



Bassetlaw
DISTRICT COUNCIL
— North Nottinghamshire —

Bassetlaw Local Plan Transport Study Update

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EXECUTIVE SUMMARY

This strategic transport study identifies the cumulative multi-modal transport implications of future housing and employment Local Plan development within the district to advise strategic transport infrastructure requirements.

The study considers all modes of transport and has examined the transport implications of future Local Plan development at an assessment year of 2032¹ to advise the emerging new Local Plan.

This study is the first stage of the Transport Assessment process and it will be necessary for more detailed analysis to be undertaken as individual sites come forwards through the planning process. This will include more detailed assessments of the transport implications of development sites, undertaken either as studies to guide the preparation of supplementary planning documents, or as part of the evidence submitted in support of planning applications.

Overall, the existing bus, rail, walking/cycling and highway networks within the district currently operate within capacity.

Several junction improvements are included in the Nottinghamshire LTP3 Implementation Plan (2015/16 – 2017/18) which identifies that the remaining funding for these schemes (which will be dependent upon the final scheme designs) will be a contribution from Bassetlaw District Council using funding from its Community Infrastructure Levy (CIL).

Residential and employment Local Plan development details have been provided by the District Council, together with details of potential development sites that could accommodate this Local Plan development. Two Local Plan development scenarios have been considered; 'Deliverable' and 'Maximum' development.

Strategic transport impacts due to the proposed Local Plan development have been identified for all modes of transport and the findings suggest that for sustainable modes (i.e. walking, cycling, bus and rail) forecast demands will largely be accommodated on existing/committed infrastructure and services. However, local infrastructure improvements will be required to integrate development sites and address site-specific impacts.

To help reduce traffic impacts a minimum target modal shift of 5% from car driving to sustainable modes is recommended to bring the average travel to work modal split across the district in line with the County average. To achieve this, new Local Plan development will need to deliver significantly higher modal shift

¹ The emerging new Local Plan now runs until 2035 however the Transport Study was prepared based on the best information available at the time.

away from car use and should be set appropriately higher targets. Sustainable travel infrastructure, services and initiatives will therefore need to be identified on a site-by-site basis to achieve this.

Cumulative traffic impacts have been identified at various locations across the district that will need to be addressed by highway infrastructure improvements if traffic congestion and delays are to be avoided.

Possible transport infrastructure improvements have been identified in a preliminary form, together with indicative costs. These are summarised in **Appendix F**. The following junctions have been identified as priorities for improvement:

- J1 - A60/A619 Roundabout, Worksop
- J3 – A57/Sandy Lane Roundabout, Worksop
- J4 – A57/Claylands Ave/Shireoaks Common Roundabout, Worksop
- J5 - A57/B6034/Netherton Road Roundabout, Worksop
- J17 - Blyth Road/Snape Lane Priority Junction, Harworth
- J18 - Blyth Road/Scrooby Road/Bawtry Road/Main Street Mini-Roundabouts, Harworth

It is recommended that the Regulation 123 List is updated based on the findings of this study and that CIL contributions are sought from future development within the district towards the strategic improvements that have been identified.

It is expected that developers will fund any travel plan measures/initiatives (including marketing and promotion) or transport infrastructure improvements required to mitigate the direct transport impacts of developments. This will include funding for items such as; Smarter Choices measures and initiatives, Travel Plans, on and off-site cycling and walking infrastructure, bus and rail network/infrastructure enhancements and/or bespoke bus services, and any off-site highway infrastructure improvements required to mitigate traffic impacts.

In addition to addressing the direct transport implications of their developments developers will also be required to contribute towards strategic highway improvements via CIL and fund 'nil detriment' highway improvements at other locations where development traffic impacts are identified (i.e. restore the capacity of the highway network to what it would be without the proposed development).

Highway capacity improvements that are not addressed via CIL contributions will need to be secured by planning conditions and delivered through Section 278 Agreements.

1 OBJECTIVES AND SCOPE OF THE STUDY

1.1 Context to the study and objectives

- 1.1.1 Bassetlaw District Council has commissioned WYG to update the district wide transport study produced in January 2011 to reflect the latest development proposals coming forwards through the emerging new Local Plan.
- 1.1.2 The outputs from the study will form part of the evidence base to support the new Local Plan for the district. Its primary objectives are to ensure that transport infrastructure does not constrain plans for Local Plan development and that appropriate new transport infrastructure is identified and programmed to facilitate Local Plan development where necessary.
- 1.1.3 This strategic level study is the first stage of the Transport Assessment process and it will be necessary for more detailed analysis to be undertaken as individual sites come forward through the planning process. This will include more detailed assessments of the transport implications of all development sites, undertaken either as studies to guide the preparation of Development Plan Documents, or as part of the evidence submitted in support of planning applications.
- 1.1.4 The context for Local Plan development within the district is set out in the 2017 Strategic Housing Market Assessment Update for the North Derbyshire and Bassetlaw Housing Market Area (HMA).
- 1.1.5 The latest demographic projections produced by the Office of National Statistics predict that Bassetlaw's resident population will grow by around 6,800 people over the period 2014-2035. This will be accompanied by significant changes in the age profile of the population, particularly a decline in the population of working age, and an increase in the numbers of residents over 65.
- 1.1.6 Drawing together the different evidence results in a range of possible housing targets for the Bassetlaw Plan of between 292 and 417 dwellings per year, while the Government's proposed standardised method for calculating objectively assessed need sets a minimum target of 324 dwellings per year. For the purposes of this assessment, a target of 417 dwellings per year is considered prudent as it takes account of the basic demographic need while incorporating higher economic growth aspirations. This would set an overall target of 7,506 dwellings to be built by 2035, the proposed end of the Bassetlaw Plan period.
- 1.1.7 In terms of employment growth, Bassetlaw is an over-LEP authority, therefore has regard for the aspirations of two different Local Enterprise Partnerships; Derby, Derbyshire, Nottingham

and Nottinghamshire (D2N2) and the Sheffield City Region (SCR). Both LEPs have set ambitious new jobs targets with D2N2 aspiring to 55,000 new jobs by 2033 and SCR seeking 70,000 new private sector jobs and 6,000 new businesses by 2025.

- 1.1.8 The planned housing and employment development in Bassetlaw, presents opportunities as well as challenges. Well planned and targeted Local Plan development and the investment in supporting transport infrastructure has the potential to improve services, facilities and the quality of life for both new and existing communities. It presents an opportunity for a step-change in the long-term sustainability of settlements, built development and lifestyles.
- 1.1.9 The Transport Study will inform and underpin many of the strategic decisions which will be taken in formulating the Local Plan and provide an on-going reference, in realising sensitive, beneficial and sustainable Local Plan development.
- 1.1.10 This Transport Study has been prepared as part of the evidence base in support of the new Local Plan, in accordance with the National Planning Policy Framework (NPPF) which requires local planning authorities to use a proportionate evidence base to support their Local Plan production to help achieve sustainable development. The NPPF states that:

"Infrastructure

162. Local planning authorities should work with other authorities and providers to:

- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas."*

- 1.1.11 This Study has been produced within the context of NPPF guidance, with the aim of providing a high level but robust assessment of current transport conditions, future travel demands, the need for new/improved transport infrastructure, indicative costs, potential funding sources and priorities for delivery.

1.2 Structure of the Study Report

1.2.1 The structure and content of the remainder of this report is summarised as follows.

BASELINE ASSESSMENT

1.2.2 This section comprises an overview of the study area, identification of existing transport conditions at the beginning of 2017, travel patterns and existing transport services and infrastructure for the following transport categories:

- Walking
- Cycling
- Bus
- Passenger Rail
- Highways & Car Parking
- Freight

1.2.3 These categories are applied consistently throughout the subsequent sections of the report.

COMMITTED SCHEMES/DEVELOPMENTS

1.2.4 This section comprises the identification of committed transport schemes and land-use developments that will result in material changes to existing transport conditions within the district and identification of their likely transport effects.

LOCAL PLAN DEVELOPMENT

1.2.5 This section identifies the proposed Local Plan development site locations, presents an audit of their relative sustainability in transport terms, and identifies modal splits and estimates trip generation and distribution onto existing transport networks.

IMPACTS OF LOCAL PLAN DEVELOPMENT

- 1.2.6 This section comprises the identification of likely impacts on existing transport networks due to the proposed Local Plan development.

TRANSPORT INFRASTRUCTURE REQUIREMENTS

- 1.2.7 This section identifies potential infrastructure improvements required to facilitate Local Plan development and/or mitigate transportation impacts on existing networks. Potential strategic infrastructure improvements are identified in a preliminary format and these will be subject to detailed assessment and design as and when development proposals are brought forward. Preliminary construction costs have been estimated and comments provided on scheme deliverability and priorities.

SUMMARY AND CONCLUSIONS

- 1.2.8 The final section summarises the findings of the study and presents recommendations.

FIGURES AND APPENDICES

- 1.2.9 The Figures referred to in the text are presented after the glossary towards the end of the report. Appendices are attached after the Figures at the end of the report.

2 BASELINE ASSESSMENT

2.1 Introduction

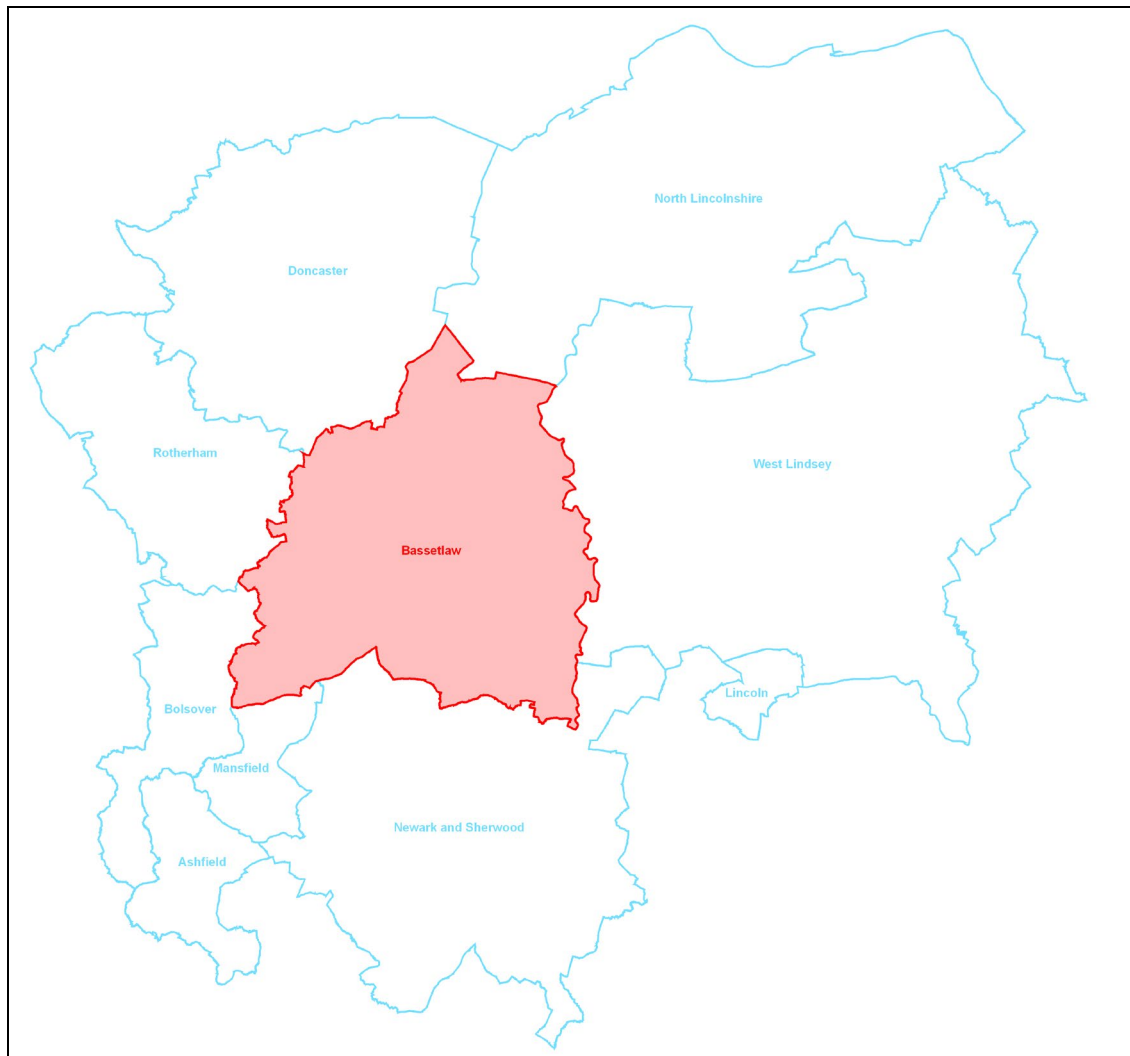
- 2.1.1 This baseline assessment has been prepared using information obtained from a variety of existing published documents which are summarised in the data sources summary box below. For ease of reference, data sources are highlighted throughout this report at the beginning of each section.

DATA SOURCES

- Bassetlaw Plan Initial Draft 2016
- Office for National Statistics (ONS) – 2011 Census Data
- Nottinghamshire Local Transport Plan (LTP3) 2011 to 2026
- Nottingham City Council's NOMAD Website

2.2 Study Area

- 2.2.1 The study area is shown in **Figure 1** and comprises the administrative boundary of Bassetlaw District Council as indicated on **Image 1** overleaf. Bassetlaw is the northernmost district in Nottinghamshire, covering 30% of the County. Lincolnshire adjoins the district to the east (West Lindsey District), North Lincolnshire (Unitary Authority) to the north east, Doncaster (Unitary Authority) to the north west, Rotherham (Unitary Authority) to the west, Derbyshire to the south west (Bolsover District) and the Nottinghamshire Districts of Mansfield and Newark and Sherwood to the south.

Image 1 - Bassetlaw District and Adjacent Authorities

- 2.2.2 The district is predominantly rural in nature with most areas open countryside in agricultural use. There is a dispersed pattern of settlement. The western part of the district is dominated by the market town of Worksop which is the largest town in the district. Retford, the second largest town is in the centre of the district. The town centres of Worksop and Retford contain the greatest concentrations of retail, commercial and business activities in Bassetlaw.
- 2.2.3 The main feature of Worksop town centre is the north-south axis of Bridge Street and Bridge Place, most of which is pedestrianised. This street accommodates most of the centre's shops. At its southern end, where it meets the market place. Traffic is mainly confined to Watson Road and two streets that run east-west and cross the pedestrian area. These streets have a mix of commercial, office, retail and residential uses.

- 2.2.4 The centre of Retford is clearly bounded for the most part by Arlington Way and Amcott Way, the River Idle and the Chesterfield Canal. Within this area retailing is concentrated in the pedestrianised area of Carolgate. This concentration is a notable feature of the town. Almost all retailing occurs in a very limited area and there are no out-of-centre large shops. The Worksop & Retford Travel to Work Area² covers all the Bassetlaw District, except for the north-eastern corner (between the A161, A631 and the district Boundary) which falls within the Lincoln Travel to Work Area due to its proximity to Gainsborough to the east³.
- 2.2.5 Over the course of the plan period the latest demographic projections produced by the Office of National Statistics predict that Bassetlaw's resident population will grow by around 5,000 people. Significant changes in the age profile of the population are also predicted, particularly a decline in the population of working age, and an increase in the numbers of residents over 65, which is reflective of national trends⁴.
- 2.2.6 The initial draft of the Bassetlaw Plan summarises transport opportunities with the district as follows:

"A key strength of Bassetlaw is its connectivity to major road and rail routes, particularly the A1, East Coast Mainline and the Sheffield to Lincoln railway line. Roads such as the A57 and A60 also give the District ready access to the M1 motorway. Equally Robin Hood Airport Doncaster-Sheffield is located just outside Bassetlaw's boundary, offering international flights to a range of destinations.

The Sheffield-Lincoln railway line, connecting Worksop, Retford and Shireoaks with Sheffield, Gainsborough and Lincoln on a regular basis, is expected to see significant improvement, with more frequent and faster services, to more destinations, and new trains. The East Coast Mainline gives Retford, the District's second largest town, a fast, direct rail link to London. Worksop also has a direct rail link to Nottingham, though journey times on this route are relatively slow. Looking further into the future this plan period will cover the planned construction and opening in 2033 of the High Speed 2 rail link, whilst plans are also progressing for a third high speed link, between Liverpool and Hull,

² Travel to Work Areas are defined by the Office for National Statistics using census data for commuting between wards, based on the different locations of individuals' home and work addresses. A Travel to Work Area is a collection of wards for which "of the resident economically active population, at least 75% actually work in the area, and also, that of everyone working in the area, at least 75% actually live in the area".

³ Source: ONS United Kingdom Travel to Work Areas, 2011.

⁴ Source: Bassetlaw Plan Initial Draft 2016

potentially giving Bassetlaw residents rapid and convenient access to cities such as Liverpool and Manchester, for both work and leisure purposes.

Bassetlaw also benefits from an extensive network of cycle and foot paths, including parts of the National Cycle Network. However, data from the 2011 Census shows that more than 65% of Bassetlaw's employed residents travel to work by car or van, of whom around 40% travel 10km or less. In contrast, only around 3.5% of its employed residents travel by public transport, including buses and trains.

The District is served by an extensive network of bus services, linking bus stations in Worksop and Retford to the District's villages and to towns outside Bassetlaw, such as Chesterfield, Ollerton, Gainsborough and Doncaster. However, for some parts of the District, in particular, the more rural areas, services are less frequent, finish early in the evening and do not run on Sundays.

Building on the nature of the District's connectivity, it is important to encourage those living and working in the District to travel wherever possible in a more environmentally sustainable manner, particularly into the wider region and beyond."

2.3 Travel Patterns

2.3.1 Census 2011 data obtained from the Nomis website confirms that the percentages of the total district population travelling to work by different modes of transport are as summarised in **Table 1** and **Chart 1** below. This data represents all journeys to work by usual residents aged 16 to 74. Percentages for Nottinghamshire and England are also provided as a comparison.

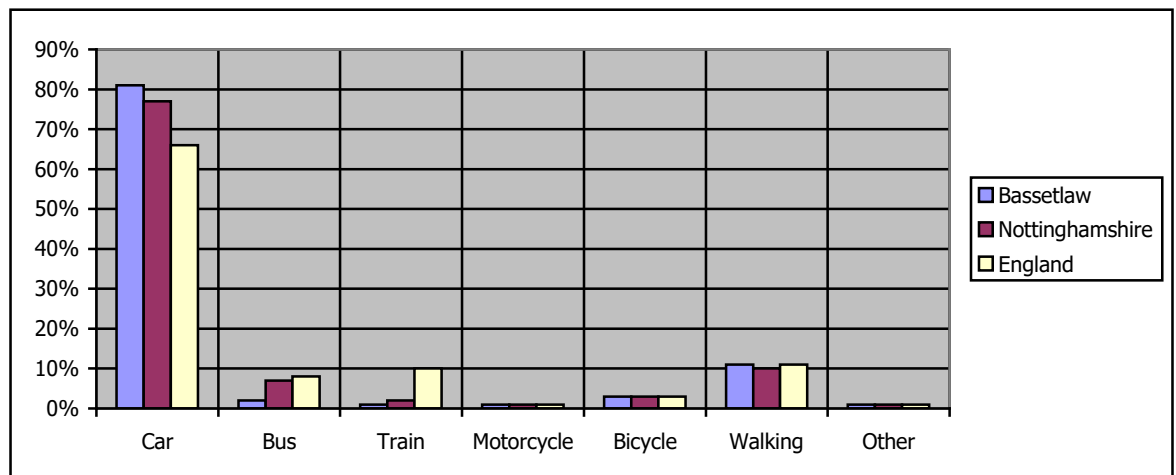
Table 1 – 2011 Census: Mode of Travel to Work (Usual Residents)

Mode of Travel	Bassetlaw	Nottinghamshire	England
Car	81%	77%	66%
Bus	2%	7%	8%
Train	1%	2%	10%
Motorcycle	1%	1%	1%
Bicycle	3%	3%	3%
Walking	11%	10%	11%
Other	1%	1%	1%
Totals	100%	100%	100%

Notes:

1. Car includes car/van drivers, car/van passengers, and taxis
2. Bus includes bus, coach or minibuss
3. Train includes train, metro, light rail, tram and underground
4. Motorcycle includes motorcycle, scooter or moped
5. Figures exclude work from home and not working

Chart 1 - 2011 Census: Mode of Travel to Work (Usual Residents)



2.3.2 The predominant mode of travel to work in Bassetlaw is the car and relative levels of car use within the district are higher than for both Nottinghamshire and England. Train and motorcycle use within Bassetlaw is low, but not dissimilar to Nottinghamshire. Bus use within Bassetlaw is lower than for Nottinghamshire and England. Walking and cycling within the district is equivalent to both the county and England.

2.3.3 The data reflects the rural nature of most of Bassetlaw and the relatively sparse public transport provision in rural areas. For many residents, the car is the only feasible mode of transport.

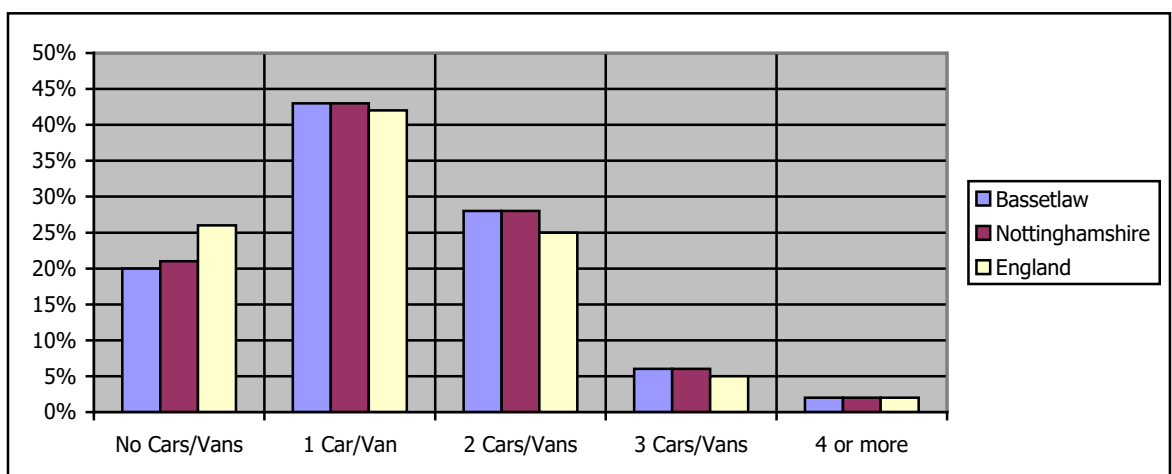
VEHICLE AVAILABILITY

2.3.4 Car and van availability is summarised in **Table 2** and **Chart 2** below. This shows the percentage of households with access to a car/van. Data is presented for Bassetlaw district, Nottinghamshire and England.

Table 2 – 2011 Census: Percentage of Households with Cars/Vans Available

	Bassetlaw	Nottinghamshire	England
No cars or vans in household	20%	21%	26%
1 car or van in household	43%	43%	42%
2 cars or vans in household	28%	28%	25%
3 cars or vans in household	6%	6%	5%
4 or more cars or vans in household	2%	2%	2%
Totals	100%	100%	100%

Chart 2 - 2011 Census: Percentage of Households with Cars/Vans Available



2.3.5 As can be seen from **Table 2** and **Chart 2** Bassetlaw has a similar percentage of households with access to a vehicle as Nottinghamshire, with only 20% of households within the district having no access to a vehicle. By comparison, nationally, 26% of households don't have access to a vehicle.

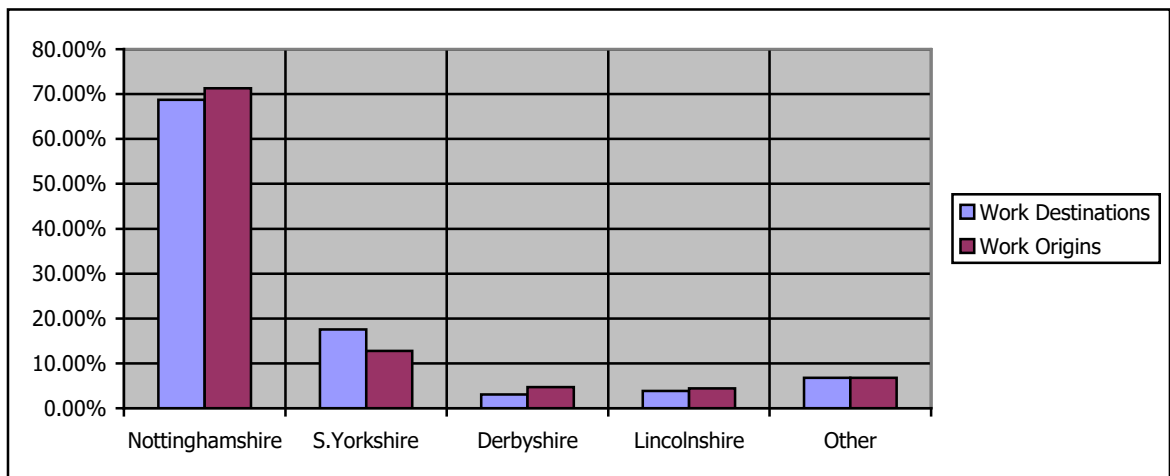
2.3.6 The number of cars/vans available per household is slightly higher than nationally, with the average number of vehicles per household being 1.28 in Bassetlaw, 1.25 in Nottinghamshire and 1.16 nationally.

Journeys to Work

2.3.7 The usual places of work for Bassetlaw residents ages 16 and over (in employment at the time of the 2011 Census) is summarised in **Table 3** below and in **Chart 3** on the following page (% Destinations). This shows that a large proportion of residents work within the district (61%), or work within neighbouring authority areas close to Bassetlaw. **Table 3** also shows that the reverse situation is similar for people travelling into the district to work.

Table 3 – 2011 Census: Work Destinations and Work Origins (all modes)

Work Destinations	Work Destinations for Bassetlaw Residents	Origins of Employees working in Bassetlaw
Bassetlaw	61.42%	62.52%
Doncaster	7.65%	5.17%
Sheffield	4.18%	2.07%
Rotherham	4.05%	5.04%
Newark and Sherwood	3.39%	4.00%
Bolsover	2.30%	3.87%
West Lindsey	1.92%	2.49%
Mansfield	1.40%	2.55%
Leeds	1.17%	0.23%
Nottingham	1.06%	0.44%
North Lincolnshire	1.01%	1.01%
Ashfield	0.95%	1.05%
Lincoln	0.94%	0.90%
Chesterfield	0.75%	0.84%
Gedling	0.52%	0.75%
Wakefield	0.52%	0.26%
Other	6.77%	6.81%
Total	100.00%	100.00%

Chart 3 - 2011 Census: Work Destinations and Work Origins by County (all modes)

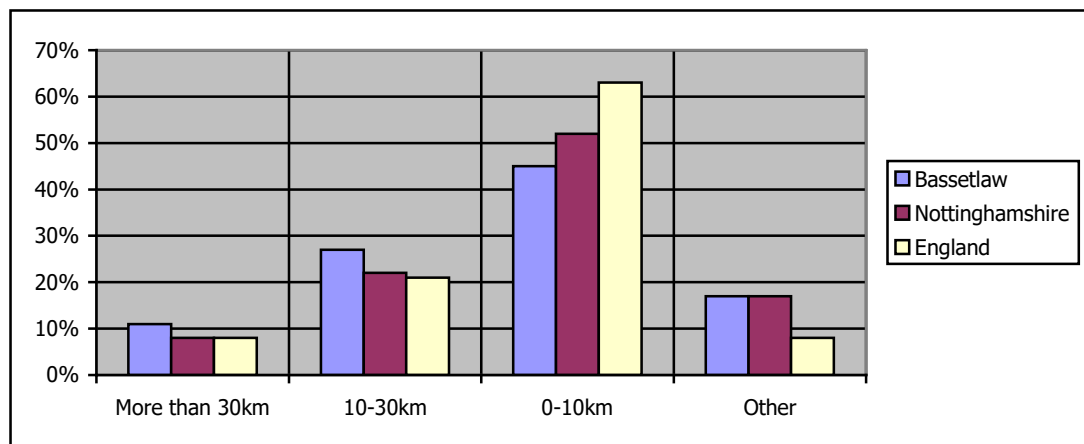
2.3.8

Distances travelled to work for residents of Bassetlaw are summarised in **Table 4** and **Chart 4** (on the following page). This shows that Bassetlaw residents travel comparatively further to work, with 11% of Bassetlaw journeys to work being more than 30km, compared with 8% in Nottinghamshire, and 8% nationally. This reflects the rural nature of the district with a dispersed pattern of small settlements and villages, and the lack of self-containment of the labour market within Bassetlaw, evident in **Table 3**.

Table 4 – 2011 Census: Distance Travelled to Work (all modes)

	Bassetlaw	Nottinghamshire	England
More than 30km	11%	8%	8%
10-30km	27%	22%	21%
0-10km	45%	52%	63%
Other	17%	17%	8%
Totals	100%	100%	100%

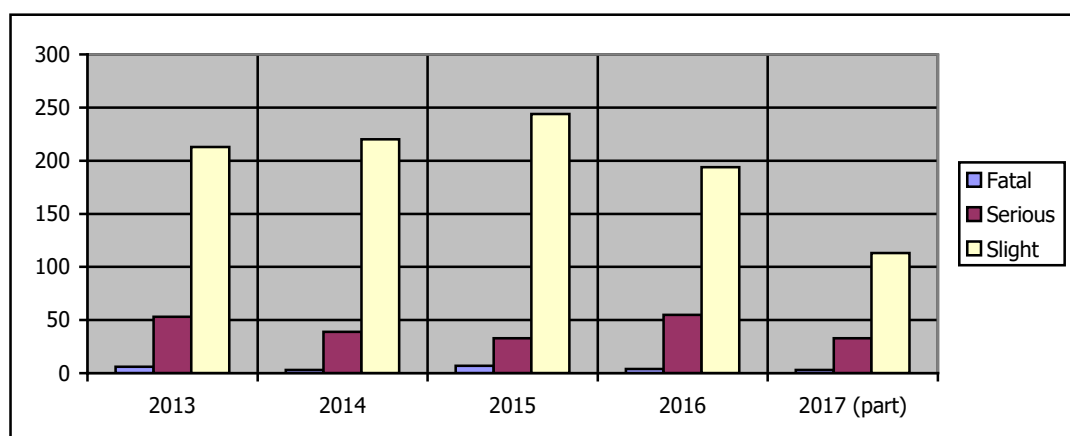
Note: the 0-10km category includes work from home

Chart 4 - 2011 Census: Distance Travelled to Work (all modes)**ROAD SAFETY****2.3.9**

Personal Injury Collision statistics have been provided by Nottinghamshire County Council for the road network within the district (including Trunk Roads) for the 4 year, 5 month period between 01/01/2013 and 13/08/2017. A summary of the data is presented in **Table 5** and **Chart 5** below.

