Walks of Life have



secured funds to expand their facilities. This is also positive, and the Town Council will work with the trustees to support the improvement of this provision as it could provide more things to do for local residents and attract tourists who will spend money in the Town.

1.14 There is an urgent need to pull together the community groups and facilities that do exist. The Town Council will seek to coordinate the uses, premises, and groups to maximise the opportunity the existing buildings provide.

1.15 Potential premises that could have wider uses include:

Tuxford Academy hall – the hall and the playing fields could be shared use outside of school hours
Scout Hut – underused – 4 hours per week at present, this is an example of where other groups could share the facility

Beeches – which has the potential to align its activities to complement the provision of a future Community Centre adjacent to the new Co-Op

Working Men’s Club

Museum of the Horse

Walks of Life

Derelict buildings in the Town Centre could be repurposed for community use

1.16 Culture is more important than ever to bring people together and we will seek ways to promote investment in facilities and activities that enable social groups and other voluntary organisations to flourish in the Parish.

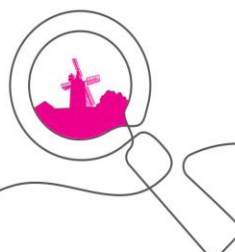
Walking, access to the countryside and the rural setting

1.17 You told us how important it is to be able to walk around Tuxford and access the local countryside on foot and that the footpaths and walking routes within Tuxford and to the countryside are limited. We talked to young people through Tuxford Academy and at Tuxford Primary School, as well as older residents. Consistent with the wider population, young people living in Tuxford also value most highly access to the countryside and the rural setting of the Town. The whole community want more opportunities to increase walking. It is also important that we protect the valued landscape around the built-up area of Tuxford.

1.18 We will seek ways to ensure that new development adds footpaths (where feasible) to create a network of walking routes and that development is sensitively located so that it will minimise the impact on our landscape.

Parks and play areas

1.19 You told us that the existing parks needed improvement (their equipment and maintenance). There was a lot of concern about the future of the Gilbert Avenue Playing Field and overwhelming support for its retention and enhancement (including adding changing rooms etc). The Town Council remains



committed to securing the long-term future of the Gilbert Avenue Playing Field and the consultation feedback gives us confidence that this will be supported by the whole community.

- 1.20 There is also an opportunity, if it can be grasped, for the park around the new Coop to be improved. This has the potential to create a community hub of uses on the east side of Tuxford.

Car parking in the Town Centre

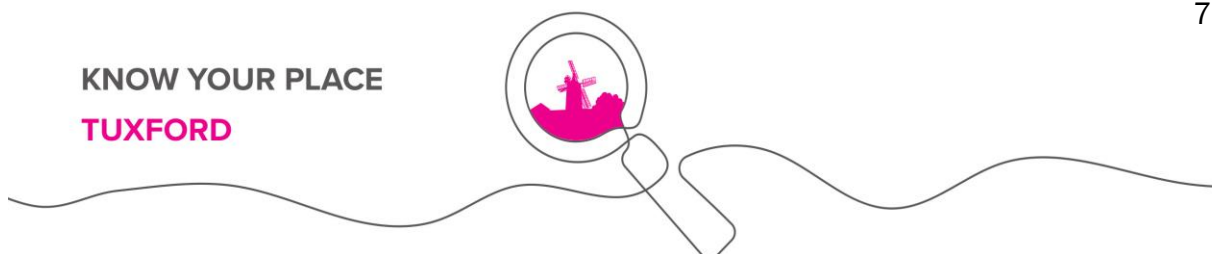
- 1.21 We need to seek ways to find more car parking spaces in the Centre, this would encourage more use of the local shops. We also need to encourage better direct walking routes to reduce the perceived barriers to walking to the local shops (It is unlikely that we would ever find enough parking spaces as the Town will continue to grow.)
- 1.22 The arrangement the Town Council had with the Working Men's Club to use their car park for shoppers has come to an end. This sees the loss of approximately 20 parking spaces and is causing more pressure on the few parking spaces that remain for shoppers. Efforts should be made to reinstate this arrangement.

Business and enterprise

- 1.23 You would like to see a more vibrant local business community, and this could (perhaps) include a new business park. There is more potential for businesses to work together, including those on the High Street to create a more vibrant local economy. The Town Council will explore ways of expanding the business community, both supporting existing businesses and seeing if it would be viable to encourage expansion.

A1, traffic volumes and lorries

- 1.24 The A1 provides us with easy access, but results in lots of cars and heavy goods vehicles cutting through our Parish and causing congestion on the High Street. Traffic volumes on the A1 create noise and air pollution.
- 1.25 Traffic volumes generally and HGVs in particular are an increasing problem. Consultation for the NPS identified that it is the biggest negative (>70% cite it) to living in Tuxford. The consultation identified that children do not cycle to school and pedestrian safety is impacted with the narrow pavements in the historic core.
- 1.26 We are seeking funding for a traffic survey to understand the traffic flows on and off the A1 and the movement of lorries between the industrial sites and the A1. Reducing traffic flows through Tuxford would protect the Town's rural setting and enhance the Georgian Town Centre. Understanding traffic flows will contribute to an evaluation of the possibility of a bypass so that the Neighbourhood Plan can take this into consideration in terms of proposing enlargement or re-alignment of use of the current Industrial estates. Re-routing lorries that cut through the High Street, so that they avoid the Town Centre (unless they are actually providing goods or services to the Town) is the required outcome. We have produced a detailed report on the issue with an indicative route and proposed and



cost benefit analysis work. See Appendix C. This is being used as the basis to seek a funded traffic study.

- 1.27 The critical issue is to recognise the overwhelming negative impact of HGV traffic at present, as reported via the Community Input process during 2023, and to find ways to address it. To ignore this issue as we make out next Neighbourhood Plan would be unforgivable.
- 1.28 Other environmental enhancements we will consider is increasing tree planting along the A1 verges and slowing down traffic as it exits the A1 from the South.

Renewable energy and low carbon development

- 1.29 Most of us are concerned about climate change. We will support proposals which increase renewable energy in the Parish where this does not harm the natural environment, and we will encourage the use of low carbon materials in new development.
- 1.30 We will encourage the planting of more trees and encourage new green spaces as part of development proposals. This will increase biodiversity, provide more shade and provide more natural drainage solutions to cope with heat waves or heavy rain.

Housing an expanding Tuxford

- 1.31 The Local Plan requires a minimum of 82 new houses in Tuxford to fulfil a required minimum of 252 dwellings over the Bassetlaw Plan period (to 2038). You told us that any further expansion must take into account of local housing needs and make sure that a mixture of house types and sizes is provided. New houses should be low carbon and the quantum and location of development should take into account the capacity of existing schools and roads. If you are to get more housing, they should be well designed and include footpaths and green spaces that connect with the existing built-up area.

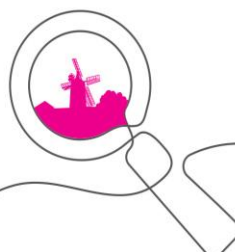
Heritage and tourism

- 1.32 You told us we need to make the most of what we do have. We need to protect the historic buildings and make the most of our local history (Town trails, and promotion of the local museums). This would attract more visitors to the High Street who would then support our local cafes and pubs.

4. Next Steps

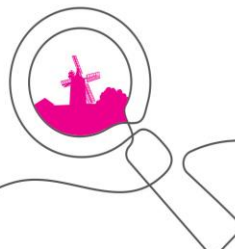
- 1.33 Subject to endorsement by the community, this Neighbourhood Priority Statement will be submitted to Bassetlaw District Council. Bassetlaw District Council must have regard to this Priority Statement when preparing its next Local Plan.
- 1.34 This Neighbourhood Priority Statement will also form the basis of the Tuxford Review Neighbourhood Plan. This will ensure that these priorities are moulded within the planning system¹ and are expressed

¹ The Neighbourhood Plan must be in general conformity with national and district planning policy



within the Development Plan sooner (once 'made' the Tuxford Review Neighbourhood Plan will form part of the Development Plan for Bassetlaw).²

² It is expected to take 2.5 years to complete the Tuxford Review Neighbourhood Plan





Consultation Drop In Report



12 December 2023

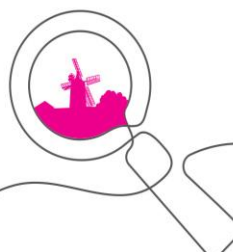
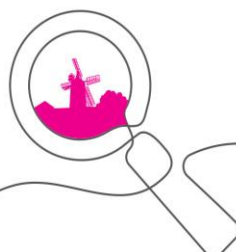


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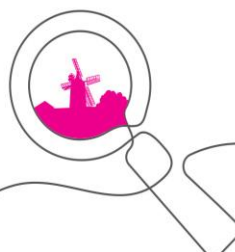


Introduction

- 1.35 The Neighbourhood Plan Working Group arranged a drop-in session at St Nicholas' Church on the 14th March 2023. The session ran from 3pm – 8pm. The event had been advertised on the Town Council's face book page and web site.
- 1.36 The event was to showcase the new 'know your place' web site and to start a conversation with residents about what they thought the issues were in the Town and how the Town could be improved in the future.
- 1.37 The support of Bassetlaw District Council officers was instrumental in assisting the group with assembling the display materials. BDC officers stayed throughout the session, both to discuss the planning issues in the parish and to run demonstrations of the web site. In so doing they were also instrumental in providing informed discussions within the community and building constructive relationships with local residents.
- 1.38 Sensitive and complex data was also presented, for example the rural monitoring data January 2023 and the Land Availability Assessment maps from the Call for Sites that was undertaken in 2019 as part of the preparation for the Bassetlaw Plan. These are not easy to interpret, and detailed conversations took place throughout the session which helped local residents understand the planning policy and site allocation position.

Attendees

- 1.39 The following people facilitated the session.
- a) Robin Walker – member of the working group
 - b) Keith Rutherford – member of the working group
 - c) Will Wilson – BDC Neighbourhood Planning Policy
 - d) Jessica Hanney – BDC GIS Department
 - e) Jamie Wignall – BDC Conservation
 - f) Karen Johnson – BDC Planning Policy
 - g) Helen Metcalfe – Consultant for the Neighbourhood Priority Statement pilot project
- 1.40 St Nicholas' is an Anglican church that has been adapted to create a multi-functional space that is well used by the community. However, it was suggested that a second drop-in session following the same

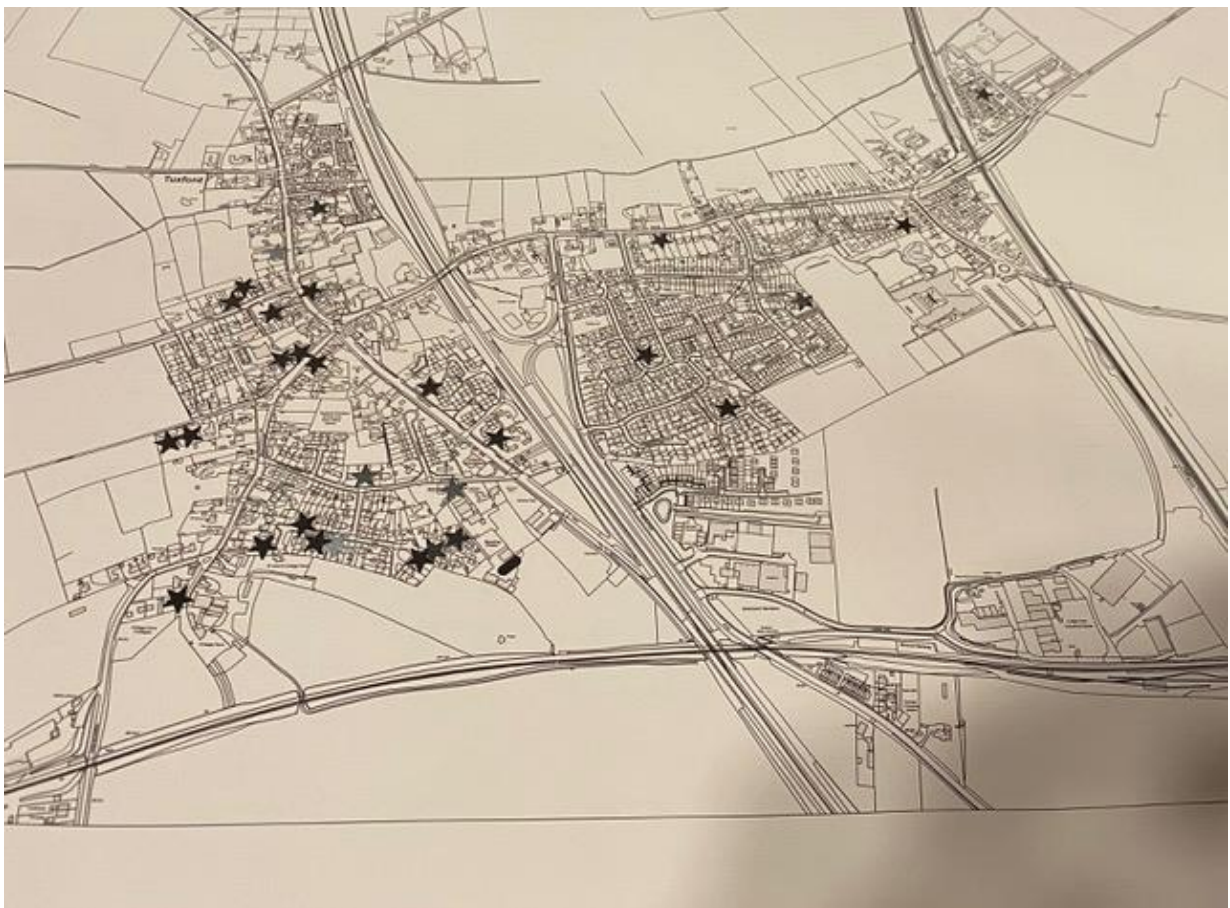


format should be held at an alternate venue i.e. the Beeches to ensure that everyone can access the venue (or feels comfortable doing so).

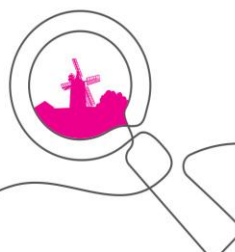
Format

- 1.41 All the maps in the made Tuxford Neighbourhood Plan were printed at A2 and displayed on the exhibition boards. Other information included the sites put forward by developers from the Land Availability Assessment and the Rural Monitoring Data.
- 1.42 People were asked to put a silver star where they lived as they arrived. This provided an easy check on the spread of location across the Town as well as a record of the number of households attending.

Photo of map showing geographical distribution of attendees



- 1.43 People were also asked to provide their contact details if they wished to be on the Neighbourhood Plan working group. Five people signed up to be involved in the future work on the Neighbourhood Plan.



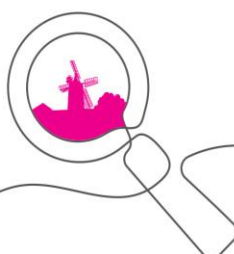
1.44 In the centre of the room were tables with 7 A1 sheets with themes and key statements on them. These had been prepared by Robin Walker based on the outcome of the initial work done by the group with BDC to identify the planning issues (see Scoping Report February 2023).

1.45 People were asked to comment on the key statements or to use sticky spots to express support for a statement.

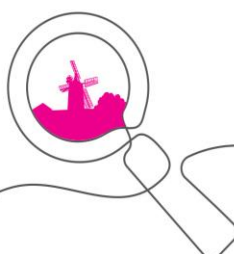
1.46 Photos of each feedback sheet are at Appendix 1.

1.47 The feedback by theme was as follows:

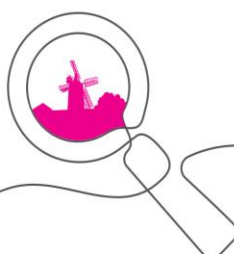
Theme	Key statement	Written comment	Potential Response
Sustainability	Community/ shared green energy potential?	<ul style="list-style-type: none"> I would be interested in a community project, energy alternatives. A sticky spot supporting this statement. Plant wildflowers on grass verges 	This is something that can be explored as part of a wider vision for the parish. Nearby, the Retford TC Vision includes reference to promoting solar panels on roofs of businesses. If you were to follow this routes then this initiative would then need to be taken up by Tuxford TC.
	Walking friendly around Tuxford: Town Centre Street, escape	<ul style="list-style-type: none"> More and clearer, public footpaths/walking routes We have a dog, but we don't walk in the village Has not nice paths or routes. We drive to other places it would be lovely to have more walking routes 	This was raised when the made NP was being produced and remains important. Depending on where development occurs a policy can require the site to provide access to the wider footpath network - as various sites come forward a network of walking routes can be created. Suggested policy focus in the neighbourhood plan.



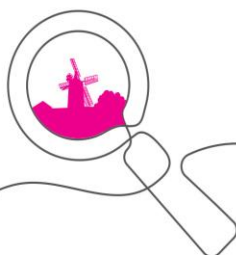
Theme	Key statement	Written comment	Potential Response
		<ul style="list-style-type: none"> Two sticky spots supporting these statements 	
	Domestic/community green energy	<ul style="list-style-type: none"> Community project for green energy working together Assumption that all new build must have solar 	<p>Linked with support above Tuxford TC could seek to partner with the Retford TC Business Group to develop this initiative?</p> <p>This would have to be part of the building regulations to be mandated – support in principle</p>
	Cycling friendly routes and cycle parking, speed reduction	<ul style="list-style-type: none"> Impossible to cycle safely around the village Open up cinder track for walking and cycling and make cinder track better Need for speed cameras on Eldon Street and Newark Road I came here to raise this specific issue my children cannot cycle through the village to go to school the lorries are too dangerous* * This is a big issue Should be 20 mph speed restriction at 	<p>This is a significant issue the location of the A1 and the use of the roads in Tuxford for access on/off A1 by HGVs is a matter of concern.</p> <p>The TC may consider lobbying BDC and NCC as part of the 20's plenty campaign see https://www.20splenty.org</p> <p>It will be difficult for the neighbourhood plan to affect change in relation to access on and off the A1 but as part of a local initiative this could be effective</p> <p>TC could set up a local group to develop the 20s Plenty Campaign?</p>



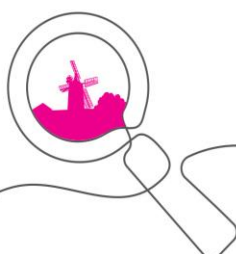
Theme	Key statement	Written comment	Potential Response
		<p>key times through the centre of the village</p> <ul style="list-style-type: none"> • I have echoed this 20 mph on a separate sheet • Need for speed restriction on the A1 noise and air pollution, speed restriction through the village • Volume of HGVs, risk to cyclists /pedestrians • Allow for safe parking to visit the shops and amenities in the centre of the village • 7 sticky spots supporting these statements 	
	Public transport including to local employment	<ul style="list-style-type: none"> • More buses to local centres such as Newark that run at times that would work with work times • Link to transport hubs Newark Northgate, Retford and Lincoln 	Agree but this is part of a wider public transport issue



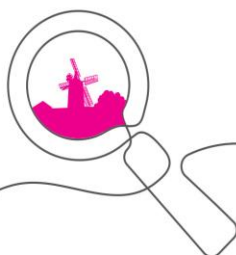
Theme	Key statement	Written comment	Potential Response
		<ul style="list-style-type: none"> 1 sticky spot endorsed these comments 	
	Green building (solar, fossil fuel free, car charge points)	<ul style="list-style-type: none"> Interest free loans for solar panels Small turbines in town or alongside of A1 	<p>Agree but needs to be part of a government initiative.</p> <p>Wind turbines on land likely to become more common following changes in govt policy.</p> <p>TC could identify where would be suitable, get community support and be proactive here?</p>
Regeneration	Support for community events/Christmas market + others?	<ul style="list-style-type: none"> Christmas market was great more events like this Community drive for volunteers Need community hub should have opened the school facilities for community use Out sourcing is expensive we could do it in house Love the idea of a community hub Tuxford community events to be 	<p>The perceived barrier to using the school was discussed during the drop-in session and Karen Johnson (BDC planning policy) sought clarification from NCC and provided an email as follows</p> <p>At the NP consultation I said I'd try to get clarification about the guidance surrounding PFI schools opening up to the community.</p> <p>NCC say</p> <p>The PFI provider uses an agency (Kajima) to manage its lettings across all the Bassetlaw PFI sites including Tuxford. The link to the website is provided here: What's On at Kajima</p>



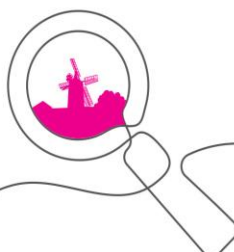
Theme	Key statement	Written comment	Potential Response
		<p>supported by the councils</p> <ul style="list-style-type: none"> 4 sticky spots endorsed these statements 	<p>Bassetlaw (schoolbookings.co.uk) and provides the opportunity to make enquires/bookings for school facilities including at Tuxford. This would suggest that the school is able to be used by the community.</p> <p>It would seem that the PFI guidelines are not the issue, perhaps it's a school/perception issue?</p> <p>The lack of an indoor community space is an issue as is the need for the existing voluntary groups to work together. There is a potential role for the TC here in providing the lead on this.</p>
	Upper storey residential properties	<ul style="list-style-type: none"> Believe all occupied 	The consultation provided clarification that this is not an issue.
	Parking Space and Locations	<ul style="list-style-type: none"> No idea where to park, there needs to be more provided [in the centre] 	The layout of the parking laybay seems to reduce parking spaces can this be re-engineered by NCC? Can the Sun car park still be used by shoppers?
	Community Spaces	<ul style="list-style-type: none"> Is the new Co-op a force for good or a negative for Newcastle Street? How do we replace that anchor site? 	Good question – all these points would suggest there is a project here around making better use of the space around the new Co-op. Consultation with young



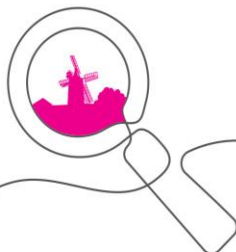
Theme	Key statement	Written comment	Potential Response
		<ul style="list-style-type: none"> The new site of the Co-op needs to provide more than just retail The Beeches is used regularly for Tuxford community events it needs full restoration to make full use of it. Tuxford needs a village hall and has done for 20 years It needs a space but not a village hall Make use of the schools they have halls The clinic on Newark Road what is it used for can it be used for other things? Why is such a big building so underused? 	<p>people could ask some specific questions around use and what they would like to see here.</p> <p>Can this be investigated by the TC?</p>
	What sports and recreation facilities	<ul style="list-style-type: none"> Gym/sports facilities badly needed – swimming pool, indoor bowling for elderly Utilise school facilities for this 	<p>Consultation with young people could ask specific questions around this?</p>



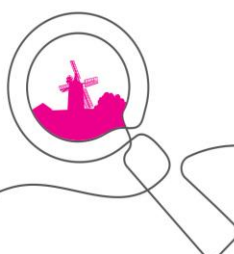
Theme	Key statement	Written comment	Potential Response
		<ul style="list-style-type: none"> • Subsidised rental rates for Tuxford Academy space for local clubs? • Good idea to above point • Two sticky spots endorsed these comments 	
	<p>New community social spaces? What and where?</p>	<ul style="list-style-type: none"> • Going to be desperately needed if it is true that the Beeches is up for sale by BDC. • Large open plan multi use space is needed, late licence and bar for events and with parking • Tuxford could act as a hub for all the smaller surrounding local villages. They should be looking opportunity and vision. • To take Tuxford forward with a vibrant and exciting vision for the future. The absolute basics need to be covered better, communication from 	<p>Recent update suggests BDC want to move it into TC ownership – see recent cabinet meeting minutes</p> <p>Could this be achieved as part of an allocation of site for housing?</p> <p>The TC could take a stronger role in leading the community – the pilot statement and review NP process could be the start of</p>



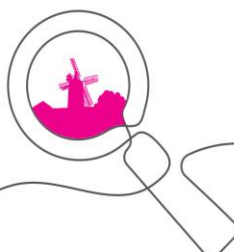
Theme	Key statement	Written comment	Potential Response
		the council clarity, transparency and cohesion. The fact that we live in a place where people can't agree if it's a town or a village I understand it's a town council views and lack of governance do not have to happen at the expense of tradition, history or heritage.	this? Are the TC supportive of a more proactive role?
Youth	What do the young want to see?	<ul style="list-style-type: none"> • Go to them and ask them, unlikely they will come here • They need a space not just benches in the market place • Parents need support so the young who are growing up have better prospects, better opportunities • Mental health support 	Agree there will be consultation with the school pupils
	Audit of sports facilities/compare with similar	<ul style="list-style-type: none"> • Very poor facilities for a big village like Tuxford look at Saxilby, Collingham and more more smaller villages. 	



