

Summary of Recommended Junction and Link Mitigation

Links										
Ref	Description	Junction/Link Standard	Location	2016 Base	2032 Ref Case	2032 Ref Case + Deliv LP	2032 Ref Case + Max LP	Comments	Mitigation	Indicative CIL Costs (£m)
L1	A60 between A619 & A57	Single carriageway	West of Worksop	85%	120%	152%	170%	All links are currently within capacity at the 2016 base year. With the addition of committed development traffic flows four links exceed capacity and one is close to capacity. With the addition of LP development scenario traffic further links exceed, or approach capacity. However, the transport study is very robust for the following reasons: 1. All committed development is assumed to be delivered within the Plan Period 2. Robust trip generation methodology has been applied 3. Existing modal splits have been applied for trip generation purposes 4. No trip discounts have been used to reflect modal shift due to sustainable travel infrastructure/measures 5. No allowance has been made of trip reassignment due to network delays/congestion 6. No allowance has been taken of the effects of 'peak spreading' 7. No allowance has been made of the benefits of Garden Communities in terms of reducing the need to travel 8. No allowance has been made for possible technology advances (e.g. autonomous vehicles) The Transport Study is therefore a 'worst case' assessment and it would be inappropriate to identify link mitigation based on the findings of the study as future traffic conditions are likely to be less onerous in practice. The recommended approach is therefore to monitor link performance, seek to minimise development traffic impacts through the use of sustainable travel and assess residual traffic impacts on links as development sites come forward through planning.	Monitor performance - no works identified	£0
L2	A57 between Sandy Lane & Claylands Ave	Single carriageway	A57 Worksop Bypass	85%	141%	163%	172%		Monitor performance - no works identified	£0
L3	A57 between A60 and B6034	Single carriageway	A57 Worksop Bypass	64%	87%	129%	129%		Monitor performance - no works identified	£0
L4	A57 between A614 and B6040	Single carriageway	A57 East of Worksop	56%	85%	161%	222%		Monitor performance - no works identified	£0
L5	A57 northwest of Worksop	Single carriageway	A57 Northwest of Worksop	63%	98%	117%	127%		Monitor performance - no works identified	£0
L6	Watson Road between B6024 and Eastgate	Single carriageway	Worksop	40%	63%	82%	106%		Manage development impacts through sustainable travel	£0
L7	B6045 south of its junction with the B6041 Farmers Branch	Single carriageway	Worksop	67%	103%	118%	134%		Manage development impacts through sustainable travel	£0
L8	B6045 Worksop to Blyth	Single carriageway	Northeast of Worksop	49%	76%	87%	102%		Manage development impacts through sustainable travel	£0
L9	A620 Babworth Road	Single carriageway	West of Retford	55%	70%	97%	100%		Manage development impacts through sustainable travel	£0
L10	Blyth Road	Single carriageway	Harworth	27%	108%	118%	120%		Manage development impacts through sustainable travel	£0
Key Junctions on Links with Greater than 100% Stress										
Ref	Description	Junction/Link Standard	Location	Related Link	Max Stress on Related Link	Comments	Mitigation Strategy	Indicative CIL Costs (£m)		
J1	A60 Mansfield Road/A619	Priority Roundabout	Worksop	L1	170%	Key junction on A60 - Indicative improvement scheme identified in 2010 study - recommend developing this scheme up in further detail for CIL and/or LEP funding	Identify detailed scheme for CIL and/or LEP funding	£3.00		
J2	A57/A60/B6024/St Anne's Drive	Signal Controlled Roundabout	Worksop	L1	170%	Key junction on A57 - Junction improved by NCC in 2016 - recommend monitor performance, no further improvements proposed in short term	Monitor junction performance - no works proposed	£0		
J3	A57/Sandy Lane	Priority Roundabout	Worksop	L2	172%	Key junction on A57 - Indicative improvement scheme identified in 2010 study - recommend developing this scheme up in further detail for CIL and/or LEP delivery	Identify detailed scheme for CIL and/or LEP funding	£1.50		
J4	A57/Claylands Ave/Shireoaks Common	Priority Roundabout	Worksop	L2	172%	Key junction on A57 - Indicative improvement scheme identified in 2010 study - recommend developing this scheme up in further detail for CIL and/or LEP delivery	Identify detailed scheme for CIL and/or LEP funding	£1.50		
J5	A57/B6034/Netherton Road	Priority Roundabout	Worksop	L3	129%	Key junction on A57 - feasibility of capacity improvements discussed in study - recommend further investigation to identify an improvement scheme for CIL and/or LEP funding	Identify detailed scheme for CIL and/or LEP funding	£1.50		
J6	A57/B6040	Priority Roundabout	Mantonwood, Worksop	L4	222%	Key junction on A57 - feasibility of capacity improvements discussed in study - recommend further investigation to identify an improvement scheme for CIL and/or LEP funding	Identify detailed scheme for CIL and/or LEP funding	£1.50		
J7	A614 Blyth Road/A57/A1(T)	Priority Roundabout	East of Worksop	L4	222%	Key junction on A57 - feasibility of capacity improvements discussed in study - recommend further investigation to identify an improvement scheme for CIL and/or LEP funding	Identify detailed scheme for CIL and/or LEP funding	£1.50		