Table 5 – Personal Injury Collision Summary

Year	Fatal	Serious	Slight	Total
2013	6	53	213	272
2014	3	39	220	256
2015	7	33	244	290
2016	4	55	194	253
2017 (part)	3	33	113	149
Total	20	182	878	

Chart 5 - Personal Injury Collision Summary

- 2.3.10 **Figure 2** depicts the locations of all personal injury collisions within the district during this period. Collision severities have been colour and shape coded with red triangle representing fatal collisions, yellow square serious and green circle slight collisions.
- 2.3.11 From **Table 5** and **Chart 5** it can be seen that the highest number of fatal (7) and slight severity collisions (244) were both recorded in 2015 with the highest number of serious collisions (55) being recorded in 2016, although 2016 also had the lowest total number of collisions for the period analysed.
- 2.3.12 A brief visual analysis of **Figure 2** and the supporting collision data reveals that recorded collisions are clustered in the urban areas of Worksop and Retford and along the higher category roads within the District including the A1(T), A57 and A60.
- 2.3.13 **Figure 3, Figure 4** and **Figure 5** show the locations of vulnerable road user collisions. These show similar distribution patterns with the most collisions involving pedestrians, cyclists and motorcyclists being recorded within the Worksop and Retford urban areas.
- 2.3.14 **Figure 3** illustrates pedestrian collisions within the district. A cluster is apparent near the Carlton Road/Gateford Road/Eastgate junction in Worksop where 12 collisions were recorded, of which four were serious and eight were slight in severity. A further cluster of three collisions is apparent near the Priorswell Road/Memorial Avenue junction. Elsewhere within the town collisions involving pedestrians are relatively disperse with no obvious clusters. Similarly, within Retford and elsewhere within the district there are no further obvious clusters.
- 2.3.15 **Figure 4** shows the distribution of collisions involving pedal cycles within the district. Routes that appear to have a higher than average number of pedal cycle collisions, when compared to the rest of the network are:
- B6024 Newcastle Avenue, Watson Road and Priorswell Road in Worksop
 - The A1(M) from the A614 junction at Harworth north to the district boundary⁵
 - The B1403 between Claborough and Clayworth villages
- 2.3.16 **Figure 5** represents the distribution of motorcycle collisions within the district. A brief visual analysis of the motorcycle collisions shows that there is a higher concentration of collisions on;
- Part of Cheapside Road between Watson Road and High Hoe Road in Worksop
 - Gateford Road in Worksop

⁵ Assumed to be a data error as pedal cycling is not permitted on the A1(M).

- A1(T)/ B6079 Retford Road junction at Ranby

2.3.17 Within the district, Nottinghamshire County Council (NCC) has identified several road safety remedial treatments that have either already been constructed since the 2010 Transport Study was produced, or are ready for construction. These schemes are detailed in **Table 6** below.

Table 6 – Road Safety Remedial Treatment Sites in Bassetlaw

Location	Treatment
2016/2017 schemes	
A60 Carlton Road north of Owday Lane Wigthorpe	Signs
B6045 Mattersey Rd Ranskill west of Clearwater Lakes	Surface Upgrade and Signs
A638 London Road South Street Retford	Bollard and Lining
Shireoaks Common; vicinity of Woodside Road	Street Lighting Upgrade
A57 Eastbound approach to A1/A614 Apley Head	Signs
A620 Retford Road (southbound) bend south of North Wheatley	Signs
2017/2018 schemes	
A57 Gateford Rd Roundabout	Signing and Drainage
Stanley St/Anston Avenue Worksop	Zebra Improvements
Raymoth Lane Worksop	Toucan Crossing Modifications
Shrewsbury Rd / Retford Rd	Junction Improvement
A620 Gainsborough Road, North Wheatley	Speed Limit Reduction
B6041 High Hoe Road, Bracebridge - Worksop	Signing/Lining
Ashes Park Avenue, Worksop	Street Lighting Upgrade
Claylands Avenue, Worksop	Street Lighting Upgrade
B6045 Blyth Road near Crossley Hill Lane, north of Worksop	Signing/Lining
A638 London Road / Grove Road, Retford	Signing/Lining
Cliff Gate east of Markham Moor	Signing/Lining
A616 Mansfield Road south of Bonbusk (near Derbys border)	Signing/Lining

2.4 Highways

DATA SOURCES

- Nottinghamshire Local Transport Plan (LTP3) 2011 to 2026
- Nottingham City Council's NOMAD Website
- Highways England's TRADS Website
- Bassetlaw District Council's Website
- TA 46/97 'Traffic Flow Ranges for use in the Assessment of New Rural Roads'
- 2011 National Census Data

EXISTING CONDITIONS

- 2.4.1 Roads within the district fall into two categories; Motorway/Trunk Road (A1(M)/A1) which are the responsibility of Highways England (HE) and County Roads (all other roads in the district) which are the responsibility of Nottinghamshire County Council (NCC). The road network examined for the purposes of this study is identified in **Figure 6**. The network includes all 'A' and 'B' Classification roads within the district as well as locally important unclassified roads.
- 2.4.2 The Transport Investment Strategy published by the Government on 5 July 2017 announced plans for the creation of a new category of roads – a Major Road Network (MRN) of strategically important locally managed links⁶. Several routes within Bassetlaw could potentially fall into this category as the initiative evolves with connotations, in terms of additional funding opportunities and management.
- 2.4.3 Existing conditions on the study area network have been determined through the examination of relevant data sources (as identified at the beginning of this section) and through discussions with the highway authorities responsible for the road network within the district.
- 2.4.4 Traffic flow data has been obtained from NCC and HE for all 'A' and 'B' Classification roads and this has been analysed and 'factored' to a common 2016 base year. Details of the data and analysis methodology can be found in **Appendix A** and the resultant flows are illustrated on **Figure 7**. Existing HGV flows are illustrated on **Figure 8**. Existing conditions are summarised in **Table 7** on the following page.

⁶ <https://www.gov.uk/government/publications/transport-investment-strategy>

Table 7 – Summary of Conditions for Existing 'A' Road Network

Road	Standard	2016 24hr Average Annual Daily Traffic (AADT) (2-Way) Flow Range			
		<20,000	20,000 to 40,000	40,000 to 60,000	% HGV
A1(M)	Dual Carriageway			53,300	22%
A1(T)	Dual Carriageway			51,000	21%
A57	Single/Dual Carriageway		24,100		7%
A60	Single Carriageway		22,400		11%
A631	Single Carriageway	15,600			9%
A620	Single Carriageway	14,100			9%
A638	Single Carriageway	10,600			3%
A614	Single Carriageway	10,000			15%
A6075	Single Carriageway	5,600			7%
A161	Single Carriageway	4,700			11%
A634	Single Carriageway	4,500			6%
A616	Single Carriageway	3,900			13%
A632	Single Carriageway	3,300			13%

- 2.4.5 As can be seen from **Table 7** the road with the highest volume of traffic is the A1 which is as would be expected because this forms part of the strategic road network and therefore tends to carry longer-distance through traffic in addition to local movements.

TRAFFIC PATTERNS

- 2.4.6 2011 Census 'Journey to Work' data (**Table 3** on page 13) indicates that 39% of all employment trips originating within the district have a destination outside the district and 61% are internal to the district. Of those with a destination outside the district the majority are travelling by car to destinations within Nottinghamshire and Yorkshire. Of the trips originating from outside the district the majority are travelling by car from Nottinghamshire and Yorkshire Derbyshire. Most commuter trips to/from the district are therefore between locations within Nottinghamshire and most these are made by car.

SHEFFIELD CITY REGION TRANSPORT STRATEGY CONSULTATION

- 2.4.7 At the time of writing the Sheffield City Region LEP is consulting on a draft Transport Strategy covering the period 2018 – 2040⁷ that will form part of the Local Transport Plan (LTP). Of relevance to Bassetlaw District is the acknowledgement in the draft strategy that the A619 between Worksop and Chesterfield is identified as one of the top 20 highway corridors forecast to experience increased delay resulting from population and economic growth by 2025. No other roads within Bassetlaw are identified. The draft strategy document doesn't identify any specific interventions to address forecast congestion on the A619 corridor.

NETWORK PERFORMANCE

- 2.4.8 Network performance for the road network within the study area has been assessed based on link capacity. The prime indicator for road capacity and congestion on rural links is determined by the Congestion Reference Flow (CRF), which is defined in Annex D of TA 46/97 'Traffic Flow Ranges for use in the Assessment of New Rural Roads'.
- 2.4.9 Congestion Reference Flow (CRF) values have been used as a simple indication of the performance of links within the study area. The CRF of a link is a standard measure and is an estimate of the Annual Average Daily Traffic (AADT) flow at which the carriageway is likely to be 'congested' in the peak periods on an average day. Congestion is defined as the situation when the hourly traffic demand exceeds the maximum sustainable hourly throughput of the link. When this condition occurs, the effects on traffic flow are likely to be one or more of the following:
- Flows break down with speeds varying
 - Average speeds drop
 - Journey times become longer and unreliable
 - Sustainable throughput is reduced; and/or
 - Queues are likely to form
- 2.4.10 Because the CRF of a link is an average a link that has AADT traffic flows equal to the CRF (i.e. 100% stress) is likely to be 'congested' and exhibit the performance characteristics described above in half of the weekday peaks during the year (because half of the weekday peaks will have flows higher than average demand flow and half lower).

⁷ <https://sheffieldcityregion.org.uk/wp-content/uploads/2018/01/SCR-Transport-Strategy-Consultation-Draft.pdf> - see Figure 2.11 on page 21

- 2.4.11 DfT guidance identifies that journey time reliability is not an issue for stress levels below 75% and reliability doesn't deteriorate any further once 125% stress is reached. Links therefore operate satisfactorily between 75% and 100% stress, albeit with reduced performance in terms of journey times and journey time reliability in comparison to a link with less than 75% stress. For links with stress of 100% and greater 'congestion' can be expected to affect half of the weekday peak periods over the course of a year.
- 2.4.12 When a link reaches 100% stress or greater the most likely outcome is slow moving traffic during half of the weekday peaks during the year (i.e. a link at 100% stress isn't automatically 'gridlocked'). In these conditions some drivers may choose to travel outside of the peak periods to avoid potential 'congestion' and some drivers may divert to alternative routes, where less congested alternatives are available. Neither of these effects have been considered in the Transport Study due to the significant additional complexity involved in assessing these factors. The results of the Transport Study are therefore 'worst case'.
- 2.4.13 The assessment methodology uses surveyed link flows and forecast flows to determine Congestion Reference Flows (CRF) and based on these calculated reference capacities link 'stress' levels have been identified where stress is defined as the ratio of the annual average daily traffic (AADT) flow to the Congestion Reference Flow expressed as a percentage.
- 2.4.14 For the purposes of the study the following stress thresholds have been applied to identify when links are approaching, or exceeding their theoretical maximum capacity:
- **Less than 90% stress** - the link operates within capacity, although journey times may become less reliable over 75% stress.
 - **Between 90% and 100% stress** - The link is approaching capacity and is increasingly susceptible to flow breakdown.
 - **Greater than 100% stress** - The link operates over capacity and is likely to experience flow breakdown on a regular basis.
- 2.4.15 It should be noted that CRF is a measure of the performance of the links between junctions however; junctions will typically reach their operational capacity and suffer congestion and delays before a link reaches capacity. It is therefore implicit that where links are forecast to be at, or close to capacity the junctions on the link are also likely to experience problems. Junction operation is discussed later in this report.
- 2.4.16 Details of the CRF calculation methodology, data analysis and results can be found in **Appendix A**. and the resultant CRF link values are illustrated on **Figure 9**. The comparison

between observed link flows and CRF values is illustrated on the stress plan presented as **Figure 10**.

- 2.4.17 For ease of reference on **Figure 10**, congestion of less than 75% on links is shown in light green, congestion of 75%-89% is shown in dark green, 90%-99% is shown in orange, and congestion of greater than 100% on links is shown in red.
- 2.4.18 The stress plan clearly indicates that all links within the district currently operate at less than 90% stress. Sections of the A57 and A60 to the west of Worksop have the highest stress within the district (85%) and whilst this is still within capacity it could be expected to experience less reliable journey times. Stress levels on all other links within the district fall below 75% and could therefore be expected to operate satisfactorily.

TRUNK ROAD NETWORK

- 2.4.19 The A1 and a small section of the A1(M) represent the trunk road network within Bassetlaw. It's strategically important role in accommodating north-south trips, and local role in providing connectivity within the district is reflected in the volume of traffic it carries – over 50,000 vehicles per day. This makes it by far the busiest road within Bassetlaw as highlighted in **Table 7**.
- 2.4.20 The strategic approach to managing demand and capacity along the corridor is detailed within the London to Leeds Route Strategy which was published by the Government in April 2015⁸. This detailed investment priorities in the period up until 2020, and the evidence upon which these priorities have been identified. No schemes have been identified for the stretch through Nottinghamshire. However, in the last three years one improvement has been delivered as summarised in **Table 8**.

Table 8 - Recently Completed A1 Improvement Scheme

Scheme	Start	Finish	Cost	Description
Elkesley Junction Improvements	May 2014	Jan 2016	Over £10m	<ul style="list-style-type: none"> New bridge over the A1, linked to Jockey Lane and Coalpit Lane Two-level junction northwest of the village with links to Coalpit Lane and Jockey Lane Closure of the Jockey Lane/Cross Lane and High Street junctions

⁸ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/416748/London_to_Leeds_East.pdf

				<ul style="list-style-type: none"> • Removal of most private accesses from the A1 • Southbound A1 access from new slip roads connected to the bridge link at a roundabout.
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COUNTY HIGHWAY NETWORK

- 2.4.21 Except for the A1 and A1(M), the road network within Bassetlaw is managed by Nottinghamshire County Council as the Local Highway Authority. Key routes within this network include the A57, A60, A161, A614, A619, A620, A631, A634, A638 and the A6075.

JOURNEY TIMES

- 2.4.22 Average journey times within the district during the morning peak have been taken from the Nottinghamshire LTP3 (2011 – 2026) and are reproduced in **Table 9** below.

Table 9 – Average Journey Times During the AM Peak

Location	Route Length (Miles)	Average Speed (MPH)			Average Journey Time Per Mile (Minutes)		
		2008	2009	2010	2008	2009	2010
Worksop	10.7	19	20	20	3:02	2:55	3:05
Retford	6.0	15	17	17	4:01	3:41	3:38
Greater Nottingham	30.8	19	19	-	3:30	3:13	-

- 2.4.23 The data suggests that journey times during the AM peak are better than or broadly comparable to those recorded in Greater Nottingham, there has also been little change over the three years that data is available for. The data suggests that the existing urban road networks within Worksop and Retford operate largely satisfactorily and whilst both towns experience some peak period congestion, the level of congestion is not severe and journey times remain reasonable.

KNOWN ISSUES ON THE COUNTY HIGHWAY NETWORK

- 2.4.24 In the original 2010 study the following locations were identified by Nottinghamshire County Council as experiencing issues (or expected to):
- **Tuxford** - The B1164 Eldon Street/A6075 Ollerton Road simple priority junction was identified as having limited traffic capacity and being likely to require traffic capacity improvements if local plan development increased flows through the junction.
 - **Carlton-in-Lindrick** – pedestrian/cyclist connections to Worksop were identified as being poor and requiring improvement as part of any future development in the area.

- **Blyth** - The A614/Blyth Road junction was identified as needing improvement to accommodate any additional traffic due to new development as were the two mini-roundabouts on Blyth Road at its junctions with Scrooby Road and Main Street/Bawtry Road and the A614/Scrooby Road junction to the east of Harworth.
- **Harworth** - The priority roundabouts linking the A1 slip roads to the A614 and B6045 at the A1/A614/B6045 Blyth junction were identified as experiencing peak period congestion and requiring improvement to be able to accommodate additional traffic flows.
- **Worksop** - The A60 into Worksop from the west was identified as a 'bottleneck' with peak period congestion. Four of the A57 roundabouts at Worksop are also identified as accident problem sites.
- **Retford** - Most journeys through Retford go via the A620/A638 roundabout. During peak times, queues often develop along Hospital Road and Amcott Way. In addition to queues at this junction, queues often extend the full length of Arlington Way.

2.4.25 Since the 2010 study was produced Bassetlaw District Council and Nottinghamshire County Council made successful funding bid applications to the D2N2 and Sheffield City Region LEPS for highway improvement schemes to be delivered at the following junctions:

- **A57/A60/Newcastle Ave/St Anne's Drive** roundabout junction in Worksop. This improvement was completed in Autumn 2016 and involved signalisation of the roundabout and associated localised widening on entry arms and the circulatory carriageway. This improvement addressed the 'bottleneck' on the A60 entry to Worksop from the west identified by Nottinghamshire County Council in the 2010 Transport Study.
- **A614/Blyth Road** junction in Blyth. An improvement scheme was identified to provide signal control at this junction. This has been installed and became operational in May 2017.
- **B6463 Blyth Road/Scrooby Road/Main Street/Bawtry Road** double mini-roundabout junction in Harworth. An improvement scheme has suggested the introduction of traffic signal control although a feasible and deliverable scheme remains to be identified.
- **A614/Scrooby Road** priority junction in Harworth. Traffic signal control was originally identified as a potential improvement scheme although subsequent detailed design has suggested that this would not be achievable from a design and economic perspective. A 'Ghost-Island' right turn scheme is now proposed instead, which has yet to be implemented.

2.4.26 Committed highway improvement schemes are identified in Section 3.2.

CAR PARKING

PARKING IN BASSETLAW

- 2.4.27 There are 13 designated council car parks in Worksop providing a total of 1,130 spaces, of which 96 are disabled spaces. There are two short-stay car parks and 11 long-stay car parks currently in use. Parking at Prospect Precinct car park is free of charge with no restrictions on length of stay and parking at Priorswell Road is free for the first hour.
- 2.4.28 There are seven designated council car parks in Retford. These provide a total of 559 spaces of which 44 are allocated for disabled users. There are four short-stay car parks and three long-stay car parks. The maximum length of stay in short-stay car parks is typically three hours. Vehicles can park for a full day in long-stay car parks.
- 2.4.29 All designated council car parks in Bassetlaw operate with a pay and display charging mechanism and are open 24 hours a day seven days a week. However, charges only apply between either 0800–1800 hrs or 1000–1600 hrs Monday to Saturday (excluding Bank Holidays except Good Friday).
- 2.4.30 Four tariff structures are operated in the district, varying depending on the location of the car park. These are summarised in **Table 10** and **Table 11** below. Details of which tariff applies at each car park can be found in **Table 12** on the following page.

Table 10 – Council Car Parks – Short Stay Tariffs

Waiting Period	Short Stay Tariffs		
	Tariff 1	Tariff 2	Tariff 3
Up to 1 hour	Free	Free	60p
Up to 2 hours		60p	£1.30
Up to 3 hours		-	£2.60
All Day		£3.10	

Note: Prices correct as of October 2017

Table 11 – Council Car Parks – Long Stay Tariffs

Waiting Period	Long Stay Tariffs	
	Tariff 4	
Up to 1 hour	£1.20	
2 to 4 hours	£1.80	
Over 4 hours	£3.40	
Day Coach Parking	£6.20	
3-month Season Ticket	£140.00	
6-month Season Ticket	£250.00	
12-month Season Ticket	£450.00	

Note: Prices correct as of October 2017

Table 12 – Designated Council Car Parks

Location	Type		Ordinary	Disabled	Tariff 1	Tariff 2	Tariff 3	Tariff 4
	Short Stay	Long Stay	Spaces	Spaces				
Worksop								
Town Hall Central		✓	94	6				✓
Castle Hill		✓	60	8				✓
Central Avenue		✓	160	18				✓
Ebenezer Terrace		✓	31	2				✓
Farr Park Central		✓	43	7				✓
Gateford Road Central		✓	129	9				✓
Lead Hill Central	✓		71	5			✓	
Memorial Avenue Central		✓	102	10				✓
Newgate Street East Central		✓	84	9				✓
Newgate Street West Central		✓	61	8				✓
Priorswell Road		✓	67	4		✓		
Prospect Precinct		✓	65	5	✓			
Queen Street Central	✓		67	5			✓	
Totals			1,034	96				
Retford								
Carolgate	✓		16	3	✓			
Chancery Lane North Central	✓		17	0			✓	
Chancery Lane South Central	✓		34	4			✓	
Chapelgate		✓	69	4				✓
Churchgate Central		✓	168	18				✓
New Street		✓	174	12				✓
West Street Central	✓		37	3			✓	
Totals			515	44				

PRIVATELY OPERATED PUBLIC CAR PARKS

2.4.31 In addition to the Council maintained car parks, there are several privately operated off-street public car parks in the district. However, these are generally associated with a specific use such as the railway stations, supermarkets or retail parks. There is no parking provided at Worksop bus station, although the Queen Street car park is a short distance away. Details of the car parking provided at the rail stations within the district is as follows:

Table 13 – Station Car Parking

Location	Spaces	Cost per Day
Worksop Railway Station	100	£2
Retford Railway Station	101	£9

ON-STREET PARKING

2.4.32 Areas of on-street parking are available throughout the district. These are free of charge.



CIVIL PARKING ENFORCEMENT

- 2.4.33 Civil Parking Enforcement was implemented in Nottinghamshire on 12 May 2008. Bassetlaw District Council makes up part of the Nottinghamshire Parking Partnership, along with Nottinghamshire County Council and all the other District and Borough Councils within the County. This means that the partnership has taken over parking enforcement responsibility for all County roads and Council owned car parks from the Police. Parking in a prohibited area, such as on double yellow lines, carries a fine of £70 and for overstaying, the fine is £50.

2.5 Bus Transport

DATA SOURCES

- Nottinghamshire Local Transport Plan (LTP3) 2011-2026
- Nottinghamshire Integrated Passenger Transport Strategy 2015
- Bassetlaw District Council website
- Route and timetable information available from Traveline East Midlands

EXISTING BUS SERVICE PROVISION

- 2.5.1 An analysis of the provision of the Bassetlaw bus network shows two distinct profiles of service. The first relates to the inter-urban bus routes which provide links out of the market towns towards the larger retail centres of Nottingham, Doncaster and Rotherham. These services are characterised by relatively strong patronage and sound financial viability.
- 2.5.2 High levels of patronage from the villages and settlements along these core routes are also evident. Strong flows are also observed from these areas on routes towards the market towns during peak periods for employment and education purposes.
- 2.5.3 This contrasts with a weakness in the performance of the town services in Worksop and Retford where commercial patronage is reducing due to factors including economic trends and traffic management policies.
- 2.5.4 There is a perceived decline in the retail options available in market towns in Bassetlaw, which, along with economic challenges, the rise of online shopping, and the continued growth in car ownership appears to be reducing the demand for bus travel to these centres. At the same time, rise in traffic congestion slows down bus speeds and increases bus journey times, which in turn, contributes to further reduction in bus patronage. At the same time, congestion increases operating costs as operators need to use more staff and vehicle resources to deal with the effects of delays.
- 2.5.5 Notwithstanding these issues, land-use changes in Bassetlaw are providing opportunities for increased bus patronage in the area. For example, the continued concentration of large distribution and warehouse industries within Bassetlaw offers opportunities to improve the economic outlook for the market towns.

- 2.5.6 Coordinated public transport, planning, and development strategies are necessary to manage the impacts of Local Plan development, and deliver targeted capital infrastructure, and coordinated revenue support for bus service provision.
- 2.5.7 A partnership developed between Stagecoach East Midlands and NCC has reviewed the local bus network across East Bassetlaw using the Strategic Passenger Transport Framework against a background of budgetary pressures. A revised bus network based on this approach was introduced in April 2015, which was designed to increase commercial patronage by offering stronger inter-urban links and to reduce the level of financial support from NCC. As a result, the financial contribution towards the East Bassetlaw service group decreased by £80k pa.
- 2.5.8 Bus services within the district fall into two distinct groups, commercial and financially supported. Commercial bus services are fully funded by the operator through fares revenue without any form of subsidy from the district or Nottinghamshire County Council (NCC).
- 2.5.9 The bus operators provide most urban bus services, and those between the major settlements in the north of the district, on a commercial basis, along with the links to key centres located outside of the district in Lincolnshire and South Yorkshire.
- 2.5.10 In the northern rural area, a significant part of the bus network is financially supported by NCC⁹. It is a statutory requirement that all concessionary bus journeys taken by older and disabled people in Nottinghamshire are funded by NCC. There is an excellent working partnership between the largest commercial operator, Stagecoach East Midlands, and NCC, which ensures that the Local Transport Plan (LTP) funding is directed to the most appropriate area. A plan showing the routes taken by bus services through the District is included at **Figure 11**.
- 2.5.11 The commercial network mainly comprises daytime bus services running Mondays to Saturdays between 0700-1900 hrs. The County Council supports a significant level of rural daytime services and evening and Sunday operations where they are deemed necessary. There are constraints on revenue funding available to support bus services, given that funding for this competes for a limited budget with other commitments. Nottinghamshire County Council has developed a Performance Management Tool for prioritising the relative value of Council contracts, using a range of accessibility criteria.
- 2.5.12 Although commercial bus services account for 85% of the Nottinghamshire bus network, this percentage can be significantly lower for service areas where the demand is low. For example,

⁹ It should be noted that funding provided by the County Council may change in the future which could affect service levels. Greater levels of private funding may therefore be necessary to maintain/improve bus service levels.

in East Bassetlaw, commercial services represent only 10% – 20% of the market, thus leaving significant gaps in the network. Places like this, that have less commercial bus services, rely on County Council supported services and funding for more public transport coverage.

- 2.5.13 Therefore, the services commissioned by the County Council mainly cover areas not fully served by commercial operators and are predominately weekday peak and off-peak journeys providing access to employment, training, health, retail and recreation. In 2015/16, funding for local bus service support was reduced from £6m to £5.1m. For 2016/17 the budget was reduced to £4.2m. In 2017/18 this increased slightly to £4.3m¹⁰.
- 2.5.14 In addition, voluntary and community transport is provided for people unable to utilise conventional public transport services. The role of this sector is forecast to grow as their capability and capacity increases¹¹, subject to available funding support.
- 2.5.15 In urban areas across Nottinghamshire, 94% of households are within 800 metres of an hourly or more frequent bus service (0600-1800 hrs Monday to Saturdays). The equivalent figure for the Nottinghamshire rural area is 72%.
- 2.5.16 Stagecoach East Midlands is the largest commercial bus operator within the district. Bus services are provided from two depots at Worksop and Gainsborough, although only Worksop is within Bassetlaw District. From these locations over 75 vehicles and 200 staff are employed and between them they operate approximately 50 routes in Nottinghamshire, Derbyshire, Lincolnshire and South Yorkshire covering more than 6 million miles and carrying over 5.5 million passengers a year.
- 2.5.17 During 2016-2017¹², the Worksop depot had an allocated fleet of 42 buses, with 100 drivers and 126 staff in total. The depot runs approximately 2.6 million miles and carries approximately 3.9 million passengers annually. A 6% reduction in the number of miles and a 15% reduction in the number of passengers served by the Worksop depot has been recorded in the past five years.
- 2.5.18 The Gainsborough depot, which is just over the River Trent and county boundary in Lincolnshire, has an allocation of 28 buses. The depot runs around 3 million miles per annum and carries just over 1 million passengers. The depot runs approximately 700,000 miles and carries approximately 780,000 passengers annually. A 14% increase in the number of miles

¹⁰ <http://www.nottinghamshire.gov.uk/media/119147/budgetbook1718.pdf>

¹¹ Source: <http://bit.ly/2n1hVGT>

¹² Projection until the end of the year provided by Stagecoach.

and a 33% increase in the number of passengers served by the Worksop depot has been recorded in the past five years.

- 2.5.19 At the time of writing Stagecoach confirm that the bus requirement of the Gainsborough depot for Bassetlaw was ten buses working on all day schedules, eight buses working for the 'Bassetlaw Belles' network, and two operating on the Retford town services. In addition, there are two more buses running during peak hours for school services.
- 2.5.20 In October 2015 Nottinghamshire County Council signed a two-year Voluntary Quality Partnership Agreement with Stagecoach East Midlands. This covers bus services in Worksop¹³.
- 2.5.21 Other operators in the district and the types of services they provide are detailed in **Table 14**.

Table 14 - Bus Operators in Bassetlaw

Operator	Base(s)	Services Provides
Stagecoach East Midlands	<ul style="list-style-type: none"> • Worksop • Chesterfield 	<ul style="list-style-type: none"> • Commercial Network Provision
Stagecoach Lincolnshire	<ul style="list-style-type: none"> • Gainsborough 	<ul style="list-style-type: none"> • Commercial Network Provision
Marshall's	<ul style="list-style-type: none"> • Sutton-on-Trent 	<ul style="list-style-type: none"> • Local Services • Links to Nottingham • Home to School services
Travel Wight	<ul style="list-style-type: none"> • Newark 	<ul style="list-style-type: none"> • Home to School Services
Kettlewells	<ul style="list-style-type: none"> • Retford 	<ul style="list-style-type: none"> • School Services • Leisure Services
GEM Mini Travel	<ul style="list-style-type: none"> • Retford 	<ul style="list-style-type: none"> • Commercial Network Provision
Wilfreda Beehive	<ul style="list-style-type: none"> • Doncaster 	<ul style="list-style-type: none"> • Commercial Network Provision • School services • Coach tours
National Express	<ul style="list-style-type: none"> • Nationwide 	<ul style="list-style-type: none"> • Commercial Coach Services

BUS SERVICES - RETFORD

- 2.5.22 During weekday daytimes, Retford has a relatively good bus network. There are inter-urban services to Worksop, Newark, New Ollerton, Doncaster and Gainsborough and a small local town network provides frequent services to the main housing areas of the town. **Figure 11** illustrates the bus service network and **Table 15** on the following page identifies all bus services operating in the Retford area and gives information relating to the frequency of these services.