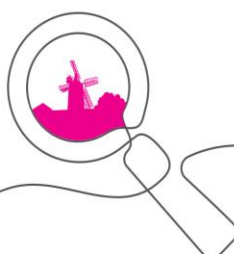
Theme	Key statement	Written comment	Potential Response
		<ul style="list-style-type: none"> • East Markham has better facilities for sports • Scout hut only used by the scouts • Surestart Centre underutilised – they have activities on but no one uses it • Make improvement to existing ‘small park’ – equipment for broader ages, security, reduced speed limit • When did TTC or BDC last work with the Children’s Centre? Why is a service with a proven record of improving the lives of local families being abandoned? Funding is withdrawn when numbers fall. Promote and protect this service for the good of us all. 	<p>Consultation could identify needs for small park, land around the Co-op and Gilbert Avenue</p> <p>Role for TC here?</p>
	New sports facilities	<ul style="list-style-type: none"> • If the academy can’t open, let’s get a pitch for all to use tennis football etc on Gilbert Avenue. 	<p>This needs clarifying once and for all see email from Karen Johnson above.</p>



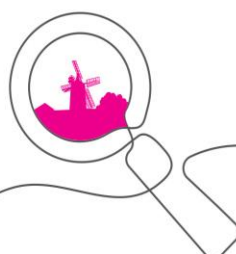
Theme	Key statement	Written comment	Potential Response
		<ul style="list-style-type: none"> • Open the Astro turf at the school for everyone to use • Could money from the sale of the village hall, go towards sports facilities for the young generation • Outdoor gym equipment, swimming, equestrian facilities • Are pupils going to be asked of this process there is nothing in Tuxford for teenagers • Football Foundation Grants for grassroots clubs • Gilbert Avenue 25 year lease, build changing rooms, small café fixed flood lights and CCTV • 5 sticky spots endorsed this view 	<p>?</p> <p>Yes there will be consultation with the school pupils</p> <p>the lease issue needs resolving</p> <p>Tuxford seems stuck on the demise of the village hall and more recently the lease on Gilbert Avenue. Need to work with BDC to resolve the lease.</p>
	Youth team	<ul style="list-style-type: none"> • Do the council have a youth team and do 	This needs checking who can do this?



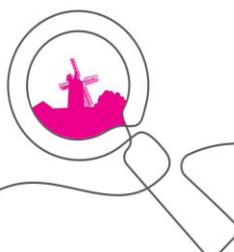
Theme	Key statement	Written comment	Potential Response
		<p>they engage with YP of Tuxford?</p> <ul style="list-style-type: none"> • Need a place for the youth to go. • Could you repurpose the vacant buildings in the town? • Almost derelict building near working men's club could this be done up for the village youths? There is no place for them to do apart from the playground and the Sun car park • There is nothing for our children, rundown play equipment, drug remnants, glass on equipment nowhere for youth club or extra facilities • 7 sticky spots endorsed these opinions 	
	New recreational spaces for younger children	<ul style="list-style-type: none"> • Create monitoring of the parks to ensure they are safe and clean for children to play on 	consultation with mums of younger children?



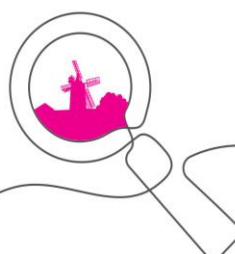
Theme	Key statement	Written comment	Potential Response
		<ul style="list-style-type: none"> • Facilities badly needed for youngsters • BMX track, multi use ball courts, swimming pool, gym • Need to do something with the park on Ashvale • 5 sticky spots endorsed these opinions 	
	Tuxford Primary/Academy	<ul style="list-style-type: none"> • 280 children at primary – full to capacity • Could the primary school be moved and purpose built to accommodate more children if there is more housing • Could it be put next to Academy? • Academy at capacity • Two sticky spots endorsed these opinions 	
	Local employment – what will keep people living here?	<ul style="list-style-type: none"> • Need mains gas not just electric 	



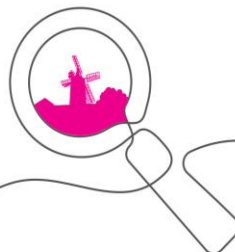
Theme	Key statement	Written comment	Potential Response
		<ul style="list-style-type: none"> • Opportunities for the next generation or they will leave • Better bus services 	
Heritage and Tourism	Maximising what we have	<ul style="list-style-type: none"> • Ensure the structure of key buildings is protected, but amend usage if required to facilitate reuse eg Grammar School, building by WMC 	
	Town trail, brown signs?	<ul style="list-style-type: none"> • Tuxford has such history this should be promoted. • Every 16th, 17th and 18th and 19th century king, queen military leader, politician, poet, etc has travelled through the centre of Tuxford on the Great North Road Later there has been railway. What about a mural under the A1 bridge to celebrate this. 	Agreed – part of vision
	What more is needed?	<ul style="list-style-type: none"> • Public toilets • Totally protect the conservation areas 	



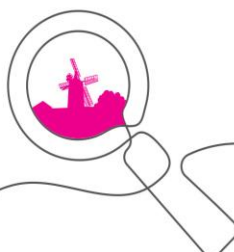
Theme	Key statement	Written comment	Potential Response
		<ul style="list-style-type: none"> • Develop tourism around what we have • Promote what we have • Where is there a town with two museums, but how many people know about this 	
	Housing and Retail buildings	<ul style="list-style-type: none"> • Make it commercially viable to do something with the empty buildings next to the WMC otherwise it will fall down 	Who is the owner of this building?
	Leveraging location/proximity to A1	<ul style="list-style-type: none"> • A1 alternative for stopping on a journey, cafes etc 	
	Cultural Offerings	<ul style="list-style-type: none"> • Promote what we have eg Grammar School, tunnels, rebel stone and its story • People would be interested, more people visiting supporting local shops and businesses 	promoting what we have comes up a lot – role of masterplan in this?



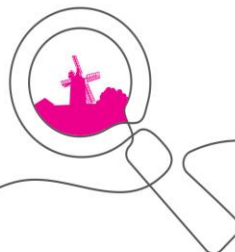
Theme	Key statement	Written comment	Potential Response
		<ul style="list-style-type: none"> 8 sticky spots supported these opinions 	
Environment and Health	HGV re-routing to avoid town centre	<ul style="list-style-type: none"> HGVs should be banned from the town centre, new route to Markham Moor Island then new road to pick up industrial estate/Ollerton Road. Restrict access from A1 north bound 7 sticky spots agreed with this opinion Clearly we need some [lorry access] due to Tuxford based businesses but how do we get rid of the lorries cutting through and those parking on Newark Road so as not to pay to park at Markham Moor? Walkers and Griffins are key employers a ban could impact on their viability and cost jobs New route for lorries by passing the village from Walkers Estate 	what could be achieved – liaison with Walkers, other local haulage companies



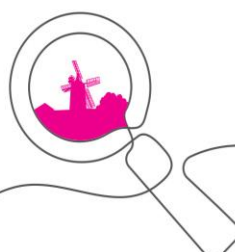
Theme	Key statement	Written comment	Potential Response
		<p>over to Markham Moor</p> <ul style="list-style-type: none"> • But this could only happen at the expense of green spaces • Weigh limit off A1 to limit HGVs going past the school • Reduce road width to discourage lorries 	<p>is this realistic?</p> <p>Can there be discussions with NCC Highways about some of these local measures?</p> <p>Suggestion it to set up working groups for different themes work on with maps and text boxes with ideas for solutions?</p>
	Traffic levels/surveys	<ul style="list-style-type: none"> • Traffic levels between 8 and 9 and 3-5 are awful • School traffic needs better managing • Install traffic monitoring <p>Speeding on Eldon Street and Newark Road</p> <ul style="list-style-type: none"> • parking at corner of Eldon Street and 	



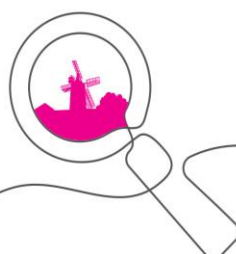
Theme	Key statement	Written comment	Potential Response
		<p>Ollerton Road, HGVs often park for the chip shop and properties often have access restricted due to cars parked across driveways</p>	
	<p>Pedestrian friendly town centre</p>	<ul style="list-style-type: none"> • 20 mph limit along Newark Road past school extending down to A1 bridge to the east and west to junction A6075 • 20 mph past the scout hut • Parking restricted to only one side of road • Provide a crossing at the east end of Lincoln Road so children can walk to church, Pump Farm, The Fountain and then cross avoiding all the side roads and the A1 slip road on the way to school. • Address issue of close proximity of 3 pedestrian crossings to each other on junctions and bend in the road 	



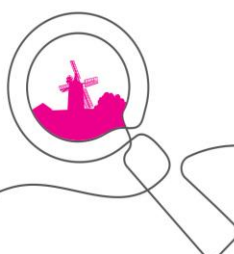
Theme	Key statement	Written comment	Potential Response
	What types of new recreational/sports?	<ul style="list-style-type: none"> • Cycling routes suitable for all ages • Equipment at small park (Newark Road) • Village hall a priority • Make better what we already have 	
	Noise and pollution A1 and town centre	<ul style="list-style-type: none"> • Rerouting HGVs so those coming from the A1 south turn left and go down to Markham Moor to get on A1 south there • A1 fencing to deflect noise/pollution. • Noise and fumes from lorries through village and Ollerton Road can be horrendous 	
	Current green spaces	<ul style="list-style-type: none"> • Plant wild flowers on grass verges • Promote no mow May • Gilbert Avenue playing field essential in today's climate currently used all year for 	



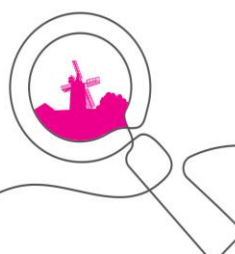
Theme	Key statement	Written comment	Potential Response
		<p>Tuxford's large youth football club</p> <ul style="list-style-type: none"> • Next to no accessible green space • Protect what we have and keep the children safe who use them 	
	Health Questionnaire	<ul style="list-style-type: none"> • Consult with doctor's surgery for health information 	data protection issue? Census data can provide trends in health
Growth and Housing	Type of development (size)	<ul style="list-style-type: none"> • No new housing until traffic issues sorted out • We need growth to give us funding for amenities • Village is not big enough for more houses, school doctor's not big enough now • Any new development needs to consider impact on village, traffic, sewerage, doctors schools etc • If housing is built it should be in a volume that attracts CIL that can support growth not small 	



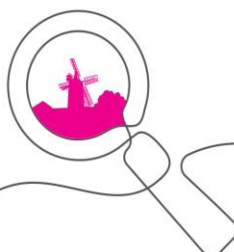
Theme	Key statement	Written comment	Potential Response
		<p>sites for a few houses</p> <ul style="list-style-type: none"> • What happened to the CIL money for Ashvale development and the Co-op • If we must have new housing then the access needs to be appropriate • Take greater notice of nature of existing properties, mixing old and new with care- take more notice of objections of residents • Infrastructure like roads and new schools need to be factored in for extra housing 	<p>Can BDC advise ?</p> <p>BDC limited its site allocation to only one site based on the feedback from their 2019 consultation for the Bassetlaw Plan</p>
	Population demographics, needs	<ul style="list-style-type: none"> • Balance housing development Tuxford is under represented by new 3-4 bed family houses • We need mixed sustainable housing that minimises the impact on pollution 	<p>The Housing Needs Assessment analysis currently being undertaken can confirm what the local housing need is</p>



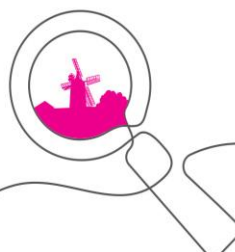
Theme	Key statement	Written comment	Potential Response
		<p>requiring zero carbon</p> <ul style="list-style-type: none"> • Population increasingly elderly, what is for them? • Answer : the Beeches, the warm hubs, bingo, fitness classes • The Beeches is for everyone not just immediate neighbours but only until 9.30pm. 	
	Where should new housing go?	<ul style="list-style-type: none"> • Area behind Lodge Lane industrial estate • Long Lane with exit onto Ollerton Road • East of the Railway • 4 sticky spots supported this opinion 	
	Status on sites previous proposed	<ul style="list-style-type: none"> • Sites were identified in previous survey 2019. The opinion expressed in this survey was totally ignored by Bassetlaw • Land at St Johns Farm unsuitable for housing 	BDC limited its site allocation to only one site based on the feedback from their 2019 consultation for the Bassetlaw Plan



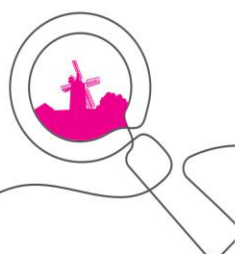
Theme	Key statement	Written comment	Potential Response
		<p>development rejected [refused?] 2017, appeal lost in 2018. Access, infrastructure and public safety remain the same also medieval field</p> <ul style="list-style-type: none"> Proposed development at Ollerton Road had over 40 objections and only 3 in favour, the 3 in favour happened to be the landowners 	HM check status of Ollerton Road site
	Associated infrastructure: what services are needed?	<ul style="list-style-type: none"> Clearly no Bassetlaw councillor has been here at 08.30! Doctors, parking, drains, schools Drains need sorting before new houses considered 	
		<ul style="list-style-type: none"> Relocate the primary school, develop the academy to accommodate future and existing needs Would this lead to more traffic as its not centrally located? 	



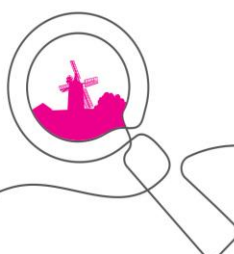
Theme	Key statement	Written comment	Potential Response
Business Development	What do people want to see?	<ul style="list-style-type: none"> • Allow new business to make new jobs locally, local jobs for local people • A vibrant high street with varied and independent shops • A variety of businesses and opportunities for the younger generation • Businesses could work together more to create events (small pop up events not just the Christmas market) • 1 sticky spot endorsed this opinion • Tuxford would benefit from a restaurant on the high street open at night • 4 sticky spots endorsed this opinion • Business park on the outskirts of the village behind Walkers Industrial 	



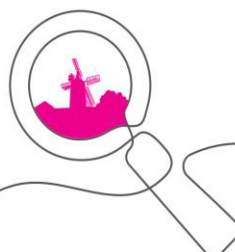
Theme	Key statement	Written comment	Potential Response
		Estate with access road to Sibthorpehill	
	Redefine/expand commercial area?	<ul style="list-style-type: none"> • Can we build a community facility? • Develop affordable centre of the village, shared offices/managed office for priority use for Tuxford residents, rear of Sally Mitchell gallery? 	
	Limits to growth – current businesses	<ul style="list-style-type: none"> • High rent, rates, energy costs, limited parking 	A business survey would be useful to provide more evidence here
	Commercial car charging facility	<ul style="list-style-type: none"> • Could be on car park next to The Sun • Currently 5 high speed chargers at Shell Markham Moor, one at Markham Moor Inn, 2 at Starbucks MM and 2 at Starbucks Elkesley and 2 at McDonalds. A charger placed in Tuxford could potentially contribute to the existing traffic issues and would be at great expense. A local business is 	Existing public car charging facilities are at the garages at Markham Moor A1 junction



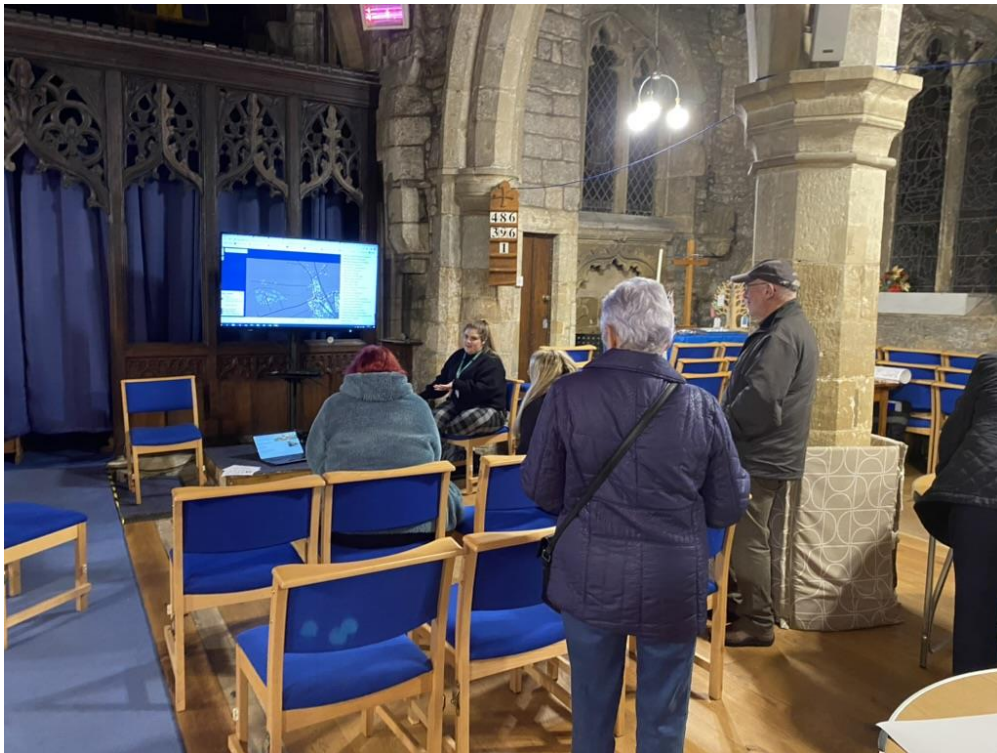
Theme	Key statement	Written comment	Potential Response
		unlikely to commission one given the existing challenges to local business running costs.	
	Revitalise the High Street	<ul style="list-style-type: none"> • Ensure high street shops are kept open not empty units • Make it commercially attractive to have a business • The butcher closed due to high rents • 3 sticky spots endorsed these opinions 	
	Parking and amenity space	<ul style="list-style-type: none"> • Eldon Street, Market Street and Newcastle Street parking needs addressing • Get rid of those stupid two car parking bays • Bike racks to encourage active transport 	



Photos of the Event



Jess demonstrating how to use the online platform

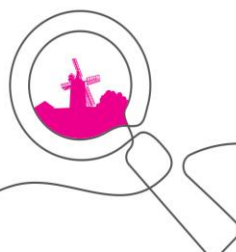


The Team!



From L to R James Wignall, Jessica Haney, Karen Johnson, Robin Walker, Keith Rutherford

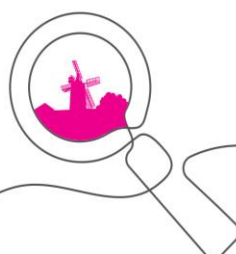
KNOW YOUR PLACE
TUXFORD



Conclusion

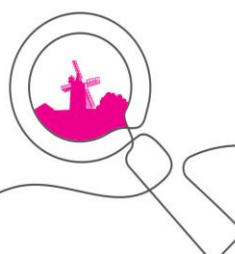
- 1.48 The format, information exchange and engagement worked well, but there is now a need to go out to other groups (young people, parents with younger children, business community) and to move to other venues e.g. the Beeches.
- 1.49 There are some issues unique to Tuxford that make it more challenging to get constructive debate. These are shown by below theme but many of them overlap e.g., lack of good footpath network is environmental and social.
- 1.50 The table below is intended to provide a discussion point for the role the TC, BDC and others could play in starting to resolve some of these matters.

Theme	Issue	Possible Action
Social	<ul style="list-style-type: none"> Continued disappointment about the loss of the village hall and the impact this has on the narrow provision of indoor community space A vibrant secondary school but the facilities do not seem to be accessible to the community out of school hours A perceived lack of coordination between community groups that have buildings Uncertainty over extension of lease at Gilbert Avenue 	<p>Short term - Coordination required – why can't groups work together to share the premises, school, scout hut – perhaps a task group needs to be set up to investigate.</p> <p>Medium Term - Do site allocation as part of the neighbourhood plan and seek to work with landowner(s) and BDC to identify a site for a new community facility</p>
Environmental	<ul style="list-style-type: none"> A limited network of walking routes and lack of high quality public open space in the village Wider transport issues that are hard to influence through local policies but that have a big impact 	<p>Consult with key groups and be clear on what improvements would be supported</p> <p>funding – CIL from site allocation?</p> <p>Engage with national campaigns?</p>



Theme	Issue	Possible Action
	<p>on quality of life in Tuxford e.g. air quality, HGVs coming through Tuxford to access the A1, traffic noise</p> <ul style="list-style-type: none"> • Car parking in the town centre 	<p>Identify if any local specific measures could be undertaken – work with NCC?</p>
Economic	<ul style="list-style-type: none"> • Vitality of TC • Night time economy • Car parking provision • Walking routes and signage • What do the community want – will they support expansion of employment uses (eg recent Walkers application) this needs testing 	<p>Business survey</p> <p>set up group to organise pop up events?</p> <p>Lobby for physical improvements that will improve vitality of TC</p> <p>Consultation as part of the priority statement</p>
Relationships	<ul style="list-style-type: none"> • Between BDC and TTC – a sense that BDC are not engaged eg implications of Ashvale Housing scheme being delivered by Longhurst Housing Scheme • Between community groups 	<p>Could the TC be more proactive? Can the Priority Statement and review of the NP be the focus for an honest conversation about the role growth can play in delivering local investment ?</p> <p>Seek ways to pull together the community groups and the Academy to utilise resources</p>

HM 4.5.23.



Appendix 1 Feedback sheets



KNOW YOUR PLACE

TUXFORD



Growth and Housing

Interview all potential landowners

Better Public Transport
Affordable, not suitable for young people solely.

Infrastructure like roads + new school developments not to be factored in for extra housing.

Where should new housing go?
This must have new heavy than the access needs to be appropriate.
Take greater notice of nature of existing properties - mixing old and new well case. Take more notice of objections/objections.
Area behind boggy lane and estate?
Long lane with arch into oldham rd
- One Or Baum.
- Yes!

Type of development (size, etc)
Village is not big enough for some services
School, doctors not big enough now
None!
Reduce housing development
Turfed in - interrupted by new 2 in
Richard Patten (Cllr)

Status on sites previously brought forward
Sites were identified in previous survey 2017
The opinion expressed in their survey was
entirely ignored by Beeston.

Land at St. Ad
is unsuitable.
Housing development rejected
appeal rejected - 2018
Access infrastructure + P
remains the same.

Associated infrastructure: what services are needed?