J8	A57/B6041 Gateford Road	Priority Roundabout	Worksop	L5	127%	Key junction on A57 - Junction planned for improvement in 2019 - recommend monitor performance, no further improvements proposed in short term	Monitor junction performance - no works proposed	£0		
J9	B6040 Watson Road/B6024 Newcastle Street/Memorial Avenue	3-Arm Signal Junction	Worksop	L6	106%	Link only just exceeds capacity in the Maximum Scenario - recommended that demand management and modal shift measures will help mitigate impacts at these locations Most significant impacts are due to major 4,000 dwelling proposed allocation at Kilton - recommended that this site be responsible for detailed assessment and delivery of appropriate mitigation at these junctions	Manage development impacts through sustainable travel	£0		
J10	B6045 Watson Road/Bridge Place	Signal Crossroads	Worksop	L6	106%		Manage development impacts through sustainable travel	£0		
J11	Gateford Road/B6045 Carlton Road/Eastgate	4-Arm Signal Junction	Worksop	L6	106%		Manage development impacts through sustainable travel	£0		
J12	A60 Turner Road/Carlton Road/B6045 Blyth Road	Signal Crossroads	Worksop	L7	134%		Manage development impacts through sustainable travel	£0		
J13	B6045 Blyth Road/B6041 Kilton Hill	3-Arm Signal Junction	Worksop	L7	134%		Manage development impacts through sustainable travel	£0		
J14	B6045 Blyth Road/Farmers Branch	3-Arm Priority Junction	Worksop	L7	134%	Manage development impacts through sustainable travel	£0			
J15	B6045 Blyth Road/Thievesdale Lane	3-Arm Priority Junction	Worksop	L7	134%	Manage development impacts through sustainable travel	£0			
J16	B6045 Worksop Road/A634 High Street	3-Arm Priority Junction	Blyth	L8	102%	Link only just exceeds capacity in the Maximum Scenario - recommended that demand management and modal shift measures will help mitigate at this location	Manage development impacts through sustainable travel	£0		
J17	Blyth Road/Snape Lane	Ghost-Island Priority Junction	Harworth	L10	120%	Feasibility of capacity improvements discussed in study - recommend further investigation to identify an improvement scheme for CIL and/or LEP funding	Identify detailed scheme for CIL and/or LEP funding	£1.50		
J18	Blyth Road/Scrooby Road/Bawtry Road/Main Street	Mini-Roundabouts	Harworth	L10	120%	A deliverable scheme remains to be identified at this location. Alternative access strategy may help alleviate traffic pressure - recommend further investigation to identify a solution	Identify detailed scheme for CIL and/or LEP funding	£1.50		
J19	A620 Babworth Road/Ordsall Road Mini-Roundabout	Mini-Roundabout	Retford	L9	100%	Link only reaches capacity in the Maximum Scenario - recommended that demand management and modal shift measures will help mitigate impacts at these locations	Manage development impacts through sustainable travel	£0		
J20	A620 Babworth Road/B6420 Mansfield Road/Sutton Lane	Priority Crossroads	Retford	L9	100%		Manage development impacts through sustainable travel	£0		
Further Junctions/Locations Previously Identified by NCC										
J21	B1164 Eldon Street/A6075 Ollerton Road	3-Arm Priority Junction	Tuxford	Minimal additional traffic forecast through the junction due to Local plan development			Monitor junction performance - no works proposed	£0		
J22	Carlton-in-Lindrick - pedestrian/cyclist connections to Worksop	-	Carlton-in-Lindrick	Currently poor and requiring improvement as part of any future development in the area.			Developers to deliver improvements to improve connections	£0		
J23	A614/Blyth Road	3-Arm Priority Junction	Harworth	This junction was recently improved to provide signal control (as part of works to J25) no further improvements are expected to be required.			Recently improved	£0		
J24	A614/Scrooby Road	Ghost-Island Priority Junction	East of Harworth	An improvement scheme has been identified to provide a 'Ghost-Island' right turn at this junction, although this has yet to be implemented.			Improvement scheme already identified	£0		
J25	A1/A614/B6045	Priority Roundabout	Harworth	The northern priority roundabout of this junction was recently enlarged and the lane allocations modified. No further improvements are expected to be required.			Recently improved	£0		
J26	A620/A638	Priority Roundabout	Retford	Improvement options very limited due to existing constraints.			Manage development impacts through sustainable travel	£0		
J27	B6041 Gateford Road/Ashes Park Avenue	Ghost-Island Priority Junction	Worksop	This junction was recently improved to provide signal control no further improvements are expected to be required.			Recently improved	£0		
J28	B6041 Gateford Road/B6041 Raymoth Lane	Ghost-Island Priority Junction	Worksop	This junction was recently improved to provide signal control no further improvements are expected to be required.			Recently improved	£0		
J29	B6041 Raymoth Lane/A60 Carlton Road	Signal Crossroads	Worksop	Feasibility of capacity improvements discussed in study - NCC considering a roundabout improvement. Recommend further investigation to identify an improvement scheme for CIL and/or LEP funding			Developers to deliver improvements to achieve 'nil detriment'	£0		
J30	A620 Amcott Way/A638 Arlington Way	3-Arm Signal Junction	Retford	Feasibility of capacity improvements discussed in study - recommend further investigation to identify an improvement scheme for CIL and/or LEP funding			Developers to deliver improvements to achieve 'nil detriment'	£0		
Total (£m)									£13.50	