¹³ Source: <http://www.nottinghamshire.gov.uk/transport/public-transport/quality-bus-partnerships>

Table 15 – Bus Services in the Retford Area

Service No.	Operator	Route	Service Frequency (Buses per Hour)			
			07:00-09:00	09:00-17:00	17:00-19:00	Evenings
2	TW	Retford – Car Hill Primary	1	0	0	0
27	SEM/NCCTS	Retford – Bawtry - Misson	2.5	2.5	1	<1
29	SEM	Retford - Doncaster	1	1	1	-
37/37A/37B	Mar	Retford – Tuxford – Newark	1	2	2	<1
43	SEM	Worksop - Manton - Retford	3	2	2	0.5
47/47A	SEM	Retford - Ordsall - Retford	2	8	6	-
95	SEM	Gainsborough - Retford	1	1	1	-
97	SEM	Gainsborough - Retford	1	1	1	<1
99	SEM	Retford - Bawtry – Doncaster	2	2	1.5	<1
123	NCCTS	Retford – Tin Lane - Retford	0	1	0	0
136	TW	Walesby - Tuxford - Retford	-	1	-	-
190	GEM	Retford - Rampton - Darlton	0.5	-	1	<1
195	GEM	Retford - North Wheatley - Gainsborough	0.5	<1	0.5	<1
197	NCCTS	Gringley On The Hill - Clayworth - Retford	-	<1	-	-
201	WB	Retford - Gainsborough	0.5	<1	-	-
331	TW	Bilsthorpe – New Ollerton – Retford	1	0	0	0
335	NCCTS/TW	Retford - New Ollerton - Newark	1	<1	1	-
595	SL	Bawtry – retford - Gainsborough	0.5	<1	-	-
Doncaster Shopper	KET	Tuxford - Retford - Doncaster	-	<1	-	-
Lincoln Shopper	KET	Retford - Lincoln	-	<1	-	-
P190	GEM	Retford - Rampton - Tuxford	-	<1	-	-
Sherwood Arrow	SEM	Retford - Tuxford - New Ollerton	2.5	2	1.5	1

Notes: SEM: Stagecoach East Midlands, SL: Stagecoach Lincolnshire, NCCTS: Nottinghamshire County Council Transport Services, TW: Travel Wright, MAR: Marshalls of Sutton on Trent, WB: Wilfreda Beehive, KET: Kettlewells, GEM: GEM Mini Travel

BUS SERVICES – WORKSOP

2.5.23 During weekday daytimes, Worksop enjoys a comprehensive town service with frequent local provision and a good inter-urban network with services to Rotherham, Doncaster, Chesterfield, and (by connection) to Nottingham. **Figure 11** illustrates the bus service network and **Table 16** on the following page identifies all bus services operating in the Worksop area and gives information relating to the frequency of these services.

Table 16 – Bus Services in the Worksop Area

Service No.	Operator*	Route	Service Frequency (Buses per Hour)			
			07:00-09:00	09:00-17:00	17:00-19:00	Evening
4/4A	SEM	Worksop - Manton - Worksop	6	6	6	<1
5/5A	SEM	Worksop - Gateford - Worksop	1.5	4	2.5	<1
6	SEM	Worksop - Shireoaks	1	1	0	0
7/7C	SEM	Worksop – SHIREOAKS/Rhodesia - Shireoaks - Worksop	2	2	1.5	-
19/19A/19B	SEM	Worksop - Dinnington - Rotherham	5.5	6	6	2.5
21	SEM	Worksop - Harworth - Doncaster	2.5	2	2	1.5
22	SEM	Worksop –Doncaster	5	4	4.5	2
25/25X	SEM	Worksop - Harworth - Doncaster	2.5	2	2	0.5
42	SEM	Wensleydale - Worksop - Manton - Retford	2.5	2	1.5	-
43	SEM	Worksop - Manton - Retford	3	2	2	0.5
77	SEM/SC	Chesterfield - Staveley - Clowne - Worksop	4	4	4.5	2
108	NCCTS	Worksop Town Service	-	1	-	-
209	SEM	Edwinstowe - Worksop	1	1	1	<1
Sherwood Arrow	SEM	Worksop - New Ollerton	2.5	2	1.5	1
T3	TM	Barlborough – Worksop Tesco (Thursdays only)	0	1	0	0
T6	TM	Worksop Tesco – Harthill (Wednesdays only)	0	1	0	0

Notes: SEM: Stagecoach East Midlands, SC: Stagecoach Chesterfield, NCCTS: NCC Transport Services, TM: TM Travel

OTHER BUS SERVICES WITHIN THE DISTRICT

2.5.24 Most bus services operating within Bassetlaw originate or terminate in either Retford or Worksop. However, there are strong socio-economic links outside of the district and this results in other bus services providing links to key centres located outside of the district in Lincolnshire and South Yorkshire. These and other bus services in the north and west of the district are summarised in **Table 17** below.

Table 17 – Bus Services out of the District

Service No.	Operator	Route	Service Frequency (Buses per Hour)			
			07:00 - 09:00	09:00 - 17:00	17:00 - 19:00	Evenings
19/19A/19B	SEM	Worksop - Dinnington - Rotherham	5.5	6	6	2.5
22	SEM	Worksop –Doncaster	5	4	4.5	2
37/37A/37B	Mar	Retford – Tuxford – Newark	1	2	2	<1
39/39B	MAR	Newark - Sutton on Trent - Normanton - Tuxford	-	1	<1	-
77	SEM/SC	Chesterfield - Staveley - Clowne - Worksop	4	4	4.5	2
82/82A/83	SC	Chesterfield - Bolsover - Shirebrook - Langwith	4	4	4	4
Edwinstowe shopper	KET	Lincoln - Edwinstowe	-	<1	-	-
Lincoln Shopper	KET	Retford - Lincoln	-	<1	-	-
Sherwood Arrow	SEM	Worksop - New Ollerton	2.5	2	1.5	1

*SEM: Stagecoach East Midlands, SC: Stagecoach Chesterfield, NCCTS: NCC Transport Services, MAR: Marshalls of Sutton on Trent, KET: Kettlewells

COACH SERVICES

2.5.25 Retford and Worksop are served by one coach service, operated by National Express. Service 450 runs once daily and links Retford to London via Worksop, Nottingham and Milton Keynes.

ACCESSIBILITY TO SERVICES AND KEY DESTINATIONS

- 2.5.26 **Figure 12** shows the location of every bus stop within the district¹⁴. Each bus stop location is shown with a 400m and 800m buffer zone surrounding the stop to provide an indication of accessibility to bus services within the district. These buffers represent typical 5 and 10-minute walking distances respectively.
- 2.5.27 As could be expected there are clear bus service corridors that follow major transport routes throughout the district. The areas where bus service coverage is at its highest are within the towns of Retford and Worksop, a corridor between Retford and Worksop, a corridor between Retford and Newark, and outside of the district to Chesterfield; Doncaster and Gainsborough.
- 2.5.28 The district generally has a good coverage of bus stops, although in some of the more rural areas of the district, walking distances to bus services are greater.

COMMUNITY TRANSPORT AND VOLUNTARY CAR SCHEMES

- 2.5.29 Nottinghamshire's Sustainable Community Strategy 2010-2020 recognises that "access to services by all is crucial" and one of its aims is to increase the percentage of people able to access employment by public transport. According to LTP3, Worksop is one of the most deprived urban areas of the county, with pockets of deprivation also identified in the rural areas around Retford. In addition, Bassetlaw is one of the areas with the highest limiting long-term illness percentages among in the country.
- 2.5.30 In the rural areas of Bassetlaw, particularly around Retford, the demand for public transport may not be high enough to justify the provision of commercial services, but there is still a demand for some form of public transport to be provided. Given a limited supply of revenue funding, one of the challenges of accessibility planning is how best to serve areas where there may be a demand for public transport, but not at the levels which would justify a commercial bus service.
- 2.5.31 Voluntary and community transport schemes are particularly important in the rural parts of the district and provide a key role in meeting the travel needs of people who may not be able to access and use conventional public transport services.
- 2.5.32 There are a range of community transport services provided by various organisations throughout the district. The range of transport options for people who have difficulty in using existing public transport services is provided by Bassetlaw Community Car Scheme, Bassetlaw Community Mini Bus, and Car Scheme Plus, Community Transport for Town & County (CT4TC)

¹⁴ Source: Nottinghamshire County Council.

and Wheels to Work Nottinghamshire. In addition, shopmobility services are available in Retford and Worksop.

- 2.5.33 CT4TC offers wheelchair accessible minibuses and provides access to healthcare, education, employment and shopping. In addition, bookings can be made for leisure and shopping trips. Wheels to Work Nottinghamshire enables access to work and education. Wheels to Work also offers funding and loans for the purchase of bicycles, electric bicycles and mopeds. Wheels to Work is funded by the Big Lottery Fund and Nottinghamshire County Council¹⁵.
- 2.5.34 The Bassetlaw Community Car Scheme operates throughout the district. The scheme currently has 48 drivers who offer door-to-door rides. The Bassetlaw Community Minibus is operated by Bassetlaw Action Centre under a Section 19 Minibus Permit which makes it available to non-profit making community groups and individuals. Pre-arranged trips of fixed costs are available to all passengers. Bassetlaw Car Scheme Plus offers door-to-door services to wheelchair users. A second vehicle was introduced in late 2016.
- 2.5.35 Shopmobility is a free service provided by Bassetlaw District Council which is available to anyone who has limited mobility. The scheme enables disabled people to loan a scooter or wheelchair to travel around the Town Centre within the boundary limit.¹⁶ The latest Nottinghamshire Local Transport Plan Implementation Plan refers to improvements in community transport and several enhancements have been delivered within the plan period. Improvements are expected to focus primarily on routes that will provide access to employment and training and links to such routes.

Voluntary Quality Bus Partnership (VQBP) for Worksop

- 2.5.36 Most bus services operated by Stagecoach in the Worksop area are run on a commercial basis, with fares revenue and reimbursement from concessionary fares and other sources used to cover the operating costs for the route network. In 2015/16 the County Council also provided £470k financial support for the Worksop local bus network. However, even though most services are on a commercial footing, some services are less in demand than others. Because of this, Nottinghamshire County Council and Stagecoach agreed to work together within the framework of a Voluntary Quality Partnership, as set out in a Memorandum of Understanding (MoU). This was considered more appropriate than a Statutory Quality Bus Partnership (SQBP) so as not to unreasonably mandate an operator to service a potentially low demand route.

¹⁵ Source: <https://www.bassetlaw.gov.uk/media/444171/Bassetlaw-Rural-Isolation-June-15-Liam-Russell-ppt.pdf>

¹⁶ Sources: <http://www.bassetlaw.gov.uk/everything-else/business-advice/shopmobility-in-bassetlaw/worksop-shopmobility.aspx>,
<http://www.bassetlaw.gov.uk/everything-else/business-advice/shopmobility-in-bassetlaw/retford-shopmobility.aspx>

- 2.5.37 VQBP area primarily centres on Worksop town centre extending from the Market Place in the south to North Notts College, and from Newcastle Avenue in the west to Memorial Avenue in the east. However, the agreement effectively encompasses services operating within the Worksop town boundary. The VQBP operates for an interim period of 18 months to spring 2017, during which time Stagecoach have committed not to make any further changes to the commercial network until October 2017.
- 2.5.38 It is expected that by this time the viability of the bus network in Worksop will have strengthened. Developments that will facilitate the improvement of the bus network include the new bus station for Worksop; new housing developments in Worksop, continued enhancement of bus services and infrastructure including maintenance and cleaning; supporting bus operators to meet the Traffic Commissioner requirements for bus service reliability and punctuality.
- 2.5.39 The introduction of the VQBP with Stagecoach East Midlands enables both parties to work together within a voluntary framework to continue to invest in the local bus network. It also establishes the basis for the potential future introduction of a Statutory Quality Bus Partnership (SQBP) for Worksop which could potentially act as a catalyst for future investment and to sustain quality standards. It would also give a statutory footing for local bus operations in Worksop potentially including minimum vehicle emission standards, electronic information bus stop clearways and other quality enhancements.
- 2.5.40 The County Council supports bus operators through the Bus Quality Partnership (BQP) with good quality bus stop infrastructure and timetable information at stops. The Council also funds services covering Sundays and evenings, making the pattern of operation consistent. Nottinghamshire County Council is also working with South Yorkshire Passenger Transport Executive (PTE) to introduce real-time passenger information (RTPI) for bus routes to the north of Bassetlaw.

BUS STATIONS

- 2.5.41 There is an existing bus station in Retford. The bus station adjacent to Arlington Way was provided by the County Council and opened in July 2007 as part of a programme of upgrade, rebuild and refurbishment of the county's bus stations. The station was highly commended at the 2007 UK Bus Awards for its modern and comfortable design, which has boosted passenger safety and acted as a catalyst for growth and change in the town centre. The station cost £1.5m to construct and offers a huge improvement for passengers compared to the previous layout.

- 2.5.42 Comments provided by Stagecoach East Midlands confirm that; "This is a really impressive building, which is well planned for buses and passengers with disabled and family facilities. It is also manned throughout core operating hours. In addition, Bassetlaw Primary Care Trust has made a financial investment in the local Retford town services through the BQP to improve the links to the North Road PCT and Bassetlaw District Hospital, and ensure the buses operating the routes are of a low floor design making them buggy friendly and wheelchair accessible."
- 2.5.43 The bus station in Worksop replaced stops previously located on Hardy Street. The station has 8 bays, and offers a safe and comfortable waiting environment. The station cost was £3.2m and was quoted as "major boost" to the economy of Worksop Town Centre¹⁷ when it was completed in August 2015. The station's sustainable design features including low energy lighting, solar cells and rain water harvesting for toilet flush. The station is managed by Nottinghamshire County Council in partnership with Bassetlaw District Council.
- 2.5.44 Following the completion of the new bus station in Worksop and as part of the BQP, NCC committed to conduct an annual passenger survey in Worksop to measure the performance of public transport services. In September 2016, 98% of the passengers surveyed reported that they were satisfied with the passenger transport facilities, with 63% rating them as 'Very Good'. In addition, 83% of the respondents were satisfied with the new location of the bus station and 86% rated information provision in Worksop town centre as 'Very Good' or 'Good'.
- 2.5.45 The same survey revealed that 35% of the respondents used public transport more often since the opening of the new bus station. This increase is also reflected in the bus patronage statistics for Worksop. Although bus patronage has been in decline for some years, it seems that after the opening of the new bus station the decline slowed down and in March 2016 Stagecoach reported a modest growth of 2% in patronage.

BUS STOPS

- 2.5.46 The quality of bus stop facilities varies across Bassetlaw. In certain locations bus shelters are provided complete with seating, lighting, raised kerbs, bespoke maps and timetable information. In other locations, particularly the more rural areas, only bus stop flags are in place to demarcate a designated stop.
- 2.5.47 This results in the accessibility of bus service provision being compromised, in terms of the ability of those with limited mobility to physically access services, in terms of awareness amongst the public of routes and timings, in terms of personal security concerns (associated

¹⁷Source: <http://www.bbc.co.uk/news/uk-england-nottinghamshire-34085527>

with a lack of lighting or information on the time to wait until a bus arrives), and in terms of the general comfort and experience of using the provision.

BUS PRIORITY

- 2.5.48 No provision is made across Bassetlaw for giving buses priority on the highway network, either in the form of dedicated bus lanes or Vehicle Detection Systems on traffic signals. This is due to several reasons including the lack of carriageway width in places to enable a reallocation of road space for buses, and the limited need due to the number of buses likely to benefit from such provision, and the extent of time savings which could be secured because of such investment.

INFORMATION & TICKETING

- 2.5.49 Bus service information is provided in both hard and electronic formats by each of the service operators for their respective routes. This service information is collated and available online via Nottinghamshire County Council's website which links through to East Midlands Traveline journey planning portal¹⁸. The use of Real Time Information (RTI) is limited, and as highlighted in 2.5.40, the County Council is working with South Yorkshire PTE to introduce displays on routes north of Worksop.
- 2.5.50 Smart phone based bus service information provides an emerging platform through which many individuals access bus service information, particularly the younger generation, and Stagecoach provide an app through which journey planning, live bus information in real time and mobile bus tickets is provided¹⁹.
- 2.5.51 Regarding ticketing, Stagecoach offer all-day tickets and weekly tickets for unlimited travel within set zones on their network. These can be purchased on smart phones whilst credit can be uploaded onto Stagecoach Smartcards for cashless payment on the services themselves.
- 2.5.52 A PlusBus integrated bus-train ticket is available for purchase alongside train tickets to/from Retford and Worksop stations²⁰, although no other multi-modal or multi-operator tickets are in place. Given the dominance of Stagecoach as the prime operator of the commercial network it is unlikely that there is the current need or demand for one to be provided.

¹⁸ http://www.travelineeastmidlands.co.uk/em/XSLT_SELTT_REQUEST?language=en

¹⁹ <https://www.stagecoachbus.com/promos-and-offers/national/stagecoachbusapp>

²⁰ <http://www.plusbus.info/retford>

NETWORK PERFORMANCE

- 2.5.53 In October 2014, the Transport and Highways Committee of Nottinghamshire County Council approved a revised Strategic Passenger Transport Framework (SPTF) for assessing the need for the future provision of supported local bus services in Nottinghamshire. In 2016/17 the County Council spent over £4m on local bus services and it is vital that the funding is used efficiently and effectively.
- 2.5.54 The SPTF scoring criteria includes six factors covering the following:
- Subsidy per passenger;
 - Passengers per journey;
 - Availability of alternative public transport services in settlements served;
 - Index of Multiple Deprivation (IMD);
 - Primary Journey purpose (i.e. employment, shopping, education), and
 - Car ownership levels in the settlements served.
- 2.5.55 The SPTF scoring considers the IMD (Index of Multiple Deprivation) and journey purpose factors to reflect the Council's strategic objectives and is used by the Council to effectively monitor and review supported local bus services. A feature of the SPTF is the facility to rank contracts using both financial and operational criteria, therefore supporting a fairer approach to decisions about future support for services. The SPTF is used when reviewing existing contracts and commissioning new services.

2.6 Passenger Rail

DATA SOURCES

- National Rail Timetable
- Nottinghamshire Local Transport Plan (LTP3) 2011 to 2026
- Route and timetable information available on various rail websites
- National Rail Trends – Office of Road and Rail (ORR) website
- Virgin Trains East Midlands and Northern Rail websites

EXISTING SERVICE PROVISION

2.6.1 **Figure 13** shows the passenger rail network within Bassetlaw. The district is served by three passenger routes:

- The East Coast Mainline which runs north-south down the centre of the district via Retford Station;
- The Robin Hood line which runs from Nottingham to Worksop, and
- The Northern Rail Sheffield to Lincoln line which runs broadly east to west passing through both Worksop and Retford Stations.

- 2.6.2 The East Coast Main Line (ECML) is the high-speed link between London, Yorkshire, the North East and Edinburgh. It also handles cross-country, commuter and local passenger services, and carries heavy tonnages of freight traffic, particularly over the northern sections. The route forms a key artery on the eastern side of the country and parallels the A1 Trunk Road.
- 2.6.3 The line's current principal operator is Virgin Trains East Coast whose services include regular trains from King's Cross to Leeds and Edinburgh. Virgin Trains East Coast is jointly operated by Stagecoach Group and Virgin Group and took over operation of the ECML from East Coast on 1 March 2015. Regular services operate in both directions throughout the day, every day of the week, with the quickest journeys between Retford and London taking approximately an hour and a half.
- 2.6.4 The Sheffield to Lincoln line runs east from Meadowhall shopping centre in Sheffield via Shireoaks, Worksop, Retford, Gainsborough Lea Road to Lincoln, with services operated by Northern (the trading name of Arriva Rail North). Regular services operate in both directions throughout the day Monday to Saturday, with a reduced afternoon only service on Sundays. The service takes approximately one hour between Retford and Meadowhall.
- 2.6.5 The Robin Hood Line is the railway line which runs from Nottingham to Worksop. At Nottingham, there are frequent onward connections to London, Birmingham, Derby, Leicester, Manchester, Norwich and other centres. Passenger services are operated by East Midlands Trains. Regular services operate in both directions throughout the day Monday to Saturday, with a reduced afternoon only service on Sundays.
- 2.6.6 The service takes approximately sixty-five minutes between Worksop and Nottingham. In addition to being an important commuter service the Robin Hood Line also offers access to several visitor attractions in Nottinghamshire and Derbyshire.
- 2.6.7 Current rail service frequencies stopping at Retford, Shireoaks and Worksop stations are summarised in the following tables²¹.

²¹ Service frequencies are accurate as of September 2017.

Table 18 – Current Rail Services Serving Retford Station

Approx' Frequency of Train Services Stopping at Retford Station (Trains/Hour)				
Route	Monday-Friday		Saturday	Sunday
	AM Peak (0700 – 0900)	PM Peak (1600 – 1800)		
London Kings Cross to Aberdeen	4	2	1	1
Aberdeen to London Kings Cross	2	3	1	1
Lincoln – Retford - Sheffield	3	3	1	Limited PM Service
Sheffield – Retford - Lincoln	2	2	1	Limited PM Service

Table 19 – Current Rail Services Serving Shireoaks Station

Approx' Frequency of Train Services Stopping at Shireoaks Station (Trains/Hour)				
Route	Monday-Friday		Saturday	Sunday
	AM Peak (0700 – 0900)	PM Peak (1600 – 1800)		
Lincoln – Retford - Sheffield	3	2	1	Limited PM Service
Sheffield – Retford - Lincoln	2	3	1	Limited PM Service

Table 20 – Current Rail Services Serving Worksop Station

Approx' Frequency of Train Services Stopping at Worksop Station (Trains/Hour)				
Route	Monday-Friday		Saturday	Sunday
	AM Peak (0700 – 0900)	PM Peak (1600 – 1800)		
Lincoln – Retford - Sheffield	3	2	1	Limited PM Service
Sheffield – Retford - Lincoln	2	3	1	Limited PM Service
Nottingham – Mansfield - Worksop	2	2	1	Limited PM Service
Worksop – Mansfield - Nottingham	2	2	1	Limited PM Service

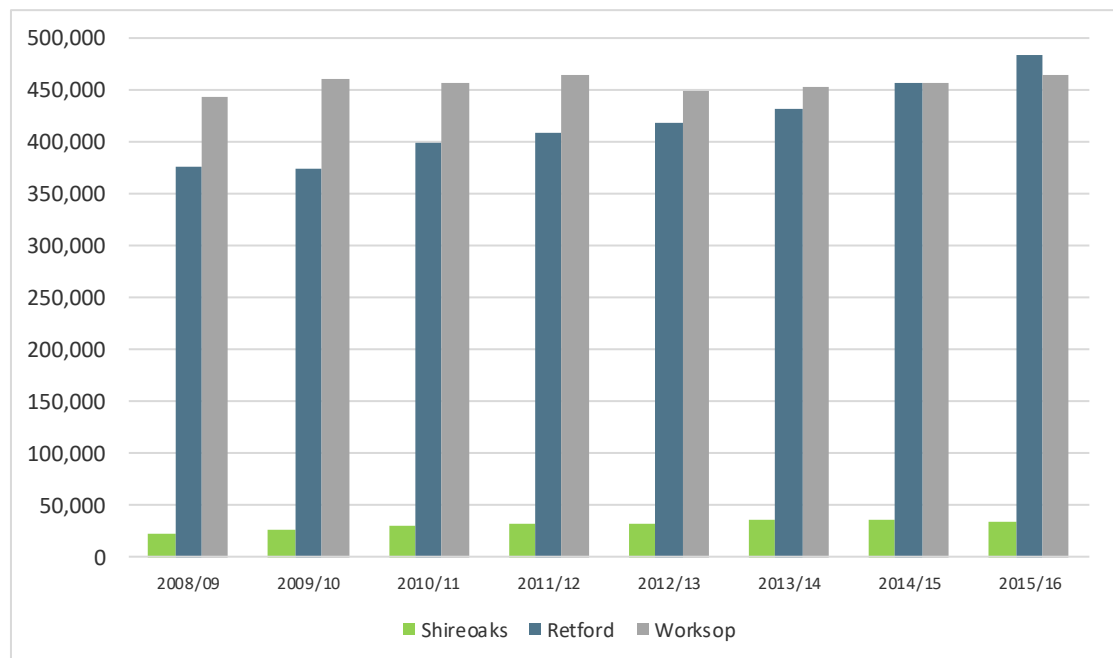
DEMAND

- 2.6.8 Rail patronage at each of the three stations within Bassetlaw is set out in **Table 21** and **Chart 6** below. The data highlights the extent of growth in rail travel since 2008, particularly from Retford, which is now the busiest station within Bassetlaw. Whilst station throughput at Worksop has remained relatively constant in recent years, over 100,000 additional passengers are using Retford Station now compared with in 2008/09.
- 2.6.9 Patronage at Shireoaks Station has also increased significantly since 2009/09 in percentage terms, but remains a very small and quiet, rural station.

Table 21 – Estimates of Station Usage (Passengers by Year)

Station	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Difference (%)
Shireoaks	23,164	26,650	30,168	31,854	32,982	36,682	35,578	34,984	51%
Retford	376,066	374,322	399,996	409,408	418,014	431,438	456,132	484,908	29%
Worksop	444,522	461,244	457,860	464,188	450,250	453,032	457,718	464,826	5%

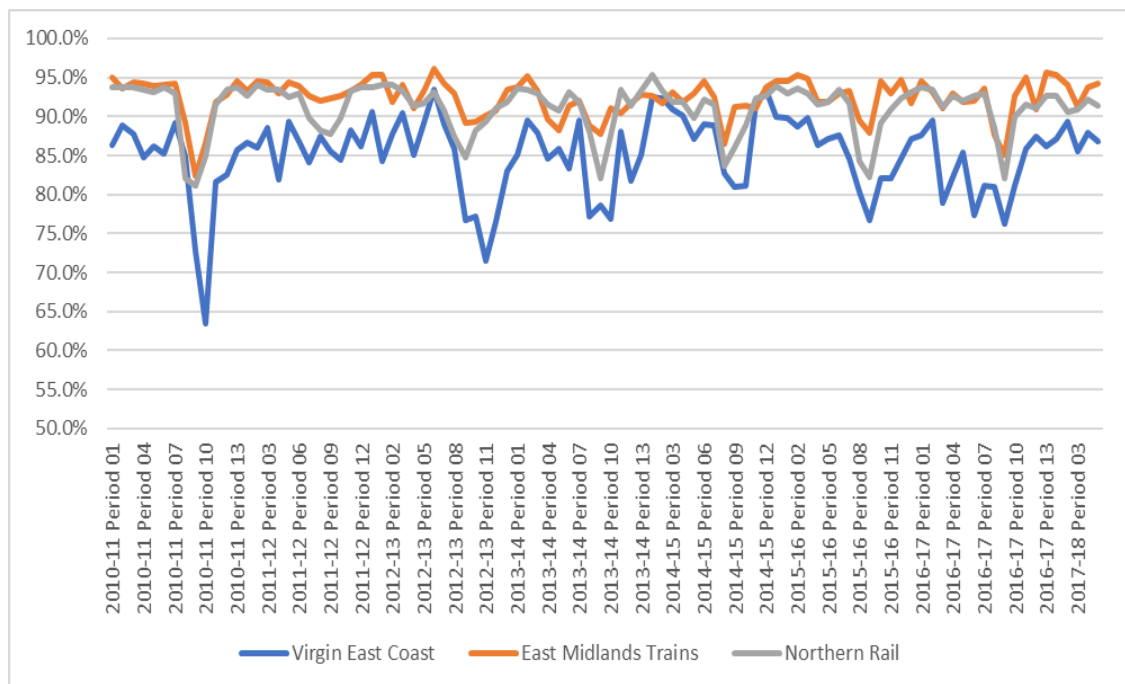
Note: Office of Road and Rail (ORR) data applied, estimates based on ticket sales.

Chart 6 - Changes in Station Patronage in Bassetlaw (Passengers by Year)

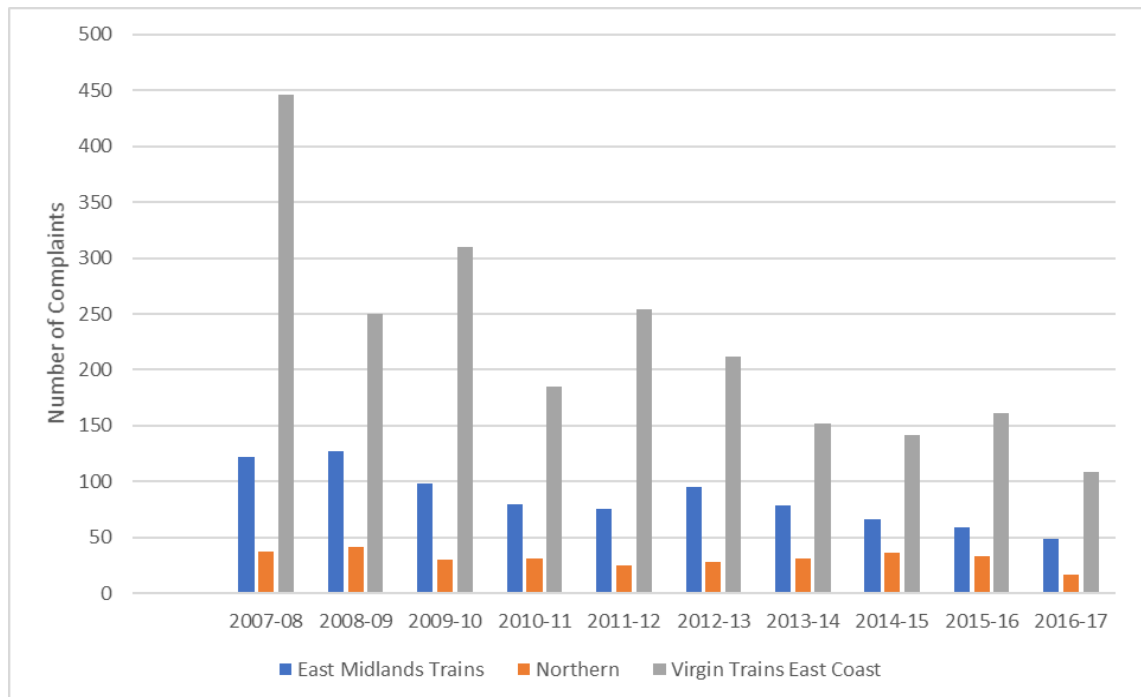
NETWORK PERFORMANCE

- 2.6.10 The Office of Road and Rail (ORR)²² has overall responsibility for rail statistics and produces the key industry statistics publication. It collects and publishes Rail Statistical information on a quarterly basis. Two main measures are used – Public Performance Measure (PPM) and complaints and handling.
- 2.6.11 The Public Performance Measure was introduced in 2000 to give a better indication of the actual performance of Britain's passenger railways. It combines figures for punctuality and reliability into a single performance measure.
- 2.6.12 It covers all scheduled services, seven days a week. PPM measures the performance of individual trains against their planned timetable. This may differ from the published timetable. PPM is therefore the percentage of trains 'on time' compared to the total number of trains planned.
- 2.6.13 A train is defined as on time if it arrives within five minutes (i.e. four minutes 59 seconds or less) of the planned destination arrival time for London, South East and regional operators; or ten minutes (i.e. nine minutes 59 seconds or less) for long distance operators. Where a train fails to run its entire planned route, calling at all timetabled stations, it will either be shown as cancelled (if it runs less than half its planned mileage) or will be added to the trains in the '20 minutes or more' lateness band.
- 2.6.14 Trains which complete their journey as planned are measured for punctuality at their destination. A train's performance is generally recorded by the automated monitoring systems which log performance using the signalling equipment.
- 2.6.15 **Chart 7** on the following page highlights how the performance of the train operating companies serving Bassetlaw has fluctuated between 2010 and 2017. Whilst levels of punctuality and reliability have changed, for each operator they are broadly similar to those in 2010. Virgin East Coast remains the operator with the poorest performance but this is probably a reflection of the longer routes it operates between London and Scotland.