The proposed development at Ollerton Road had over 40 objections and only 3 in favour. The 3 in favour just happened to be the owner of the land.

Address football issue in digital strategy document in digital strategy paper
pass next to academy
Delocate the Primary School - Develop the Academy to accommodate new people in new house! AND convert community members

would lead to more traffic if not centrally located.

Clearly no Beeston councillor has been here at 8:30 in the morning!
Drs, parking, drains, schools not big enough!

NEEDS BEESTON TO GIVE US FUNDING FOR AMPERS!

When talking to THE CIL (MONEY) FROM ASH VALE DEVELOPMENT AND NEW CO.!

Any new housing plans needs to consider impact on the village - traffic, sewage, drains, schools etc
AHEAD

If housing is built it should be in a village that attracts CIL Grant can support growth not small pockets of few houses.

Population, demographics, needs
Population ageing, what's for them?
The Beeston is for EVERYONE - not just immediate neighbours.
The Beeston has 2000 Fringes!
But only till 09:00 pm.

we need MIXED Sustainable housing that mix of people to create a vibrant community

3 housing options:
1. Housing at the station
2. Housing at the station
3. Housing at the station

Repair levelled home by WMC.
→ Housing opportunity? - As alternative to building new?

IN NO NEW HOUSING

THE TRAPDOOR
SPOKE OUT

NEEDS BEESTON TO GIVE US FUNDING FOR AMPERS!

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→ Housing opportunity? - As alternative to building new?



Health questionnaire
 Consult with Dariusz Szymanski for
 with 1. Point to local residents
 Trade a house?

New green spaces and tree planting
 Promote ~~more~~ No-Mow areas

Senior health & wellbeing needs
 Promote walking
 Improve access to
 health services
 Increase health & mental
 wellbeing

toilets
 Walkers & Griffins
 are key employees
 who can help with
 accessibility & viability
 weight limit of A1 to limit
 heavy goods vehicles coming through post school.

HGV re-routing to avoid town centre?
 Should be banned from town centre slow
 route to Marham Moor Island / Filders Hill
 New route to pick up industrial waste/detritus
 Restrict access down A1 (westbound)
 clearly we need some due to bulky items and those who
 sub loads we get rid of clutter
 to pay to park at Marham Moor.

Current green spaces
 * Gilbert Ave Playing Field
 essential in today's climate
 - Currently used all year for Tuxford's
 large Youth Football Club.
 Next to None accessible green space.

Traffic levels/survey
 Traffic levels between 2-9
 and 3-5 are counted!
 so traffic needs better
 management.

Pedestrian-friendly town centre
 Crossing at the
 east end of Lincoln
 Rd so children can
 walk church & shop
 farm -> the fountain
 -> then cross avoiding
 all the side roads
 + A1 off slip on the
 way to school.

Environment and Health

Noise and pollution - A1 and town centre
 Cut down on pollution at the village
 town
 All HGV coming into village from
 east on A1 South then
 left and go down to Marham Moor, get on A1 South then.
 Noise + air pollution
 occasionally horrendous
 DRAINS - Drains need
 to be cleared before
 new water
 considered
 A1 junctions to deflect noise/
 pollution

What type of new recreational/sports?
 Make better what we already have!
 why new - like an existing club better
 available to the community
 • Cycling Routes suitable for all ages + abilities
 • Equipment at small park (newest Rd) - monkey bars
 Village Hall a priority

**Plant wind
flowers
on
grass verges!**
 as is usual pollen
 as is usual pollen

**Noise pollution
is a real problem
as is usual pollen**

**More facilities
to support
mental
health**

**Planting
comm-
unity
trees
in
village
to
improve
air
quality
and
provide
shade
for
the
village
square**

**What is it used for, can it be used?
 Old Kings Lark (13th c) is a building used as
 a shop, no one knows what for?**

**Should
road
be
closed
around
village
square
to
improve
air
quality
and
provide
shade
for
the
village
square**

**From the house available
some Tuxford summer
of Tuxford.**

**Less speed limits
Label traffic markings
equipment & change points
Vehicles are still speeding well above the 30 signs.**

**A1 junctions
cause major
congestion**

**This needs to be a 20mph
zone for the whole
village - not just the
school -> better parking
down to the
school**

**There is a
use for it -
3 pedestrian crossings
to school -> village
end -> road!**

**Special
road of good
quality has changed
around village.**

Village Hall

**Agree
to
be
used
for
community
use**

**Noted these and keep the children
also see them safe**



Business Development

Parking and amenity space

needs Solins on Eldon St + Market Place. Nearside road

Parking
underground?

Bike racks to encourage active transport use.

Redefine/expand commercial area?

Can we build a community facility?

Revitalise the high street

Get rid of three illegal 2 car parking bays
1 Bay = 1 car other bay can only get 2 cars in
Agreed!

Encourage high street shops are kept open, no empty units

Make it commercially attractive to have a business. The butcher closed due to high rent etc.

Commercial car charging facility (Max A1 proximity)

Could be on Car Park next to Tesco if other vehicles prevented from using spaces.

rently 5 High Speed chargers at all-MM, one at MM Inn, at Starbucks MM, 2 at Starbucks Kesley and 2 at McDonald's. Higher placed in Tuxford could readily contribute to the existing 5 chargers and would be at expense. A local business is likely to commission one given existing challenges to all businesses running this.

Limits to growth - current businesses

high rent, rates, energy costs

Electric Power

parking Parking!

Audit of current businesses

What do people want to see?

A vibrant high St with varied + sustainable independent Sm / businesses

Variety of business

A variety of b and opportunities for the younger generation. Businesses that work together to create a small, prosper not just the christmas

Develop affordable centre of village town

Local office / meeting floor for priority use of Tuxford residents/businesses

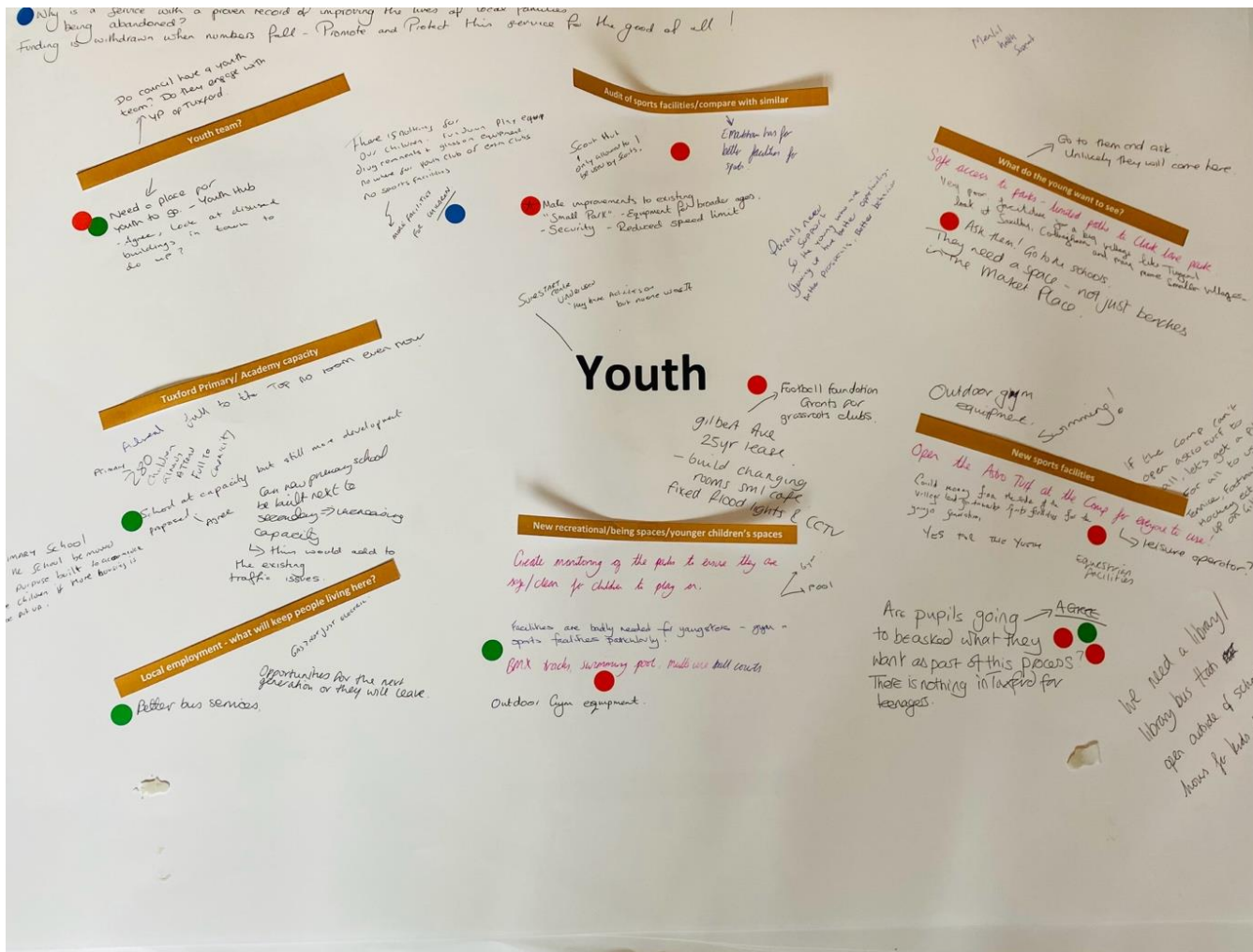
Row of Sully Mill and Sully?

Theatrical seasonal transition

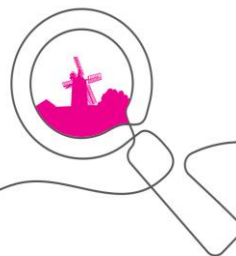
Area reserved on the high street opening at night

Business Development
Tuxford
10/11/2023





KNOW YOUR PLACE
TUXFORD



To take Tuxford forward with a vibrant and exciting future, the absolute basics need to be covered. Better communication from the Council, clarity, transparency and co-hesion. The fact that we live in a place where people can't agree if it's a Town or a Village (I understand it's a town due to a Market Charter and a Town Council) says a lot about the stagnated views and lack of governance. Vibrant and exciting futures does not have to happen at the expense of tradition, history or heritage.

New community social spaces? What and where?

Going to be desperately needed if it is true that the Beeches is up for sale by Beeston Council. Why are we campaigning for new facilities when the ones we have got now are being sold off at a discount?!!

Keep homes we have
 → Beeches primary school
 → Large, open plan multi use space is needed -
 - late use / bar for events
 - parking
 → whenever time for a space.

Tuxford could act as a hub for all the smaller, surrounding local villages. They should be looking at Tuxford as the leading centre of opportunity and vision.

Upper storey residential possibilities

1. Retire all occupied

Regeneration

Village hall - arena
 → even if we had it not for a purpose
 (community)

Is the new Co-op a force for good or a negative for Newcastle Street? Has it done more to regenerate the area than the Co-op? Has the Co-op accepted any moral responsibility?

Community spaces - Beeches +?

Beeches for sale?
 → make use of the schools - they have big halls!
 → what about in school time?
 → then what do we use?
 → and has done for nearly 20 years!
 → 10 years ago...
 → A 2.5 acre hall

Make the Beeches make all of the town! Really use village hall

the Beeches is used regularly by Tuxford Community group building needs full restoration to make full use of it.

Parking space and locations

No more parking spaces in the village

Support for community events/Christmas Market + Others?

YES!
 Tuxford Community Centre
 Power Volunteers Funds

Committee for Villagers
 → parking
 → all churches / CIC
 → to work together

Need for community hub - should have opened the school facilities for community use
 → Love the idea of a community hub
 → Out sourcing a space we could do it in school grounds
 → Christmas market was fantastic more events like this!

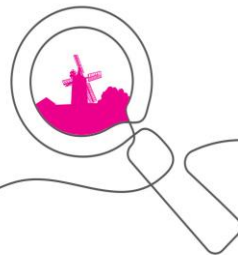
What sports and recreation facilities

→ sports facilities badly needed
 → swimming pool, indoor building for elderly
 → not even a village hall any more
 → what about university for this?
 → Village School facilities - agreed

Potential business properties

Beeches
 → Grand old school - colocation space?
 → empty buildings and properties for sale (barbers, Indian takeaway) → board tattoo studios

**KNOW YOUR PLACE
 TUXFORD**



Heritage and Tourism

Old document brought up

Cultural offering/eco-museum?

Parents asked we have - Grammar school - the records etc

→ people could be interested -
more people visiting -
supporting local shops/businesses

→ interested in what the school is doing

→ value to see the grammar school records etc

→ one compromise on what jobs & etc story

Town trail, brown signs? Town centre with Sustainability

Open with the town - town centre with history this should be prominent

Pressure must be applied to stop the sale of the ground to build

→ grounds need to be preserved!!

Every 16th, 17th, 18th and 19th century King, queen, military leaders, politicians, poets etc have travelled through the centre of Tuxford on their way up or down the Great North Road. Later there has been use of the railway which about a mile to calculate this under the A1 bridge?

Audit of current assets/buildings

→ don't demolish buildings - we should be able to find a way to use them - there is no place for them to go - some from playground and the town

→ some structure of key buildings is protected but we need usage if required to face visitors (Grammar School, building work)

Housing and Retail buildings/codes

→ Make it commercially viable to do something with the existing building - near to the water channel it will fall down.

→ Protecting the structure & style should be the priority, even if usage changes.

Maximising what we have - Interviews

→ Celebrate the wildlife we have - protect it

What more is needed?

→ fully protect conservation areas

→ Develop tourism around what we have

→ Public toilets?

→ What, in the area, is there a town with 2 museums. But how many people know this about Tuxford?

→ Promoting what we have.

Evening economy/accommodation

→ Dinner time if there was a restaurant - it would operate the evening

→ all A1/A1E

→ Apple

→ Can we do something with the park

→ An alternative for stopping on a journey - afternoon - cake!

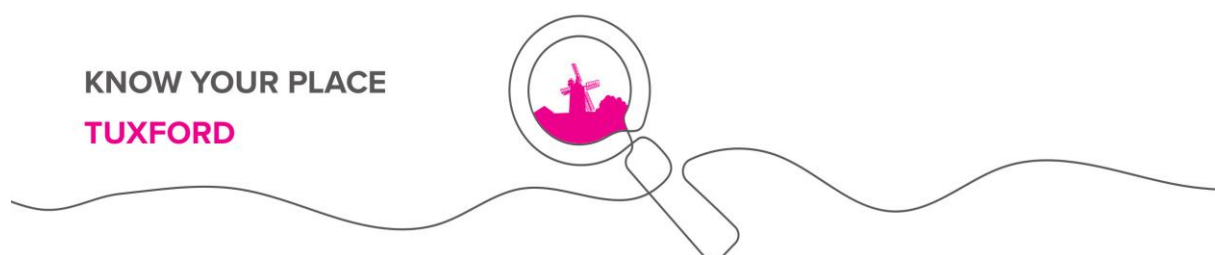
Leveraging location/proximity to A1

→ Can we do something with the park

→ An alternative for stopping on a journey - afternoon - cake!



Appendix 2 Know Your Place Promotional Flyer



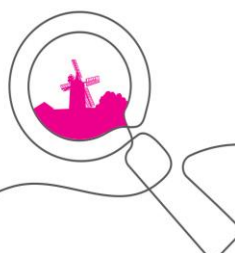
Online Survey For Tuxford Neighbourhood Plan Final Report – High level findings.



Authors: Dan Gray, Keth Rutherford, Robin Walker
Reviewers: Simon Richardson – Chair, TTC Planning
Joan Moorhouse – Chair, TTC

Date: 20th November, 2023
Version number 1.0

KNOW YOUR PLACE
TUXFORD



1 Introduction.

Tuxford Town Council (TTC) was asked by Bassetlaw District Council (BDC) whether it was willing to take part in a pilot, supported by the Department of Levelling Up, for a new way to engage with the community and identify the community's priorities to feed into a Neighbourhood Priorities Statement (PS), which in turn will feed into the upcoming new Tuxford Neighbourhood Plan (TNP). BDC had secured the services of Helen Metcalf, who had participated in the previous Neighbourhood Plan in Tuxford, in 2015, to write this from the community engagement.

This engagement included two open-door events in the Parish church (the first attended by 32 families, the second by only four), which led to a decision to create an online questionnaire, which was written by TTC and agreed with BDC and then put online by TTC and promoted via posters around the town with QR codes and repeatedly via the TTC website and social media (TTC and Tuxford Chat, the community Facebook page). The moderators for Tuxford chat kindly agreed to keep the link to the questionnaires at the top of the feed for a period, which resulted in a strikingly higher response rate.

In the end, a total of four surveys was created. Three were very similar and addressed work and leisure time, likes, dislikes, overall views, what is good and what needs to be improved in the town. There were questions that were common to all and some specifics dealing with issues of interest to specific populations.

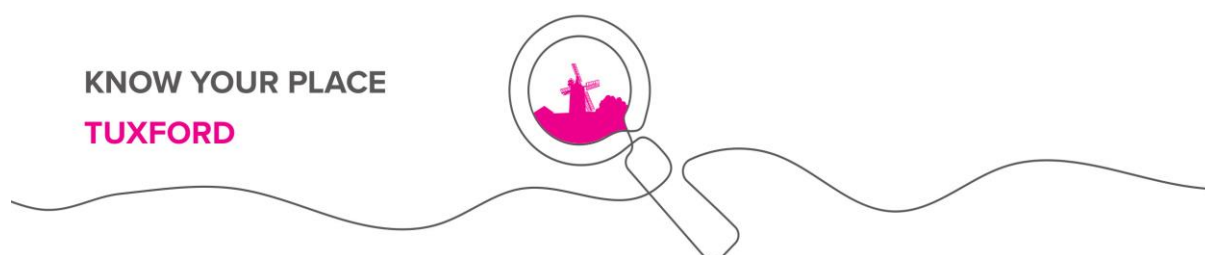
The last one was a single question on the future of Gilbert Avenue Playing field.

2 The Surveys - description

There was a survey for general residents, launched first. This asked about work, distance commuted, transport mode, and how people spent their leisure time; views (and use) of Tuxford's current infrastructure, key likes and dislikes (with an option for "no opinion"), prioritised needs for what is missing, wider attitudes to Tuxford and what keeps people here. The general Resident survey garnered 274 responses – a remarkable achievement.

After some feedback, a second survey targeted at Senior Residents asked substantially the same questions but eliminated the work section. 61 Seniors responded to this survey (some were done on paper and the results input by volunteers). Again, this was considered an excellent participation.

Notably, 41 respondents to the general Resident survey categorised themselves as "retired".



This meant that a total of 335 adult residents of Tuxford responded in total – 233 of working age and 102 retirees.

The survey on the future of Gilbert Avenue Playing Field (GAPF) asked whether residents wanted to keep it as a playing field and improve the facilities on it, or see it moved (and improved) to a different site. This was asked in the context of BDC defining it as “suitable for development” in the Land Availability Assessment (LAA). This produced a total of 431 respondents, all but seven of whom wanted it to remain and be improved.

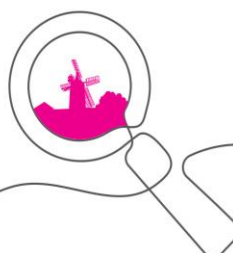
This rapid result impacted the then ongoing survey of the student population. Given the proximity of GAPF to Tuxford Academy, a set of questions was inserted to ask about potential frequency of use of various proposed facility additions. Although this was only added part way through, 44 respondents indicated their preferences. Tuxford Primary fully engaged with the survey, using it as an IT learning and also ran a competition for the best ideas for proposed additional facility in Tuxford. The results of this are incorporated into this.

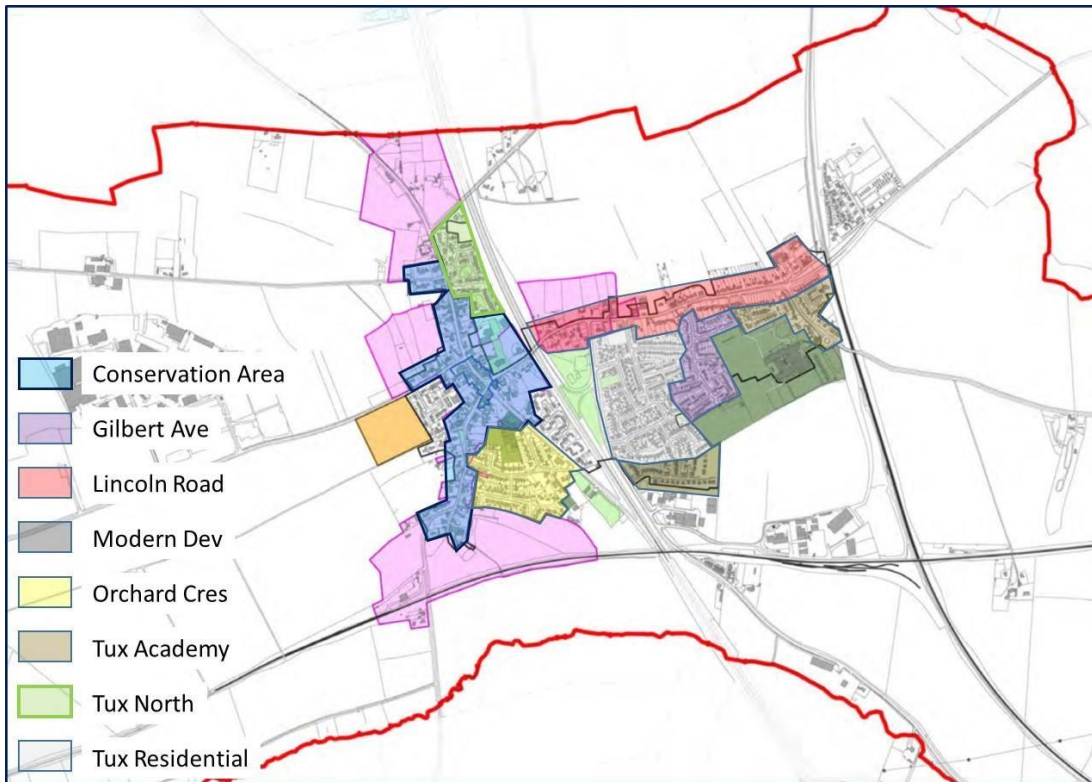
Tuxford Academy staff did not engage with or support the questionnaire – however despite this the overall response rate of 72 students gives a solid foundation to use for community development purposes.

This gave a clear preference and priority for improvements, and thanks to this, TCC was able to secure sufficient funding to provide for an outdoor gym, a covered (and lit) social space and a small bike track with the budget.

For the three main questionnaires, the format was a set of questions with multiple options to respond to, and at the end of each question, a free text response to see whether anything important had been missed. A set of responses to this open text format is appended.

The Resident and Senior Resident surveys asked people to state which road in Tuxford they lived on. The advice was not to ask this of the student population, in order to ensure anonymity. This was reduced to population areas for later use. The Design Code Areas were originally planned for use, but it was clear that some adaptation was required – for instance, Lincoln Road formed a logical single area, as did the area around Gilbert Avenue. Notably, despite significant efforts including house-to-house calls, neither of the established “retirement areas”, around Beeches and The Pastures, were willing to participate. A map index of the area names is below.





3. Survey Results

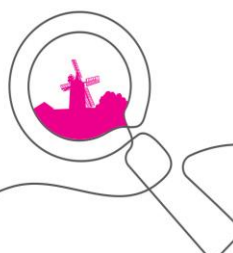
3.0 GAPF Survey

The overwhelming result in support of retaining (and improving) GAPF – 99% of 432 respondents wanted to keep the site where it is and improve it – requires no further analysis. No personal details (age, location) were requested in this survey – it was a “snap shot” which proved to be a very effective tool.

Accordingly, TTC has prioritised improving the facilities at GAPF in its current application under the Rural Infrastructure Fund application process. The choice of what to propose has, however been driven very much by the stated priorities of the student survey.

3.1 Demographic Information

In agreement with BDC, TTC was careful to avoid collecting any personal information which would have enabled individual respondents to be identified. Therefore, the following was the only demographic information requested:

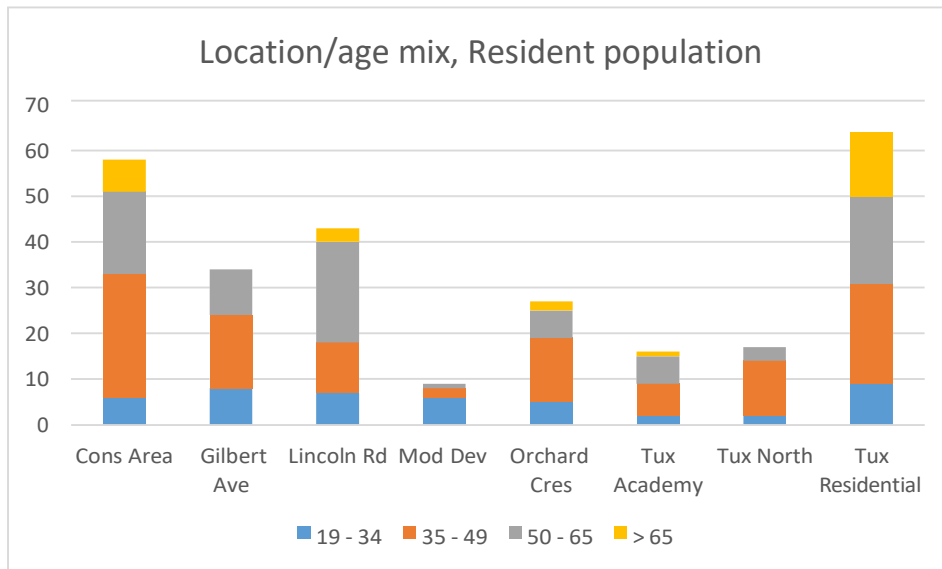


For the Resident survey and the Senior Resident Survey: Address

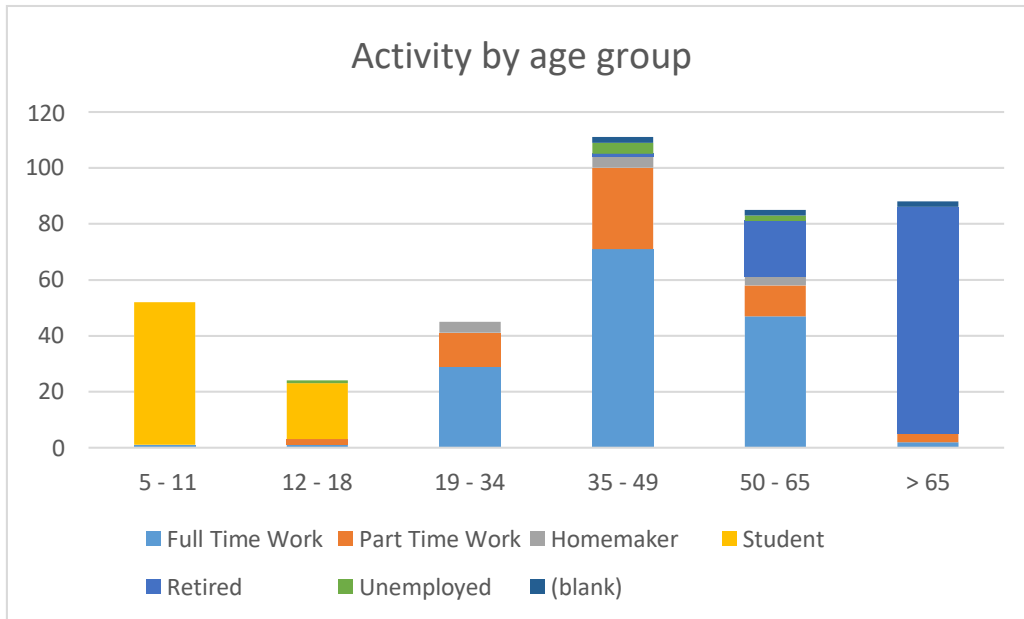
(Street only) For the Resident survey: Age

For the student survey: only age, how long the respondent has lived locally, and whether the respondent lived in Tuxford or how far away (three distance ranges).

For the adult population, the respondent mix by area of Tuxford was as the graph below: The area names are as defined in the map above. The key point is that all areas are represented except the two retirement communities (although the population identifying as “Retired” was a significant proportion overall).



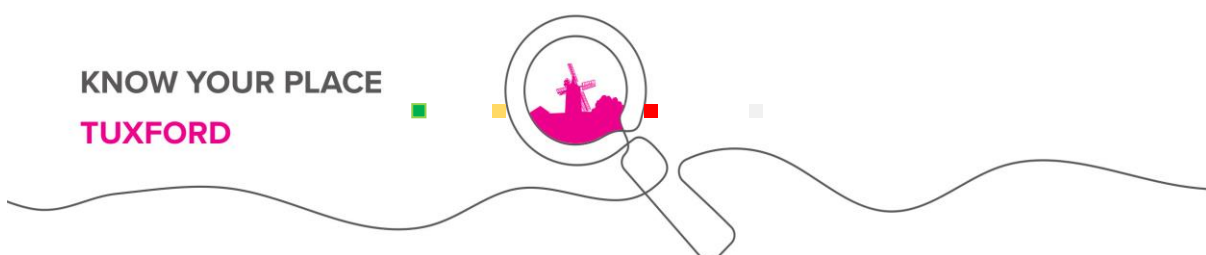
In terms of declared activity, when plotted by age group, are shown in the graph below:

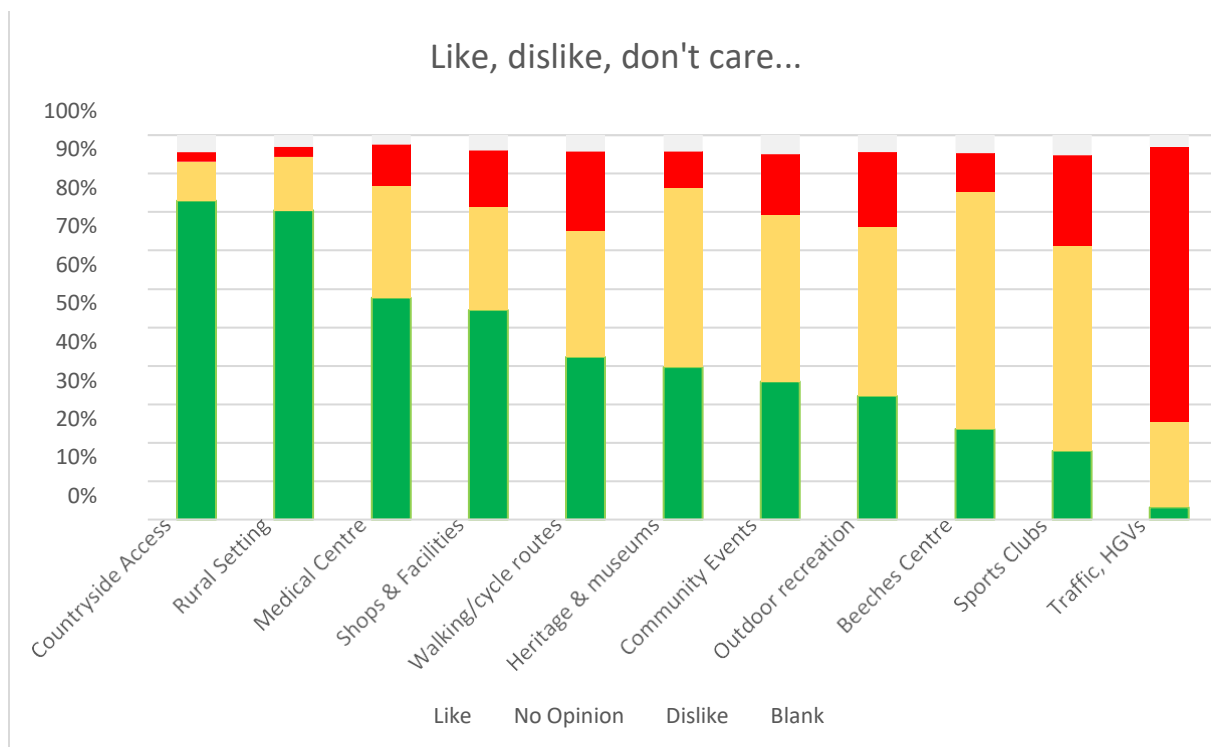


3.2 What matters; likes and dislikes

One section of all three questionnaires covered this topic in an identical way. Respondents were invited to say whether they liked, disliked, or had no opinion on some key community facilities and issues. These were chosen as having been previously identified as of importance. As with all question sets, there was an option to add free text with issues not covered, however this did not uncover any undefined issues.

The consolidated response is presented below ordered by “most liked” to “Most disliked” with some comments.





A small proportion of some categories was left blank in some cases – these are considered insignificant. They are ranked from “most liked” to “most disliked”; note the proportion of “no opinion” also tends to increase, except when the issue of Traffic and HGVs is plotted, which has a very strong responses.

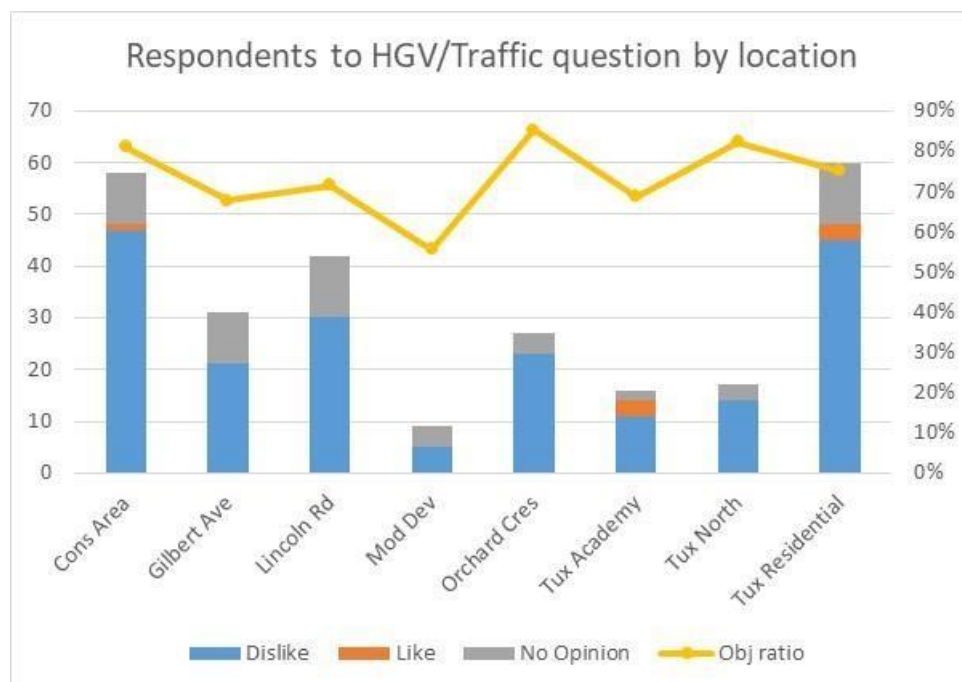
Access to the countryside and the **rural setting** were the two most liked attributes of Tuxford across the whole responding population. **Traffic and HGVs** was the most disliked, with over 70% response. The **Medical Centre** was third most important, closely followed by **Shops and Facilities**.

The lack of **Sports Clubs** and **Outdoor Recreation** facilities as well as limited **Walking/cycling** routes is clear in the relatively low positive response – often the “dislike” in this section was supported by comments of the “what sports facilities?” type.

Another way of looking at this information is the proportion of “no opinion” – what might be described as “don’t care”. Countryside Access and Rural setting were not only the two most positive but the two with the lowest “don’t care” ratio, closely followed by Traffic and HGVs, with a strong dislike response.

3.2.1 HVG/Traffic Responses in more detail

Given the importance of the negative response on HGV and Traffic, it was considered relevant to review the proportion of respondents from various sub-areas around Tuxford. This is presented in the graph below:

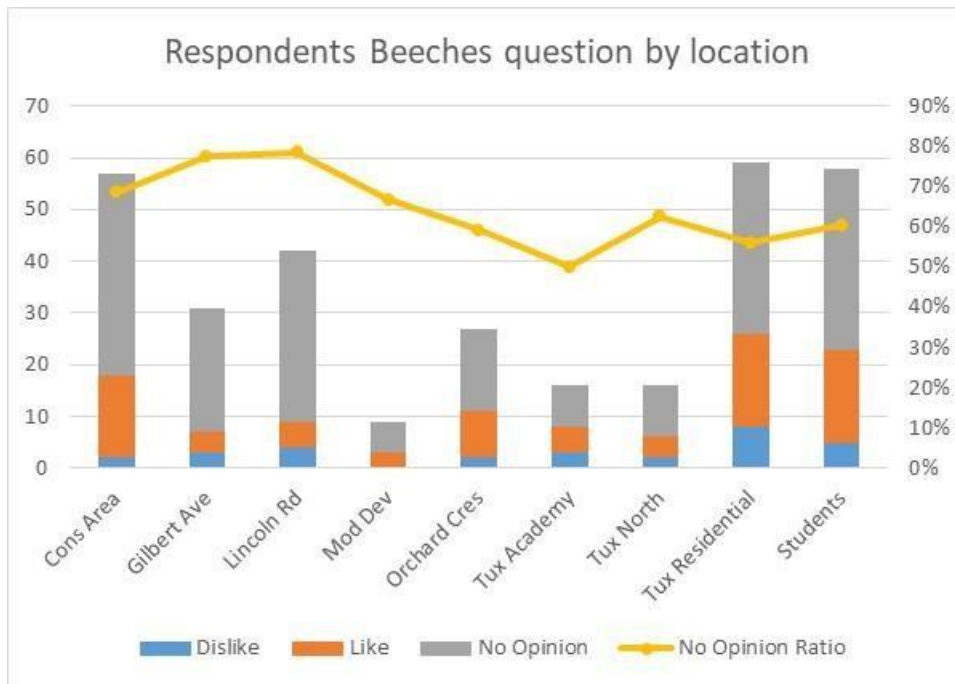


This shows that, whilst the overall negative response was 70%, when the various resident sub-areas are taken into consideration, the negative ratio is greatest (Dislike is consistently >80%) in the following areas: Conservation Area; Orchard Crescent; Tuxford North. These are the three areas most affected by HGV traffic, being the area around Market Square/Ollerton Road/Eldon Street junctions, the residential communities off Eldon Street and the residential area around (and including) the Newark Road exit from the A1 North Exit.

Note that the Student Population for which no address was sought for GDPR reasons, averaged 75% Dislike; these data have not been included in the above

3.2.2 Community Activity Spaces

At the other end of the “no opinion” ranking is the **Beeches Centre** and **Sports Clubs**. Comments to these can be summarised as “where is the Beeches Centre?” and “What sports clubs?”



These data were once again evaluated by resident location, this time including the Student population. This time, the ratio is “No Opinion/Total” rather than Dislike. It is unclear why the “No Opinion” ratio should be so high, other than lack of visibility of use. There were no respondents from the immediate area of the Beeches Centre in the survey (despite volunteers going door-to-door to ask for participation via printed forms, it being mainly a retirement bungalow community).

Beyond this, residents across the whole of Tuxford – even those from the closest areas, Conservation Area and Orchard Crescent – are unenthusiastic about it.

The issue of the loss of a Village Hall (for which purpose The Beeches Centre is well suited, with a bit of investment and promotion) is a vexed one. The combination of a rejuvenated Beeches Centre and the future Community Centre adjacent to the new Co-Op may well prove a winning combination.

3.2.3 Comments

There were a total of 108 written comments in all to this set of questions. Topics were diverse, with about half reinforcing preferences declared. Key topics not covered include lack of parking, lack of a “feeling of community” and poor quality of pedestrian facilities. The loss of shopping facilities in the last few months was cited frequently. This is showing signs of recovery in recent weeks, and we hope this will continue. There were also several responses bemoaning the lack of a “friendly” Pub and the lack of restaurants.



A full set of all comments made is attached as an appendix.

3.3.1 Key findings from this set of questions.

- The topics presented covered the majority of the issues on which the community felt strongly, one way or another, with the exception of parking – see below.
- Countryside access and rural location must be enhanced and preserved; this must be considered the highest priority for the Neighbourhood Plan
- Traffic and HGVs is the most disliked issue and needs to be addressed; this is an issue identified time and time again in the past, going back decades, and even though it is beyond the traditional remit of a Neighbourhood Plan, we consider it cannot be excluded
- The lack of sports facilities and especially outdoor recreation is a critical issue for all the community. We have already begin to address this with the funding for an outdoor gym, cycle track and social meeting place on GAPF.
- The Beeches is not seen as serving the role of a Village Hall, even though it is capable of it. The Neighbourhood Plan must consider how best to make maximum use of this asset (note: TTC and BDC are in discussion about the Tuxford community taking this over)
- Parking – recognised as a key issue for Tuxford as a Local Service Centre and for visitors, is an issue for some residents as well. The recent decision of the Working Mens' Club to remove the public daytime parking facilities there has resulted in significant negative social media comment. Clearly, this has exacerbated an already significant issue.

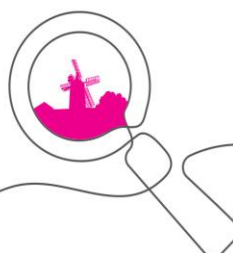
3.3 What is used, What is missing

Each respondent was asked how often they make use of identified current facilities within Tuxford, and also what they currently go elsewhere to use. The objective of this set of questions was to identify what works, what needs improvement and, as and when CIL* funding from future development arises, what should it be spent on for maximum local benefit. A set of potential future facilities was presented and respondents asked to prioritise these.

** CIL –or Community Infrastructure Levy, is charged on most new residential and commercial development and is the principal source of funding for any future new facilities. With an active NP, Tuxford will capture a greater proportion of this funding for local use.*

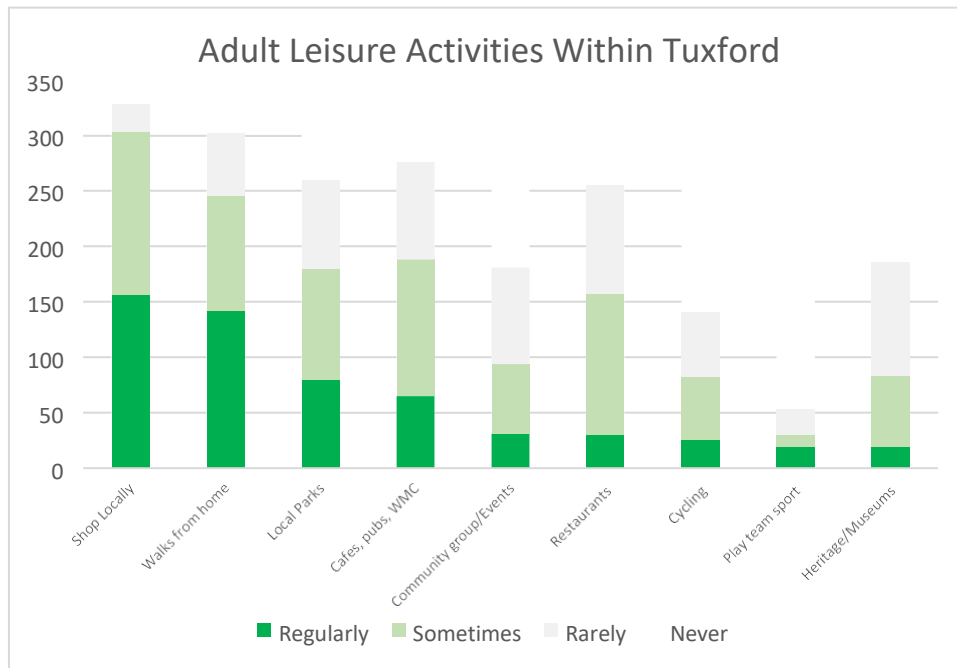
As with all questions, there was a free text field for comments.

In this set of questions, the Student population was asked different questions, reflecting their expected different interests. This population was also asked for specific feedback on what (subject to funding) should go onto GAPF. This evidence was used to support new infrastructure on GAPF via the Rural Infrastructure Fund.



3.3.1 Adult Leisure Activities Within Tuxford

Sorted by highest number of regular practitioners, the survey responses were as on the graph below. This is the consolidated input from Resident and Senior Resident sets. The importance of the local retail offering is clear – and it is therefore extremely worrying to see the recent decline in retail facilities, which requires consideration. It may well be that some of the former services were addressing a larger geographical community.



Note that for all of the graphs in this section, “Rarely” and “Never” have been greyed out so they do not visually impact the total user communities.

The second rank activity, walking from home, is consistent with the importance of access to the countryside and the rural setting. There were many comments about the rather poor quality, condition and availability of footpaths in and around Tuxford.

The third, enjoying local parks, is (from comments) particularly linked with taking children and grandchildren to the park and the need to make a step-change in the facilities for young children is already well understood.

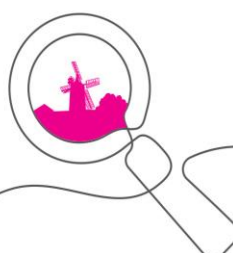
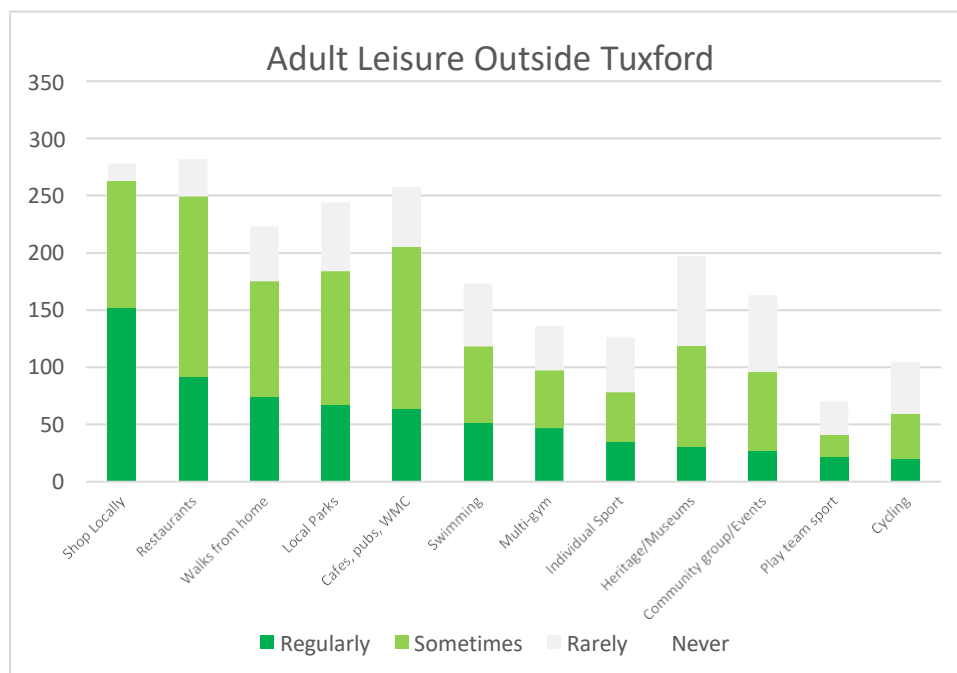
Group activities (Cafes, pubs, WMC, Community group/events and Restaurants and Eating out) are all more in the “sometimes” rather than “regularly” category of use. It is tempting to consider this may reflect the current economic situation and the need

to reduce social spending (though some, such as Community groups and events, are mainly free). We note below the equivalent graph for activities carried out beyond Tuxford in the section below, which we include in order to evaluate suppressed demand. Note also that Heritage and Museums are not a large part of regular activities – they are very important to the visitor economy and tourism, but by their nature, are not routine activities, absent special events or exhibitions to act as a draw.