²² <http://orr.gov.uk/>

Chart 7 – Changes in Train Operating Companies Public Performance Measure

- 2.6.16 The number of complaints received is a useful addition to the range of performance indicators. Unlike other system-based measures, the number of complaints reflects direct feedback from passengers. Used in conjunction with other performance measures, such as the PPM, a more comprehensive description of rail industry service and passenger satisfaction is reported.
- 2.6.17 **Chart 8** on the following page highlights changes in the numbers of complaints received by each of the train operating companies serving Bassetlaw. In absolute terms, Virgin Trains East Coast receives the most complaints on an annual basis, followed by East Midlands Trains, with Northern Rail receiving the least, reflecting the comparative numbers of passengers each carry.
- 2.6.18 In each case however there is a general trend which reflects a reduction in complaints received, suggesting an improvement in operator performance.

Chart 8 – Summary of Train Operator Complaints

RAIL STATIONS

- 2.6.19 Retford Station is managed by Virgin Trains East Coast and has parking spaces for 101 cars. The daily car parking charge is £9 per day²³. Discounted rates are available for weekly, monthly, 3 monthly and annual passes. The higher-level platforms (numbered 1 and 2) respectively serve southbound and northbound East Coast Main Line trains calling at Retford. Between the two platform tracks there are two further lines, used by fast trains not booked to call here. The lower-level platforms (numbered 3 and 4) were added in the 1960s when the flat crossing between the two lines was removed and the Sheffield – Lincoln tracks were lowered to pass beneath the London – Edinburgh route.
- 2.6.20 A Station Travel Plan was produced in February 2017 as part of Virgin Trains franchising agreement. It details a series of objectives, targets and interventions through which to encourage more sustainable access to the station based upon a site assessment and a survey of over 200 station users.
- 2.6.21 Worksop railway station was also opened in July 1849 by the Sheffield and Lincolnshire Junction Railway. It is now an intermediate stop on the regional service from Lincoln to Sheffield operated by Northern Rail and the northern terminus of East Midlands Trains' Robin

²³ Prices correct as of September 2017.

Hood Line from Nottingham and Mansfield (the section from Mansfield was re-opened to passengers on 25 May 1998). Worksop Station is managed by Northern Rail and has parking spaces for 100 cars. The daily car parking charge is £2 per day²⁴.

2.6.22 The only other railway station (Shireoaks Station) within the district is also located on the Lincoln to Sheffield line at Shireoaks, 2km west of Worksop. There is no car parking available at Shireoaks Station.

2.6.23 A summary of facilities available at all stations within the district is presented in **Table 22**.

Table 22 – Summary of Station Facilities

Facility	Retford	Worksop	Shireoaks
Station Operator	Virgin Trains East Coast	Northern Rail	Northern Rail
Car Park	Yes	Yes	No
No. of Parking spaces	101	100	-
Accessibility customer help points	Yes	No	No
Hearing loop	Yes	Yes	No
Accessible ticket machines	Yes	No	No
Accessible booking office counter	No	No	No
Ramp for train access	Yes	Yes	Yes
Accessible taxis	Yes	No	No
Pay phones	Yes	Yes	No
Refreshment facilities	Yes	Yes	No
National key toilet	Yes	No	No
Step-free access to whole station	Yes	Partial	Yes
Impaired mobility set-down	Yes	No	No
Accessible car park equipment	Yes	Yes	No
Wheelchairs available	Yes	No	No
Staff help available	Yes	Partial	No
Facilities CCTV	Yes	Yes	Yes
Seated area	Yes	Yes	No
Waiting room	Yes	No	No
Toilets	Yes	Yes	No
Baby changing facility	Yes	No	No
Taxi Rank	Yes	Yes	No
Cycle storage spaces	38	6	-
Cycle storage CCTV	Yes	Yes	-

ACCESSIBILITY TO SERVICES & KEY DESTINATIONS

2.6.24 **Figure 13** indicates 800m and 3.2km (straight line) catchment distances to all existing rail stations within the district. These represent the typical distances covered in 10 minutes walking or cycling respectively (see **Appendix B** for details).

2.6.25 As can be seen from the figure large parts of Retford and Worksop have reasonable access to passenger rail. However, the rural areas of the district are less well placed in this regard.

²⁴ Prices correct as of October 2017.



- 2.6.26 As described earlier in this section the Lincoln to Sheffield line caters predominantly for local movements. The East Coast Mainline serves longer distance destinations between London and Edinburgh as well as linking into a wider network of cross-country, commuter and local passenger services.
- 2.6.27 The presence of stations on both rail lines in Bassetlaw District therefore provides the opportunity for linked trips which greatly improves general accessibility to a wide range of key rail destinations nationwide.

2.7 Cycling and Walking

DATA SOURCES

- Nottinghamshire Local Transport Plan (LTP3) 2011 to 2026
- Cycling in Bassetlaw map (Nottinghamshire County Council)
- Nottinghamshire Cycling Design Guide 2006
- Nottinghamshire Cycling Strategy Delivery Plan
- Nottinghamshire Highway Network Management Plan 2014
- 2011 Census Data

CYCLE NETWORK PROVISION

- 2.7.1 **Figure 14** depicts existing cycling infrastructure within the district. The focus of provision is around Worksop and Retford. The town centres and their environs have reasonably comprehensive networks of dedicated cycling infrastructure and quiet roads suitable for cycling.
- 2.7.2 The focus of the Worksop cycling network stems from the National Cycle Network (NCN) Route 6 which follows the southern towpath of the Chesterfield Canal through the centre of the town. This then travels south eastwards on-road through Manton before entering Clumber Park. From this cycling 'spine', the highway authority and its partners have developed several other cycle routes in the town.
- 2.7.3 Around the town centre, there are several quieter roads identified by the "Cycling in Bassetlaw" cycle map as being suitable for on-road cycling, with these routes also providing access to the north-west of the town including the Kilton area and Bassetlaw hospital. In the north-eastern part of the town, there are cycle lanes either side of Valley Road. This joins with several quiet road routes and off-road paths linking the residential area of Gateford via a toucan crossing on Raymoth Lane.
- 2.7.4 Retford has a similar layout, with the National Byway on-road cycle network providing a link into the south of the town, with the London Road section encompassing dedicated cycle lanes. The National Byway route also connects with the railway station. At Carolgate a further off-highway route is available along the northern bank of the Chesterfield Canal towards Welham. There are also high-quality cycle lanes on North Road and shared use footways on Babworth Road in the north-western part of the town.

2.7.5 Much of the rest of the district's cycling infrastructure is made up of off-road leisure-based facilities. The exceptions are to the west of Gainsborough on the Bassetlaw side of the Nottinghamshire/ Lincolnshire highway authority boundary, where there are shared footway/ cycleways adjacent to the A620 and A631. Aside from this, there is a lack of specific cycling infrastructure within the district.

2.7.6 Longer distance leisure routes are described in more detail below.

NATIONAL CYCLE NETWORK

2.7.7 National Cycle Network (NCN) Route 6 passes through the western part of the district. It travels from Shireoaks on the Derbyshire/ Nottinghamshire boundary eastwards through the centre of Worksop before continuing south eastwards into Clumber Park. Route 6 is off-road for most its length within Bassetlaw. This feeds into the wider National Cycle Network via Sheffield to the west and Nottingham to the south.

NATIONAL BYWAY

2.7.8 The National Byway extends 4,500 miles through the UK's natural environment, providing signed directions along quiet rural lanes. In addition to the main route, there are 50 circular loop rides. Much of the eastern part of Bassetlaw is connected by the National Byway, with a route from Retford rail station south eastwards towards East Markham and north eastwards to Gainsborough.

FOOTWAYS

2.7.9 **Figure 15** depicts existing public rights of way within the district. Both the district's main towns have pedestrianised streets within their central areas. This allows good accessibility to their retail offerings and enables safe interchange with buses. Cycling is not permitted within these areas.

2.7.10 Footways are provided in all the main settlements and within many of the residential areas. As the district is largely rural, footways are not normally provided alongside carriageways in these locations. The reasons for this are due to the cost verses likely low levels of footfall, a lack of available width within the highway corridor to provide footways to current specifications and the aesthetic and environmental reasons of not wishing to 'urbanise' the countryside.

PATTERNS OF MOVEMENT

2.7.11 Bassetlaw has a reasonably high level of cycling and walking trips to work based upon the 2011 Census results.

- 2.7.12 A total of 13.8% of trips are made by these modes, which is above the Nottinghamshire average of 12.8% and the English average of 14.5%. As indicated in **Table 23** below, the levels of cycling and walking to work vary greatly depending upon which ward within the district the commuter lives in.
- 2.7.13 Both modes are in their highest in the wards surrounding the main urban areas of Retford and Worksop, with the highest level of cycling in Worksop South East ward (5.5% of trips to work) and the highest level of walking taking place in Sutton (23%). The lowest levels of cycling and walking occur in the more rural wards, such as Beckingham, Ranskill and Everton.

Table 23 – Travel to Work by Mode (2011 Census Data)

Ward	Pedal Cycle (% of Trips)	Walking (% of Trips)
Beckingham	1.60%	4.40%
Blyth	1.20%	7.90%
Carlton	1.40%	6.70%
Clayworth	1.80%	5.50%
East Markham	1.10%	6.80%
East Retford East	3.60%	17.30%
East Retford North	4.40%	14.50%
East Retford South	4.40%	11.30%
East Retford West	3.80%	15.70%
Everton	0.90%	6.00%
Harworth	2.10%	9.50%
Langold	1.10%	6.30%
Misterton	2.00%	6.00%
Rampton	1.60%	10.90%
Ranskill	1.00%	4.60%
Sturton	1.10%	6.20%
Sutton	1.30%	23.00%
Tuxford and Trent	1.70%	9.90%
Welbeck	2.00%	8.80%
Worksop East	3.50%	15.20%
Worksop North	2.70%	9.10%
Worksop North East	2.10%	10.50%
Worksop North West	3.30%	10.30%
Worksop South	2.20%	10.80%
Worksop South East	5.50%	17.40%

- 2.7.14 In addition to the Census results, Nottinghamshire County Council collects data as part of the Local Transport Plan (LTP) monitoring process. A question was included in the 2015 survey, which provided a sample of the mode share of people travelling to work. Of those surveyed, 15.95% travelled on foot or by cycle.

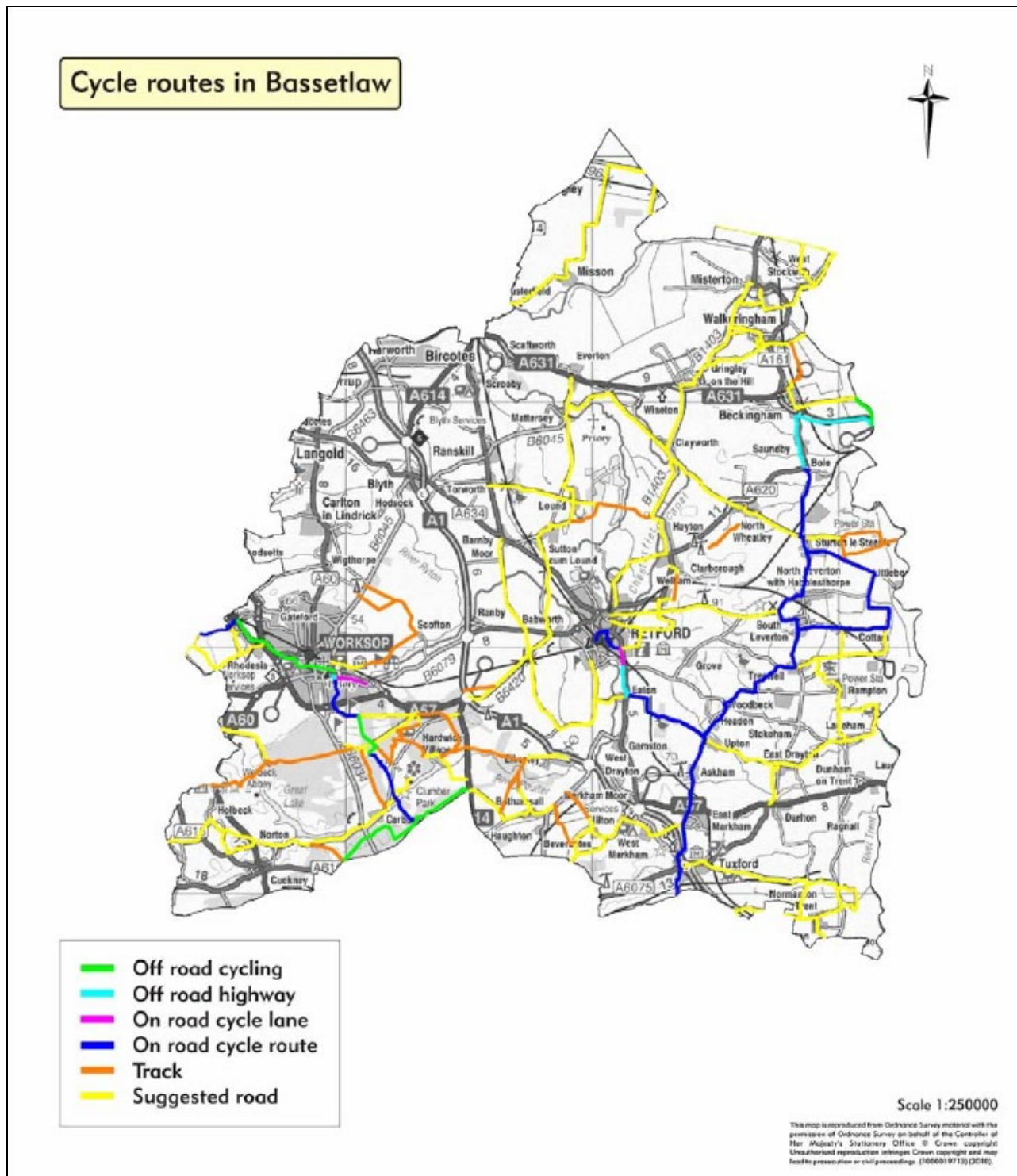
- 2.7.15 The LTP monitoring also measures the total number of trips made by bike across the authority, against a 2010 baseline. Whilst only a small increase (1%) was recorded between 2014 and 2015, the number of trips increased by 34% between 2010 and 2015 reflecting the increasing popularity of cycling across Nottinghamshire.

- 2.7.16 Within Bassetlaw itself, there are six cycle traffic counters. Overall, these measured a 4% increase in cycling from 2015 to 2016. The average Bassetlaw year on year growth from 2010 to 2016 was 2.5%, ranging from a 5.6% decrease between 2011 and 2012 to a 9.8% increase between 2010 and 2011. This is slightly higher than the average growth in cycling activity in Nottinghamshire which was 2.1% during the same period.

- 2.7.17 The evidence base collected to inform the Nottinghamshire LTP includes information on cycle network length in each district in the county. Bassetlaw has a total network of 84.48km of dedicated cycle provision, comprising 7.88km of on-road cycle lanes, 14.34km of off-road shared use paths and 62.26km of off-road cycle tracks.

- 2.7.18 The Bassetlaw cycle network included in the Nottinghamshire Local Transport Plan Evidence Base Report (LTPEBR) is shown in **Image 2** on the following page.

Image 2 – Cycling Routes in Bassetlaw (Source: NCC LTP Evidence Base)



OPPORTUNITIES TO ENCOURAGE MORE WALKING & CYCLING

- 2.7.19 Developing a network of connected, coherent, convenient and convivial walking and cycling corridors requires investment in several areas including:
- The provision of appropriate infrastructure along the links in the network,
 - Provision and configuration of junctions and crossings to connect the network, and
 - Signage and promotion of the networks to raise awareness and encourage their use.
- 2.7.20 Generally, the district's main settlements, Worksop, Retford, as well as the western edge of Gainsborough in neighbouring West Lindsey District, are well catered for in terms of cycling infrastructure. The following missing strategic links have been identified through a baseline inspection of existing facilities.
- 2.7.21 In Worksop, there are a lack of north-south connections for cycling. The A60 Turner Road/ Blyth Road/ Babbage Way continues to present a barrier to connecting the two distinct areas of cycling infrastructure. The narrow carriageway width available underneath the Network Rail Bridge on Gateford Road is a major constraint to allowing an adequate on-road or shared footway link which in turn could allow the development of a link between Valley Road and Gateford Road. Without measures, such as imposing one-way traffic flow (which could have adverse traffic capacity impacts), or modifications to the bridge structure (likely to be prohibitively expensive) there appears to be no quick win to resolving this connection issue. The alternative route of Carlton Road has a level crossing, however there is insufficient width within the highway corridor to provide on-road cycle lanes or convert the footways to shared use on this route.
- 2.7.22 Outside of the two main settlements, there are understandably far fewer cycle facilities due to the rural nature of the district. A combination of factors such as journey distance, physical constraints (i.e. available carriageway widths), perceived lack of safety, the potential for interchange with buses and the need to retain the conservation value of rural roads all combine to create barriers to encouraging cycling and walking.
- 2.7.23 In terms of value for money for a local highway authority, the provision of wide-spread cycling and walking infrastructure between different rural locations is generally not feasible, simply due to there being far fewer potential users of such routes. In general, the comprehensive existing network of more leisure-based cycling and walking provision, such as bridleways, cycle tracks and canal towpaths are considered appropriate for the rural areas of the district.

- 2.7.24 Opportunities to supplement existing infrastructure to encourage more journeys to work on foot and by bike are where settlements in Bassetlaw are situated within reasonable commuting distances of larger neighbouring conurbations. The obvious example is the north west of the district, which is adjacent to Doncaster and the South Yorkshire travel to work area. To achieve such improvements would require close cross-boundary working with partner organisations.
- 2.7.25 There are several opportunities through which walking can be encouraged for shorter journeys, including commuting trips. The provision of formal and informal crossing points on pedestrian desire lines, including an authority wide programme of dropped kerbs would help to remove barriers which prevent those with limited mobility walking.
- 2.7.26 The concept of reprioritising road users at certain junctions across the district, particularly those near schools should be considered, whilst catering for the needs of vulnerable road users should be embedded into new developments through the application of the Manual for Streets guidance²⁵.
- 2.7.27 Education generates 1 in every 5 trips at peak times and creating School Safety Zones and prioritising safe and secure pedestrian and cycling links to schools should be at the cornerstone of creating a culture of walking and cycling for future generations.
- 2.7.28 Creating an environment which is conducive to walking and cycling is often as a result of many small-scale measures in place, that contribute towards a pleasant journey. The principle of marginal gains is particularly relevant to walking and cycling, and investment in cycle parking, the installation of showers and changing facilities in workplaces, lighting, surfacing and maintenance will all contribute towards a more convivial environment.
- 2.7.29 When seeking to cater for different user groups, particularly the elderly or those with limited mobility, the availability of street furniture, especially dropped kerbs and benches can make a significant difference in walking being a realistic option.

²⁵ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

2.8 Freight

DATA SOURCES

- Nottinghamshire Local Transport Plan (LTP3) 2011 to 2026
- Network Rail Website

ROAD FREIGHT

2.8.1 For the purposes of land use and transport planning the County Council applies the following hierarchy of roads:

- Category 1 – Main Roads (Strategic Road Network) – carry traffic between main towns.
- Category 2 – Major Secondary Roads – carry traffic between and within main towns and connect to the Strategic Road Network.
- Category 3 – Other Secondary Roads – district distributor roads, like Category 2 but traffic is not specifically directed to use them.
- Category 4 – Local Roads – local distributor roads and access roads.

2.8.2 The purpose of this hierarchy is to influence traffic to take the most suitable routes and to minimise intrusion in the areas through which it passes.

2.8.3 Heavy goods vehicles are directed to use Category 1 and 2 roads wherever possible and through traffic is not encouraged to use Category 3 and 4 roads. Roads forming the strategic network include all Trunk Roads, County primary roads and County non-primary routes of more than local importance, which in Bassetlaw District are; the A1(M), A1(T), A57, A60, A161, A614, A616, A619, A620, A631, A632, A634, A638 and A6075.

2.8.4 In certain areas, heavy goods vehicles are prohibited by location specific or area-wide mandatory vehicle weight limits. All existing weight limits within the district are indicated on **Figure 16**.

2.8.5 The road network within the district is shown in **Figure 7** and **Figure 8**, 2016 AADT flows and 2016 HGV flows are shown respectively. The greatest AADT flows were recorded on the A1(M) and A1(T) which is unsurprising as these form part of the strategic road network and are a key route through the district. The greatest proportion of HGVs were recorded on the A1(M) and A1(T), with these being greater than 20% throughout its length within the district.

- 2.8.6 In addition to the A1(M) and A1(T), 2-way AADT flows of 10,000 or greater were recorded on the A57, A60, A614, A631 and the A638. However, other routes within the district had a greater proportion of HGVs. Routes with a HGV proportion greater than 10% of 2-way AADT were the A1(M)/(T), B6045, B6387, A57, A60, A161, A614, A616, A620, A631 and the A632.
- 2.8.7 Many of the HGVs on these corridors are undertaking through trips which do not have an origin or destination within Bassetlaw. Therefore, there is limited scope to influence the demand and number of vehicles, with the emphasis therefore on minimising the impact on local communities and vulnerable road users.
- 2.8.8 Whilst there are no freight consolidation centres within the district, there are several locations which generate HGV trips, for example Manton Wood Business Park, Wilko and B&Q/Wincanton distribution centres in Worksop, Snape Lane Industrial Estate in Harworth etc. In these cases, there is the opportunity to work with the operators to maximise the efficiency and mitigate the impacts of operations to the benefit of both businesses and local communities.

RAIL FREIGHT

- 2.8.9 Nationally, rail moves 12% of all the UK's inland surface freight²⁶. The principal routes for rail freight through the district are the East Coast Mainline and the East-West rail link between Lincoln and Sheffield, which connects Retford and Worksop. Both lines are shared between passenger and freight rail services
- 2.8.10 The Robin Hood line also provides passenger (and some freight) rail services and forms a direct rail link starting from Worksop through Mansfield to Nottingham. The East Midlands Route Study²⁷ produced by Network Rail in March 2016 indicated that by 2023 capacity would be required for between one and two freight trains per day between Mansfield and Worksop, with a similar level of demand on the Bassetlaw section of the Robin Hood Line in 2043.
- 2.8.11 Sheffield International Rail Freight Terminal (SIRFT) is located adjacent to Europa Way near M1 Junctions 33 and 34 (M1J33 and M1J34) and provides modern warehousing and distribution facilities. SIRFT is connected to the Sheffield – Doncaster freight line and provides connections to mainland Europe and key destinations in the UK. The proximity of this facility to Bassetlaw provides good opportunities for freight to be transported to/from the district via rail.

²⁶ <https://cdn.networkrail.co.uk/wp-content/uploads/2017/08/Railway-Upgrade-Plan-Update-2017-2018.pdf>

²⁷ <https://cdn.networkrail.co.uk/wp-content/uploads/2016/11/East-Midlands-Route-Study.pdf>



WATER-BORNE FREIGHT

- 2.8.12 No major UK waterways pass through the district of Bassetlaw. The River Idle and the Chesterfield Canal pass through the district but neither of these are currently used for commercial uses. The scope for using waterways within Bassetlaw for commercial freight movements is therefore very low. As such, the relevance of water-borne freight to this study is negligible and has not been considered further.

3 COMMITTED INFRASTRUCTURE SCHEMES, SERVICE IMPROVEMENTS AND LAND-USE DEVELOPMENTS

3.1 Introduction

- 3.1.1 For the purposes of this study committed infrastructure schemes have been assumed to be any proposed changes to existing transport infrastructure or transport services within the district where funding and/or delivery timescales have been confirmed. As this is a strategic study, smaller scale improvements that are unlikely to significantly alter existing transport conditions have been ignored.
- 3.1.2 Committed land-use developments within the district have been assumed to be proposed developments with planning permissions yet to be implemented, or developments already under construction but yet to be completed or occupied.
- 3.1.3 Only land-use development proposals that will result in a material changes to existing transport conditions within the district have been considered. The criteria used to identify whether transport effects are material are described later in this section.

3.2 Highways

DATA SOURCES

- Nottinghamshire Local Transport Plan (LTP3) 2011 - 2026
- Highways England website (www.roads.highways.gov.uk)
- Nottinghamshire County Council website (www.nottinghamshire.gov.uk)

SCHEME SUMMARY

- 3.2.1 Since the 2010 study was produced Bassetlaw District Council and Nottinghamshire County Council have made successful applications to the D2N2 and Sheffield City Region LEPS for funding towards highway improvement schemes at the following junctions:
- **A57/A60/Newcastle Ave/St Anne's Drive** roundabout junction in Worksop. This improvement was completed in Autumn 2016 and involved signalisation of the roundabout and associated localised widening on entry arms and the circulatory carriageway. This improvement addressed the 'bottleneck' on the A60 entry to Worksop from the west identified by Nottinghamshire County Council in the 2010 Transport Study.

- **A614/Blyth Road** junction in Blyth. An improvement scheme was identified to provide signal control at this junction. This has been installed and became operational in May 2017.
- **B6463 Blyth Road/Scrooby Road/Main Street/Bawtry Road** double mini-roundabout junction in Harworth. An improvement scheme has suggested the introduction of traffic signal control although a feasible and deliverable scheme remains to be identified.
- **A1(T)/A614** junction in Blyth. An improvement scheme was implemented in May 2017 to enlarge the northern priority roundabout and modify the lane allocations.
- **A614/Scrooby Road** priority junction in Harworth. Traffic signal control was originally identified as a potential improvement scheme although subsequent detailed design has suggested that this would not be achievable from a design and economic perspective. A 'Ghost-Island' right turn scheme is now proposed instead, which has yet to be implemented.

3.2.2 All the above junction improvements are included in the Nottinghamshire LTP3 Implementation Plan (2015/16 – 2017/18) which identifies that the remaining funding for these schemes (which will be dependent upon the final scheme designs) will be a contribution from Bassetlaw District Council using funding from its Community Infrastructure Levy (CIL).

3.2.3 The council's CIL Regulation 123 List currently identifies the following junction improvement schemes for CIL funding:

- A614/Scrooby Road, Harworth
- A620/A638 roundabout, Retford
- B1164/A6075 Junction, Tuxford
- A57/A60 Sandy Lane roundabout, Worksop (A57 and Highground arms only)
- A57/Claylands Avenue roundabout, Worksop
- A60/A619 roundabout, Worksop
- A57/B6041 Gateford Road roundabout, Worksop (B6041 arm only)

A1 ELKESLEY JUNCTIONS

3.2.4 Highways England completed an improvement scheme on the A1(T) at Elkesley in January 2016 to improve road safety and access to the village. The scheme provided a new grade separated junction onto the A1 to serve the village with links to Jockey Lane and a realigned

Coalpit Lane. The scheme is now complete and open to traffic. No other Trunk Road or Motorway improvement schemes are currently identified within the district.

A1/B6387 TWYFORD BRIDGE JUNCTION

- 3.2.5 It is understood that development proposals for a major B8 use-class distribution centre on the former Bevercotes Colliery will be required to deliver improvements to replace the northbound slip roads at the A1/B6387 Twyford Bridge junction as a conditional requirement of planning permission.

DELIVERY TIMESCALE

- 3.2.6 The improvements mentioned in this section are required to facilitate development within the district and as such delivery timescales will be largely dependent on the timescales for major developments, particularly for those improvement schemes that are to be wholly or part funded by developers.

NETWORK & TRAFFIC CHANGES

- 3.2.7 The junction improvement schemes mentioned in this section will not affect CRF values on the highway network within the district. No account has therefore been taken of these improvements in the assessments presented later in this report. However, the assessment does consider the committed and proposed developments that the junction improvements will facilitate and the resultant changes in traffic flows.

CAR PARKING

- 3.2.8 No committed improvement schemes have been identified that will materially alter existing public parking provision within the district. Any proposed new parking provision associated with committed private developments is assumed to cater for the requirements of the development only and will therefore not materially affect existing parking conditions.