3.3.2 Adult Leisure Activities beyond Tuxford

This set of questions was included in order to understand the potential for various specific improvements, subject to funding being available, within Tuxford. It is most visible in the gap analysis which follows. Note that various activities which are unavailable within Tuxford have been added to this question set.

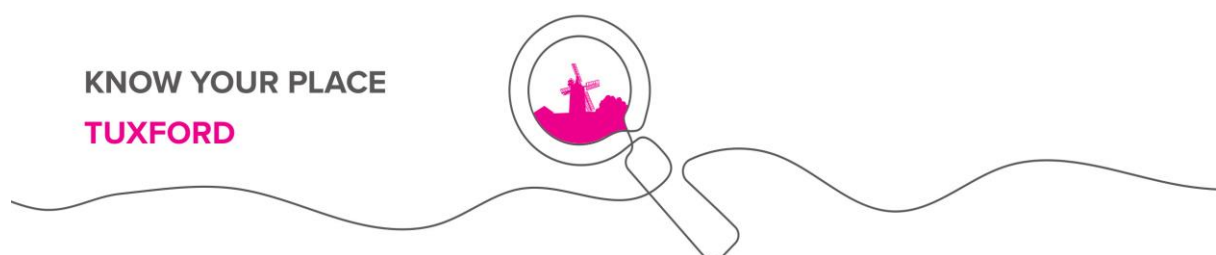
Key activities regularly enjoyed outside of Tuxford include shopping, restaurants/eating out and walking and local parks. The free field comments tended to be focused on either eating out or swimming/gym. Interestingly, there is a good correlation between those people who swim outside Tuxford at present and who want a pool in Tuxford, though we know this is far from simple to meet.

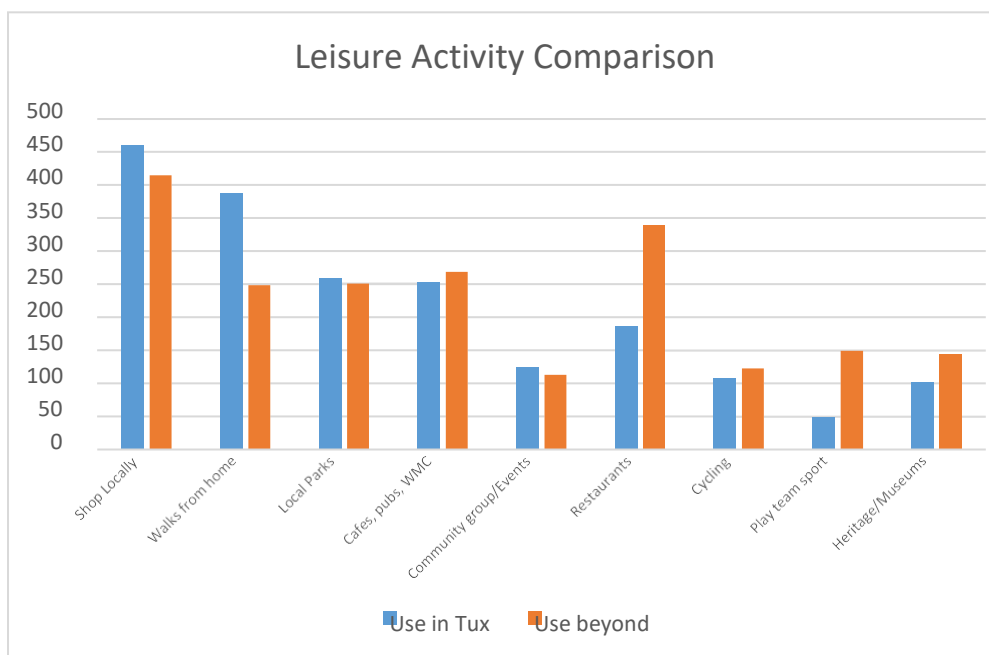


3.3.3 Gap analysis – Adult Leisure

A comparison of each viable activity is plotted in the graph below, derived from the above two datasets by weighting “regular” use by a factor of two and adding “sometimes” to it. Rarely is ignored.

This produces the result below, which is in the same order as the “regular” ranking of leisure activities within Tuxford. For this reason, the specific activities unavailable within Tuxford have not been included.





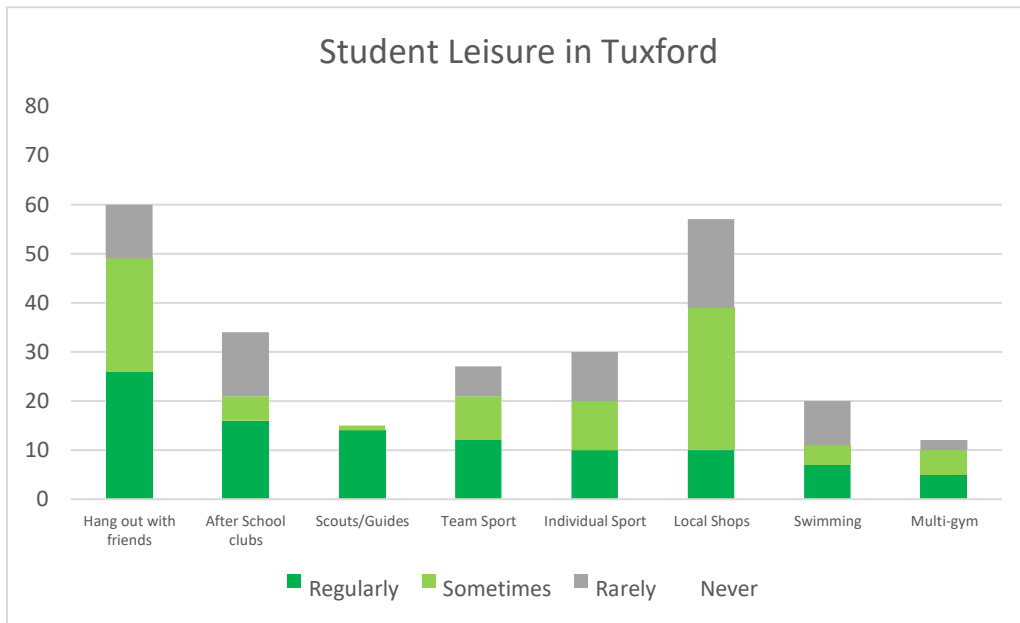
Many categories are similar, indicating that, for example, Community groups and events are similarly popular amongst a proportion of the population, who are willing to travel to them (particular interest groups, for example). The lack of facilities for individual sport within Tuxford (excluding cycling, separated out), shows an unmet demand for facilities. Of these, gym and swimming are the most popular (from both comments and the answers to the “outside Tuxford” questions). We are planning in the first instance to add outdoor gym facilities to GAPF via the Rural Infrastructure fund.

The clearest, fixable, unmet need is for restaurants within Tuxford. There were several comments about the pubs being somewhat unwelcoming but the most obvious easy win for local businesses is to create restaurants for evening use. IN this context, the Sun Inn has recently begun an experiment with takeaway food, which might lead to in-dining in the future. The Fountain serves the eastern end of Tuxford with lunchtime and evening food.

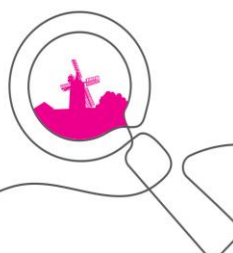
3.3.4 Student Population Priorities

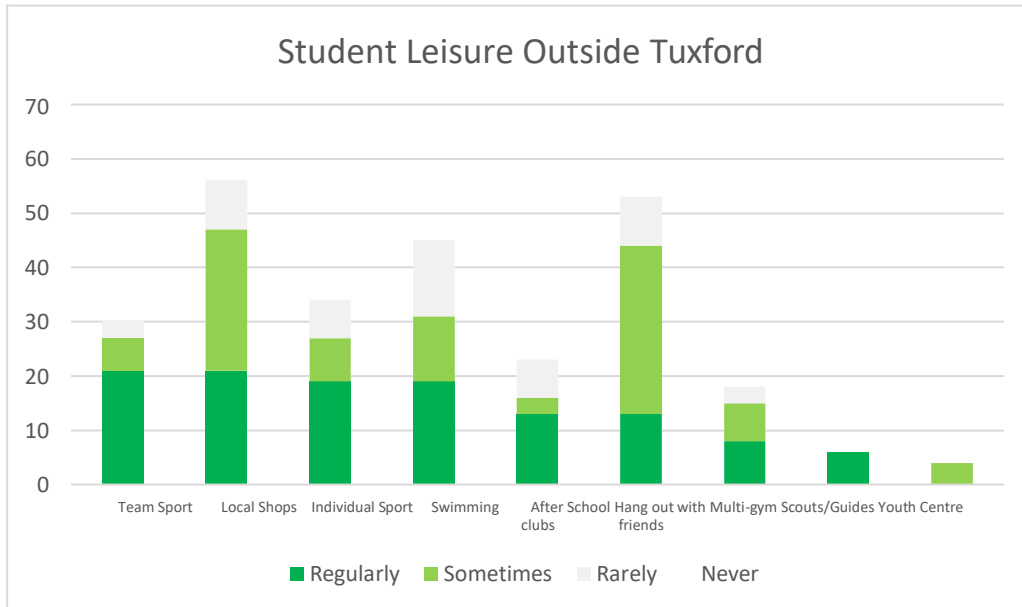
The student population was provided with a somewhat different (but overlapping) set of options, and, as always, a free text field. In terms of identifying what students would like to see, the Primary Academy ran a competition, whose results are attached, for the best new facility idea. The result of this was that a swimming pool was the most popular, followed by a cycle track.

Of this survey result set, the results using the same use categories are as below, for activities within Tuxford. This is plotted by descending “regular” order, though clearly if all active categories were considered, local shops would be a close second to “hang out with friends”. It is worth noting that the set of activities within and outside of Tuxford were the same; remarkably, a proportion of the students claim to swim and/or go to the gym in Tuxford already!



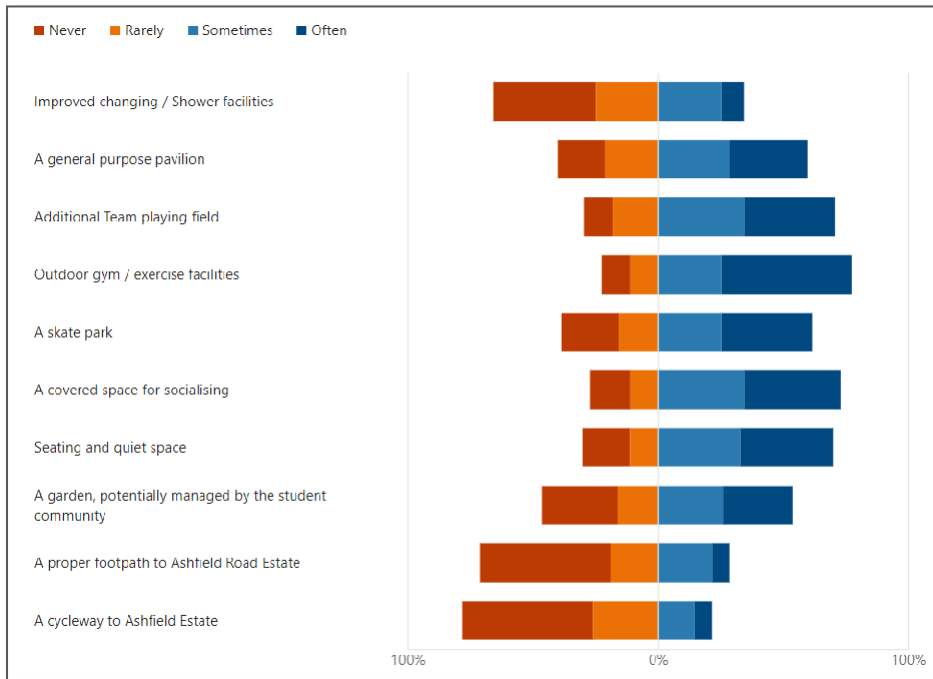
When this set is compared with the “outside Tuxford” set, in the graph below, again plotted in decreasing “regularly do” order, some observations are possible. Team sports is the most popular regular activity, but both Local shops and Hang out with friends are highest if the “sometimes” classification is added. The relatively high importance of “individual sport” and “swimming” is also clear.





3.3.4.1 Student Population priorities for GAPF

As these online questionnaires were beginning to come in, the question of GAPF came up and the near-unanimous response on keeping it (and improving the facilities there). An additional section on the student (as the main likely users) questionnaire was added to identify priorities on this. The question was “if it were available on Gilbert Avenue, how often would you use ...). The results are as below:



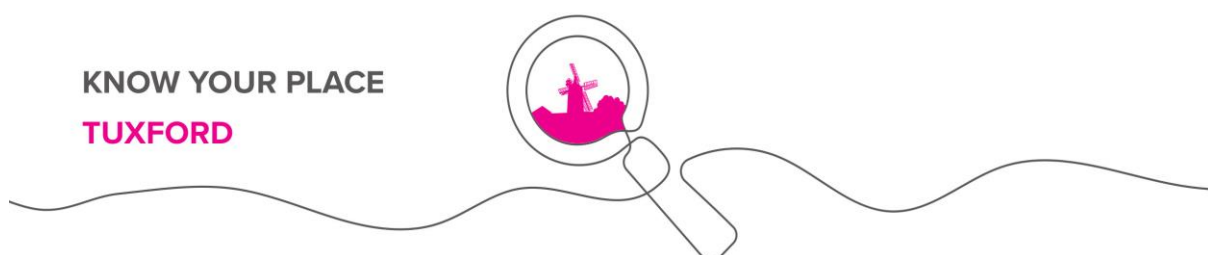
The concept of an Outdoor Gym was the most popular closely followed by covered space for socialising and an additional playing field. Seating and quiet space was also very popular.

This has been taken on board (together with the Primary school response of a cycleway, which, whilst not the most popular (which was a swimming pool), is certainly achievable).

All three of these facilities will be installed on GAPF during the winter 2023/4, so they should be available for use in Spring 2024.

3.3.5 Key Findings from Leisure Priorities

- The topics presented in the questions addressed most of the priorities and preferences within the community.
- Free text responses tended to re-inforce or expand the main response rather than add new needs
- Local retail is a key activity and there is clearly further work to do to identify what sort of shops would be of interest
- There are some needs which may reasonably be met relatively easily and others which require considerable thought and further analysis:
 - Local restaurants are a clear unmet need among the adult community
 - Walking is a key activity and improvements to, and connections between, the current footpath set would be both achievable and very popular



- Gym facilities are a popular demand from all of the community. The intention is that the Outdoor Gym soon to be installed on GAPF will be for whole community use.
- A space for student age populations to hang with friends is a key need, again, this will be part of the infrastructure to be installed for Spring 2024.
- Swimming is a main activity for which people move outside of Tuxford. However, whilst a “dry” sports/gym facility could be a long term goal, the maintenance on a swimming pool would mean significant further analysis would need to be done.

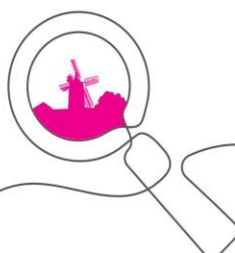
3.4 Sustaining Tuxford. Why do people stay?

A section of all questionnaires concerned what is important to the residents and what makes them stay (or would make them want to stay as adults, for the student population). This is a broader- brush set of questions, and as usual a set of reasoned categories was included, with the options linked to “how important” rather than “how often”, reflecting the more general nature of the question. A free text option for comments was included. One question that was not asked was “sense of community”, because it is difficult to define what is meant. It does not imply that it is not important – it is a theme included in several of the free text comments.

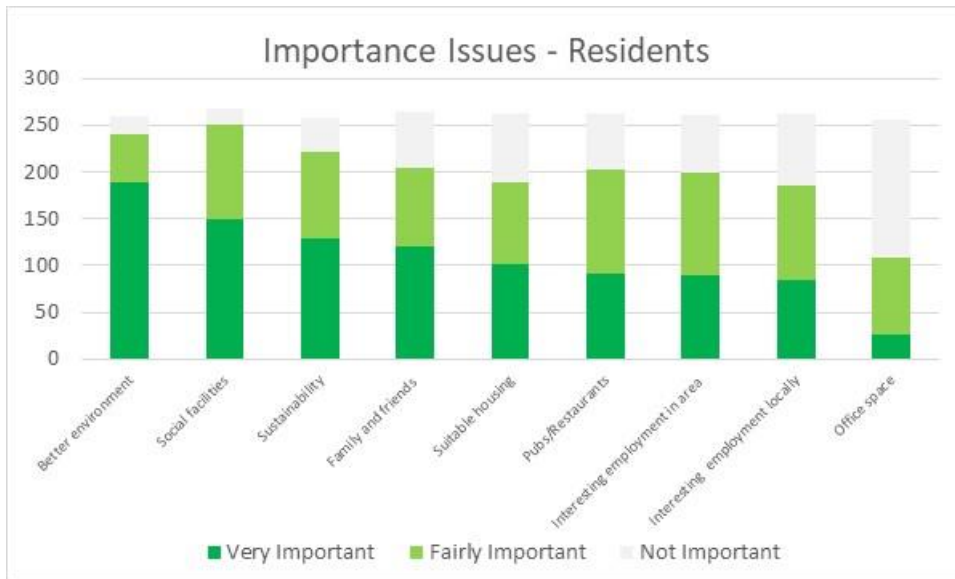
It is worth looking at each of the three populations separately for this. The full description of categories was:

- Being near family and friends
- Social facilities; shops, parks, community spaces
- Evening; pubs, restaurants
- Housing (but the context clearly meant “suitable for you”)
- Business/office space
- Interesting/rewarding employment in the immediate area
- Interesting/rewarding employment in the wider area
- Better environment; clean air, countryside access, good outdoor spaces
- Sustainability; e.g. clean energy, CO2 neutral

Note that the student set included “Business/incubator space” instead of Business/office and did not include the three last questions, due to an error in transcribing. This was not any attempt to suggest these categories are not of interest to students (they may well have been the most important).

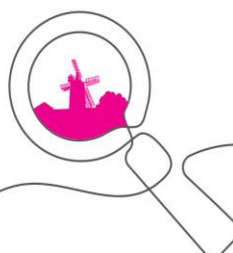
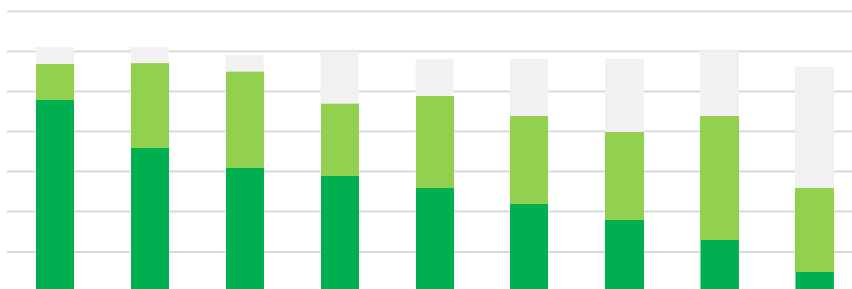


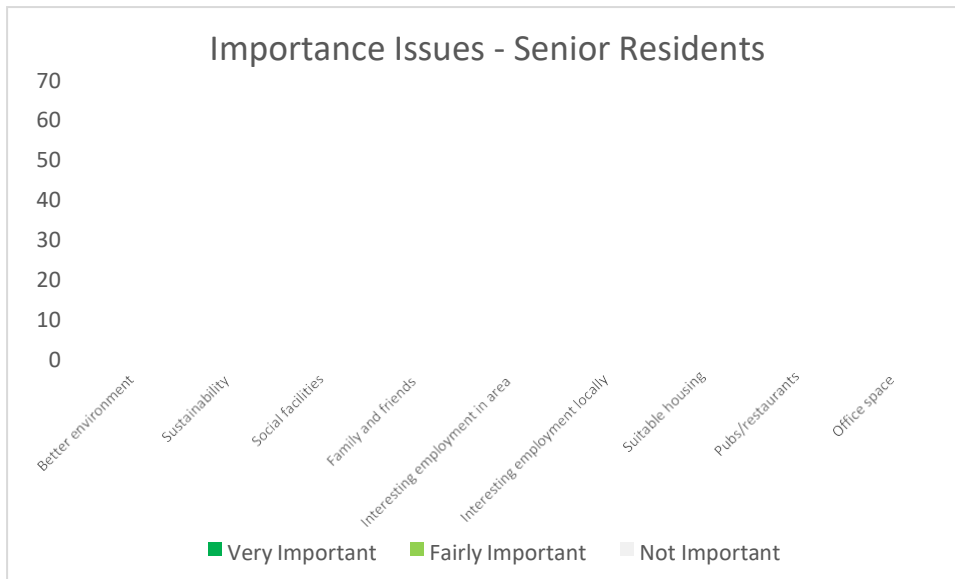
3.4.1 Residents Population



Better environment comes top – this is consistent with the dislike of HGV/traffic and access to countryside/rural setting responses above. Social facilities comes next, and being sustainable and close to family and friends are very close. Suitable housing is almost the same level as would be expected, if people are residents: clearly, they already have a house, though they might be thinking about moving locally, so that housing availability and choice is not to be ignored.

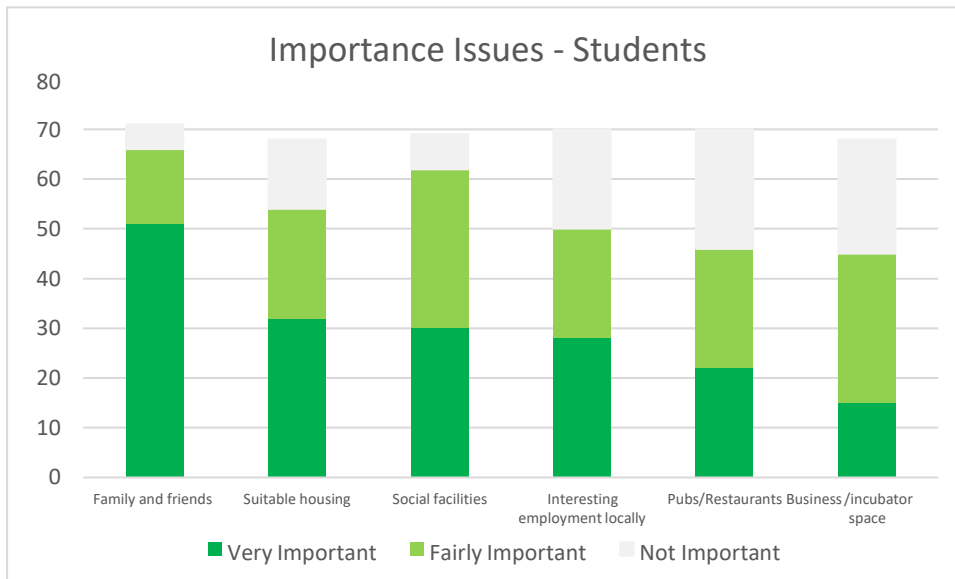
3.4.2 Senior Population





The top four categories are the same as for the general resident population, although with a swap between sustainability and social facilities. However, interesting employment, locally or in the area comes above suitable housing. Since this is a population which is retired, this is interesting; it may well reflect more a concern for the next generations' opportunities (and therefore willingness to stay local as adults) than for their own benefit. Note that housing availability is lower down, indicating the availability of suitable housing for this population is not a major issue. Note that pubs and restaurants is very low; perhaps the senior population are feeling the pinch in the current environment and are not that worried about evening out.

3.4.3 Student population

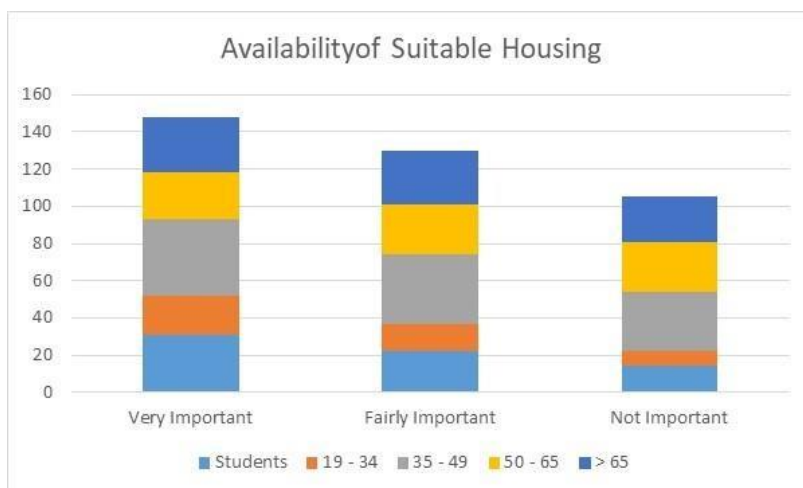


As noted above, the categories of environment, sustainability and wider interesting employment were unfortunately truncated; it is reasonable to expect environment and sustainability would be a major concern for this population. We plan to engage with Tuxford Academy and update this dataset in the near future.

As it stands, family and friends is top, followed by availability of suitable housing, social facilities and interesting local employment. None of this is surprising but it is useful to see it proven this way.

3.4.4 Housing

The availability of suitable housing was middle ranking in terms of “reason to stay”. It was identified as a key issue in the previous Neighbourhood Plan specifically in the context of the availability (or not) of suitable retirement living accommodation. It is therefore worthwhile to dive into the current views on this topic. This is presented graphically below, split by age of respondent.



Since 2020, there have been around 90 units built in Tuxford, almost all of which are in the Ashvale Estate, and are general accommodation (in fact, all affordable housing, but mostly family accommodation).

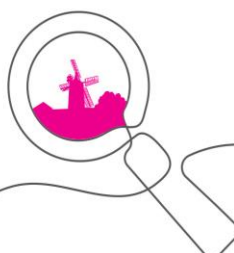
Although there is a sizeable minority for whom accommodation is not important, for most it is. This includes the student accommodation, which, given the expressed desire to stay (or go to Tertiary education and then return), given interesting employment in the town (or immediate area), this clearly should be a consideration in determining the mix of new housing.

It is also interesting to note that the proportion of the population in each category is about even, suggesting that the issue of housing is significant, but not so significantly related to retirement as previously.

However, there is some verbal feedback from people who have moved away, not because they want to – they would return if they could – but because they could not find *suitable* retirement accommodation to move into. In general, this seems to be a desire to downsize, but not to the extent of moving into significantly smaller rooms or giving up on garden space. We do not have the evidence to comment further on this at present but recommend it for further study as it is likely that “house-blocking” of family-sized properties is a not insignificant issue.

3.4.5 Key findings – Reasons to stay

The issue of better environment is at the top of the two communities who were asked this question. We did not constrain responses so it may reflect in part the already established issue of HGV/Traffic through the town as much an appreciation of the surrounding countryside and rural setting. It may well reflect a desire for greater sustainability.

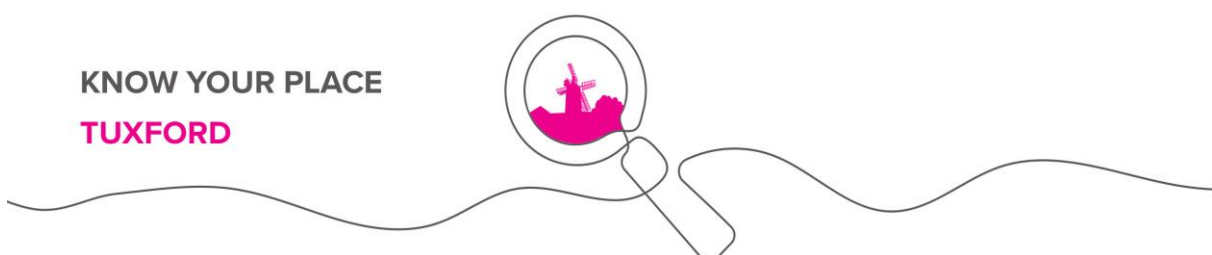


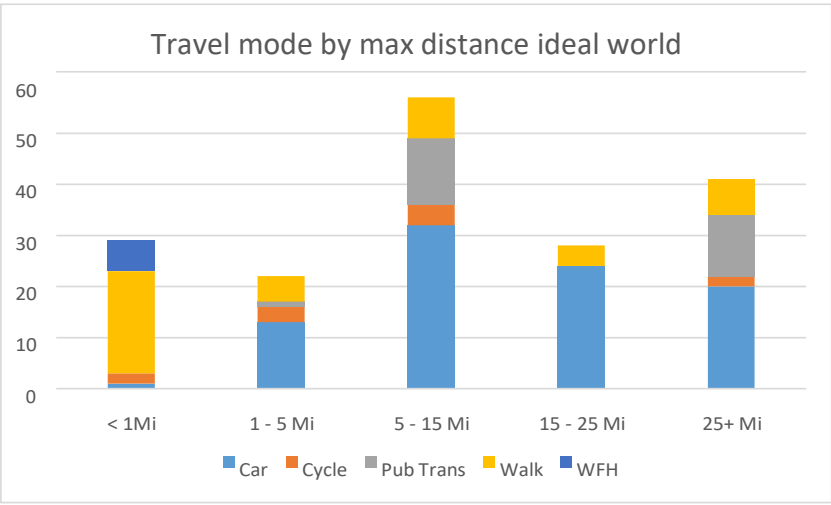
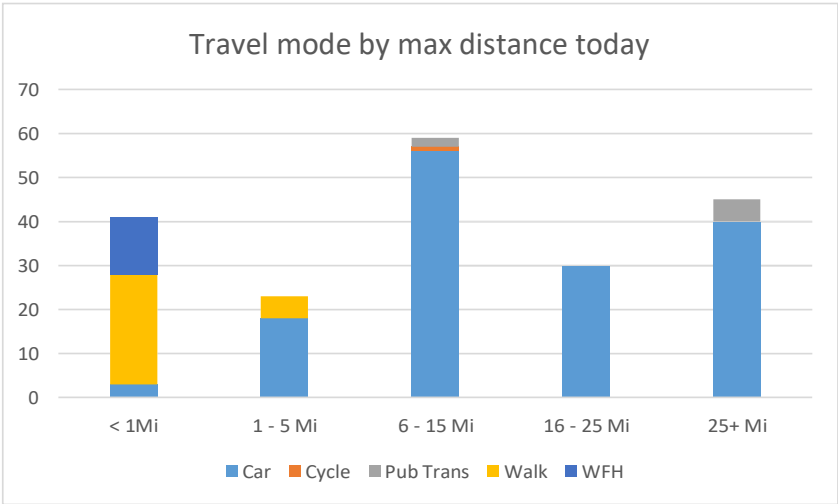
- Proximity to family and friends is middle ranking for the adult communities and top of the list for the student body.
- Access to suitable housing was second for the student group and middle ranking for the rest –which is interesting as they have a place to live already, so it implies an interest in up- or down-sizing or concern for the next generation. We take this as a topic for further research and insights.
- The working age population places some emphasis on interesting employment (even the retired community); we will consider this below.
- Social facilities is second for the working age, and third for seniors and students. Again, this requires greater study as it is a very broad category of asset to deliver on.

3.5 *Work, Travel and Commuting*

3.5.1 **Commuting mode**

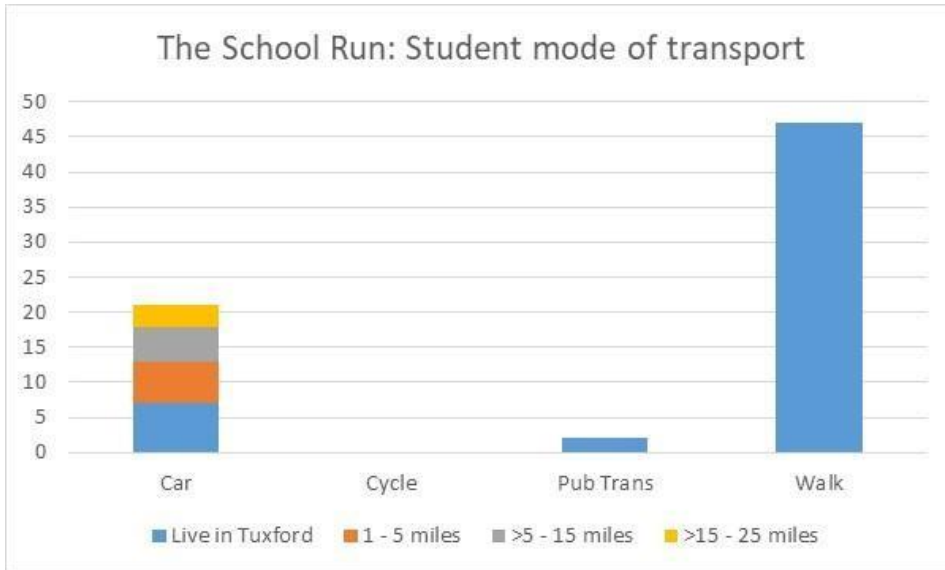
A set of questions solicited input on how people get to work (or school) today and how they would like to commute in an ideal world. The results, presented as a function of distance travelled, are plotted below, firstly for today and secondly in an ideal world. These show mode of transport used across all age categories.





However, when we look at the student population separately, it is notable (see graph below) that no-one cycles to school; more investigation is required but discussions with parents implies concern over safety on the road, especially along Lincoln Road.



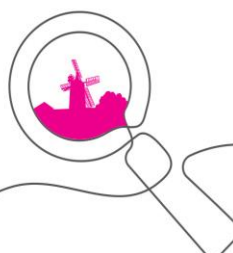


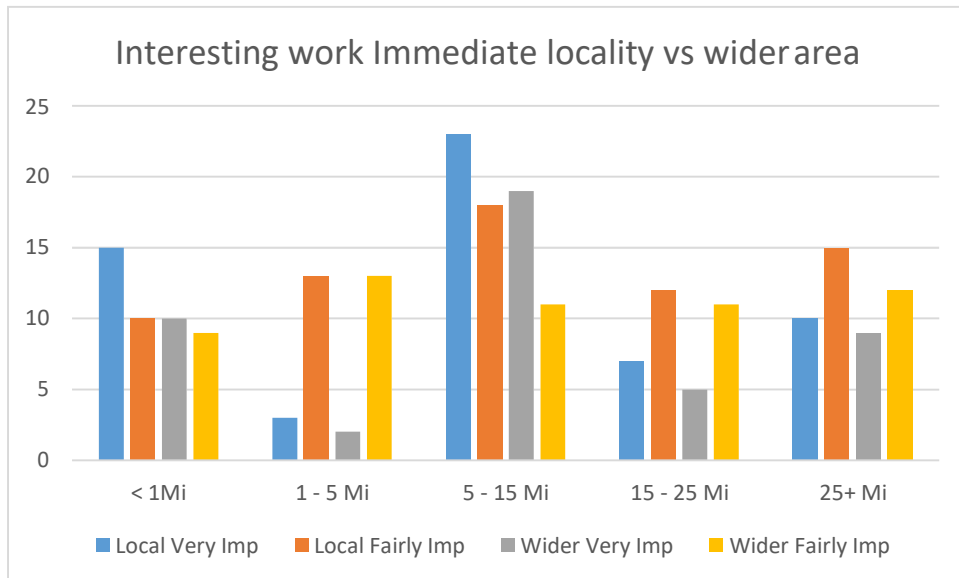
3.6.1 The importance of interesting work

In terms of finding interesting and/or rewarding work, both student and working age resident populations were asked about this. The results, for these two populations, but separated by commuting distance, were as below. The question text separated between “in and around Tuxford” as “Locally” and “within Bassetlaw area” as “wider”.

The underlying question – how important is securing interesting work to your choosing to stay in Tuxford? was a middle ranking response in all three population groups (including Seniors, surprisingly – but they may have been thinking of the next generation) if “Very Important” and “Fairly important” are both considered. In all cases, the availability of interesting jobs in and around Tuxford was of slightly greater import than jobs in the wider Bassetlaw area. Given the relatively high proportion of people who currently do fairly lengthy commutes, this is not surprising.

In all cases, it is important to note that the availability of suitable housing was a higher priority as a reason to stay in Tuxford than local employment. However, both clearly need to be taken into consideration in making the plan.

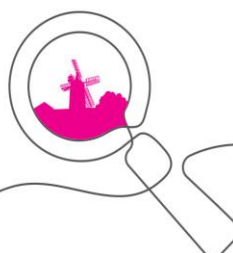




4.0 Conclusions

This online survey garnered a very strong response, with **around 14% of Tuxford's total population** responding. It therefore provides a significant evidence base for input to the Neighbourhood Plan. A separate day with the students at Tuxford Academy would be very beneficial and this is being pursued and a separate report issued.

On the whole, people are clearly positive about Tuxford and – recognising there are challenges – are keen to see Tuxford improve, rather than wanting to go elsewhere, which is a positive outcome. The importance of local retail – and therefore the issue of the high street hollowing out as is happening



currently – was clear before but is starkly proven by this survey. The issue of housing availability – especially for singles/couples and future young families - is a key consideration, but growth at Tuxford must be properly planned and not compromise either the rural setting or constrain access to the countryside and local walking/footpaths: these should be improved and added to as an urgent consideration.

Tuxford's lack of sports facilities and high quality outdoor space is a very clear issue, and the HGV and traffic levels are the most significant negative. There is a general sense in the comments that lack of facilities for young people is a major concern and the immediate need is to find a way to generate some social space. The intention is to explore this more with Tuxford Academy's support.

The availability of interesting employment within Tuxford is also apparent. Some people commute significant distances at present and it seems (but we need to check and confirm this) that the people who commute a fair way are most interested in securing a job in or closer to Tuxford.

Parking – not a specific question, by design – came up as an issue, even for this target population of Tuxford Residents. Given that Tuxford is the designated Local Service Centre for quite a range of outlying villages, parking is likely to be more of an issue than we see.

The need to keep – and improve - GAPF is universal whilst the student population have been very clear that outdoor gym and social space are the top two priorities. A cycleway (is the top achievable preference for the younger population and this will also be started as part of Rural Infrastructure funding applications.

Overall, we feel this snapshot of Tuxford today adds significant colour to the well-established themes – love the countryside and rural setting, hate the HGVs and traffic, too few facilities, want to see more community activities.

We have also established a solid evidence base upon which we can draw as the Community Priorities statement is finalised and we progress to a new Neighbourhood Plan. It took a long time, and a great deal of nagging, but the results are very much worth it.

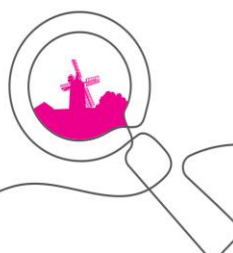
Tuxford, 30th October,

2023 Robin Walker

Keith Rutherford

Danny Gray

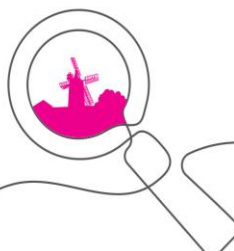
KNOW YOUR PLACE
TUXFORD



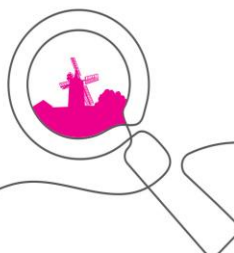
Appendix 1 : Comments to Like/Dislike/No Opinion

Really enjoyed Xmas Market and Jubilee fair - more of this would be great
I like to run and quite often paths are overgrown and difficult to use
It's comments reference traffic
Ensure footpaths accessible and add walking routes at certain access points to promote use.
The speed people come off the a1, is dangerous and will cause injury or death. More barriers/fencing outside the primary school especially with the children stood waiting for school to open and the volume of traffic. Parking for Tuxford Medical Centre is awful. Parking on the road or pavement is dangerous and makes it difficult for buses to park. The patients don't take into consideration surrounding neighbours and trying to get out of junctions. Not enough for the children to do in the village. Parks need updating and more equipment needs adding.
Tuxford is missing a decent sized community centre that can be used for a wide variety of things, and considering we're a town we have little sports facilities for example a gym. The teens have no where to go and no events set up for them so they hang around. Considering we're a town the lack of facilities is shocking. It would be wonderful if we could use things more locally and encourage more community events like the old Tuxford carnival used to do.
We need to move Tuxford forward
Heritage = Church. Community events - like things that are not specifically for old people
Tuxford medical put on a health and well-being event at the beeches it was very useful and informative.
Other than tuxford football team for the kids there are no sports in the area. You have great facilities up at tuxford academy it should be a hive of activity for various sports clubs. But there's either no advertisement or no interest.
where is the Beeches? never been to the Tuxford clinic (no idea what happens there). Community events aimed at the younger generation, those of us that are older, and still work, seem to have been forgotten particularly if you don't have children in the family, if you are a family of just adults you can forget trying to do anything in Tuxford.
Not enough things to do locally, park is always taken over by older kids
There are currently very little choice of shops and we have lost a number of traders, sadly, this reflects on lack of community and is also not good for tourism or encouraging people to visit.
Not enough community events the ones we have had have brought people together and been a success
I think the village needs a village hall for maybe a youth club, where classes could be held
Safety on pavements and roads have traffic calming especially on Ashvale road
Too few community events. Very little group outdoor recreation - nothing I am aware of or have been able to join. The few 'clubs' available aren't affordable
Be nice to have mains gas. Be nice to have a modern health facility
More safe crossings on the main Lincoln road to make it more safe for kids to cross roads when they are out
Need to invest in the infrastructure to cope with the expansion of the town or stop building more houses.
We lack a community centre. When we did Tuxford was a much better place to live,
What Tuxford Community Events have done us brilliant. More like this please with better air quality so we can enjoy being outdoors
Lincoln road needs more involvement in community events
Path to Markham Moor needs widening
There's a feeling of no communal events are the use of sports facilities like gyms or even a community sports hall
More events aimed for families and children, more shops and restaurants
Walking routes and pavements to them or along them are poor e.g. paths to Markham Moor and East Markham are in very poor condition. Other routes involve walking in the road.
Walk ways need resurfacing and hedges on paths trimming. Roads need resurfacing too.
Speeding through the village is horrendous especially going out of the village passing Burleigh Court
The dislikes are because we don't have enough or not the quality for the size of the town
Definitely need a better bus route
Reduce the lorries going through the main streets of the town
get rid of the parking bays on Eldon Street to improve the traffic flow in the town centre
Have better facilities/ opportunities for the teenagers to go to
Pollution levels need to be monitored especially on Newark Rd (particularly when A1 is diverted), Lincoln Rd and Eldon St. I would like to partake in more sports, but variety is limited, often due to lack of facilities
More community events
We need more leisure facilities, ie a gym/swimming. Better cycle routes into the countryside. More to protect us from the traffic when walking through and around Tuxford
I moved here from London, stop building on green spaces.
We need more sports and social clubs
It would be nice if drug dealers were dealt with instead of being allowed to continue their business, we should not be expected to stand in court against these people, putting us at risk, unsocial, and a nuisance having to live next door to it,
Reduce lorries coming through
we need more community events to bring residents together
No Opinion because we don't have the opportunity to use in tuxford
Finding a place to safely walk my dog, and to cycle and rollerblade is challenging.
A lot needs to change in Tuxford and improvements made. Where I have disliked, is because these are not really available here.
More should be done to encourage local shops in the centre of Tuxford. The location of new CoOp was a bad decision and reduces the attractiveness of investment in the centre of tuxford. Furthermore it reduces green space. The Mine of information should be investigated for corruption, it does not take account of community interest. The land would have made a nice skate park. Where has all the money from the sale gone? It should have been invested in local facilities.
The local walks need maintenance
Safer paths that are wide enough for pushchairs.
Better things for babies/toddlers in the smaller park.
Bigger apparatus in both parks for older children.