3.3 Bus Transport

DATA SOURCES

- Nottinghamshire Local Transport Plan (LTP3) 2011-2026
- Nottinghamshire Integrated Passenger Transport Strategy 2015
- Integrated Ticketing Strategy and Delivery Plan 2015

SCHEME SUMMARY

3.3.1 NCC published the Nottinghamshire Integrated Passenger Transport Strategy in 2015, which outlines the County Council's passenger transport priorities and aims to deliver public transport that:

- has **good network coverage**, operating periods, service frequency and fully accessible vehicles and waiting facilities;
- is **affordable** so that costs are competitive with the use of the private car and do not stop people from using the available services; with good use of ticketing options, concessionary fares, smartcard technology and integrated ticketing;
- is **understood by everyone and is easy to use** so that people know about services and how to use them and have access to clear information through a variety of media; and in partnership with operators, through effective marketing of passenger transport; and
- is of **high quality**, reliable, punctual, and requires minimum changes to reach all destinations; as well as has high quality infrastructure that is fully accessible, modern, clean, sustainable, quiet, safe and informative; and offers high quality customer service provision by drivers and other staff.

3.3.2 In addition, the Integrated Ticketing Strategy and Delivery Plan adopted by the Nottinghamshire Transport and Highways Committee, aims to deliver affordability, convenience, congestion management, commercial benefits, and integration between services for all passengers in Nottinghamshire. Following the consultation with local bus operators, NCC has concluded that in the north of the county there are discrete movements into market towns, so a different integrated ticketing offer needs to be put in place for each of the areas of Mansfield/Ashfield, Newark and Sherwood, and Bassetlaw. The Integrated Ticketing Strategy is expected to be rolled out in areas where integrated ticketing schemes already exist, before it is

rolled out to each Market Town. Following the initial introduction, it is expected that ticket offers will be widened to include weekly, monthly and yearly season tickets.

BUS FLEET

3.3.3 In 2013, 83% of bus operators in Nottinghamshire had Euro 3 engines or better; 72% of the buses were under 10 years old; and 93% of buses were accessible to disabled persons. The County Council's own fleet of vehicles consists of 346 commercial vehicles including highways operations and a passenger related fleet of 112 vehicles, 68 (61%) of which are accessible. All 458 vehicles in the combined fleet have Euro 3 engines or better and the average age is five years.

3.3.4 The Stagecoach East Midlands fleet consists of fully accessible and Disability Discrimination Act 2005 (DDA) compliant buses. In addition, Stagecoach drivers undertake disability awareness training, which is regularly refreshed. Stagecoach buses are equipped with an Automatic Vehicle Location system, which allows for continuous digital monitoring of the location of the bus, service punctuality and provision of real time passenger information. Finally, Stagecoach services have introduced digital ticketing through a mobile 'phone application and an online e-shop, both of which allow passengers to make use of available discounts in advance of travel.

INFRASTRUCTURE INVESTMENTS

3.3.5 The following bus related infrastructure improvements are planned for the period 2017-2018 with a budget of approximately £125K set aside:

- Bassetlaw Clearway Programme
- Retford Bus Station display upgrade
- Reactive shelter repair programme
- Bus Stop Improvements
- S278 investment programme
- Brick shelter replacement
- Wood shelter replacement

3.3.6 These include five bus stop clearways, three of which are in Bassetlaw, one in Rhodesia and one in Shireoaks. The County Council will work to improve their own internal fleet and work with commercial bus operators to ensure vehicles are fully accessible for all sectors of the

community and comply with the requirements of the Public Service Vehicles Accessibility Regulations 2000; to reduce the age of vehicles and improve their fuel efficiency; and investigate alternative fuel and electric vehicles.

- 3.3.7 In addition, NCC is working on the development of an ambitious County-wide Public Transport Infrastructure Investment Delivery Plan, which will facilitate economic growth and jobs creation. The Plan will concentrate on key improvement of transport corridors, which will improve punctuality and reliability and help grow the public transport passenger base. Feasibility work will be undertaken on key corridor in Bassetlaw, including those seen as priority by the bus operators.

OTHER IMPROVEMENTS IN WORKSOP

- 3.3.8 Following the opening of the bus station in Worksop, bus operators and NCC have been planning further public transport investments. NCC is working with Stagecoach to enable information from Stagecoach to be displayed in real time at the bus station and Real Time Passenger Information (RTPI) displays in the town. In addition, NCC is working with the local bus operators on the introduction of integrated ticketing in Bassetlaw. Finally, the Council's transport and travel services have developed an enforcement plan to tackle congestion and illegal parking issues at key junctions of the network.

3.4 Passenger Rail

Data Sources

- Network Rail (NR) Railway Upgrade Plan (www.networkrail.co.uk)
- Nottinghamshire Local Transport Plan (LTP3) 2011 to 2026
- Rail North – Long Term Rail Strategy, March 2015
- East Midlands Rail Franchise Public Consultation; DfT, July 2017
- Route Specifications London North Eastern and East Midlands; Network Rail, 2016

3.4.1 Committed infrastructure and service improvements on the rail network will help improve the strategic connectivity of Bassetlaw with neighboring authorities and further afield.

Infrastructure Improvements

3.4.2 There are currently no infrastructure improvements planned on the Lincoln to Sheffield Line, Robin Hood Line or East Coast Mainline within Bassetlaw. On the wider network, however, Network Rail is set to deliver several schemes. These are detailed in relation to the Strategic Route Sections (SRSs) they comprise on the national rail network²⁸:

- **East Coast Mainline:** On the Peterborough to Doncaster section of the East Coast Mainline during Control Period 5 (2014-2019) and Control Period 6 (2019-2024), Network Rail is set to invest in improved junction layouts and new and improved signing to help increase capacity and reduce journey times. At present the predominant line speed is 125mph.
- **Sheffield to Gainsborough Line:** Renewal of some signalling at Beighton and Woodhouse will not impact upon the operations at Retford or Worksop.
- **Nottingham to Worksop Line:** No improvements are programmed to be delivered in Control Period 5 or Control Period 6. The current design speed of the Robin Hood Line is 75mph.

²⁸ Delivering a better railway for a better Britain: Route Specifications London North Eastern and East Midlands; Network Rail, 2016

HS2

- 3.4.3 High Speed 2 (HS2) is the proposed new high-speed rail line connecting cities including London, Birmingham, Manchester and Leeds. The scheme is planned for delivery in two main phases. Phase 1 is due to open in December 2026 and will link London and Birmingham before joining onto the existing West Coast Main Line.
- 3.4.4 Phase 2 will open in two stages. Phase 2a from the West Midlands to Crewe will launch in 2027. And Phase 2b from Crewe to Manchester and from the West Midlands to Leeds, South Yorkshire and the East Midlands will open in 2033.
- 3.4.5 Phase 2b of HS2 will pass through Nottinghamshire and the planned route through the county follows the M1 Motorway north-south and will pass to the west of Bassetlaw District. There will therefore be no direct impact on the District.

Service Improvements – Lincoln to Sheffield Line

- 3.4.6 As part of the award of the Northern Franchise to Arriva Rail North in 2016, a series of service improvements are set to be provided from December 2019 which will benefit both Worksop and Retford Stations on the Sheffield – Worksop – Retford – Lincoln line²⁹.
- 3.4.7 At present the service provides:
- One train per hour between 0630 and 2300 hrs, with one additional service in the morning and evening peaks, Monday to Saturday. Journey times between Worksop and Sheffield takes 33 minutes.
 - On a Sunday, there are 6 trains in each direction running at irregular intervals, commencing in mid-afternoon.
- 3.4.8 From December 2019 changes will see:
- An additional train in each direction every hour between 0700 and 1900 hrs, Monday to Saturday between Sheffield – Worksop – Retford. This represents a further 26 trains over the course of the day.
 - On Sundays, an hourly service in each direction will be provided between Lincoln and Sheffield via Worksop and Retford between 1000 and 2200 hrs, an increase of 26 trains in total.

²⁹ Nottinghamshire County Council Transport and Highways Committee; 'Northern Rail Issues', 11 February 2016

- Journey times will also improve as whilst one of the two trains per hour between Sheffield – Worksop – Retford will stop at all the intermediate stations, the other will run non-stop reducing journey times between both Retford and Worksop with Sheffield by 6 minutes as highlighted in **Table 24**.

Table 24 – Changes in Rail Journey Times from December 2019

Route	Journey Time Now	Journey Time from 2019		Reduction in journey time for 1 train per hour
		For the train that calls at the 5 smaller stations	For the train that runs non-stop Worksop - Sheffield	
Sheffield – Worksop	33 mins	30 mins	24 mins	6 mins
Sheffield – Retford	40 mins	40 mins	34 mins	6 mins
Retford – Sheffield	44 mins	44 mins	38 mins	6 mins
Worksop - Sheffield	34 mins	34 mins	28 mins	6 mins

- Improvements in onward connectivity with trains from Worksop set to continue beyond Sheffield and other South Yorkshire stations to serve Wakefield and Leeds.
- Investment in both new rolling stock and refurbishment of the existing fleet to improve the journey experience.

Service Improvements – East Coast Mainline

- 3.4.9 Virgin Trains which operates the East Coast Mainline service via Retford is committed to providing improvements to the rolling stock on the line with Intercity Express Programme (IEP) trains are due to be delivered by 2018³⁰.

Service Improvements – Robin Hood Line

- 3.4.10 There are no line-specific programmed improvements set to come forward which may benefit Bassetlaw rail users in the short to medium term on the Robin Hood Line. Recent consultation on the East Midlands Rail Franchise³¹ details general ticketing, information changes and improvements to the rolling stock, but nothing in terms of increased service frequency or reduce journey times between Worksop and Nottingham.

³⁰ <http://www.railnorth.org/wp-content/uploads/2013/12/Long-Term-Rail-Strategy-2015.pdf>

³¹ <https://www.gov.uk/government/consultations/future-of-east-midlands-rail-franchise>

3.5 Cycling and Walking

DATA SOURCES

- Nottinghamshire Local Transport Plan (LTP3) 2011 to 2026
- Cycling in Bassetlaw map (Nottinghamshire County Council)
- Nottinghamshire Cycling Strategy Delivery Plan
- Nottinghamshire Cycling Action Plan
- City Cycle Ambition Programme
- Nottinghamshire Highway Network Management Plan
- Nottinghamshire Cycling Design Guide 2006
- Nottinghamshire County Council Rights of Way Improvement Plan
- 2017/18 Draft Integrated Transport Programme

SCHEME SUMMARY

- 3.5.1 Nottinghamshire County Council has been consulted with regard to the programme of committed cycling and walking schemes for 2017/2018.
- 3.5.2 The County Council are currently developing a network of strategic cycle corridors in Worksop and Retford. At present there is no further detail as to which routes may be included.
- 3.5.3 The County Council also has an annual budget for introducing new cycle parking and directional signing for cycle routes. The directional signing may be useful for notifying cyclists of links using quiet roads to new cycle routes and new developments, although for the latter developers will be required to provide this infrastructure where it is directly related to new development.
- 3.5.4 For pedestrians there is also an area-wide programme to implement new dropped crossings and make dropped crossing upgrades at existing junctions.

PUBLIC RIGHTS OF WAY (PROW) SCHEMES

- 3.5.5 As part of the LTP budget there is an annual programme for carrying out Rights of Way upgrades and signing/wayfinding improvements throughout Nottinghamshire. Upgrades to PROW typically consist of measures such as surface enhancement and widening, renewing stiles and gates and removal of obstruction or overgrown vegetation.

SHERWOOD FOREST

- 3.5.6 The County Council is redeveloping the Sherwood Forest visitors centre. Planning permission has been granted and a consortium appointed to design, build and operate the centre, which is anticipated to open in 2018. The proposed development includes minor improvements to walking and cycling accessibility, including a new zebra crossing across the B6034, improvements to the footway at the Forest Corner/B6034, provision of cycle spaces and secure cycle storage and lockers. Existing trails connecting National Cycling Route 6 to the visitor centre will be maintained as part of the proposed works.
- 3.5.7 The original proposals included a multi-user network to connect the visitor centre with settlements throughout the county and outside. It included the following key projects relevant to Bassetlaw to enhance cycling, walking and equestrian routes by providing additional links to the National Cycle Network, National Byway, Public Rights of Way network and local cycle network. These may be revisited in the future:
- Development of a route from Worksop to Doncaster;
 - Connect Retford with National Cycle Network Route 6 and south eastern Worksop;
 - Links to Bolsover and Cresswell from the National Cycle Network just south of the Bassetlaw District boundary;
 - Longer distance route to Lincoln, which would be accessed in the district using the National Byway from the east of the district or National Cycle Network in the west of the district.
- 3.5.8 It is considered, for the purposes of the Bassetlaw Transport Study, that future development sites consider these proposals and try to link in with these to encourage sustainable transport to new homes, leisure and workplaces.

DELIVERY TIMESCALE & FUNDING

- 3.5.9 The primary source for carrying out cycling and walking schemes will be the Local Transport Plan. Schemes in Bassetlaw currently being developed as part of the draft 2017-18 Nottinghamshire Integrated Transport Programme consist of the following schemes, in addition to general safety schemes that are likely to benefit walkers and cyclists.
- A60 Mansfield Road, Welbeck - crossing warning signs;
 - A634 High Street, south of Retford Road, Blyth - pedestrian crossing;
 - Goosemoor Bridge, Ordsall - new footbridge
 - Retford footpath 11 - path upgrade

- Retford railway station accessibility package (contribution to funding package)
- Raymoth Lane, Worksop - toucan crossing modifications
- Stanley Street / Anston Avenue, Worksop - zebra improvements
- Rights of Way upgrades and signing improvements programme (county-wide).

3.5.10 Additional funding opportunities for providing infrastructure for further schemes identified for non-motorised users in the district as part of the Transport Study include:

- Inclusion within Local Transport Plan projects which are non-specific cycling/ walking schemes but will benefit these users – e.g. highway improvements, safer routes to school, accident remedial schemes, smarter choices/ accessibility planning, speed limit reviews and local access transport studies. There is a need to ensure that design is suitable for cyclists and pedestrians through documents such as Manual for Streets and Nottinghamshire County Council's Cycling Design Guide.
- Nottinghamshire County Council Supporting Local Communities Fund – up to £50,000 for capital environmental and regeneration schemes, often with an accessibility element involved.
- Works secured by planning condition and delivered through Section 278 Agreements.
- Sustrans Connect2 – Big Lottery Funding to create dedicated, high quality local walking and cycling networks.
- Sustrans Links to Schools fund – to connect schools and their communities to the National Cycle Network to provide the safe routes that young people need to cycle and walk to school.
- Landfill Communities Fund – used to provide environmental benefits and to improve the lives of communities living near landfill sites.
- Aggregates Levy Sustainability Fund – used to reduce the environmental impacts of the extraction of aggregates and to deliver benefits to areas subject to these impacts.
- Schools Travel Plan Capital Grants – used to deliver travel plan measures/initiatives and associated improvement works.
- Coalfields Regeneration Trust – is a regional rather than local funding opportunity and would be geographically limited to former coalfield areas.

3.5.11 Partnerships with Public Transport Operators and Local Employers, for example to introduce cycle parking near bus stops and employment areas.

3.6 Freight

3.6.1 No specific road or rail freight infrastructure proposals have been identified. However, there are several B8 use-class development (warehouse/distribution) sites proposed that have been considered as committed land-use developments.

3.7 Developments

COMMITTED LAND-USE DEVELOPMENTS

3.7.1 For the purposes of the study land-use developments have been split into two categories; committed land-use developments located within the Bassetlaw District and committed land-use developments located in adjacent Districts/Boroughs that are likely to result in trips through Bassetlaw District.

3.7.2 To avoid double counting, trips between origins/destinations within the district and land-use developments outside of the district have been ignored since these are accounted for in the trips to/from committed and future Local Plan development within the district (although it is acknowledged that land-use developments in adjacent Districts/Boroughs may change the distribution of trips to/from the district).

COMMITTED LAND-USE DEVELOPMENTS WITHIN THE DISTRICT

3.7.3 Information has been obtained from the planning department at Bassetlaw District Council regarding all committed land-use developments within the district (most of these are proposed developments with planning permission yet to be implemented, or developments already under construction but yet to be completed or occupied). A summary of the committed developments that have been considered is presented in **Table 25** on the following page. **Figure 17** displays the location of these sites.

Table 25 – Committed Development within the District

Location	Application Number	Size of Development by Development Use-Class				
		C3 (Dwellings)	100 sqm Floor Area			
			B1	B2	B8	A1
Harworth & Bircotes						
Scrooby Road, Harworth	61/09/00052	736				
Plumtree Farm, Harworth	13/00793/FUL	250				
Phase 1A, Harworth Colliery	12/01784/RES	118				
Beverley Road, Harworth	61/10/00013	85				
Thompson Avenue, Harworth	13/01394/FUL	71				
Bawtry Road, Harworth	16/00021/SCR	650				
West of Blyth Road, Blyth*	57/12/00014		223	223	223	
Land At Sunny Nook Farm, Blyth Road, Harworth*	15/00971/OUT		783	783	783	
Worksop						
Gateford Road South, Worksop	14/00213/OUT	380	190			
Ashes Park Avenue, Worksop	14/00431/OUT	332				
Gateford Park, Worksop	16/01487/RES	250				
Wingfield Avenue, Worksop	14/00126/RSB	225				
Former Portland School, Worksop	15/00557/RSB	88				
Abbey Street, Worksop	17/00215/FUL	51				
Land At Gateford Park, Ashes Park Avenue, Worksop	17/00033/RES	168				
Land South West of Worksop Bypass*	15/00192/OUT		310	310	310	
Former Vesuvius Works, Sandy Lane, Worksop*	02/11/00199/R		120	120	55	
Retford						
West Hill, Retford	13/01025/RES	198				
Elizabethan High School, Retford	13/01355/FUL	93				
Thrumpton Lane, Retford	01/08/00182	73				
London Road, Retford	12/01312/FUL	52				
West Carr Road, Retford	14/00803/FUL	68				
Icon Polymer Limited, Thrumpton Lane, Retford	16/00015/FUL		-7	-118		48
Villages						
Land North East of St Lukes School, Shireoaks Common, Shireoaks*	14/00223/OUT	175	513	513	513	
Woodend Farm, Coach Road, Shireoaks,	17/00457/RSB	73				
Tylden Road, Rhodesia	15/00474/OUT	111				
Cemetary Road, Langold	62/10/00017	92				
Ashvale Road, Tuxford	15/00690/OUT	86				
Former Dormer Tools, Land North East of Shireoaks Road, Worksop	16/00725/FUL	80				
Shireoaks Road, Rhodesia	69/11/00012	70				
Welbeck Colliery, Cuckney	15/01037/FUL	65	127			2
Fox Covert Lane, Misterton	51/02/00015	55				
Bevercotes Colliery*	09/05/00002			1,175	1,175	
Dales Lane, Misson	16/00838/FUL			96		
Coates Farm, Cottam	16/00822/COU				47	
Lincoln Road, Tuxford	17/00204/COU				118	
Totals		4,695	2,259	3,102	3,224	50

Notes:

1. For sites marked with an asterisk a total employment floor area was supplied. An equal split has therefore been assumed across the relevant employment use-classes.

COMMITTED LAND-USE DEVELOPMENTS OUTSIDE OF THE DISTRICT

3.7.4 An assessment has also been undertaken of the likely future traffic effects of committed and likely developments in adjacent Districts/Boroughs/Metropolitan Authorities. In order to do this we have obtained information on development proposals within all authorities that border Bassetlaw, plus other authorities where future development is likely to influence transport conditions within Bassetlaw District. Data has been obtained from a variety of sources including consultation with the relevant local authority planning departments and relevant planning strategy documents. Data has been obtained from the following Councils (also see **Figure 18** for locations and routes):

- Bolsover District Council
- Chesterfield Borough Council
- Doncaster MBC
- City of Lincoln Council
- Mansfield District Council
- Newark and Sherwood District Council
- North East Derbyshire District Council
- North Lincolnshire Council
- Rotherham MBC
- Sheffield City Council
- West Lindsey District Council

3.7.5 In accordance with Department for Transport (DfT) Transport Analysis Guidance (TAG) the data was summarised and categorised by likelihood of the development proceeding using the following definitions of probability:

- **Near Certain:** The outcome will happen or there is a high probability that it will happen.
- **More Than Likely:** The outcome is likely to happen but there is some uncertainty.
- **Reasonably Foreseeable:** The outcome may happen, but there is significant uncertainty.
- **Hypothetical:** There is considerable uncertainty whether the outcome will ever happen

3.7.6 The study considers only those sites classified as 'Near Certain' and 'More Than Likely'. A summary of the developments that were identified as being applicable to the study is presented in **Appendix C**.

3.7.7 The DfT trip-end model (TEMPRO dataset v7.2) was used to compare development levels in each surrounding district individually. Districts with developments in excess of TEMPPO predictions were left as they were. Districts with development totals falling short of TEMPPO were uplifted, in accordance with TAG guidance. Table below summarises the data supplied by each adjacent authority, the TEMPPO forecast increase in dwellings and jobs over the Plan period and the figures that have been applied in the study.

Table 26 – Committed Development Outside the District

Authority	As Provided		TEMPPO		Applied in Study	
	Dwellings	Jobs	Dwellings	Jobs	Dwellings	Jobs
Chesterfield	2,455	4,599	4,539	3,534	4,539	4,599
Bolsover	2,440	7,557	3,593	1,870	3,593	7,557
North East Derbyshire	4,477	0	9,830	2,052	9,830	2,052
Lincoln City	150	1,783	4,564	3,004	4,564	3,004
West Lindsey	5,519	670	6,248	1,480	6,248	1,480
Newark and Sherwood	5,235	7,967	7,831	2,983	7,831	7,967
Doncaster	8,532	15,304	13,024	8,989	13,024	15,304
Sheffield City	7,993	0	28,753	16,884	28,753	16,884
Mansfield	4,188	3,957	4,628	2,411	4,628	3,957
North Lincs	233	0	11,694	4,127	11,694	4,127
Rotherham	4,845	1,577	10,336	6,916	10,336	6,916
	46,067	43,413	105,041	54,251	105,041	73,848

4 LOCAL PLAN DEVELOPMENT SCENARIOS

4.1 Introduction

- 4.1.1 For the purposes of this assessment Bassetlaw District Council has provided details of two development scenarios which represent the Maximum level of development expected within the plan period and a lower level of development that is Deliverable on sites already identified for development. These are summarised as follows.

HOUSING DEVELOPMENT

- 4.1.2 Details of the maximum and deliverable anticipated residential Local Plan development is summarised in **Table 27** below.

Table 27 – Residential Development (Dwellings) to 2032³²

Settlement	Maximum Scenario	Deliverable Scenario
Worksop	5,500	1,500
Retford	1,500	1,500
Harworth & Bircotes	250	250
Villages in Functional Clusters	3,149	3,149
New Garden Village	3,000	3,000
Total	13,399	9,399

EMPLOYMENT DEVELOPMENT

- 4.1.3 Employment details are the same for both scenarios and are summarised in **Table 28** below.

Table 28 – Employment Development to 2032

Settlement	Employment Site Gross Area (Ha)	Employment Gross Floor Area (sqm)
Worksop	100.0	400,000
Retford	10.7	42,800
Total	110.7	442,800

- 4.1.4 For employment sites, gross floor area (GFA) has been estimated as 40% of the gross site areas supplied by the District Council.

4.2 Development Site Locations

- 4.2.1 Potential development site locations have been supplied by the District Council based on the Land Availability Assessment (LAA). These are indicated in **Figure 19**. and are summarised in **Table 29** on the following page.

³² The emerging new Local Plan now runs until 2035 however the Transport Study was prepared based on the best information available at the time.

Table 29 – Development Site Locations

Settlement/Village Cluster	Location	Residential (Dwellings)		Employment (Gross Site Area Ha)
		Max' Scenario	Deliverable Scenario	
Worksop	Centred on Worksop Railway Station	500	500	0
	Centred on Kilton Golf Course, East of Worksop	4,000	0	0
	Spread across LAA sites	1,000	1,000	0
	East of Worksop, between railway line and A57	0	0	100
Retford	Spread across LAA sites	1,500	1,500	0
	LAA site west of North Road	0	0	10.7
Harworth & Bircotes	Spread across LAA sites	250	250	0
New Garden Villages	Gamston Airport and Former Bevercotes Colliery	3,000	3,000	0
Villages in Functional Clusters				
Harworth & Bircotes Cluster	Ranskill	122	122	0
	Blyth	111	111	0
	Scrooby	30	30	0
	Torworth	23	23	0
Carlton & Langold Cluster	Carlton-in-Lindrick	520	520	0
	Styrrup with Oldcotes	59	59	0
	Hodsock	227	227	0
Worksop & Villages Cluster	Shireoaks	124	124	0
	Rhodesia	84	84	0
South West Cluster	Cuckney	21	21	0
	Holbeck	19	19	0
	Norton	14	14	0
	Nether Langwith	42	42	0
Retford & Villages Cluster	Hayton	32	32	0
	Clarborough and Welham	99	99	0
	Sutton-cum-Lound	65	65	0
	Lound	43	43	0
	Barnby Moor	24	24	0
	Babworth	53	53	0
Tuxford & Markham Cluster	Tuxford	246	246	0
	Askham	16	16	0
	East Markham	103	103	0
	West Markham	15	15	0
South East Cluster	Normanton	15	15	0
	Marnham	31	31	0
Trent Corridor Cluster	North Leverton with Habbleshthorpe	93	93	0
	Stokeham	4	4	0
	Laneham	34	34	0
	North Wheatley	44	44	0
	South Wheatley	9	9	0
	South Leverton	43	43	0
	Sturton-le-Steeple	42	42	0
	Cottam	9	9	0
	Treswell	21	21	0
	Rampton	75	75	0
North East Cluster	Gringley-on-the-Hill	69	69	0
	Misterton	192	192	0
	Walkeringham	96	96	0
	Beckingham	109	109	0
	West Stockwith	31	31	0
Everton & Mattersey Cluster	Everton	74	74	0
	Mattersey	66	66	0
Totals		13,399	9,339	110.7



4.3 Distribution of Local Plan development

- 4.3.1 Where residential Local Plan development is identified in **Table 29** as being spread across Land Availability Assessment (LAA) sites the total number of dwellings has been spread on a pro-rata basis, according to site area, across the LAA sites identified in each settlement (see **Figure 19**). All potential development sites in each settlement were included. In all other instances development has been sited at the specific locations identified in **Table 29**.

5 FORECAST YEARS AND BACKGROUND TRAFFIC GROWTH

- 5.1.1 A forecast year of 2032 has been applied which is consistent with the end of the Local Development Framework plan period. No growth factor has been applied to the 2016 background traffic flows to estimate 2032 flows as traffic flows from committed developments have been calculated separately and added to the 2016 base flows to obtain 2032 baseline flows. The study assesses the following:
- 2016 Base Year (see **Figure 7**)
 - 2032 Base + Committed (see **Figure 21**)
 - 2032 Base + Committed + Local Plan Development (see **Figure 24** and **Figure 28**)
- 5.1.2 For the sake of completeness, a comparison has been undertaken between the growth assumptions included in the DfT trip-end model (TEMPRO dataset v7.2) programme which provides summaries of National Trip End Model (NTEM) forecast data for transport planning purposes. Details of which can be found in **Appendix D**.
- 5.1.3 This analysis confirms that the combination of 'Committed + Local Plan development' assumptions for Bassetlaw District applied in this study (residential and employment combined) exceeds the future growth assumptions contained within the National Trip End Model³³. As a result, the assessment is robust and no additional allowance for 'background' traffic growth is considered necessary.
- 5.1.4 It is also worth noting that as this study is assessing proposed Local Plan allocations for the district the information contained within this study on proposed future Local Plan development is more up to date than the assumptions in the National Trip End Model, which will need to be updated to reflect the new Local Plan once it is adopted.

³³ TEMPRO land-use dataset 7.2, dated February 2017

6 TRIP GENERATION, DISTRIBUTION & ASSIGNMENT

6.1 Trip Generation

COMMITTED DEVELOPMENT TRIP GENERATION

- 6.1.1 Traffic flows from committed developments within the district have been estimated using TRICS Version 7.4.3 vehicle trip rates for the relevant development use-classes. These calculations are summarised in **Appendix E**. For committed developments outside of the district, traffic flows have also been estimated using vehicle trip rates obtained from the TRICS Version 7.4.3 database. Detailed TRICS printouts for each relevant development use-class can be found in **Appendix E**.

RESIDENTIAL LOCAL PLAN TRIP GENERATION

- 6.1.2 Residential person trip generation has been estimated using TRICS Version 7.4.3 'average'³⁴ person trip rates for Houses Privately Owned. A mean/median 'cross reference' test has been undertaken for the trip rates and no significant bias was observed³⁵ so use of the average (mean) trip rates is appropriate.

EMPLOYMENT TRIP GENERATION

- 6.1.3 Employment person trip generation have been estimated using TRICS Version 7.4.3 person trip rates for either B1 Business Parks, B2 Industrial Estates, or B8 Warehouse/Distribution, whichever is most appropriate (see summary table in **Appendix E** for details of the assumptions applied). A mean/median 'cross reference' test has been undertaken for the trip rates for each employment use-class and where a bias of greater than 10% was observed the higher of the mean/median trip rates has been applied. Where no significant bias was observed average (mean) trip rates have been applied.

MODAL SPLITS

- 6.1.4 Modal split percentages have been derived from National Census 2011 'Travel to Work Data' for each of the 16 Middle Super Output Areas (MSOA) within the District. Trips by each mode of transport have been estimated by applying these modal split percentages to the person trips derived using TRICS. Separate modal splits have been derived for 'daytime population' and

³⁴ Nottinghamshire County Council previously confirmed that average trip rates were sufficiently robust for this area-wide transport study. However, it may be necessary to consider a sensitivity test using 85th percentile trip rates when transport assessments for individual sites are prepared.

³⁵ i.e. Potentially unrepresentative sites within the TRICS data sample are not unduly biasing the average.

'resident population' and applied to employment and residential related trips respectively. Details of the person trip generation and modal split calculations can be found in **Appendix E**.

6.1.5 The trip generation calculations presented in this study apply observed modal splits based on 2011 Census data. This is considered to represent a 'worst case' in terms of vehicular trip generation since no allowance has been made for future modal shifts that may occur due to initiatives to reduce travel demand (i.e. parking policy, fiscal measures, smarter choices etc.) or initiatives to achieve modal shifts to sustainable transport (i.e. encouraging more walking and cycling, lower speed limits, public transport improvements etc.)³⁶

6.1.6 The MSOA specific trip rates described above were applied to the Local Plan development identified in **Table 29** based on location (see **Figure 19**). The only exception was for the proposed new Garden Village where the modal splits for MSOA Bassetlaw 12 (Worksop) were applied as this is more likely to be representative of a new sustainable community than the trip rates for rural MSOA Bassetlaw 15, based on the assumed location for the Garden Village being in the vicinity of Markham Moor.