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Great to have facilities such as the medical centre, convenience stores, museums, schools, and the area is lovely. We moved here because it's rural but with some facilities. There's just not much for older children. There's the football club for young children and there are regular events for retired people, but not much for working adults and teenagers. The biggest problem in Tuxford in my opinion, though, is the traffic and pollution. We don't cycle because it's too dangerous with the lorries, the particulates in the air are really high so the pollution is a real concern to health, the noise and the shaking in the house when lorries go past is awful. I sincerely hope there will be a bypass soon to stop lorries going through Tuxford to get to the A1. Tuxford would be a beautiful place to live then.
Community events are poor. They used to do a lovely Christmas market (although could have been in a more suitable area than near old Co op, very cramped) last two years has poor with not much on.
Footpaths leading out of village are appalling (especially to East Markham)
Sports facilities lack of.
The coop on ashvale has made my life a lot easier.
More community events
As already mentioned, sports facilities are zero.
Public footpaths need improvement
Improving and renovating the building next to the working men's club and the old mine would greatly enhance the centre. Also finding business to occupy the empty shops.
Often feel that the changes made to the village are for the benefit of the few rather than the majority. For example, did we really need another co-op and the ridiculous parking bays on Eldon Street.
Traffic can be a problem
Public footpaths could do with some TLC
I am only aware of one sports club: TYFC. I like the shops and facilities a lot (the post office in particular is an absolute lifeline) but it is such a shame that we have lost so many shops over the last 12 months.
Be nicer if there was a disabled ramp coming off the park rather than steps and the paths was better maintained rather than crumbling and potholes
GP is excellent
Need more community events - love Xmas market need something in the summer. A central place to meet for events would be good
I don't feel that there are many community events that cater for all
Gilbert Avenue is becoming a nightmare with cars speeding up and down making it very dangerous with the amount of people parking on the road. As for housing its about time the council started building properties for not just families...what about people who have disabilities..... 1 parent families single people...people who dont fit the age for a bungalow but need one...Do these people not count?
Needs to be safe cycle routes into and around town. Would be good to have more play parks/outdoor spaces for children. Would be good to have a village hall. Would be good to have more protecting the village from the traffic pollution
Being fairly new to the village, I am unsure what the events or activities for children locally are. I am on various Facebook pages but don't really see anything advertised
The sheer amount of traffic, in particular lorries, that pass through the village has been an issue for many years. Coupled with the parking situation in the centre, I feel this is an ongoing and worsening situation. Living near to the new estate at Ashvale Place, this is also detrimental to the village. I have reported issues of drug taking and dealing that has been posted clearly on Facebook to the local councillor. The smell of cannabis is also a daily occurrence
Small size town with little in the way of community
Stop HGV's from Lincoln road and improve air quality. Build a designated road to the massive industrial park instead of letting them use the village
Look at traffic levels, flow through the centre
Would like less traffic, esp lorries/gridlock from A1 closures. Better access to town centre. Driving is dangerous through centre and puts me off. Hence don't utilise as much as I would like to. Beeches unsure of events/usage?. Love med centre, its really good. Would like a restaurant/bar as opposed to another pub. Like to see more community events. Tuxfest was good.
Church
The lack of shops
Food
More activities for kids and adults too do
There's only sports clubs provided by clubs that raise their own money and Mr Walker
Shops
I like the school the teachers are nice and try to help as much as they can
A bike park
I don't live there
Less cars and lorries
The roads are too busy, too fast and no cycling lanes
The ones I dislike is because we don't have these facilities.
The sports question, I do horse riding so it means that I have no way of doing that in Tuxford, I also try and go to the gym but with me being in Tuxford it takes a while to get to good ones, and following the first question, I have to rely on my mum a lot to go places like shopping and to sports centres like the gym.
More cheerios in the co op PLEASE
Dislike the drug use and supply, boy racers & lack of police visibility
What cycle routes? Traffic levels and pollution number one issue.
Again. traffic pollution, noise, and access of heavy vehicles desperately needs addressing. Also speed limitation warnings within Tuxford need to be improved.
Sports centre where? Walking routes where? Beeches centre too 'tucked away'
Beeches doesn't cater for anyone except a few elderly events. Where are the cycle routes and the local sports clubs that's not just football
Surely lorries coming from Ollerton could be made to turn left to get on the A1 instead of going through the village. This would reduce the volume of traffic going through the centre
Half of the things offered are not a thing...community events? Bike routes?
Like the shops already here, but Tuxford needs more eg butchers, greengrocers and Indian takeaway
Things I have disliked are because these areas need improvement.
Parking is my priority
Not enough community events for younger seniors ie 60 somethings
The parking facilities are poor.
Find out where all the money has gone to. Sort out the A1
Too many heavy lorries to and from Lincoln Road



Appendix 2: Comments on reasons to stay

Clean air - in Tuxford?
To help with the vehicle pollution we should really go back to having some sort of traffic measure in place where Newcastle street and Newark road meet Lincoln road and Eldon street, trying to get out of Newcastle street and down onto Lincoln road in the rush hour is horrendous, and when the A1 is blocked the village can come to a standstill. I would love to see a mini roundabout or something out in by taking up some of the wide path outside Sally Mitchells for example, which will help with the standstill of traffic past the primary school and therefore the polluted air the kids are exposed to, as well as the health of everyone else.
Let's Build a Better Tuxford together and bring that community spirit back. Forget the past
Too many lorries use Tuxford as a through road. Dangerous and noisy. Too many new homes being built, anti social behaviour which police do nothing about. Ruined our home
A secure future for Route 37 bus
Air quality
Far too many houses wanting to be built. Too much traffic as it is, can't get a doctor's appointment, schools are full. Village can't cope with any more houses.
We don't need more housing if we don't have anywhere to park. From Tuxford Academy to Fledborough we will be littered with solar panels by next year and we have plenty of wind turbines. In comparison to other areas we have ample amounts of clean energy. We need to promote business in the area. Cut down on empty buildings.
I feel we lack in resources in Tuxford but outlying towns seem to fare better. Our community spirit is lacking and it would be nice to get some of that back. We have so much to offer as a rural town, our Christmas lights and Little Market is very popular, surely we could organise something more than just once a year?
Better infrastructure. The relevant people/companies not ducking their responsibility for roads, drainage, pavements, education, planning decisions on more houses, and leisure facilities. Stop blaming each other for the state of their area of responsibility. We pay so much in sky high bills and tax burden and yet we just get told there is no money. When asked about areas to be used for housing please don't ignore the opinions of the residents because it doesn't suit
Road noise due to inconsiderate drivers under A1 bridge. Very upsetting to our animals.
Need quality housing estates - more detached houses need new primary school
Better public transport for those who do not drive
I feel this is very poorly worded and not clear how to approach answering some of the sections
Need clean air and traffic to be regulated
Tuxford as lost its sense of direction in the way it sustains the community in infrastructure
One thing alone will not make a place enjoyable to live, it's a combination of all things Tuxford needs a venue that can bring all together and that can be booked for larger functions with live bands but could be used for all most anything maybe we need to look at private companies to support the building and operational aspect since everyone goes on about where did the money go... it's gone next plan holding events for young and old with plenty of ground for parking would help unite a split community
I have marked housing as not important as building more houses and not improving the village infrastructure won't help.
More free space for dog walkers & children.
Bassetlaw District Council are hell bent on plastering the countryside to the east of the district with every and any form for energy generation. Whether local residents want it or not.
I would have to re-locate out of Tuxford if the green spaces were removed as it would not be beneficial to my lifestyle.
Traffic through Tuxford is really bad, especially during school drop off and pick ups Lorry's travelling through High pollution from traffic
No new houses needed, the village is already overpopulated and crime rate growing. Tuxford wasn't given the improved infrastructure it was promised when the ashvale development started. Need better levels of policing - there has been an increase in crime and anti social behaviour - bring back the local beat bobby. Give the village proper funding to maintain existing green areas/ parks and encourage the state up of new clubs, particularly for children/teens as there is very little for them to do
More pollution monitoring and protection from pollution from the nearby A1
My family don't live in the village, thankfully, unlike all other families here, if I could move I would, awful village, nothing for the kids to do, and green space being then for housing that our facilities cannot cater for,
Reduce traffic levels in particular lorries
As I work from home, fully remote, the town is a place where I relax and enjoy my down time. I also think the beauty of the town has a big impact on how I feel. I would love to see the town given some extra care and being made more attractive.
Housing at the moment is at the bottom of my list. We do not have the infrastructure or the facilities to warrant more houses!
There are too many lorries pass through Tuxford.
Adding more housing isn't going to help as that will just strain the resources we already have. Employment opportunities for our children once they finish education is going to be very important. They won't be able to afford to buy their own homes any time soon so they need jobs close to home or we may need to move to where they can find jobs. The environment, whether that be making Tuxford cleaner by getting the lorries out of the village, or Tuxford's impact on sustainability (clean energy, etc.) has to be a huge priority. We can all see the effects of global warming around the world and we need to worry about the future of our children and our children's children. Whatever Tuxford as a community can do to help with environmental issues can only be a good thing.
New Housing should not be a priority as it is putting strain on the existing schools which cannot cater for many more students. The parking issues/ traffic created near both schools around school opening and closing times are horrendous. I understand that it is a long walk from the new estates so driving is the quickest and easiest solution but it creates problems for those that live local with access for emergency services down some streets at these times impossible. A local mini bus doing school runs from other ends of the village would be a great idea.
The schools are good
An effort should be made to clamp down on the drug problem in the village. It is known for being rife with dealers, and this can be off putting for people.
No more large housing developments
Schools and children's activities
Tuxford is getting too big for the infrastructure. It has lost its village feel. People park where they want with no consideration, loud cars and wayward kids make it feel like a deprived area in worksop.
more frequent public transport later into the evening would improve the majority of the things listed above massively
We are a growing community, surely there should be amenities for socialising and bringing the community together either sporting or leisure.
Make Tuxford Green Again
Environment first. Let's make it safe and nice for those that live here.
More wind turbines allowed
Better transport links
More incentives for parents to walk their children to school/bike to school. It's not nice walking through all the traffic to school/through town.
Please see above - I am very concerned at the new estate we already have, along with the plans for further housing developments, and the strain this will have on services such as GPs, schools, etc. Also, on the people already living in the village and their quality of life
Already over polluted. Poor traffic flow. Clearly planners have never been to Tuxford at 8.30 on a school day yet they see a need to make this worse.
Ban HGV's !!!!!
Reduced building of housing on green belt, farming fields
I plan to move out of Tuxford once my daughter leaves school in about 4 years, not because of the village but because of the property I live in and personal circumstances. As I'm getting older I want a smaller, newer property and I may not be able to afford to run a car once I retire. I therefore need to move to a town for the amenities and public transport links. This would also benefit my daughter in terms of attending College/Uni etc. For a village we have a lot of facilities for which I am grateful but it's just not enough. To keep me here the transport links would have to vastly improve. If they reinstated the train station on the London line this would increase the value of our properties and our prospects would improve greatly.
Sad
Clubs
The people
Family
Family Friends Pets
School rule
Near farms
I like drinking until my gullet runs out of space MORE GUINNESS IN THE CO OP
All future new builds to have solar panels & Rainwater recovery systems. Improved medical/ dental facilities. Reduction of lorries going through the town centre. Improvement of air quality.
Again air pollution, noise, from A1 and traffic limitation in terms of heavy transport through Tuxford are all priorities
Less heavy traffic in the village would be better for the environment & would surely help to sustain the obviously antiquated sewage system, which clearly needs properly replacing. This would all have an impact on everyone's health & temper.
Housing is not needed! traffic is already horrendous at times particularly school times, schools are full, drainage system is ridiculous, pollution problems from commuters adds to environmental issues. Let's improve what we have got instead of building homes for people with no nearby job prospects and increased traffic
Sort the parking out
Air pollution monitor
Far too much traffic. Could do with a by-pass but suppose not going to happen
Heavy traffic from A1 past the school and to and from Ollerton Road

Analysis of Installing a By-pass to reduce/eliminate HGV traffic through Tuxford town centre and the case for a comprehensive node-to-note traffic survey

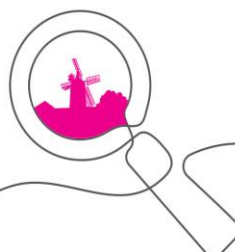


Submitted by Tuxford Town Council

Date 17th November, 2023

Authors: Robin Walker and Keith Rutherford, TTC Planning Committee

Approval: Simon Richardson, Chair, TTC Planning Committee



Summary

Traffic, especially HGV traffic, through the centre of Tuxford has been an ever-growing problem for decades. 2023 community input rates this as the biggest negative (>70% cite it) to living in Tuxford. Whilst HGV movements imperil the town centre and discourage healthy active travel (exacerbating within-town traffic volumes), they also arise from local employment; the challenge, therefore, is to find a way of enabling traffic flow to continue (indeed, to expand) whilst at the same time addressing community concerns with traffic volumes (especially HGV).

We believe we have at least one way of doing this; it would result in consolidation of all B2/B8 industry in one site, and enable that site to grow considerably whilst protecting the rural nature of Tuxford and enhancing the Conservation area. It would improve active travel and healthy lifestyles for the community; promote the Visitor and Retail economy and open up a new area for Office/light engineering and potentially town edge retail space, both of which are in solid demand.

We are not civil engineers, and therefore proposing concrete solutions is beyond our professional expertise. However, we believe we have sufficient practical understanding to be able to demonstrate that at least one route would be viable. We do not suggest this is the only alternative, nor that this route is the optimum; that would require investigation by suitably qualified professionals.

We propose a short bypass (less than one mile) going to the north-west of the village centre. This would also enable a weight limit in the village centre. It would result in all the HGV traffic being diverted north, an outcome proposed (but not enacted) in a previous traffic survey in 2010.

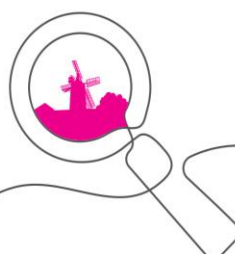
Having taken into consideration our understanding of construction costs, we suggest this investment (quite apart from the non-direct benefits) would well exceed what we understand to be the Notts Highway criteria of 200% return on investment, as well as contributing significantly to the additional non-transport infrastructure Tuxford so badly needs.

It would not require any new entrances to the A1; simply expanding the use of the already existing Markham Moor interchange.

It would all be achieved with minimal, or zero, negative impact on HGV travel times compared to today.

A different route, heading south, has also been mooted. We have not been able to provide a similar level of commercial or practical evaluation of this possibility, however, we would let it be evaluated properly by relevant professionals. It is referenced in the text.

However, a base case of a traffic survey is required. This paper sets out the case for one possible route for a bypass, and therefore the case for the need for a proper node-to-node traffic survey.



1.0 Introduction

The issue of HGV traffic through the centre of Tuxford has been a topic of discussion for decades. In the 2023 input to the Neighbourhood Priorities Statement (in which over 400 Tuxford residents responded), the issue of HGV and Traffic through the town centre was the most disliked element of life in Tuxford (>70% of respondents). From the survey, no students cycle to school, and there is anecdotal evidence that this is largely due to safety concerns with HGVs up Newark Road (off-bound from A1 Northbound) and along Lincoln Road (east-west traffic from the direction of Lincoln/Ollerton on A6075).

The prevalence of HGV-based congestion makes the town centre unattractive for visitors. A previous traffic survey (the Scott Wilson Report, September, 2010, commissioned on behalf of Nottinghamshire County Council, incorporated by reference) recommended the main route heading east on the A6075 (Ollerton Road) should be required to turn left at the Ollerton Road/Eldon Street junction and head North on the B1164 to join the A1 (north or south-bound) at Markham Moor roundabout. This would also result in the B1164 being re-designated the A6075, along with weight and speed restrictions in the village centre, which would be re-designated as a B road.

This was never actioned. A subsequent survey, carried out by residents (and thus not acknowledged officially) showed that HGV movements had increased to over 650 HGV movements per day, through the centre, though only overall movements were recorded. The original report noted the increased distances HGVs would be required to travel but did not consider the impact of delays and slow speed through the centre which, we submit, would largely eliminate the distances. However, for this to be understood, a proper node-to-node survey, which establishes this, is, we feel, required.

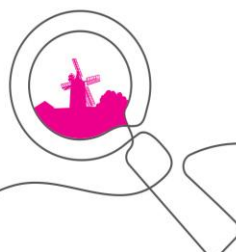
The Neighbourhood Priorities Statement, for which Tuxford was happy to be a pilot site, recognises the hugely detrimental effect of HGV and traffic through the Georgian centre of Tuxford – without even considering the issue of Pollution or safety.

On the basis that an open, pragmatic and positive engagement on this issue would be useful at this point, we outline one potential route below and consider an alternative if the first should prove impossible.

2.0 Tuxford and the Growth of Logistics.

Tuxford lies on the old Great North Road, and was an important staging post for travellers during the 17th – 19th centuries. The rise of the railways saw Tuxford become a major junction with freight carried via rail. During the 20th century, when the Great North Road became the A1, and traffic volumes increased, the Tuxford bypass, the current A1, was constructed in the 1960s. This enabled the bottleneck of going through Tuxford to be addressed. There are currently some 40,000 vehicle movements a day.

Tuxford did not have any collieries in the town, but it did support the local and wider coal industry with technical and engineering support services, primarily at the site on Ollerton Road, often referred to as Walkers Industrial Estate.



As coal mining declined in the 1980s, various sites gradually became logistics/freight-based businesses, and the large Broughton Industrial Estate, along with Walkers and the smaller sites at Lodge Lane and Ashvale Road, expanded. As these grew, so the volume of HGV and large plant traffic which was trying to access the A1, also increased, and has been on a steady upward trajectory ever since.

2.1 Impact of the Draft Bassetlaw Plan

The Draft Bassetlaw District Plan calls for the creation of (amongst other things) a much expanded logistics/freight/distribution business base centred on the A1 and A57 corridors, as part of a larger economic plan including East Derbyshire and South Yorkshire. This is commendable and Tuxford supports the idea of faster than national average economic growth. The same plan also supports a significant pivot towards green energy research, engineering and infrastructure, with the STEP Cold Fusion pilot plant a centrepiece and sites such as Cottam Power plant re-purposed.

Again, Tuxford supports this.

However, it does mean that Tuxford needs to be aware of the potential impact on local logistics/freight employment. Currently, the three Tuxford industrial estates are full and cannot expand. For each, a challenge is that (with the exception of A1 southbound freight from Lodge Lane and Ashvale Road) every HGV must pass through the centre of Tuxford; a manifestly inappropriate route though a Georgian town centre with limited road width and vehicles parked (in part due to the lack of car parking space to support Tuxford's role as a LSC).

BDC has recently done the following:

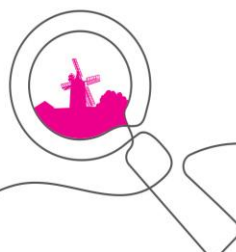
- a. Refused permission for expansion of storage space at Walkers, on the basis that the agricultural land is more important (despite proposing a similar-sized residential site indirectly opposite), and stating that "Employment land is available elsewhere in Bassetlaw".
- b. Proposed a policy of categorization which would block all but logistics/freight/general industry (B2/B8) at the two smaller sites, despite the fact that much of both of these is already other categories of use, including some retail.

The consequences are clear: Tuxford (and Broughton) industrial sites are the only ones in Bassetlaw's A1/A57 corridor where the HGVs *must* pass through a town centre to reach the A1. East- and west-bound traffic along the A57/A6075 must also pass through the centre. All of this traffic concentrates at the Ollerton Road/Eldon Street junction, which is an interchange on Nottinghamshire Highways concern list.

2.2 Tuxford's future options

The Neighbourhood Priorities Statement and the Tuxford-wide questionnaire which forms part of the evidence base for it, clearly states (inter alia) the following priorities:

1. HGV traffic through the centre is the biggest challenge facing the town



2. There has been significant housing growth (around 90 in the past couple of years, with a further 160 to be allocated in the Neighbourhood Plan), with zero additional social resources (schools, doctors surgery, green space), or employment land available.
3. The town centre's retail offering has suffered badly and around half the shops have closed in the last couple of years. How to re-invigorate the town centre and make it attractive is a major challenge.
4. Tuxford Academy is one of the highest rated senior schools in Nottinghamshire and the feedback from students is that the availability of interesting careers and availability of suitable housing are some of the key reasons to settle in Tuxford after the end of education. We consider this to be critical for the future.
5. We know there is significant potential for growth in the Visitor economy if the town centre was more attractive.
6. Traffic levels, particularly HGVs do not encourage active travel, and students do not feel safe cycling to school

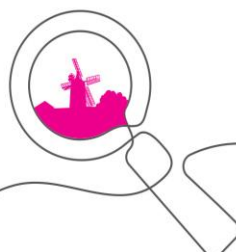
We believe that all of these issues could be addressed very easily, with a by-pass, which we demonstrate could be profitable on its own basis, as well as being transformative for Tuxford's wider economy. However, we need to consider this in the context of Tuxford's future role within the Bassetlaw and wider economic area. We also need to consider the impact on HGV traffic in terms of potentially longer travel times.

3.0 HGV routes today

HGV (and other traffic external to Tuxford) enters and leaves via the primary routes. These are summarised below for reference

- a. Eastbound A6075 (Ollerton Road). This traffic comes from three main locations; The Broughton Industrial estate, Walkers' Industrial estate and beyond Ollerton. There is also a limited agricultural traffic flow, which is highly seasonal. There is Tuxford-generated inbound PLG traffic from the residents' properties in addition; although this is currently limited, the eventual construction of the proposed housing estate just on the western margin of Tuxford will add up to 75 units to the overall PLG traffic. All of this traffic meets the T junction at Eldon Road and must either go left/north (B1164) to the Markham Moor roundabout, or right, through Market Place and under the A1 underpass. This traffic either goes to one of two exits: to the A1 southbound or the two smaller industrial estates (Lodge Lane/Ashvale Road), all via a right hand turn into Ashvale Road. Some of this traffic may go beyond, down the original Great North Road, towards Weston. The rest goes east through Tuxford, taking the A6075 to turn right at the A57 heading eastbound.

There is a similar volume of traffic going the other way on all of these routes, including PLG westbound towards Ollerton for commuting and general purposes



- b. Northbound off the A1 along Newark Road into Market Place. This traffic originates on the Northbound A1 and goes to the Newark Road/Market Place junction, at which point it heads mostly left, turning at the Ollerton Road junction west towards Walkers, Broughton industrial estates or beyond. This is primarily HGV traffic, with HGVs forming a majority of the traffic at peak times. A sizeable minority of HGV traffic, bafflingly, continues north on Eldon Street, where it can have no destination other than the Markham Moor roundabout – which means it had no need to pass through Tuxford at all. Other traffic turns right/east, under the A1 and either turns right into Ashvale Road towards A1 southbound/Ashvale/Lodge Industrial estates, or on towards Weston, or continues east to the A57 as above.

There is no southbound traffic at this point, as the A1 is exit only. A minority of PLG traffic goes down Newcastle Street towards Egmonton and beyond.

- c. Southbound from the Markham Moor interchange into Eldon Street. This either turns right at Ollerton Road (A6075) or continues into Market Square, where it forms the reverse-route traffic for a. or b. above.

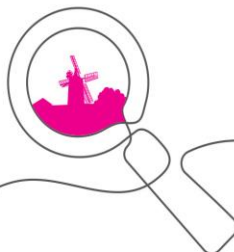
4.0 Future HGV and general traffic Expectations

4.1 HGV

There are two sources of HGV traffic – to and from the three small industrial estates within Tuxford (Walkers, Lodge Lane, Ashvale Road), and external to Tuxford. The evidence base for the Draft Bassetlaw Plan confirms that all three are fully occupied, and that Walkers is 60% B2/Engineering and 40% B8/Logistics/storage, whilst Ashvale Road is 90% B2/Eng and 10% B8/Logistics and Lodge Lane a 50/50 split between B2 and B8. Observation on the ground indicates other uses – such as retail and SME engineering – forms a variable but limited proportion of the supposed B2 portion in all three, and several of these companies would expand if they could.

A planning application was submitted, refused and is on appeal for a carefully managed expansion at Walkers, which would however only meet current storage needs. The main reasons for refusal were need to retain agricultural land (despite the land indirectly opposite being slated for the HS14 housing development); the availability of employment land elsewhere in Bassetlaw, and exacerbation of the HGV (and other traffic levels) at the A6057/B1164 junction (Ollerton Road/Eldon Street). This last point will be covered later.

These arguments are to be tested via appeal. If the current Draft Plan is approved (and if thereafter adopted) without change, then Tuxford's employment base could potentially diminish over time. If the question of aligning population and employment



growth is allowed to hold true for Tuxford (as it does for the three Main Towns), then there is plenty of scope to re-align and plan employment use for the benefit both of business and residents, as well as fostering a thriving retail offering and significantly enhancing the Visitor Economy.

4.2 General traffic

The main PLG traffic timeframe is the morning and evening commute with secondary volumes of visiting traffic for shops and high street services. The two main junctions where this builds up are the Ollerton Road (A6075) to Eldon Street (B1164) junction and the junction of Market Place/Lincoln Road (A6075) with Newark Street. Eventual approval of HS14 will exacerbate this significantly, though it is the combination of HGVs (which cannot pass each other easily in the centre of Tuxford) and PLG (particularly trade vans) which cause most of the delays. Passage through Tuxford at these times is subject to delay, although at other times, whilst the HGV traffic continues, the PLG reduces. A revived Town Centre aligned with additional housing will however exacerbate this.

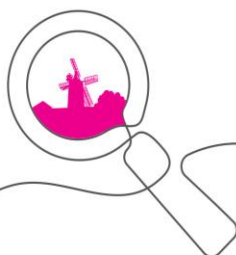
5.0 Planning for Growth.

Depending on the growth trajectory, if Tuxford is to recover, clearly something must be done about HGV traffic through the centre. If, as identified above, the Lodge Lane and Ashvale Road industrial sites morph into SME/Light engineering/Research/Town-edge Retail/Other higher end light industrial use, the issue of HGVs from this site could be eliminated over time. Naturally, part of these sites would need somewhere to go and we would not want to lose them. The obvious option is to expand Walkers and consolidate all HGV-producing activities in this one site. The other two sites to the south could then embrace wider and higher value (Class E(x) use – they are directly adjacent and/or close to residential areas and would therefore not fit the requirements for B2/B8 use for the next Plan period anyway.

It is important to note that we have not approached landowners at this point. Such landowners may be positive (to the extent of donating road land in exchange for the ability to develop land for employment use), neutral or negative. The loss of agricultural land is also an issue which may require further analysis.

5.1 A Northern Route

This option would create a left-hand turn for the eastbound A6075 from Ollerton just after the Walkers Industrial Estate and head north to join the B1164 as it rises towards Sibthorpe Hill. The A6075 would then be re-routed along this route (the Scott-Wilson report made this recommendation and commented that the road was already suitable for this use) in any case, around 45% of the HGV traffic already traverses this route anyway (traffic survey for Walkers Expansion). This would require a new road around 1,300m in length. As the main



route would then be along this, rather than into Tuxford, both Ollerton Road and Eldon Street would then become a junction off this, with the new road having the priority.

It may well be, therefore, that no roundabouts would be required, but that would require a node-to-node traffic survey to establish reality in terms of total movements. This route would also enable (subject to current landowner interest and community support), an expansion of the current Ollerton Road Industrial Estate. An illustrative schematic, overlaid over Google Earth, is included below as an example. The example route is in yellow and a notional potential employment land area that could be unlocked is in blue. Note North is to the right.

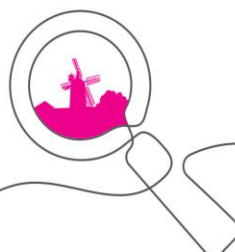


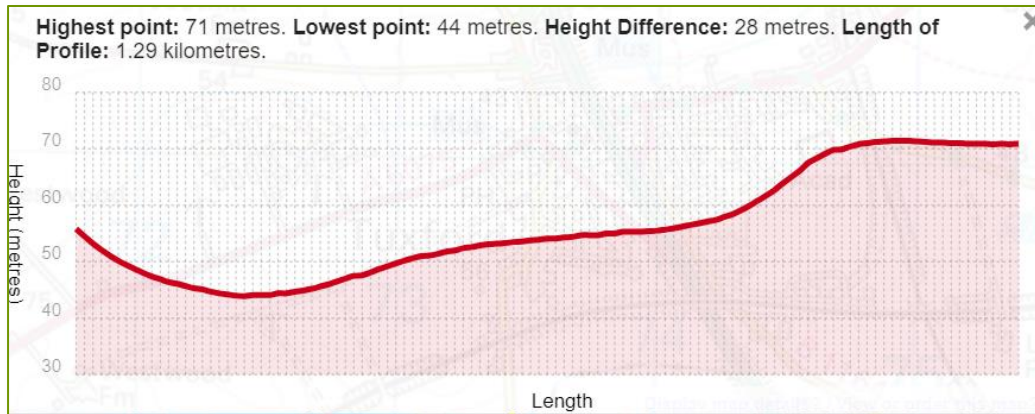
Unless there is any realistic potential to engage in further development in this area, it is not viable to approach landowners. However, this area is broad enough for alternative specific sites adjacent to the same current development could equally be brought forward.

This is a notional 48 acres (19 Hectares); naturally, there would be a need for significant hedge and tree barriers at the outer limits and also along Bevercotes Lane, which crosses the area east-west (the same would apply if any part of this area adjoining Bevercotes lane were to be developed).

The land forms a shallow natural valley at this point, running east-west, which would help to shield the area in terms of visibility, however it is expected that constraints in terms of border treatments and/or limiting profile of buildings would be required.

In terms of viable profile, the route proposed is essentially indirectly parallel to the current northbound route via Ollerton Road and Eldon Street. The elevations fall from around 54m at Ollerton Road end to 48m at the lowest at the dip point and rise again to 71m at the B1164. Notional gradients are 1 in 25 from Ollerton Road and 1 in 20 at the steepest rising north.





The ability to create employment land would be a significant advantage at this point, given that the ability of the Ollerton Road site to expand is limited at present in terms of adding HGV traffic for B2/B8 usage.

5.1.1. Construction cost impact and cost-effectiveness

It would be reasonable to combine this bypass with a re-designation (following the recommendations of the Scott-Wilson report) to re-designate the current B1164 (and the proposed by-pass) as the A6075, with the road via Tuxford becoming a side-road. This would be combined with a weight limit on what would then become a B road through the town centre. The main road would then become the primary route, obviating the need for a roundabout at either end.

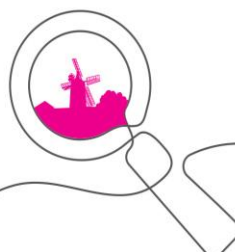
The junction with the current Bevercotes Lane would be the point of entry into weight restricted areas, and access discouraged for all but active travellers.

On the assumption that road costs of around £1M/km would apply, this route would probably cost around £1.4 – 1.8M.

A review of the Bassetlaw Whole Plan Viability Assessment and the proposed use split for S106 funds – both extracted from the Draft Bassetlaw Plan Examination Library - have been combined to determine the cost-effectiveness of the proposed Northern Route bypass. At this point, the same mix of use quoted for Housing land has been used for Employment land. It may well be that a lower contribution towards education and health may be determined but we have made no such assumption.

The Commercial Residual Land Values determined by the Nationwide CIL Service for BDC show Industrial Land values (B2/B8) to be the same as Office Land, at £425,000/Ha. We have therefore used this value in the calculations below.

Our findings are summarised in the set of tables below.



Gross Residual Value of Land with Permission for Alternative Use			
Values per Ha		Uplift per Ha from...	
	Land value	Ag	Emp B2/8/Ex
Agricultural	£ 20,000		
Employment Land (B2/B8)	£ 425,000	£ 405,000	
Employment Land (E(x))	£ 425,000	£ 405,000	
Housing (Ex. Farygrove, Retford)	£ 596,083	£ 576,083	£ 171,083

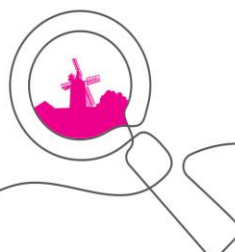
Split of uplift per hectare	Ag -> Emp	Ag -> Housing
To Landowner	£ 222,500	£ 308,041
To Local Govt	£ 202,500	£ 288,041

Govt use for its part (ex BDC Draft Plan: Employment mix = Housing)

	Housing	Employment
Education	32%	32%
Health	8%	8%
Transport	48%	48%
Green Inf and Leisure	12%	12%

Cost-benefit analysis for Bypass for a total site size of 19Ha		
Inc value to Govt/Ha	£ 202,500	£ 3,934,089
<i>Budget/Ha by category (ref BDC Draft Plan for Res)</i>		
Education	64,987	£ 1,262,543
Transport Inf	97,799	£ 1,900,000
Health	15,740	£ 305,781
Green Inf	23,974	£ 465,764

The table above demonstrates that the value to Local Government (*excluding Landowner value and developer value, both of which exceed the above values*), for a 19Ha expansion of Ollerton Road, are greater than the cost of building the bypass. Total value to Local Government, after paying for the bypass, would be £2.13M. This would provide for a significant expansion of schooling and health provision in Tuxford as well as ensuing a significant Green infrastructure budget to shield the site and enhance Bevercotes Lane. Total Initial economic value would naturally be two or three times this value, given landowner uplift being greater than Local Government share, and adding Developer revenue. Once the site is in place, there would naturally be further major value, in terms of increased economic activity and

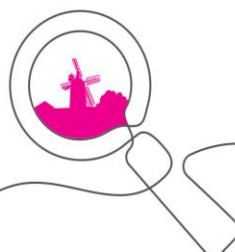


5.1.2 Summary of Characteristics of the Northern Bypass Plan

Benefits:

- ✓ There would be over 100% return just in the Local Government Uplift (S106); initial overall return would exceed this increment making an initial return of well over 200%.
- ✓ Long term employment value and Business Rates payable to BDC would be a multiple of this initial value
- ✓ The bypass would not require a new entrance to the A1, this keeping the plan within Nottinghamshire Highways with no need to involve Highways England, making the overall project far more realistic
- ✓ The enlarged Ollerton Road Industrial area would provide sufficient space to accommodate the current B2/B8 users in Lodge Lane and Ashvale Road Industrial estates, opening these up for higher value (E(x)) employment use, potentially with a retail component. This will eliminate HGV traffic from these sites.
- ✓ The result would enable a weight limit to be imposed on the Town Centre and along Lincoln Road; this will have a completely transformative effect on the Retail and Heritage core and enable a significant new focus on Visitor Economy – for which Tuxford is uniquely well placed.
- ✓ Eliminating HGV traffic through Tuxford will encourage Active travel, not least in supporting much wider use of cycling and walking to and from school, thus removing a significant proportion of the morning car journeys and contributing positively to healthy lifestyles.
- ✓ We know pollution is an issue; we have not yet quantified this but particulates from HGV through the centre would be eliminated, again probably supporting improved health outcomes.
- ✓ The developer budget would also enable a significant investment in green infrastructure; this would not only ensure the enlarged Ollerton Road and the new bypass could over time be screened by tree cover, it would enable new active travel for commuters
- ✓ Eliminating HGV (as well as a significant proportion of other commuter traffic) from the centre of Tuxford would ease what could otherwise become an unacceptable overload at the Ollerton Road/Eldon Street junction, thus facilitating residential expansion – not least at HS14, for which no traffic assessment has been made at present
- ✓ This would be achieved without touching any Conservation area (including the important established agricultural fringe around the built conservation area); the proposed increased employment land would be well screened from the Conservation Area.

Drawbacks:



- HGV traffic would in some cases have slightly longer distances to travel (although it seems likely, subject to the proposed traffic survey, that the time differences) would be minimal
- Northbound only HGV traffic resulting from the southern industrial sites would still have to traverse Lincoln Road at least, until relocation to Ollerton Road was completed.

5.2.1 HGV Traffic Impact of Route Changes

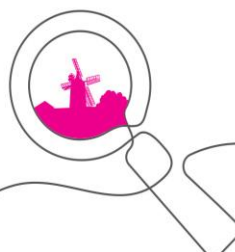
It is unreasonable to propose a plan for such a bypass without taking into full consideration the routes that HGV traffic would have to take. HGV traffic originating from (or having as a destination at) one of the three industrial estates in Tuxford are considered by Nottinghamshire Highways to constitute all or the majority of the HGV traffic (and this leads to the view that it cannot be addressed). Observation suggests this is far from being the case; A sizeable proportion of HGV traffic leaves the A1 at the northbound exit, traverses Tuxford, turns left at Ollerton Road and proceeds past Walkers to Ollerton and beyond; A not inconsiderable volume exits at the same place, traverses Tuxford and heads north on Eldon Street, where it cannot possibly go anywhere but the Markham Moor junction; this traffic has no need to traverse Tuxford at all. Yet more comes north – either leaving the southbound A1 exit or coming up northwards from south of the Lodge Lane Industrial estate, either going through the centre and up to join the A1 or west down Ollerton Road; finally, there is east-west – bound traffic which traverses Tuxford to and from the A57 towards Lincolnshire.

The EldonRoad/Ollerton Road junction is critical in many of these manoeuvres, whilst most routes also traverse Market Place and the Georgian town centre.

5.2.1.1 The Ollerton Road/Eldon Street Junction

In the traffic assessment carried out by Bancroft Consulting in support of the appeal by Walkers to expand the Ollerton Road industrial estate (essentially to add more storage space), Nottinghamshire Highways is quoted as stating “(this junction) ...has been identified as having known issues in the Bassetlaw Transport Study which has been prepared in support of the Draft Bassetlaw Local Plan. I would therefore consider the potential cumulative traffic impact with this development to be a material consideration. The performance of the junction will therefore need to be modelled.”.

The modelling proposes that during the main morning peak hour, the junction does not reach critical capacity and would not quite do so even if the storage space were approved (the argument being that as storage it would only add limited traffic). None



of this takes into account the additional commuter traffic from HS14 (75 units as proposed). Whilst this report is designed to support a development, the route analysis observations (even though extremely limited) are of import in terms of proportion of totals

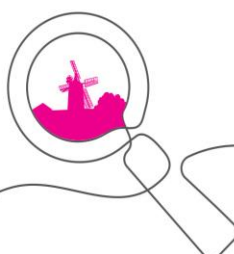
Route Taken (am peak hour)	Overall PCU	HGV Units
Ollerton Rd -> Eldon St N (L)	75	20
Ollerton Rd -> Eldon St S (R)	215	24
Through along Eldon St (N)	243	13
Through along Eldon St (S)	279	13
Eldon from N -> Ollerton (R)	95	9
Eldon from S -> Ollerton (L)	195	11

HGV traffic turning out of Ollerton Road is fairly evenly split between N and S along Eldon St. There is also significant through-traffic going up and down Eldon Street. The survey only looked at the commuter timeframe, on the basis that this was peak volumes, as requested by NCCH. However during the day, HGV traffic continues apace and informal observation indicated it sometimes constitutes up to ¼ of total traffic volumes.

We are therefore proposing a full-day (or two) traffic survey, as detailed below, in order to understand exactly where traffic is coming from and going to, throughout the day. Our proposed suggestion is at the end of this document.

5.2.1.2 Traversing Tuxford and Alternatives

The same report, quoted above, also reports queuing times and delays specifically at the Ollerton Road/Eldon Street junction, due to its proximity to the proposed development. Other junctions that cause delays are northbound on Newark Street (from the A1) and the junction of Ashvale Road and Lincoln Road. Delays at these junctions are not recorded so far, although the report does give averages for the morning commute period for the Ollerton/Eldon junction. These are summarised in the table below. These were used to support the development; the three cases are 2022 (observation), 2027 (with the development) and 2027 (Opening year – with a



Bassetlaw-wide average traffic increase – in other words, *not taking HS14 into account*). It should be noted that evening peak delays are slightly lower. RFC is a calculated loading factor; up to 0.85 is considered within capacity.

Average am delay (2022):	Delay (s)	RFC (am peak)
Ollerton Road east:	31.08	0.65
Eldon St:	7.81	0.21

2027+ dev	Delay (s)	RFC (am peak)
Ollerton Road east:	38.98	0.72
Eldon St:	8.18	0.25

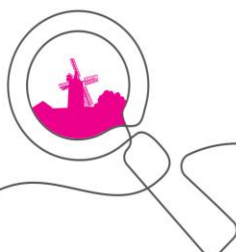
2027 Opening year	Delay (s)	RFC (am peak)
Ollerton Road east:	34.17	0.68
Eldon St:	7.84	0.22

The survey purports to demonstrate that the additional storage would not exceed the capacity of the junction, although it is recognized as an issue by Notts Highways. The main point is to note the time delay at the head of the queue to traverse the junction, just over half a minute today.

5.2.1.3 Routes to consider and alternatives

As noted above, to be objective, all routes, whether external to Tuxford (HGV and general vehicles), or generated by localities within Tuxford must be considered. The tables below indicate the full list of potential routes. The distance today, via the current road network (in metres) between the key points and the potential distance via the proposed Northern Bypass are included. These require the following alternatives, if Tuxford village centre is to have a weight limit alongside the bypass. Mirror routes (i.e. going the other way) are assumed to be essentially identical.

1. Traffic from the west goes through Tuxford, aiming to go north on the A1 – this would go via the bypass and join at Markham Moor (where it joins anyway)
2. Traffic from the west goes through Tuxford, aiming to go south on the A1 – this would have to go north via the bypass, join the A1 southbound at Markham Moor. The distance in both cases is from the entrance to the proposed bypass to the end of the on-ramp from Ashvale Road at the southbound A1
3. Traffic from the west goes through Tuxford to the Ashvale Road/Lodge Lane Industrial sites- our proposal to move HGV-traffic generated here to an expanded Ollerton Road site would remove this
4. Traffic from the west goes through Tuxford centre, along Lincoln Road and joins the A57 eastbound east of Tuxford, heading towards Lincolnshire. Such traffic would then be obliged to take the bypass, cross over the A1 at



Markham Moor and take the A57, leaving the analysis zone at the junction of the A57 with the eastbound A6057.

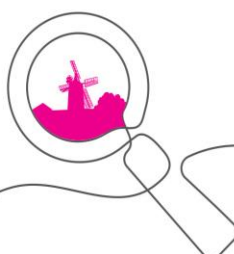
The length of each of these between the common route (that which would not be impacted by any change noted above) was measured on Google Earth and a reasonable estimate of HGV speed added – traffic going through the centre of Tuxford is often delayed and slow simply due to traffic volumes, not to mention parked vehicles, as the streets date from the early 18th century and were simply never designed for the volume, or dimensions – of modern traffic. To this was added a notional 0.3 of a minute at each give-way junction and 30 seconds added for each roundabout.

Typical likely traffic speeds are more aligned to HGV traffic flows than private cars, which would move faster along the out-of-town routes. The tables below indicate total traverse times for the different routes described above.

Eastbound on A6075	Dist (m)	Give-way junc	Mkt Sq/Eldon St	Roundabouts	A1 junctions	Avg speed mph	Time (mins)
Walkers Entrance to A1 Southbound via Market Square	1690	3	Y	0	1	10	7.2
Walkers entrance to A1 Southbound via N bypass/Markham Moor	7560	0		2	1	50	6.7
Walkers Entrance to A1 Northbound via Eldon Street	4250	1	Y	1	1	40	4.8
Walkers entrance to A1 Northbound via N bypass/Markham Moor	3680	0		1	1	40	4.0
AR Ind Est N on Ashvale Road via Market Square (to MM N entrance)	4630	1	Y	1	1	55	4.0
AR Ind S on A1 via Ashvale Rd - unaffected							

This indicates traffic going to and from either the Ollerton Road industrial estate, or Broughton/Ollerton or beyond, would actually enjoy shorter travel times, if the modelled speed though Tuxford is correct; even some inaccuracy would not result in any significant time penalty. Even southbound HGV traffic would not suffer any real time penalty.

Westbound on A57	Dist (m)	Give-way junc	Mkt Sq/Eldon St	Roundabouts	A1 junctions	Avg speed mph	time (mins)
A57/6075 Westbound - to A1 Southbound							
... to A1 South at Ashvale Road Junction via Lincoln Road	4660	1	N	0	1	35	5.3
... to A1 South at Ashvale Road Junction via A57/Markham Moor junc	8930	0	N	2	1	45	8.4
Walkers Eastbound to A57 towards Lincoln to A6057 junction (& vv)...							
... via Market Sq	5540	1	Y	0	0	35	6.2
... via Markham Moor/N bypass	8840	0	N	2	0	50	7.6



Traffic heading from the A57 to the east of Tuxford is either aiming for the A1 northbound (when it will simply follow the A57 to Markham Moor, as today); southbound A1 traffic would be diverted via Markham Moor, however, given the traffic congestion along Lincoln Road, this is only three minutes longer. This constitutes the longest time penalty of the whole scheme.

Traffic from the west of Tuxford travelling to the A57 eastbound would then go via the bypass north, over the Markham Moor roundabout and continue on the A57 from there. This would only add between one and two minutes as modelled to travel times.

Against these limited increases, in terms of overall CO2 emissions and HGV travel times, should be set the reduction of 0.8min for all those HGVs which currently turn left at the Ollerton/Eldon junction – which is about 45% of the total taking that route. Additionally, the reduction of HGV traffic would promote active travel within Tuxford, including – a reduction of “school run” if HGVs are banned from the centre; the traffic survey for Walkers claimed that PLG traffic constitutes 90% of total morning peak volumes.

All of this is modelled, albeit with realistic value. It will require a node-to-node traffic survey to provide reality to this.

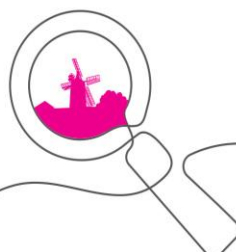
6.0 A Southern Route

An alternative route has been proposed, to the south of Tuxford. This would start at the A6057 (Ollerton Road) to the west of Walkers, heads south, crossing the Egmonton Road via a roundabout, and skirts to the north of the Network Rail research rail line (thus avoiding the cost of bridge or tunnel) to connect with the current A6075 northbound off-ramp just as it leaves the A1. This would presumably require an additional roundabout at this point. A new north-bound on-ramp, joining the A1, would then be required.

Northbound traffic which would want to go west along the A6075 would thus take this bypass. All other traffic would go to Markham Moor interchange, with southbound traffic from the west turning north on the A1, up to Markham Moor and then back down the southbound A1.

This would require a new on-ramp junction to the A1.

We have not evaluated the increased distances and times for HGV traffic but this could form part of any evaluation.



7.0 A Traffic Survey and Route Recommendations

We believe the combination of a bypass, a re-alignment of the use of the three industrial estates within Tuxford, an expansion of the Ollerton Road site, and a weight limit in the centre of Tuxford (including along Lincoln Road) would have a major, positive impact on Tuxford without resulting in any – or any significant burden on HGV traffic which goes via Tuxford centre today, at least if the northern route were possible.

We further believe the economic case can be made to meet NCCH objectives to justify such an investment.

We know that this would have a series of major, positive, impacts on the community and would also help support Bassetlaw's wider economy as well as expanding non-Logistics employment space.

We are confident it would support healthy lifestyles yet protect Tuxford's rural setting and enhance the Georgian Town Centre as well as the wider town.

Nevertheless, a Traffic survey is required to understand the real situation today and also to consider the relative merits (and evaluate the cost-effectiveness) of any bypass route.

Previous surveys noted overall traffic volumes, but did not provide insights into the routes taken, nor the length of time it took for vehicles to find a way through the town centre congestion. The most recent survey for Walkers was designed to support the planning application for expanded storage space, which would have limited impact on traffic volumes; it only considered peak travel times at one junction on one day

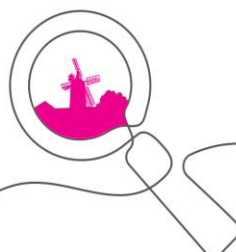
We suggest a node-to-node survey, whereby the individual vehicles (HGV and vans/private cars, as well as agricultural) are recorded as they enter, and as they leave, the town centre, so that the points of entry, the point of exit and the time taken, can be determined. We recognize this has GDPR implications and must be carried out by a suitably authorised official body.

We suggest the points identified on the Google Earth extract below. Marked A-E, would be sufficient to achieve this purpose, provided the route taken is also known in terms of identifying route taken arriving at, or leaving, the recording point.

However, we know that traffic survey design is a specialist area and we wish to engage with a suitably qualified organization to understand how they could achieve these goals.

It is also important to evaluate the possibility of a bypass – whether a northern route – the one we have proposed being simply a representation – a southern route, as some councillors recommend, or completely different approach – so that the Neighbourhood Plan can take this into consideration in terms of proposing enlargement or re-alignment of use of the current Industrial estates.

The critical issue is to recognise the overwhelming negative impact of HGV traffic at present, as reported via the Community Input process during 2023, and to find ways to address it. To ignore this issue as we make out next Neighbourhood Plan would be unforgivable.



Proposed nodes for traffic survey. Note these are simply suggestions, we are not presenting ourselves as experts on the matter.



We hereby apply for Technical Assistance support for a node-to-node traffic survey based upon:

1. Recognised and proven long-term need to address HGV traffic
2. Primary issue of HGV/Traffic concern expressed via the Community Priorities Statement and the community engagement response - attached
3. Recommendations from previous Traffic survey, not actioned - attached
4. The viability of at least the northern bypass route identified on its own merits
5. The alignment with both the current and draft Bassetlaw District Plan in terms of:
 - a. economic growth,
 - b. active and healthy lifestyles,
 - c. supporting the rural economy,
 - d. ability to absorb designated housing within that plan,
 - e. growth in the visitor economy
 - f. protection of heritage and conservation area
 - g. ability of Tuxford to function in its designated role as a Local Support Centre.