6.2 Trip Distribution & Assignment

6.2.1 Trip distribution has been based on 2011 National Census Travel to Work statistics for each MSOA within the district. **Figure 19** illustrates the locations of the proposed Local Plan development sites being assessed and indicates MSOA boundaries within the district.

6.2.2 To distribute trips onto the existing transport networks the relevant MSOAs have been treated as origins for residential development and destinations for employment development. Travel to work data for these wards has then been used to identify respective destination and origin wards.

6.2.3 Routes between the identified origins and destinations for MSOA have been identified using an 'all or nothing' trip assignment on a basic representation of the district's highway network (as detailed in **Figure 6**) modelled using VISUM software. This process applies the shortest route available in terms of time and distance ignoring any delays due to network performance.

6.2.4 It should be noted that this methodology presents a 'worst case' assessment of traffic impacts at specific locations on the highway network since it assumes that no vehicle trips will deviate to avoid delays and congestion on the network. In practice, vehicle trips would re-assign to

³⁶ It should be noted that the traffic generation rates of individual development sites could be greater than those applied for the purposes of this strategic study depending on the specific nature of each development. Detailed Transport Assessments will therefore be required in support of developments at the planning application stage.

alternative routes to avoid congested areas of the network (i.e. drivers tend to follow the 'path of least resistance').³⁷

- 6.2.5 Committed development trips generated outside the district that pass through the district have also been distributed based on National Census 2011 Travel to Work data. **Figure 18** indicates the locations of adjacent authorities and the key routes assumed for the purposes of distributing these trips through the district.
- 6.2.6 All vehicle trips have been assigned onto the road network within the district using VISUM. The resultant data has then been read into GIS and represented graphically on a plan of the study area. Generated trips have been presented graphically using network 'stress plans' where "stress" is defined as the ratio of the annual average daily traffic (AADT) flow to the Congestion Reference Flow expressed as a percentage.
- 6.2.7 **Figure 20** depicts the total 2032 committed development flows within Bassetlaw. **Figure 21** depicts the 2032 base flows plus the total committed development flows and **Figure 22** presents the resultant stress plan for 2032 'base + committed'. The stress plan indicates that all links within the district are forecast to operate at less than 100% stress except for the following:
- A57 to the west of Worksop which has stress levels of 141%
 - A60 to the west of Worksop which has a stress level of 120%
 - B6045 within northeast Worksop which has a stress level of 103%
 - Blyth Road south of Scrooby Road in Harworth which has a stress level of 108%
- 6.2.8 The A57 north west of Worksop has a stress level of 98% and these links are therefore forecast to be close to or above capacity and would be increasingly susceptible to flow breakdown and less reliable journey times.
- 6.2.9 Stress levels of between 75% and 89% are observed at the following locations:
- A57 south west of Worksop (87%)
 - A57 east of Worksop (85%)
 - B6045 north east of Worksop (76%)
 - Blyth Road south of Harworth (86%)

³⁷ It should be noted that whilst this approach represents the 'worst case' at already congested junctions it ignores nearby junctions which may be adversely impacted due to trips diverting onto alternative routes.

- A614 north east of Harworth (82%)
- A631 east of Beckingham (79%)

6.2.10 These links operate within capacity. However, as stated in the DfT's WebTAG Guidance on the 'New Approach to Appraisal' 75% stress is generally accepted as the threshold level for adverse effects on journey time reliability. Therefore, journey times are likely to be less reliable on these links.

6.2.11 Stress levels on all other links within the district fall below 75% and could therefore be expected to operate satisfactorily.

6.2.12 **Figure 23** and **Figure 27** depict traffic flows within the district due to the proposed Local Plan development scenarios. **Figure 24** and **Figure 28** depict the sum of 2032 base traffic flows plus committed flows plus Local Plan development flows for the two Local Plan development scenarios. The resultant network stress is discussed in Section 7.

7 IMPACTS OF LOCAL PLAN DEVELOPMENT

7.1 Multi-Modal Impacts

7.1.1 The estimated trip generation by non-car modes of transport is summarised in **Table 30** and **Table 31**.

Table 30 – Total 2-Way Trips by Mode

Location	Train		Bus/Coach		Bicycle		On Foot		Driving a Car	
	Max Scenario	Deliverable Scenario	Max Scenario	Deliverable Scenario	Max Scenario	Deliverable Scenario	Max Scenario	Deliverable Scenario	Max Scenario	Deliverable Scenario
Worksop Total	93	45	315	218	361	259	1,028	545	6,673	4,023
Retford	28	28	40	40	92	92	244	244	1,383	1,383
Harworth & Bircotes	2	2	11	11	5	5	20	20	178	178
Markham Moor	39	39	131	131	174	174	573	573	1,527	1,527
Harworth & Bircotes Cluster	3	3	9	9	4	4	19	19	216	216
Carlton & Langold Cluster	5	5	47	47	11	11	48	48	579	579
Worksop & Villages Cluster	3	3	6	6	6	6	15	15	149	149
South West Cluster	1	1	2	2	3	3	9	9	68	68
Retford & Villages Cluster	4	4	5	5	4	4	14	14	254	254
Tuxford & Markham Cluster	3	3	5	5	6	6	26	26	296	296
South East Cluster	0	0	1	1	1	1	3	3	36	36
Trent Corridor Cluster	4	4	6	6	6	6	19	19	298	298
North East Cluster	5	5	8	8	8	8	18	18	404	404
Everton & Mattersey Cluster	2	2	2	2	1	1	7	7	112	112
Totals	192	145	588	491	680	578	2,043	1,559	12,173	9,523

Table 31 – Summary of Impacts on Sustainable Transport Modes

Increase in Passengers per Train Carriage ¹	Estimated Additional Buses Required to Meet Demand		Cycling – New Trips ³		Walking – New Trips	
	District ²	Worksop ²	District	Worksop	District	Worksop
1 to 3	10 - 12	5 - 7	578 - 680	259 - 361	1,559 - 2,043	545 - 1,028

Notes:

1. See paragraph 7.1.6 for assumptions applied.
2. See paragraph 7.1.2 for assumptions applied.

IMPACTS ON BUS TRANSPORT

7.1.2 A maximum of some 588 new bus trips are forecast by bus (bus, coach, minibus combined) with 54% (315 trips) originating in Worksop. Assuming a notional bus occupancy of 50 persons per bus would equate to approximately 12 additional buses in the AM peak hour to accommodate the total anticipated demand across the district with 7 buses required to meet the maximum additional demands in Worksop during the AM peak hour.

- 7.1.3 The next highest generator of bus trips is Markham Moor (assumed vicinity for a new Garden Community) with a maximum of 131 trips in the AM peak period. This equates to approximately 3 additional buses.
- 7.1.4 Developers will be required to fund new/improved bus services to meet the additional travel demands generated by new developments. Given the scale of the forecast increase in demand for bus travel this should be accommodated through a combination of using any spare capacity on existing services, providing additional buses to increase capacity on existing service routes, or through the provision of new bespoke services.
- 7.1.5 Increases across the remaining rural areas of the district are relatively small with less than a single bus load estimated from any one location during the AM peak hour. As a result, these should be easily accommodated on the existing bus network, with suitable developer-funded capacity enhancements where necessary.

IMPACTS ON PASSENGER RAIL

- 7.1.6 The maximum additional demand for rail is 192 trips across the District in the AM peak with 48% (93 trips) originating within Worksop and 15% (28 trips) originating within Retford. Assuming the total demand is split equally between Retford station (served by the East Coast Mainline and providing a link to London) and Worksop station (served by the Robin Hood Line and providing a link to Nottingham) this would equate to an additional demand of approximately 96 trips through each station in the AM peak.
- 7.1.7 Considering that this demand will be spread over the peak period (9 trains serve Worksop station and 11 trains serve Retford station in the AM peak³⁸) the additional demand per train is likely to be small. For example, at Worksop assuming the trips are split over 9 trains gives an additional 11 persons per train, which if split between say 2 carriages would be approximately 6 persons per carriage on average. While at Retford 96 trips split over 11 trains of up to 9 carriages (east coast mainline electric trains have 9 carriages with a capacity of 521 passengers³⁹) would be approximately 1 additional person per carriage on average. This level of anticipated increased demand for rail travel should be accommodated by existing services and would in itself be insufficient to justify any improvements to rail infrastructure or services.

³⁸ See page 42.

³⁹ Source: https://www.virgintraineastcoast.com/contentassets/6f9fe35378ad482199b8843b2f7c572a/vtec84_mallard_2017_dl_v3.pdf

IMPACTS ON CYCLING & WALKING

- 7.1.8 Forecast maximum walking trips are 2,043 across the whole district of which 50% (1,028 trips) are generated within Worksop and 12% (244 trips) are generated in Retford. These trips would be distributed across the district on existing pedestrian networks. However, this should be considered in further detail at the planning application stage as part of the Transport Assessments prepared for individual developments.
- 7.1.9 The origins and destinations of walking trips to/from development sites should be examined to determine where enhancements to existing pedestrian networks may be required to safely accommodate additional trips. Developers will be required to deliver new/improved pedestrian infrastructure to provide access to individual development sites and to provide safe connections to existing networks, including the provision of new crossing facilities, capacity enhancements and other appropriate infrastructure, as necessary.
- 7.1.10 Forecast maximum cycling trips are 680 across the whole district and these are split mainly between Worksop (361 trips) and Markham Moor (174 trips). As for walking trips these would be distributed across the district on existing cycle networks and the impacts of these increases should be considered in further detail at the planning application stage as part of the Transport Assessments prepared for individual developments and new/improved cycling infrastructure provided as necessary.

7.2 Highway Link Impacts

7.2.1 As discussed in Section 2 of this report Congestion Reference Flow (CRF) values have been used as a simple indication of the performance of links within the study area. Based on these calculated reference capacities link "stress" levels have been identified where "stress" is defined as the ratio of the annual average daily traffic (AADT) flow to the Congestion Reference Flow expressed as a percentage.

7.2.2 For the purposes of the study the following stress thresholds have been applied to identify when links are approaching, or exceeding their theoretical maximum capacity:

- **Less than 90% stress** - the link operates within capacity, although journey times may become less reliable over 75% stress.
- **Between 90% and 100% stress** - The link is approaching capacity and is increasingly susceptible to flow breakdown.
- **Greater than 100% stress** - The link operates over capacity and is likely to experience flow breakdown on a regular basis.

7.2.3 Network 'stress' levels for the 2032 Reference Case (Base + Committed) flows are illustrated in **Figure 22** and network 'stress' levels for 2032 Reference Case + Local Plan development flows are illustrated in **Figure 25** (Max' Scenario) and **Figure 29** (Deliverable Scenario). For ease of reference 'stress' levels have been colour coded and any links coloured Red (100% and greater Stress) are summarised in **Table 32**. Link locations are indicated in **Figure 31**.

Table 32 – Link Impact Summary

Ref	Description	Location	2016 Base	2032 Ref Case	2032 Ref Case + Deliv' LP	2032 Ref Case + Max' LP
L1	A60 between A619 & A57	West of Worksop	85%	120%	152%	170%
L2	A57 between Sandy Lane & Claylands Ave	A57 Worksop Bypass	85%	141%	163%	172%
L3	A57 between A60 and B6034	A57 Worksop Bypass	64%	87%	129%	129%
L4	A57 between A614 and B6040	A57 East of Worksop	56%	85%	161%	222%
L5	A57 northwest of Worksop	A57 Northwest of Worksop	63%	98%	117%	127%
L6	Watson Rd between Newcastle St & Bridge Place	Worksop	40%	63%	82%	106%
L7	B6045 south of junction with Farmers Branch	Worksop	67%	103%	118%	134%
L8	B6045 Worksop to Blyth	Northeast of Worksop	49%	76%	87%	102%
L9	A620 Babworth Road west of Retford	West of Retford	55%	70%	97%	100%
L10	Blyth Road	Harworth	27%	108%	118%	120%

- 7.2.4 No links within the district are over capacity in the 2016 Base Year. With the addition of committed development traffic, a total of four links within the district are forecast to exceed 100% stress by 2032 (i.e. in the 2032 Reference Case which is the situation that will exist without Local Plan development). Impacts on links due to Local Plan development are discussed in Section 9.6.

7.3 Highway Junction Impacts

- 7.3.1 CRF is a link-based assessment that does not consider junction capacity. In practice, junction operation usually determines the overall performance of a highway corridor and junctions will exceed their capacity and exhibit congestion and queuing long before a link does. As a result, the junctions on links forecast to exceed 100% stress are likely to experience capacity issues in advance of consideration of link widening/dualling. These are summarised in **Table 33** below. Junction locations are indicated in **Figure 32**. Impacts at junctions are discussed in Section 9.7.

Table 33 – Key Junctions on Links Forecast to Exceed 100% Stress

Ref No.	Junction Description
J1	A60/A619 Roundabout, Worksop
J2	A57/A60/B6024/St Anne's Drive Roundabout, Worksop ⁴⁰
J3	A57/Sandy Lane Roundabout, Worksop
J4	A57/Claylands Ave/Shireoaks Common Roundabout, Worksop
J5	A57/B6034/Netherton Road Roundabout, Worksop
J6	A57/B6040 Roundabout, Mantonwood
J7	A614/A57 Roundabout, east of Worksop
J8	A57/Gateford Road Roundabout, Worksop
J9	Watson Road/Memorial Ave' Signal Junction, Worksop
J10	Watson Road/Bridge Place Signal Junction, Worksop
J11	Gateford Road/Carlton Road Signal Junction, Worksop
J12	Turner Road/Carlton Road/Blyth Road Signal Junction, Worksop
J13	Blyth Road/Kilton Hill Signal Junction, Worksop
J14	Blyth Road/Farmers Branch Priority Junction, Worksop
J15	Blyth Road/Thievesdale Lane Priority Junction, Worksop
J16	B6045 Worksop Road/High Street Priority Junction, Blyth
J17	Blyth Road/Snape Lane Priority Junction, Harworth
J18	Blyth Road/Scrooby Road/Bawtry Road/Main Street Mini-Roundabouts, Harworth

⁴⁰ J2 is not expected to experience capacity issues as it has recently been improved.



J19	Babworth Road/Ordsall Road Mini-Roundabout, Retford
J20	Babworth Road/Mansfield Road/Sutton Lane Priority Junction, Retford

8 DEMAND MANAGEMENT

8.1 Introduction

8.1.1 From a traffic and highways perspective it is favourable to seek to reduce traffic impacts by managing travel demand thereby reducing/removing the requirement for highway improvement works.

8.1.2 Ideally residential and employment development uses should therefore be complementary to provide local employment opportunities that are accessible by walking, cycling and public transport, to help reduce the need to travel by car.

8.1.3 Demand for car use is also managed through the application of appropriate car parking standards. Limiting car parking provision at trip destinations (for example, employment, leisure and retail parking) can help to encourage the use of sustainable modes. However, a careful balance needs to be struck between limiting parking provision and meeting reasonable demand to prevent incidental parking problems. Current best practice recommends the use of minimum parking standards for trip origins (residential parking) and maximum parking standards for trip destinations, acknowledging the fact that limiting parking availability at trip origins does not necessarily discourage car ownership and can result in on-street parking in inappropriate locations.

8.2 Modal Shift

8.3 Travel Planning

8.3.1 Demand for car trips can also be reduced by encouraging use of sustainable transport modes (i.e. walking, cycling, bus etc.) and in accordance with the NPPF, Travel Plans will be required in support of planning applications for all major developments. It is expected that the Travel Plans developed and implemented for each site will complement the strategic infrastructure improvements detailed in this report to increase use of modes of transport other than the private car. Travel Plans should be prepared in accordance with the guidance contained within the Nottinghamshire County Council 'Guidance for the preparation of Travel Plans in support of Planning Applications' (September 2010) that can be found on the council's website here: <http://www.nottinghamshire.gov.uk/media/124515/travelplanguidance.pdf>

TRAVEL PLANS FOR EMPLOYMENT USES

8.3.2 Although primarily aimed at staff, it will be expected that Travel Plans developed for employment uses will also cover visitors and deliveries to each site. The key measure to include within an employment-use development Travel Plan is the appointment of a Travel Plan coordinator to oversee the implementation, monitoring and evaluation of the Travel Plan. Initiatives that the Travel Plan coordinator would oversee include:

- Encouraging use of the Nottinghamshire car sharing service (<https://liftshare.com/uk/community/nottinghamshare>)
- Implementing car-sharing initiatives for staff including dedicated parking bays.
- Providing Public Transport timetable information in public areas/restrooms/changing rooms.
- Negotiations with public transport operators to adjust timetables to fit shift times and discounted fares.
- Personalised journey planning.
- Staff salary incentives for adoption of sustainable travel behaviour.
- Providing loans for season tickets, cycle purchase etc.
- Use of local suppliers and rationalisation of delivery movements.
- Setting up cycle clubs, secure cycle parking, storage lockers, shower/changing facilities, negotiating discounts with local cycle shops.
- Design and maintenance of walking and cycling routes within the site to ensure good links to bus stops, cycle routes and adjacent footways.
- Undertaking Travel Plan monitoring and reporting to determine whether target modal shares are being achieved. As part of this process the County Council will require multi-modal travel surveys to be undertaken (compatible with the TRICS survey format) and site specific trip generation rates to be calculated for all modes.

TRAVEL PLANS FOR RESIDENTIAL USES

8.3.3 Again the key measure to include within a residential-use development Travel Plan is the appointment of a Travel Plan coordinator to oversee the implementation, monitoring and evaluation of the Travel Plan. Initiatives that the Travel Plan coordinator would oversee include:

- Encouraging use of the Nottinghamshire car sharing service (<https://liftshare.com/uk/community/nottinghamshare>)
- Preparation and distribution of travel information packs to residents including walking, cycling and public transport maps.
- Cycle parking provided within residences.
- Low cost cycle purchase initiatives.
- Design and maintenance of walking and cycling routes within the site to ensure good links to bus stops, cycle routes and adjacent footways.
- Encourage home working through provision of Wi-Fi coverage, Broadband etc.
- Personalised journey planning.
- Provision of public transport travel information hubs.
- Undertake Travel Plan monitoring and reporting to determine whether target modal shares are being achieved. As part of this process the County Council will require multi-modal travel surveys to be undertaken (compatible with the TRICS survey format) and site specific trip generation rates to be calculated for all modes.

MODAL SHARE TARGETS

- 8.3.4 It is expected that Travel Plans will set out mode share targets against which the effectiveness of the Travel Plans will be measured to enable corrective actions to be identified when targets are not met. Targets for each site will be different depending on the end-user and the travel plan measures identified. Bassetlaw District Council may also impose planning obligations, or require a sum to be paid as part of a Section 106 Agreement, to pay for the delivery of additional sustainable travel measures/initiatives if modal share targets are not achieved. Developers will be required to fund and implement sustainable travel measures, public transport service reliability improvements, and bus priority measures as well as sustainable transport infrastructure improvements to achieve modal split targets.
- 8.3.5 Existing modal splits for the district derived from 2011 Census data are summarised in **Table 1** (page 11) and as discussed in Section 2 the district exhibits a higher proportion of the population using private motor vehicles to travel to work (81%) than the rest of the County (77%) and England as a whole (66%). Cycling and walking to work is approximately the same within the district as the County and England however travelling to work by bus and rail is lower. The existing modal splits reflect the rural nature of most of the district.

- 8.3.6 Achieving modal shift away from the car is most likely to require an increase in use of public transport as the level of walking and cycling in the district is already relatively high and there is likely to be limited opportunity to further encourage walking and cycling in the rural areas of the district where longer journey distances discourage significant additional use of these modes.
- 8.3.7 It should be reasonable to assume that, as an initial target, car use should aim to be reduced from the existing level (81%) to the same level as the County average (77%), equivalent to a 5% reduction in car use (or a 4% modal shift). A 4% modal shift to public transport would achieve this if the walking and cycling modal share remained constant at 14%, taking public transport use to approximately 6% and approximately equal to the County average of 7%.
- 8.3.8 However, it should be noted that the County Council has historically funded approximately 70% of bus services within the district and the level of public funding may change in the future which could affect service levels. Greater levels of private funding may therefore be necessary to maintain/improve current bus service levels.
- 8.3.9 Estimated total 2-way vehicle trips in the AM peak hour are up to 12,173 (based on the Maximum Scenario and taking no account of any discounts due to linked trips between proposed Residential and Employment uses). Applying a 5% reduction to car use would equate to a reduction of 609 vehicle trips (a reduction from 12,173 to 11,564 vehicle trips). This, whilst helpful, would not materially reduce the impacts forecast on the district highway network so this should therefore be treated as an absolute minimum target, with more stringent targets applied to individual developments through the planning application and travel plan process.

ON-GOING TRAVEL PLAN MONITORING

- 8.3.10 It is essential that the Travel Plans identify a long term⁴¹ plan for continually monitoring and reviewing the Travel Plan and taking corrective actions where necessary and agreeing these with Bassetlaw District Council.

TRAVEL PLAN COSTS

- 8.3.11 It is assumed that all costs associated with developing, implementing, managing and monitoring Travel Plans will be met by developers and it is expected that these costs will be

⁴¹ Timescale should be agreed with the planning and highway authorities on a site by site basis, but in any case, should be a minimum of 5 years' post opening of the development.



identified at the planning application stage and secured as part of a Section 106 Agreement with Bassetlaw District Council. The Council may also require financial sums to be paid by developers to enable the Council to implement further sustainable travel measures if modal shift targets are not achieved. Such funds are typically time limited and refunded to the developer if they are not required.

9 TRANSPORT INFRASTRUCTURE REQUIREMENTS

9.1 Introduction

9.1.1 This section identifies likely infrastructure improvements that will be required to address the cumulative impacts of the proposed Local Plan development that has been assessed. Potential improvements are described in outline only at this stage and more detailed assessments will be required to identify definitive improvement proposals.

9.1.2 Scheme costs have been identified in preliminary form and these are intended to give an **approximate** 'order of cost'. All costs exclude utilities, land acquisition and other unknown factors.

9.2 Bus Transport

NEW/IMPROVED INFRASTRUCTURE

9.2.1 The promotion and marketing of existing public transport services to potential residents/employees should form part of the initial 'soft' travel plan measures implemented by developers to ensure that existing services are used as much as possible before new transport infrastructure is proposed. This will require careful assessment at the planning application stage to determine whether existing services have sufficient capacity to accommodate forecast demands. The cost of extensions to existing services to meet additional demand due to development will be the responsibility of developers.

NEW/IMPROVED INFRASTRUCTURE

9.2.2 From **Table 30** on page 83 the demand forecasts for bus due to Local Plan development within the district is up to 588 person trips in the Maximum Scenario. Factoring in the 4% modal shift target discussed in Section 8 (equivalent to a 5% reduction in car use) would add approximately 609⁴² person trips by bus giving a total demand by bus of 1,197 persons, equivalent to approximately 24 buses in the AM peak, assuming an average of 50 passengers per bus.

9.2.3 It is therefore anticipated that forecast demand for bus travel will primarily be met through a combination of available capacity on existing services and enhancements/extensions to existing services. Where new/improved services are provided by developers these are likely to require

⁴² Calculated as 5% of the 12,173 2-way person trips driving a car in the AM peak.

revenue subsidy from developers until services become established and financially self-supporting.

- 9.2.4 Improvements to bus services may take several forms. In most cases the extension of an existing route or increase in frequency of existing services will be sufficient to improve facilities. In other instances, the addition of a new route to supplement the existing network may be required. It is recommended that improvements for each development site are formulated separately, but with an overview, so that where it might be possible to coordinate improvements to more than one site, economies of scale are not missed.
- 9.2.5 Larger developments will be able to justify and support the extension of existing bus facilities or the provision of new bespoke services. The exact requirements will vary from site to site, but for each location a range of options can be prepared. Some of the smaller sites will not support such infrastructure improvements.
- 9.2.6 Consultation with existing bus service providers is always recommended to test the commerciality of (and therefore reduce the subsidy required for) any potential service improvements.
- 9.2.7 In respect of the provision of bus services, the majority of the housing development as identified in Section 4 and **Table 29** (on page 76) falls broadly into 6 main areas. These are within Worksop; Retford; Harworth & Bircotes; a new Garden Community (in the vicinity of Markham Moor) and the Carlton & Langold cluster. Most of the planned employment development is in Worksop, with a smaller provision in Retford (see **Table 28** on page 75).
- 9.2.8 Although both Residential and Employment development sites require servicing by bus transport; it is Residential sites which are most likely to be served without financial support, as a commercial operator may see the potential for a viable service. Employment sites are more difficult to service effectively, often due to the diverse nature of businesses on site; the shift patterns employed and the wide geographic distribution of employees. Comments on a settlement-by-settlement basis are provided as follows.

WORKSOP

- 9.2.9 Worksop town enjoys a network of relatively frequent bus services and as journey times are low, it is possible to provide comprehensive services with a modest infrastructure.

- 9.2.10 The Local Plan development scenarios detailed in Section 4 focus most planned development within Worksop (between 1,500 and 5,500 dwellings in the deliverable or maximum scenarios respectively). Potential development site locations encircle the town (see **Figure 19**) and none is likely to be more than a 20-minute bus journey from the town centre.
- 9.2.11 The Osberton Estate site (site 233) to the east of the town adjoins existing residential development and is easily served by modifications to the existing bus network. Additional resources would though be required.
- 9.2.12 The largest employment site (100 Ha) is planned east of Worksop in the Manton area, between the railway line and the A57. This is on the extremity of the current urban area and is likely to present the most difficulties in terms of bus transport.

RETFORD

- 9.2.13 As with Worksop, Retford also has a network of relatively frequent bus services provided with a modest infrastructure. Unlike Worksop, which has a bespoke town service network, residential areas on the periphery of Retford are generally served by inter-urban bus services as they enter or leave the town.
- 9.2.14 Residential development in Retford is expected to provide 1,500 new dwellings (in both scenarios) during the plan period. Employment development at 10.7 Ha is low compared to Worksop.
- 9.2.15 The largest residential sites; West of Brecks Road (site 276) and Bigsby Road (site 22) are south and north of the town respectively. These represent an extension to the existing urban area. Ollerton Road passes the Brecks Road site and is served by a half-hourly bus service and this frequency could easily be increased to meet additional demand, if necessary. The nearest services to the Bigsby Road site are on Moorgate/Welham Road a short distance to the south and would require extending to better serve development in this area.
- 9.2.16 The employment site at Retford is located off North Road (site 119) north of the extremity of the current urban area. Bus services terminate close to this site, but would require additional investment to extend into the new employment.

HARWORTH

- 9.2.17 Although in Nottinghamshire, being located at the extreme northern edge of the County, economically, Harworth (and Bircotes) are closer to South Yorkshire and this is replicated in the provision of bus services.
- 9.2.18 Harworth & Bircotes has relatively frequent services to and from Doncaster. Inter-urban services from other parts of Bassetlaw pass through, whilst a half-hourly commercial service is operated from Harworth and Bircotes.
- 9.2.19 Residential development in Harworth & Bircotes is expected to provide 250 new dwellings (in both scenarios) in the Plan Period.
- 9.2.20 Currently, bus services both terminate in the town and serve existing residential development off Essex Road and Milne Road. It is expected that extensions to these existing services could be provided (if necessary) to serve the relatively modest development proposed in Harworth & Bircotes. As many of the services within Harworth are provided commercially, it is recommended that developers hold early discussions with Stagecoach East Midlands to investigate the potential for new/improved bus services to serve individual sites.

NEW GARDEN COMMUNITY

- 9.2.21 Two new Garden Villages are planned for the district to provide 3,000 dwellings in total (in both Local Plan development scenarios). These are planned to be located at Gamston Airport and the site of the former Bevercotes Colliery.
- 9.2.22 This area of the district is relatively poorly served by existing bus services with just a few services offering at best, hourly daytime frequencies between Retford and Newark-on-Trent and local villages. Given the scale of residential development planned for the new Garden Community it is expected that new services will be needed to provide frequent bus connections to Worksop, Retford and Newark-on-Trent from where train connections can be made to destinations further afield. A development of 3,000 dwellings should achieve the critical mass required for bus services to be commercially viable, however new services are likely to require financial subsidy from developers until they become established and financially self-supporting.

CARLTON & LANGOLD CLUSTER

- 9.2.23 A total of 806 dwellings are proposed in the Carlton and Langold Cluster (in both Local Plan development scenarios) an area comprising Carlton-in-Lindrick, Styrrup with Oldcotes and Hodsock.
- 9.2.24 Sites in these areas are on the edges of the existing villages which are served by two existing bus services between Worksop and Doncaster that between them provide three weekday peak period services. This frequency could easily be increased to meet additional demand, if necessary.

RURAL CLUSTERS

- 9.2.25 The balance of the proposed residential development is spread across small developments located in clusters of villages within the district. No employment development is proposed in these locations. The level of development planned should be accommodated on existing bus services in these areas of the district.

ALL LOCATIONS

- 9.2.26 In addition to new/improved bus services there will also be a requirement for new/improved supporting infrastructure in the form of additional bus stops, shelters, seating etc. for all locations. Further enhancements such as real-time passenger information systems should also be explored as this offers good potential to further increase bus patronage.
- 9.2.27 General consideration should also be given to bus priority measures, where appropriate, to improve bus journey times and journey time reliability.

DELIVERY TIMESCALE

- 9.2.28 Unlike rail, where improvements have long implementation timescales, improvements to bus services can usually be introduced with relatively short notice.
- 9.2.29 Consultation with existing bus service providers is always recommended to test the commercial viability of (and therefore reduce the subsidy required for) any potential new or improved services.
- 9.2.30 Complementary infrastructure improvements should also be considered as and when development sites are progressed and more accurate estimates of bus passenger demands, likely routes and infrastructure requirements can be determined.

- 9.2.31 Regarding timing it is essential to implement new and improved bus services and infrastructure very early in the life of a development, ideally before any units on the site are occupied, so that facilities are available and operational for new residents and employees to use immediately. This is an important aspect of establishing good, sustainable travel behaviour and should be a conditional requirement of planning permissions for new development.
- 9.2.32 Detailed investigations should be undertaken at the planning application stage in order to identify the appropriate level of new/improved bus services and complementary infrastructure improvements required in order to cater for forecast demands and achieve modal split targets. Delivery of an appropriate package of improvements should be a conditional requirement of planning permission and should be implemented prior to development occupation in order to encourage good, sustainable travel behaviour.
- 9.2.33 Improvements to bus networks/infrastructure should therefore be timed to coincide with developments to meet forecast demands.

INDICATIVE COSTS

- 9.2.34 The cost of providing additional resources will be site specific and will be dependent upon the details of the bus contract specifications, numbers of vehicles required, routes, service frequencies and any new/improved infrastructure required.
- 9.2.35 However, as a general 'rule of thumb' a new bus service with a single vehicle costs in the order of £400 per day to operate, or approximately £120,000 per vehicle per annum for a 7-day service.
- 9.2.36 Improvements are funded to a specified level for specific time periods and are not therefore "open-ended" (usually secured via a Section 106 Agreement). A worthwhile option to pursue is the implementation of improvements funded by "Kickstart approach" money where the commercial operator or local authority will take over the risk attached to providing improvements to bus services after a designated period.

POTENTIAL FOR PARK & RIDE

- 9.2.37 Park & Ride facilities are typically used to manage car demands on congested urban networks by encouraging drivers to park on the outskirts of a city or town and travel into the centre using a more sustainable mass transit mode of transport such as bus or light rail.

- 9.2.38 To be commercially viable Park & Ride schemes typically require a significant resident population outside of the town centre who work and shop in the town centre.
- 9.2.39 Park & Ride sites also need to be located conveniently close to the existing major highway network, and on radial routes with public transport priority. They must also serve a centre with high parking charges and/or limited parking supply.
- 9.2.40 Within the district, Worksop is the largest town and it currently does not experience traffic congestion or parking demand problems to the extent that a Park & Ride facility would be warranted. However, it is suggested that this situation is monitored for possible future investigation.

9.3 Passenger Rail

NEW/IMPROVED INFRASTRUCTURE

- 9.3.1 As detailed in **Table 30** on page 83 the demand forecasts for rail due to Local Plan development within the district are relatively low based on existing modal splits (192 person trips in the Maximum Growth scenario) and would not, on its own justify any additional investment in rail infrastructure.
- 9.3.2 Typically, a High-Speed Train (HST) as used by East Coast on services to London, will have seating capacity for 550. A class 142/144 Pacer, as used by Northern Rail on services from Retford and Worksop to Sheffield and Lincoln will have a seating capacity for between 100 and 125 passengers. A class 153 or 156 Super Sprinter as used by East Midlands Trains on the Robin Hood Line will have a passenger capacity of between 75 and 125.
- 9.3.3 On weekdays during the morning peak period, there are 2 trains departing Retford for London; 4 trains north to Doncaster, York and Scotland; 2 from Worksop to Nottingham; 3 from Retford to Sheffield and 2 from Worksop to Lincoln. A reasonable assumption is that these trains will have a total capacity for approximately 4,175 passengers, although of course there are existing customer movements to consider. Given this wider perspective, the predicted level of rail usage is not significant and should be comfortably accommodated by existing services.

9.4 Cycling and Walking

NEW/IMPROVED INFRASTRUCTURE

- 9.4.1 As can be seen from **Table 30** on page 83 the forecast increase in use of all sustainable transport modes based on existing modal splits is relatively modest. An increase of up to 680 2-way cycle trips and 2,043 walking trips (Maximum Scenario) when spread across the whole district and throughout the AM peak would result in low increases at any specific location. For example, 2,043 walking trips per hour is equivalent to an average of 34 trips per minute over an hour.
- 9.4.2 When distributed pro rata to the residential development sizes given in **Table 29** (page 76) for the Maximum Scenario the largest increase in walking trips would be in Worksop (659 trips in the AM peak) equivalent to an average of approximately 11 trips per minute over an hour.
- 9.4.3 For cycling the largest increase in trips would be in Worksop (219 trips in the AM peak) equivalent to an average of approximately 4 trips per minute over an hour. As a result, it is anticipated that, overall, existing pedestrian and cycle networks will have sufficient capacity to accommodate forecast increases.
- 9.4.4 However, demand for these modes should be assessed on a site-by-site basis as part of the Transport Assessments submitted in support of planning applications as there may be specific Local Plan development sites where considerable levels of walking and cycle movements will be generated which may warrant improvements to existing infrastructure. There are several obvious gaps in the existing cycle network, for example around Carlton-in-Lindrick and contributions to this infrastructure may be required from developers of future sites in affected areas. Additionally, where the provision of adjacent off-site cycling or walking infrastructure enhancement is appropriate for future development sites, contributions to longer distances or area-wide cycling and walking projects may be required.
- 9.4.5 All developments must also make adequate provision for on-site cycle-related infrastructure including; cycle parking, secure and covered cycle storage, cyclist shower/changing/storage facilities etc. to fully encourage cycle use as a sustainable means of travel. Details will need to be identified on a site-specific basis and designed and implemented in accordance with current standards and best practice guides such as the Nottinghamshire Cycling Design Guide, the Nottinghamshire Highways Design Guide and the Department for Transport's Local Transport Note 2/08 'Cycle Infrastructure Design'. Provision of such facilities should be a conditional requirement of planning permission.

9.4.6 Internal access roads should give priority to cycles and pedestrians wherever possible. New infrastructure connections from developments onto the existing cycle network will also be required, including new controlled crossings at locations where major roads present barriers to cyclists and pedestrians.

9.4.7 For pedestrians, facilities should be included to connect the developments to existing footways and where appropriate provide additional crossing facilities. Consideration of gradients for wheelchair users and pushchair users must be made. Personal security and street lighting is also of importance for pedestrian trips, as well as ensuring that footways are wide enough to accommodate the increased levels of usage, particularly at bus stops. Connections to public transport are essential concerns. At sites where there may be high levels of visitors, direction signing to bus and train interchanges may be appropriate to encourage walking to these locations ahead of the use of private car.

DELIVERY TIMESCALE

9.4.8 Improvements to cycling/walking infrastructure should therefore be timed to coincide with developments to meet forecast demands.

INDICATIVE COSTS

9.4.9 Indicative construction costs for developing new cycling and walking facilities are in the region of:

- New footway/ cycleway – £150,000 to £300,000 per km particularly dependent upon the number and complexity of side road junctions
- New on carriageway cycle lane – £25,000 to £50,000 per km depending upon number of junctions/ signalised junctions, existing highway layout, on street parking constraints etc.
- Rural/ off carriageway route – £50,000 to £100,000 per km primarily dependent upon surfacing material required
- Controlled crossing (toucan) in urban area – £60,000 per site (likely to be higher if on higher speed road or requires Pegasus arrangement to cater for equestrian use also)
- New pair of dropped (uncontrolled) crossings – £2,500 per site.

9.4.10 All figures quoted are broad estimates and do not consider utilities diversion costs, drainage, site topography, temporary traffic management or design fees. Signing and lining costs may also vary greatly upon the surrounding site conditions and junctions. Costs for off-highway



routes will also alter depending upon the material preferred and future maintenance arrangements and costs should be considered as part of this estimate if the route is not being maintained by the Highway Authority.

9.5 Highways Infrastructure

9.5.1 This section of the report outlines potential strategic infrastructure improvements that could be implemented to provide additional traffic capacity at locations that have been identified to be operating over capacity as a result of the proposed Local Plan development. A summary of key impacts and potential mitigation is presented in **Appendix F**.

9.6 Highway Links

9.6.1 The table below summarises the links that exceed 100% stress at 2032 with Local Plan development in place. **Figure 31** depicts the locations of these links. No links within the district are over capacity in the 2016 Base Year. With the addition of committed development traffic, a total of four links within the district are forecast to exceed 100% stress by 2032 (i.e. the 2032 Reference Case).

Table 34 – Link Impact Summary⁴³

Ref	Description	Location	2016 Base	2032 Ref Case	2032 Ref Case + Deliv' LP	2032 Ref Case + Max' LP
L1	A60 between A619 & A57	West of Worksop	85%	120%	152%	170%
L2	A57 between Sandy Lane & Claylands Ave	A57 Worksop Bypass	85%	141%	163%	172%
L3	A57 between A60 and B6034	A57 Worksop Bypass	64%	87%	129%	129%
L4	A57 between A614 and B6040	A57 East of Worksop	56%	85%	161%	222%
L5	A57 northwest of Worksop	A57 Northwest of Worksop	63%	98%	117%	127%
L6	Watson Rd between Newcastle St & Bridge Place	Worksop	40%	63%	82%	106%
L7	B6045 south of junction with Farmers Branch	Worksop	67%	103%	118%	134%
L8	B6045 Worksop to Blyth	Northeast of Worksop	49%	76%	87%	102%
L9	A620 Babworth Road west of Retford	West of Retford	55%	70%	97%	100%
L10	Blyth Road	Harworth	27%	108%	118%	120%

9.6.2 The addition of Local Plan development traffic results in a further three links exceeding 100% stress in the Deliverable Scenario. In the Maximum Scenario a further six links exceed 100% stress compared to the Reference Case, of which three are only marginally over 100% stress (L6 – 106%, L8 – 102% and L9 – 100%).

⁴³ See section 4 on page 75 for details of the Maximum and Deliverable Local Plan Scenarios

9.6.3 Local Plan development traffic results in significant impacts on the A57 around Worksop and to the northwest of Worksop and on the B6045 within Worksop, particularly in the Maximum Local Plan development scenario.

MITIGATION STRATEGY FOR LINKS

9.6.4 Additional link capacity is usually delivered through carriageway widening, which is typically an expensive, complicated and time-consuming solution due to the cost of engineering works combined with the cost and complication of diverting utility infrastructure, acquiring third-party land, completing statutory processes etc. Highway widening projects typically take several years to deliver from inception to construction.

9.6.5 In some instances, some additional link capacity can be achieved through the delivery of smaller scale improvements designed to remove or reduce any impediment to ahead movements on the link, for example providing 'Ghost-Island' right turn facilities at side road junctions.

9.6.6 However, the results in **Table 34** are the 'worst case' in terms of highway traffic impacts because the methodology used to derive them:

- assumes all committed development will be complete by 2032
- applies robust TRICS trip generation rates
- applies observed (2011 Census) modal splits
- makes no allowance for peak spreading or route reassignment
- makes no allowance for the benefits of new garden communities in terms of reducing the need to travel
- makes no allowance for expanding the supply and availability of sustainable travel alternatives.
- takes no account of the potential benefits of future technology such as autonomous vehicles etc.

9.6.7 None of the links identified in **Table 34** exceed 100% in the 2016 Base Year, i.e. all the links currently operate satisfactorily. Indicating that there is spare capacity to accommodate traffic growth due to committed development and Local Plan development.

9.6.8 The combined effects of the provision of sustainable transport measures, demand management and peak spreading as part of planned Local Plan development within the district is also expected to deliver lower traffic impacts in practice than those forecast in the study.

9.6.9 It would therefore be inappropriate to identify mitigation schemes now to address forecast link capacity based on the findings of the transport study due to the very robust nature of the assessment and the current unknowns regarding deliverable modal shift at Local Plan allocation sites.

9.6.10 The following approach is therefore considered to be the most appropriate to address future traffic conditions on links within the district:

- Highways England and NCC to undertake ongoing monitoring of traffic conditions on key links within the district.
- Sustainable travel measures to be identified and delivered by developments emerging through the Local Plan to maximise modal shift benefits.
- The design principles of Garden Communities to be rigorously applied to the planned new Garden Community site to minimise the need to travel and help achieve a step-change in modal shift.
- The transport implications of major developments to be assessed in detail at the planning application stage, to be funded by developers.
- The identification and delivery of appropriate highway mitigation schemes to address residual traffic impacts, for developer funding/delivery.

9.6.11 Commentary is provided in the following paragraphs on each of the links identified in **Table 34**.

L1 - A60 BETWEEN A619 & A57, WORKSOP

9.6.12 This 1.4km section of the A60 is a single carriageway highway with a continuous central hatched 'ladder marking'. There is continuous residential frontage development situated along its northern side with individual dwellings taking direct access from the highway. There are also three side-road junctions to the north comprising; an unnamed farm access lane, St Anne's Drive which is a residential estate road, and Mansfield Road, a short residential cul-de-sac. On its southern side, there are woods and a single side-road junction providing access to Worksop Manor. All side-road junctions on this section of the A60 are simple priority junctions. A total of 7 personal injury accidents have occurred on this link in the last 3 years, 3 of which related to vehicles turning in/out of private drives.

9.6.13 In the 2032 Reference Case a stress level of 120% is forecast, this increases to 152% with the addition of Deliverable Scenario Local Plan development traffic and 170% with the addition of Maximum Growth scenario traffic. Therefore, the link is forecast to be operating over capacity

without any Local Plan development and further over its theoretical capacity with Local Plan development traffic. Thus, link capacity issues may be expected if all the committed development assumed in the Reference Case is delivered within the Plan Period.

- 9.6.14 Providing significant additional link capacity would involve widening the carriageway to a dual carriageway standard. However, this is unlikely to be a favourable option due to the constraints imposed by the existing residential frontage development to the north and the abundance of trees immediately to the south.
- 9.6.15 An alternative option would be to consider smaller scale improvements designed to remove or reduce any impediment to ahead movements on the link such as the provision of 'Ghost-Island' right turn facilities at all side road junctions and the provision of bus laybys, both of which would require localised carriageway widening and would be subject to whether suitable layouts could be achieved without interfering with existing private accesses. Such improvements would however only be likely to offer relatively minor additional traffic capacity, since turning movements to/from the numerous residential accesses to the north of the A60 would still occur and could still impede ahead movements on the link.
- 9.6.16 Nottinghamshire County Council has previously confirmed that these types of small scale improvements would be unlikely to provide any meaningful improvement in traffic capacity or road safety and the provision of bus laybys is against the Council's current policy and would therefore not be supported. The Council has therefore previously recommended that the future performance of this link should be monitored and no improvements are proposed to this link.

L2 - A57 BETWEEN SANDY LANE & CLAYLANDS AVE, WORKSOP

- 9.6.17 This 1.75km section of the A57 is a single carriageway highway with no side-road junctions or direct accesses. Short lengths of dual carriageway (approximately 200m long) are provided on the immediate approaches to the roundabout junctions at either end of the link. A significant section of the highway is supported on bridge structures as it crosses two railway lines, three roads (Shireoaks Road, Tylden Road and Tranker Lane), the Chesterfield Canal and the edge of a small lake.
- 9.6.18 In the 2032 reference Case a stress level of 141% is forecast, this increases to 161% with the addition of Local Plan development traffic (both scenarios). Therefore, the link is forecast to be operating over its theoretical capacity without any Local Plan development and further over capacity with the addition of Local Plan development.

- 9.6.19 Providing significant additional link capacity would involve widening the carriageway to a dual carriageway standard. The existing short section of dual carriageway immediately to the north of the A57/A60 Sandy Lane roundabout could be extended approximately 600m further north before the first highway structure is encountered. However, this in isolation would be unlikely to provide significant additional link capacity and a comprehensive improvement would involve widening or replacing the existing bridge structures supporting the carriageway to allow the whole link to be widened to dual carriageway standard.

- 9.6.20 This would be a costly exercise. However, there are no alternative options available since there is insufficient highway width available over the existing structures, even if the footways were removed, to allow an alternative carriageway configuration to be provided.

- 9.6.21 Assuming a notional on-line carriageway widening cost of £1,000 per linear metre (assumes on-line widening to dual 2-lane carriageway, excludes; significant earthworks, drainage works, highway structures, third-party land costs, contingencies etc) would equate to a cost of approximately £1.75m. Assuming an average cost of £5m per bridge structure and assuming a total of three new free-standing structures would be required could add £15m to this total so a total construction cost in the range £20m to £30m is not inconceivable once land acquisition and other factors are taken into account.

- 9.6.22 However, it is likely that as this section of the A57 approaches its theoretical capacity regular users would modify their travel behaviour, either by using alternative routes, or travelling at alternative times when the network is less busy (i.e. peak spreading) in order to avoid congestions and delay. The methodology applied in this study is unable to take these factors into account and the forecast stress levels should therefore be considered a 'worst case' assessment.

- 9.6.23 Discussions with Nottinghamshire County Council have previously confirmed the view that an expensive widening scheme to provide additional traffic capacity on this link would have a very low delivery priority and that by addressing capacity at the roundabout junctions at either end of the link (combined with the trip re-assignment and travel time effects mentioned in the previous paragraph) it should continue to operate satisfactorily with the addition of Local Plan development traffic. On this basis, it is recommended that no improvements are proposed to the link but that its operation should continue to be monitored.

L3 – A57 BETWEEN A60 AND B6034

- 9.6.24 This 2km section of the A57 is a single carriageway highway with no side-road junctions or direct accesses. Short lengths of dual carriageway (approximately 200m long) are provided on the immediate approaches to the roundabout junctions at either end of the link. Most of the link is in cutting with adjacent residential development immediately to the northeast. A bridge carries Sparken Hill over the A57 at a point approximately 430m west of the A57/B6034 roundabout.
- 9.6.25 In the 2032 reference Case a stress level of 87% is forecast, this increases to 129% with the addition of Local Plan development traffic (both scenarios). Therefore, the link is forecast to be operating over its theoretical capacity with the addition of Local Plan development.
- 9.6.26 Providing significant additional link capacity would involve widening the carriageway to a dual carriageway standard. This would involve extensive earthworks to widen the existing cutting and widening or replacing the existing bridge that carries Sparken Hill over the A57 to allow the whole link to be widened to dual carriageway standard.
- 9.6.27 Assuming a notional on-line carriageway widening cost of £1,000 per linear metre (assumes on-line widening to dual 2-lane carriageway, excludes; significant earthworks, utilities, drainage works, highway structures, third-party land costs, contingencies etc) would equate to a cost of approximately £2m. Assuming an average cost of £5m per bridge structure would give a likely minimum cost of £7m but the final cost is likely to be significantly higher taking into account earthworks and factors such as land acquisition etc.
- 9.6.28 An expensive widening scheme to provide additional traffic capacity on this link is likely to have a low delivery priority and by addressing capacity at the roundabout junctions at either end of the link (combined with sustainable travel benefits) it should continue to operate satisfactorily with the addition of Local Plan development traffic. On this basis, it is recommended that no improvements are proposed to the link but that it's operation should continue to be monitored.

L4 – A57 BETWEEN A614 AND B6040

- 9.6.29 This 3.2km section of the A57 is single carriageway highway with one side road junction (Old Coach Road) and two access junctions serving the Wilkinson Distribution Centre. A section of single lane dualling is present between the A57/B6040 roundabout and the access junctions

serving the Wilkinson (approx' 1km in length). Most of the link runs through Sherwood Forest with trees extending to the back of the verge on both sides of the carriageway.

- 9.6.30 In the 2032 reference Case a stress level of 85% is forecast, this increases to 161% in the Deliverable Scenario and 222% in the Maximum Scenario. Therefore, the link is forecast to be operating over its theoretical capacity with the addition of Local Plan development.
- 9.6.31 Providing significant additional link capacity would involve widening the carriageway to a dual carriageway standard. This would involve extensive tree felling through Sherwood Forest to allow the whole link to be widened to dual carriageway standard.
- 9.6.32 Assuming a notional on-line carriageway widening cost of £1,000 per linear metre (assumes on-line widening to dual 2-lane carriageway, excludes; significant earthworks, tree felling, utilities, drainage works, highway structures, third-party land costs, contingencies etc) would equate to a cost of approximately £3.2m but the final cost is likely to be significantly higher taking into account excluded costs.
- 9.6.33 An expensive widening scheme to provide additional traffic capacity on this link is likely to have a low delivery priority and by addressing capacity at the roundabout junctions at either end of the link (combined with sustainable travel benefits) it should continue to operate satisfactorily with the addition of Local Plan development traffic. On this basis, it is recommended that no improvements are proposed to the link but that it's operation should continue to be monitored.

L5 – A57 NORTHWEST OF WORKSOP

- 9.6.34 The Bassetlaw District boundary is situated approximately 450m to the north west of the A57/B6041 Gateford Road Roundabout. To the west of this point the A57 passes through the Unitary Authority Area of Rotherham.
- 9.6.35 Between the A57/B6041 Gateford Road Roundabout and the A57/B6463 roundabout at Todwick (approx' 7.8km to the west) the A57 is single carriageway highway. Between the A57/B6463 roundabout at Todwick and the M1 Motorway the A57 is dual carriageway (distance of approx' 1.7km).
- 9.6.36 In the 2032 Reference Case a stress level of 98% is forecast on this section of the A57, this increases to 117% in the Deliverable Scenario and 127% in the Maximum Scenario. Therefore,

the link is forecast to be operating close to capacity without any Local Plan development traffic and over its theoretical capacity with the addition of Local Plan development traffic.

- 9.6.37 Providing significant additional link capacity would involve widening the existing A57 carriageway to a dual carriageway standard over the 7.8km section between the A57/B6041 roundabout at Gateford and the A57/B6463 roundabout at Todwick. This would involve a joint scheme between Rotherham Unitary Authority and Nottinghamshire County Council as the highway authorities responsible for their respective sections of the A57.

- 9.6.38 Improving this length of the A57 to dual carriageway would be problematic due to the constraints imposed by a combination of Lindrick Golf Course (which abuts both sides of the highway) and existing frontage development at Lindrick Dale and in the settlement of South Anston.

- 9.6.39 An alternative option could be to consider smaller scale improvements designed to remove or reduce any impediment to ahead movements on the A57 such as the provision of 'Ghost-Island' right-turn facilities at side road junctions and improvements to existing junctions to prioritise ahead movements. Any such improvements would need to be developed and jointly agreed with Rotherham Unitary Authority.

- 9.6.40 Responsibility for funding improvements to this section of the A57 would fall to a combination of Rotherham Unitary Authority and Nottinghamshire County Council to address any existing capacity issues on their respective sections of the A57 and developers to address any additional traffic impacts due to future Local Plan development.

- 9.6.41 A notional improvement cost of £7.8m has been assumed, which has been estimated based on widening the A57 between the A57/B6463 Todwick crossroads and the A57/B6041 Gateford Roundabout (approximately 7.8km) to dual carriageway standard. This assumes a notional on-line carriageway widening cost of £1,000 per linear metre (assumes on-line widening to dual 2-lane carriageway, excludes; significant earthworks, drainage works, highway structures, third-party land costs, contingencies etc.)

- 9.6.42 An expensive widening scheme to provide additional traffic capacity on this link is likely to have a low delivery priority and by addressing capacity at key junctions combined with sustainable travel benefits, it should continue to operate satisfactorily with the addition of Local Plan development traffic. On this basis, it is recommended that no improvements are proposed to the link and that it's operation should continue to be monitored.

L6 – WATSON ROAD BETWEEN NEWCASTLE STREET AND BRIDGE PLACE

- 9.6.43 Watson Road is situated in the centre of Worksop and this 390m section between the B6024 and Eastgate is forecast to be at 63% stress in the Reference Case. With the addition of Deliverable Scenario Local Plan development traffic forecast stress increases to 82% and 106% with the Maximum Scenario. Therefore, the link is forecast to be over its theoretical capacity with the addition of the Maximum Scenario only.
- 9.6.44 The link is single carriageway with numerous side road junctions and existing development to the back of the footway on both sides of the carriageway, typical of a town centre urban environment. Due to these constraints there is no opportunity to provide additional capacity through carriageway widening.
- 9.6.45 The link only exceeds its theoretical capacity by a small amount in the Maximum Scenario. However, it is expected that the combined effects of the provision of sustainable transport measures, demand management and peak spreading as part of planned Local Plan development within the district will deliver lower traffic impacts in practice than those forecast in the study. No highway mitigation is therefore proposed and the focus should be on encouraging use of sustainable modes to manage traffic impacts at this location.

L7 – B6045 SOUTH OF ITS JUNCTION WITH THE B6041 FARMERS BRANCH

- 9.6.46 The B6045 is a radial route from the centre of Worksop to the north-eastern edge of the town. It is an urban route with numerous side road junctions, frontage accesses. There is existing development to the back of the footway on both sides of the carriageway over most of its length, typical of an urban environment. The link also serves Bassetlaw District General Hospital and Kilton Golf Course.
- 9.6.47 In the 2032 reference Case a stress level of 103% is forecast on a short section of the link (250m long section between the B6045 junctions with Farmers Branch and Kilton Hill). With the addition of Deliverable Scenario traffic forecast stress increases to 118% on this same section. With the addition of the Maximum Scenario traffic a more significant section of the B6045 is forecast to be at 134% stress (1.45km section between the A60 Carlton Road and Farmers Branch), which is primarily due to the inclusion of a development comprising 4,000 dwellings on land at Kilton adjacent to this link in the Maximum Scenario.

9.6.48 Due to the constraints mentioned earlier there is little opportunity to provide additional capacity through carriageway widening on the B6045. Although there may be opportunities to deliver traffic capacity improvements at key junctions.

9.6.49 It is recommended that the promoters of site reference LAA233 be required to undertake a detailed study of traffic impacts on the B6045 as part of any planning application, to identify an appropriate package of mitigation to be developer funded. No other link capacity mitigation is proposed.

L8 – B6045 WORKSOP TO BLYTH

9.6.50 The B6045 continues north-east beyond Kilton to the village of Blyth (a distance of approx' 6.9km). Over this distance the B6045 is a single carriageway highway with several side road junctions and private accesses. The route is predominantly rural, running adjacent to arable fields and several wooded areas where trees extend to the back of the verge on one side of the carriageway.

9.6.51 In the 2032 reference Case a stress level of 76% is forecast, this increases to 87% in the Deliverable Scenario and 102% in the Maximum Scenario. The link is therefore forecast to be operating just over its theoretical capacity with the addition of the Maximum Scenario Local Plan development.

9.6.52 It is expected that the combined effects of the provision of sustainable transport measures, demand management and peak spreading as part of planned Local Plan development within the district will deliver lower traffic impacts in practice than those forecast in the study. No highway mitigation is therefore proposed and the focus should be on encouraging use of sustainable modes to manage traffic impacts at this location.

L9 – A620 BABWORTH ROAD

9.6.53 The A620 Babworth Road is located to the west of Retford. The 800m section between its junctions with Ordsall Road and the B6420 Mansfield Road is single carriageway highway with no side road junctions and a couple of farm accesses. The route is rural adjacent to arable fields and wooded areas where trees extend to the back of the verge on both sides of the carriageway.

9.6.54 In the 2032 reference Case a stress level of 70% is forecast, this increases to 97% in the Deliverable Scenario and 100% in the Maximum Scenario. Therefore, the link is forecast to be

operating at its theoretical capacity with the addition of the Maximum Scenario Local Plan development.

- 9.6.55 The link only reaches its theoretical capacity in the Maximum Scenario. However, it is expected that the combined effects of the provision of sustainable transport measures, demand management and peak spreading as part of planned Local Plan development within the district will deliver lower traffic impacts in practice than those forecast in the study. No highway mitigation is therefore proposed and the focus should be on encouraging use of sustainable modes to manage traffic impacts at this location.

L10 – BLYTH ROAD

- 9.6.56 Blyth Road is situated to the south of Harworth. The section between its junctions with Snape Lane and Scrooby Road (approx' 640m in length) is single carriageway highway with one side road junction serving the former colliery site (currently being redeveloped for residential uses). The route passes adjacent to arable fields with frontage industrial development at its southern end and residential at its northern end. Approximately 200m north of its junction with Snape Lane Blyth Road crosses a former mineral railway line.
- 9.6.57 In the 2032 reference Case a stress level of 108% is forecast on this link. With the addition of Deliverable Scenario traffic forecast stress increases to 118% and with the addition of the Maximum Scenario traffic forecast stress increases to 120%.
- 9.6.58 Due to the constraints mentioned earlier there is little opportunity to provide additional capacity through carriageway widening on the link. Although there may be opportunities to deliver traffic capacity improvements at key junctions.
- 9.6.59 An expensive widening scheme to provide additional traffic capacity on this link is likely to have a low delivery priority and by addressing capacity at key junctions combined with sustainable travel benefits, it should continue to operate satisfactorily with the addition of Local Plan development traffic. On this basis, it is recommended that no improvements are proposed to the link and that it's operation should continue to be monitored.

9.7 Junction Impacts

9.7.1 The table below summarises the key junctions on links forecast to exceed 100% stress at 2032 with Local Plan development in place. **Figure 32** depicts the locations of these junctions.

Table 35 – Key Junctions on Links Forecast to Exceed 100% Stress

Ref No.	Junction Description
J1	A60/A619 Roundabout, Worksop
J2	A57/A60/B6024/St Anne's Drive Roundabout, Worksop ⁴⁴
J3	A57/Sandy Lane Roundabout, Worksop
J4	A57/Claylands Ave/Shireoaks Common Roundabout, Worksop
J5	A57/B6034/Netherton Road Roundabout, Worksop
J6	A57/B6040 Roundabout, Mantonwood
J7	A614/A57 Roundabout, east of Worksop
J8	A57/Gateford Road Roundabout, Worksop
J9	Watson Road/Memorial Ave' Signal Junction, Worksop
J10	Watson Road/Bridge Place Signal Junction, Worksop
J11	Gateford Road/Carlton Road Signal Junction, Worksop
J12	Turner Road/Carlton Road/Blyth Road Signal Junction, Worksop
J13	Blyth Road/Kilton Hill Signal Junction, Worksop
J14	Blyth Road/Farmers Branch Priority Junction, Worksop
J15	Blyth Road/Thievesdale Lane Priority Junction, Worksop
J16	B6045 Worksop Road/High Street Priority Junction, Blyth
J17	Blyth Road/Snape Lane Priority Junction, Harworth
J18	Blyth Road/Scrooby Road/Bawtry Road/Main Street Mini-Roundabouts, Harworth
J19	Babworth Road/Ordsall Road Mini-Roundabout, Retford
J20	Babworth Road/Mansfield Road/Sutton Lane Priority Junction, Retford

MITIGATION STRATEGY FOR JUNCTIONS

9.7.2 This study is a strategic, link-based assessment that has identified key locations on the existing highway network likely to require improvement to mitigate the cumulative traffic effects of planned residential and employment development within the District. It is beyond the scope of this study to identify all locations where highway infrastructure improvements will be required and further detailed assessment will be required as developments come forward through the planning process.

9.7.3 As discussed earlier in paragraph 9.6.6 the combined effects of the provision of sustainable transport measures, demand management and peak spreading as part of planned Local Plan

⁴⁴ J2 is not expected to experience capacity problems as it was recently improved.

development within the district is expected to deliver lower traffic impacts in practice than forecast in this study.

9.7.4 The junctions identified in **Table 35** are discussed in the following paragraphs and a mitigation strategy has been identified for each location. A summary is also provided in **Appendix F**. Where the likely need for highway improvement works has been identified the type and scale of works likely to be required has been discussed and preliminary costs identified.

9.7.5 Strategic transport improvements have been described in outline only at this stage and more detailed assessments will be required to identify definitive improvement proposals and delivery priorities. Scheme costs are also only identified in preliminary form and these are intended to give an **approximate** 'order of cost'. Therefore, no reliance in terms of preferred scheme selection should be placed on the cost estimates presented in this report.

9.7.6 Based on the findings of this study, and depending on which Local Plan development scenario is promoted, it is recommended that further detailed assessment work is undertaken to identify scheme designs and costs for traffic capacity improvements at the following key junctions:

- J1 - A60 Mansfield Road/A619
- J3 – A57/Sandy Lane
- J4 – A57/Claylands Ave/Shireoaks Common
- J5 – A57/B6034/Netherton Road
- J6 – A57/B6040
- J7 – A614 Blyth Road/A57/A1(T)
- J17 – Blyth Road/Snape Lane
- J18 - Blyth Road/Scrooby Road/Bawtry Road/Main Street

9.7.7 It is expected that developers will fund infrastructure improvements required to mitigate the direct transport impacts of developments (via S106 Agreements). In addition to addressing the direct transport implications of developments, it is recommended that the Council review the existing CIL Regulation 123 List with a view to securing Community Infrastructure Levy funding and/or LEP funding towards the delivery of strategic highway improvements at the above locations to facilitate Local Plan development.

J1 - A60/A619 ROUNDABOUT, WORKSOP

9.7.8 The image below shows the existing junction layout.

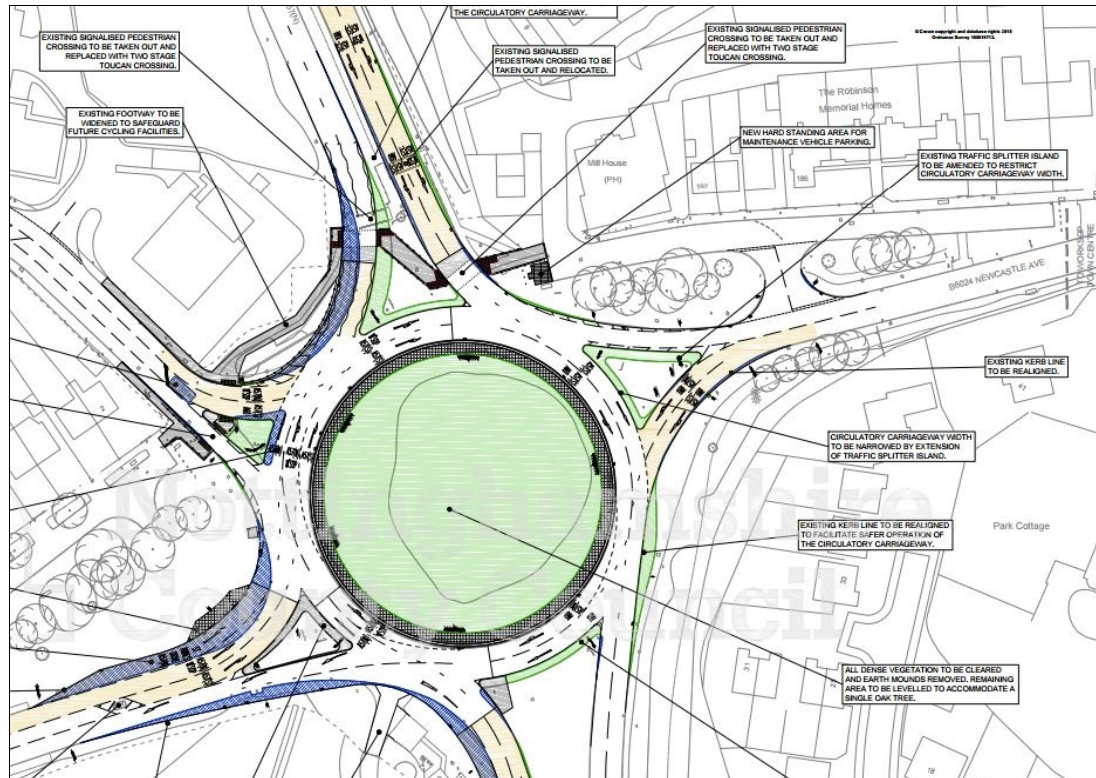


(Map data © 2018 Google)

- 9.7.9 The junction comprises a priority 3-arm roundabout with single lane approaches. Potential improvements were identified as part of the 2010 Transport Study (see sketch layouts in **Appendix G**). One option comprised a priority roundabout that retains the elongated 'egg shape' of the existing junction. This layout maintained access to the property immediately to the north of the junction in it's existing location. The second option was a more 'traditional' circular roundabout. However, in order to provide a safe access into the property to the north this layout would require the existing access to be re-located to the west (i.e. would require work involving 'third-party' land).
- 9.7.10 Based on the improvements identified in 2010 the anticipated total cost to improve the junction was circa £3m (excluding any utilities or land acquisition costs) and as these improvements are required to help mitigate Local Plan development impacts it is expected that these would be developer funded.
- 9.7.11 It is recommended that a detailed improvement scheme and cost estimate is now developed based on the previously identified scheme, for delivery via CIL contributions and/or LEP funding.

J2 - A60/A57/B6024/ST. ANNE'S DRIVE ROUNDABOUT, WORKSOP

9.7.12 The image below shows the existing junction layout.



9.7.13 The junction comprises a signal controlled roundabout with 2 lanes on the circulatory carriageway. The junction was improved in 2016 by Nottinghamshire County Council as part of a £2.4m scheme jointly funded by the D2N2 and Sheffield City Region Local Enterprise Partnerships and Nottinghamshire County Council. The improvements provided traffic signal control and localised carriageway widening on approaches and the circulatory carriageway to deliver additional traffic capacity to support Local Plan development within Worksop and the wider district.

9.7.14 As the junction has recently been improved to accommodate Local Plan development no further improvements are expected to be required to the end of the Plan period. The junction has therefore not been considered further as part of this study.

J3 - A57/A60 SANDY LANE/HIGHGROUNDS ROAD ROUNDABOUT

9.7.15 The image below shows the existing junction layout.



(Map data © 2018 Google)

9.7.16 The junction comprises a priority roundabout with a wide single lane circulatory carriageway. Potential improvements were as part of the 2010 Transport Study (see sketch layout in **Appendix G**). The improvements comprise widening the A57 and A60 Sandy Lane entries to the roundabout. Analysis demonstrated that the indicated improvements would achieve 'nil detriment'.

9.7.17 Based on the improvements identified in 2010 the anticipated total cost to improve the junction was circa £1.5m (excluding any utilities or land acquisition costs) and as these improvements are required to help mitigate Local Plan development impacts it is expected that these would be developer funded.

9.7.18 It is recommended that a detailed improvement scheme and cost estimate is now developed based on the previously identified scheme, for delivery via CIL contributions and/or LEP funding.

J4 - A57/CLAYLANDS AVENUE ROUNDABOUT, WORKSOP

9.7.19 The image below shows the existing junction layout.



(Map data © 2018 Google)

- 9.7.20 The junction comprises a priority roundabout with a single wide circulatory carriageway. Based on the assessment of the other existing roundabouts on the A57 Worksop Bypass it is considered reasonable to assume that traffic capacity could be increased at this location either through revisions to the existing junction geometry, or through the introduction of signal control. The image above suggests there is highway land available on the approaches to the junction within which widening/geometry revisions could be delivered.
- 9.7.21 Based on relatively modest geometry changes to the roundabout being required it is anticipated that the total cost to improve the junction could be circa £1.5m (excluding any utilities or land acquisition costs) and as these improvements are required to help mitigate Local Plan development impacts it is expected that these would be developer funded.
- 9.7.22 It is recommended that further assessment work is undertaken to identify the most appropriate form of junction improvement for subsequent delivery via CIL contributions and/or LEP funding.

J5 - A57/B6034/NETHERTON ROAD, WORKSOP

9.7.23 The image below shows the existing junction layout.



(Map data © 2018 Google)

9.7.24 The junction comprises a priority roundabout with a single wide circulatory carriageway. Based on the assessment of the other existing roundabouts on the A57 Worksop Bypass it is considered reasonable to assume that traffic capacity could be increased at this location either through revisions to the existing junction geometry, or through the introduction of signal control. The image above suggests there is highway land available on the approaches to the junction within which widening/geometry revisions could be delivered.

9.7.25 Based on relatively modest geometry changes to the roundabout being required it is anticipated that the total cost to improve the junction could be circa £1.5m (excluding any utilities or land acquisition costs) and as these improvements are required to help mitigate Local Plan development impacts it is expected that these would be developer funded.

- 9.7.26 It is recommended that further assessment work is undertaken to identify the most appropriate form of junction improvement for subsequent delivery via CIL contributions and/or LEP funding.

J6 - A57/B6040, WORKSOP

- 9.7.27 The image below shows the existing junction layout.



(Map data © 2018 Google)

- 9.7.28 The junction comprises a priority roundabout with a single wide circulatory carriageway. Based on the assessment of the other existing roundabouts on the A57 Worksop Bypass it is considered reasonable to assume that traffic capacity could be increased at this location either through revisions to the existing junction geometry, or through the introduction of signal control. The image above suggests there is highway land available on the approaches to the junction within which widening/geometry revisions could be delivered.
- 9.7.29 Based on relatively modest geometry changes to the roundabout being required it is anticipated that the total cost to improve the junction could be circa £1.5m (excluding any utilities or land acquisition costs) and as these improvements are required to help mitigate Local Plan development impacts it is expected that these would be developer funded.

- 9.7.30 It is recommended that further assessment work is undertaken to identify the most appropriate form of junction improvement for subsequent delivery via CIL contributions and/or LEP funding.

J7 - A614 BLYTH ROAD/A57/A1(T), WORKSOP

- 9.7.31 The image below shows the existing junction layout.



(Map data © 2018 Google)

- 9.7.32 The junction comprises a priority roundabout with a single wide circulatory carriageway. Based on the assessment of the other existing roundabouts on the A57 Worksop Bypass it is considered reasonable to assume that traffic capacity could be increased at this location either through revisions to the existing junction geometry, or through the introduction of signal control. The image above suggests there is highway land available on the approaches to the junction within which widening/geometry revisions could be delivered.
- 9.7.33 Based on relatively modest geometry changes to the roundabout being required it is anticipated that the total cost to improve the junction could be circa £1.5m (excluding any utilities or land acquisition costs) and as these improvements are required to help mitigate Local Plan development impacts it is expected that these would be developer funded.

- 9.7.34 It is recommended that further assessment work is undertaken to identify the most appropriate form of junction improvement for subsequent delivery via CIL contributions and/or LEP funding.

J8 - A57/B6041 GATEFORD ROAD ROUNDABOUT, WORKSOP

- 9.7.35 The image below shows the existing junction layout.



(Map data © 2018 Google)

- 9.7.36 The junction comprises a priority 4-arm roundabout with a single wide circulatory lane. Nottinghamshire County Council has confirmed that a Local Enterprise Partnership funded improvement scheme is to be implemented that will introduce traffic signal control. Construction is due to commence in January 2019 and Nottinghamshire County Council has confirmed that no further capacity improvements are expected to be required over and above what is currently planned. The layout of the improved junction layout is shown in drawing HW/10669/05, although at the time of writing it has not been possible to obtain a copy for inclusion in this report.
- 9.7.37 The following three junctions (J9, J10 and J11) are located in the centre of Worksop and have been identified due to forecast link stress on Link 6 (Watson Road between Newcastle Street and Bridge Place). With the addition of Deliverable Scenario Local Plan development traffic forecast stress increases to 82% and 106% with the Maximum Scenario. Therefore, the link is forecast to be just over its theoretical capacity with the addition of the Maximum Scenario only.

- 9.7.38 All three junctions are signal controlled and have existing development to the back of the footway on all sides of the junction, typical of a town centre urban environment. Due to these constraints there is minimal opportunity to provide additional capacity through widening works.
- 9.7.39 Nottinghamshire County Council has also confirmed that for J10 Watson Road/Bridge Place Signal Junction in Worksop there are proposals to alter the junction layout as part of plans to revise the Priory Centre access arrangements. This could see a fourth arm taken from the signal junction to the west to serve the Priory Centre.
- 9.7.40 Any improvements to these three junctions are therefore likely to be limited to delivering 'intelligent' traffic signal control modifications (e.g. SCOOT, MOVA, on-crossing detection etc) if these don't already exist.
- 9.7.41 The initial focus should therefore be on managing development traffic impacts through sustainable travel at these locations and it is expected that the combined effects of the provision of sustainable transport measures, demand management and peak spreading as part of planned Local Plan development within the district will deliver lower traffic impacts in practice than those forecast in the study. No mitigation is therefore currently proposed at these junctions. However, further detailed assessment will be required as Local Plan developments are progressed through the planning application process.
- 9.7.42 The existing layout of these three junctions are shown in the images on the following page.

J9 - B6040 WATSON ROAD/B6024 NEWCASTLE STREET/MEMORIAL AVENUE



(Map data © 2018 Google)

J10 - B6045 WATSON ROAD/BRIDGE PLACE



(Map data © 2018 Google)

J11 - GATEFORD ROAD/B6045 CARLTON ROAD/EASTGATE



(Map data © 2018 Google)

- 9.7.43 The following four junctions (J12, J13, J14 and J15) are located on the B6045 in Worksop and have been identified due to forecast link stress on Link 7 (B6045 south of its junction with the B6041 Farmers Branch).
- 9.7.44 The B6045 is a radial route from the centre of Worksop to the north-eastern edge of the town. In the 2032 reference Case a stress level of 103% is forecast on a short section of the link (250m long section between the B6045 junctions with Farmers Branch and Kilton Hill). With the addition of Deliverable Scenario traffic forecast stress increases to 118% on this same section. With the addition of the Maximum Scenario traffic a more significant section of the B6045 is forecast to be at 134% stress (1.45km section between the A60 Carlton Road and Farmers Branch), which is primarily due to the inclusion of a development comprising 4,000 dwellings on land at Kilton adjacent to this link in the Maximum Scenario.
- 9.7.45 The initial focus should therefore be on managing development traffic impacts through sustainable travel at these locations and it is expected that the combined effects of the provision of sustainable transport measures, demand management and peak spreading as part of planned Local Plan development within the district will deliver lower traffic impacts in practice than those forecast in the study.
- 9.7.46 No mitigation is therefore currently proposed at these junctions and it is recommended that the developer promoting site reference LAA233 (4,000 dwellings in the Maximum Scenario) should identify and deliver appropriate mitigation at these junctions if the development proceeds.
- 9.7.47 Brief commentary is provided on each junction layout on the following pages.

J12 - A60 TURNER ROAD/CARLTON ROAD/B6045 BLYTH ROAD

9.7.48 The image below shows the existing junction layout.



(Map data © 2018 Google)

9.7.49 The junction is signal controlled and has existing development to the back of the footway around most of the junction. However, there is some open land adjacent to the south of B6045 arm that may enable localised widening on this approach, subject to land ownership. Due to these constraints there is minimal opportunity to provide additional capacity through widening works and any improvements are likely to be limited to delivering 'intelligent' traffic signal control modifications (e.g. SCOOT, MOVA, on-crossing detection etc) if these don't already exist.

J13 - B6045 BLYTH ROAD/B6041 KILTON HILL

9.7.50 The image below shows the existing junction layout.



(Map data © 2018 Google)

- 9.7.51 The junction is signal controlled with existing development to the northwest. To the southeast there is some open land that may enable localised widening, subject to land ownership. Other opportunities may exist to provide additional capacity by delivering 'intelligent' traffic signal control modifications (e.g. SCOOT, MOVA, on-crossing detection etc) if these don't already exist.

J14 - B6045 BLYTH ROAD/FARMERS BRANCH

- 9.7.52 The image below shows the existing junction layout.



(Map data © 2018 Google)

- 9.7.53 The junction comprises a 3-arm priority junction with single lane dualling on the B6045. There appears to be space available within the highway to deliver localised carriageway widening and/or signal control.

J15 - B6045 BLYTH ROAD/THIEVESDALE LANE

9.7.54 The image below shows the existing junction layout.



(Map data © 2018 Google)

9.7.55 The junction currently comprises a 3-arm priority junction. Outline planning permission was granted in June 2018 for a mixed-use (residential and employment) development on land immediately north of junction 15. The consented proposals include for the provision of signal control at junction 15 with footway and pedestrian crossing enhancements.

J16 - B6045 WORKSOP ROAD/A634 HIGH STREET

9.7.56 The image below shows the existing junction layout.



(Map data © 2018 Google)

- 9.7.57 This 3-arm simple priority junction is located in Blyth Village to the north of Worksop and has been identified due to forecast link stress on Link 8 (B6045 Worksop to Blyth). In the 2032 reference Case a stress level of 76% is forecast, this increases to 87% in the Deliverable Scenario and 102% in the Maximum Scenario. Link 8 is therefore forecast to be operating just over its theoretical capacity with the addition of the Maximum Scenario Local Plan development.
- 9.7.58 It is expected that the combined effects of the provision of sustainable transport measures, demand management and peak spreading as part of planned Local Plan development within the district will deliver lower traffic impacts in practice than those forecast in the study.
- 9.7.59 The initial focus should therefore be on managing development traffic impacts through sustainable travel at this location and it is expected that the combined effects of the provision of sustainable transport measures, demand management and peak spreading as part of planned Local Plan development within the district will deliver lower traffic impacts in practice than those forecast in the study.
- 9.7.60 No mitigation is therefore proposed at this junction. However, further detailed assessment will be required as Local Plan developments are progressed through the planning application process.

J17 - BLYTH ROAD/SNAPE LANE

- 9.7.61 The image below shows the existing junction layout.



(Map data © 2018 Google)



- 9.7.62 This 3-arm 'Ghost-Island' priority junction is located on Blyth Road just to the south of Harworth and has been identified due to forecast link stress on Link 10 (Blyth Road). In the 2032 reference Case a stress level of 108% is forecast on this link. With the addition of Deliverable Scenario traffic forecast stress increases to 118% and with the addition of the Maximum Scenario traffic forecast stress increases to 120%. Some form of capacity improvement is therefore likely to be required at the junction.
- 9.7.63 The most obvious form of improvement would be the introduction of signal control and there appears to be some space available within the existing highway to accommodate the localised carriageway widening that a signal junction would require.
- 9.7.64 Based on the delivery of signal control at the junction it is anticipated that the total cost to improve the junction could be circa £1.5m (excluding any utilities or land acquisition costs) and as these improvements are required to help mitigate Local Plan development impacts it is expected that these would be developer funded.
- 9.7.65 It is recommended that further assessment work is undertaken to identify the most appropriate form of junction improvement for subsequent delivery via CIL contributions and/or LEP funding.

J18 - BLYTH ROAD/SCOOBY ROAD AND MAIN STREET/BAWTRY ROAD, HARWORTH

9.7.66 The image below shows the existing junction layout.



(Map data © 2018 Google)

9.7.67 This double mini-roundabout junction is located in Harworth and has been identified due to forecast link stress on Link 10 (Blyth Road). In the 2032 reference Case a stress level of 108% is forecast on this link. With the addition of Deliverable Scenario traffic forecast stress increases to 118% and with the addition of the Maximum Scenario traffic forecast stress increases to 120%. Some form of capacity improvement is therefore likely to be required at the junction.

9.7.68 An improvement scheme developed in support of an extant planning permission has previously suggested the introduction of traffic signal control to replace the mini-roundabouts. However, this has been assessed further by Nottinghamshire County Council and it has not been possible to find an acceptable layout that delivers a meaningful increase in traffic capacity. A deliverable scheme therefore remains to be identified. However, Nottinghamshire County Council has suggested that an alternative access strategy for Harworth using routes to the south of the town may remove the need for improvements to the junction. Further work will therefore be required at the planning application stage to identify an alternative access strategy to reduce traffic through the junction.

OTHER LOCATIONS

- 9.7.69 Although not specifically identified by the link stress analysis there are several other junctions with known safety/capacity issues that may need to be improved in order to accommodate Local Plan development traffic (these junctions were previously identified by NCC and are discussed in paragraph 2.4.24). Where these junctions have been forecast to experience 2-way AADT flow increases of 10% or more then further comments are provided in the following section.
- 9.7.70 Percentage increases in 2-way AADT flows are depicted in **Figure 26** (Maximum Scenario) and **Figure 30** (Deliverable Scenario). Where links experiencing an increase of 10% or greater are coloured red for ease of reference. As can be seen from this figure a significant proportion of the existing highway network within the District will experience flow increases of 10% or greater as a result of the planned residential and employment development within the District. Although, many of these links have low background traffic flows so small flow increases can result in significant percentage increases.
- 9.7.71 There will be other rural and urban locations within the District where material traffic impacts will occur that have not been specifically examined by this study, particularly within the urban areas of Worksop and Retford. It therefore should not be assumed that the absence of any reference in this study implies that the existing highway network can satisfactorily accommodate future development and it will be necessary for transport impacts to be examined in detail at the planning application stage and any necessary mitigation secured through appropriate planning obligations.

J21 - B1164/A6075 JUNCTION, TUXFORD

- 9.7.72 The B1164/A6075 junction (see image below) was previously identified as being impacted by Local Plan development traffic. However, the spatial distribution of development in the new Local Plan scenarios results in lower impacts at this location and no links within Tuxford have been identified as exceeding capacity. No strategic improvements are therefore considered necessary at this location, however it will be necessary for transport impacts to be examined in detail at the planning application stage for any local developments that affect the junction and any necessary mitigation secured through appropriate planning obligations.



(Map data © 2018 Google)

J22 - PEDESTRIAN/CYCLE CONNECTIONS BETWEEN CARLTON-IN-LINDRICK AND WORKSOP

- 9.7.73 Pedestrian/cyclist connections to Worksop are poor and would require improvement as part of future Local Plan development in the area. It is therefore expected that future developments within Carlton-in-Lindrick (sites references 004, 68, 161, 162, 211, 212 on **Figure 19**) would be expected to contribute financially towards the provision of suitable pedestrian and cyclist infrastructure to link Carlton-in-Lindrick to Worksop. Details will need to be established as part of the Transport Assessments prepared in support of individual development sites and improvements secured through planning conditions or Section 106 Agreement financial contributions.

J23 - A614/BLYTH ROAD JUNCTION, BLYTH

- 9.7.74 The A614/Blyth Road junction (see image below) is forecast to experience material increases in 2-way traffic flows as a result of Local Plan development traffic (see **Figure 26**). However, traffic signals were installed and became operational at the junction in May 2017. Nottinghamshire County Council has confirmed that no further improvements are likely to be necessary at this location however, it will be necessary for transport impacts to be examined in detail at the planning application stage for any local developments that affect the junction and any necessary mitigation secured through appropriate planning obligations.



(© 2018 Microsoft)

J24 - A614/SCROOBY ROAD JUNCTION, HARWORTH

- 9.7.75 The junction (see image overleaf) was previously identified as being impacted by Local Plan development traffic. However, the spatial distribution of development in the new Local Plan scenarios results in lower impacts at this junction and no links have been identified as exceeding capacity.
- 9.7.76 An improvement scheme was identified by Nottinghamshire County Council in 2016 to introduce signal control and localised carriageway widening at the junction although subsequent detailed design has suggested that this would not be achievable from a design and economic perspective. A 'Ghost-Island' right turn scheme is now proposed instead.



(Map data © 2018 Google)

- 9.7.77 No further strategic improvements are therefore considered necessary at this location, however it will be necessary for transport impacts to be examined in detail at the planning application stage for any local developments that affect the junction and any necessary mitigation secured through appropriate planning obligations.

J25 - A1/A614/B6045 BLYTH JUNCTION, HARWORTH

- 9.7.78 The northern priority roundabout that links the A1 slip roads to the A614 at the A1/A614/B6045 Blyth junction (see image below) was enlarged and the lane allocations modified in May 2017. Nottinghamshire County Council confirms that no further modifications are likely to be required to the northern roundabout and the latest detailed junction assessments have demonstrated that no improvements are required to the southern roundabout.



(© 2018 Microsoft)

- 9.7.79 No further strategic improvements are therefore considered necessary at this location, however it will be necessary for transport impacts to be examined in detail at the planning application stage for any local developments that affect the junction and any necessary mitigation secured through appropriate planning obligations.

J26 - A620/A638 ROUNDABOUT, RETFORD

- 9.7.80 The majority of journeys through Retford go via the A620/A638 roundabout. During peak times, queues often develop along Hospital Road and Amcott Way. In addition to queues at this junction, queues often extend the full length of Arlington Way. Material increases in 2-way traffic flows as a result of Local Plan development traffic are forecast on the A620 through this junction (see **Figure 26**). Any increase in traffic through the already congested A620/A638 roundabout is likely to require capacity improvements to the junction. The existing junction is a 5-arm priority roundabout with existing residential development on all sides which constrains options for improvement (see image below).



(Map data © 2018 Google)

- 9.7.81 Options to influence modal splits in the area (i.e. increasing use of sustainable transport in order to reduce car trips through the junction) should therefore be fully explored as part of all future development proposals that will impact on this junction. This should include consideration of contributions towards new/improved public transport infrastructure and services.
- 9.7.82 In the event that modal shift alone can not address forecast impacts at this junction then the most likely form of improvement that could be delivered would be either the introduction of signal control on the roundabout or replacing the junction with a signal-controlled crossroads. However, both of these options would be very difficult to deliver in practice due to the constrained nature of the junction, so modal shift should be the initial priority. Developers would be expected to deliver/fund any improvements required to achieve 'nil detriment'.

J27 - B6041 GATEFORD ROAD/ASHES PARK AVENUE, WORKSOP

9.7.83 The image below shows the junction layout⁴⁵.



(Map data © 2018 Google)

9.7.84 The junction previously comprised a priority T-junction with 'Ghost-Island' markings on the major road. However, the layout was recently changed to signal control as part of the Gateford North residential development (Planning application ref: 14/00431/OUT).

9.7.85 Material traffic impacts are forecast due to Local Plan development traffic from both scenarios so further detailed assessment will be required to determine the exact nature of any further improvements that may be required at the junction. If further improvements are required it is expected that these would be developer funded.

⁴⁵ **Note:** the junction has recently been changed to signal control, although no aerial imagery is yet available.

J28 - B6041 GATEFORD ROAD/B6041 RAYMOTH LANE, WORKSOP

9.7.86 The image below shows the junction layout⁴⁶.



(Map data © 2018 Google)

9.7.87 The junction previously comprised a priority T-junction with 'Ghost-Island' markings on the major road. However, the layout was recently changed to signal control as part of the Gateford North residential development (Planning application ref: 14/00431/OUT).

9.7.88 Material traffic impacts are forecast due to Local Plan development traffic from both scenarios so further detailed assessment will be required to determine the exact nature of any further improvements that may be required at the junction. If further improvements are required it is expected that these would be developer funded.

⁴⁶ **Note:** the junction has recently been changed to signal control, although no aerial imagery is yet available.

J29 - B4041 RAYMOTH LANE/A60 CARLTON ROAD, WORKSOP



(Map data © 2018 Google)

- 9.7.89 The junction comprises a signal controlled cross-roads with two-lane approaches and controlled pedestrian crossing facilities on all arms of the junction.
- 9.7.90 The addendum to the 2010 Transport Study identified that capacity improvements would be required to accommodate material traffic flow increases. Material traffic impacts are forecast due to Local Plan development traffic from both scenarios so capacity improvements are likely to be required.
- 9.7.91 Nottinghamshire County Council has confirmed that a possible roundabout improvement scheme is being considered at this location although no details are currently available.
- 9.7.92 It is recommended that further detailed assessment will be required to determine the exact nature of improvements required at this junction and as the improvements are required to accommodate Local Plan development it is expected that these would be developer funded.
- 9.7.93 Options to influence modal splits in the area (i.e. increasing use of sustainable transport in order to reduce car trips through the junction) should also be fully explored as part of all future development proposals that will impact on this junction. This should include consideration of contributions towards new/improved public transport infrastructure and services.

J30 - A620 AMCOTT WAY/A638 ARLINGTON WAY, RETFORD



(Map data © 2018 Google)

- 9.7.94 The junction comprises a signal controlled T-junction with 2-lane approaches and controlled pedestrian crossing facilities on all arms of the junction.

- 9.7.95 The addendum to the 2010 Transport Study identified that capacity improvements would be required to accommodate material traffic flow increases. Material traffic impacts are forecast due to Local Plan development traffic from both scenarios so capacity improvements are likely to be required.

- 9.7.96 It is recommended that further detailed assessment is required to determine the exact nature of improvements required at this junction and as the improvements are required to accommodate Local Plan development it is expected that these would be developer funded.

- 9.7.97 There appears to be limited scope for physical widening on the junction approaches without impacting on adjacent properties. Therefore the most likely improvement scenario would be to seek to maximise the capacity of the existing junction through the introduction of intelligent signal control such as MOVA, if this isn't already installed.

9.8 Funding

9.8.1 Potential sources of funding have been identified as follows:

- Developer – funding provided in full by developers to address transport impacts due to development proposals.
- LTP/Developer – funding split between the Local Transport Plan (LTP) budget and developer(s) to address existing transport issues on the County highway network that will be exacerbated by development proposals.
- LEP/Developer – funding split between the Local Enterprise Partnership (LEP) budget and developer(s) to deliver capacity improvements that facilitate economic growth.

9.8.2 Costs identified to be Nottinghamshire County Council (NCC) funded are subject to NCC approval. Future Local Transport Plan (LTP) funding levels are not guaranteed and any schemes put forward would need to be assessed and prioritised through the appropriate scheme programme process.

9.8.3 The current LTP3 period commits funding to 31st March 2026, beyond this date funding levels and priorities are unknown. In the absence of LTP funding developers will be expected to restore link and/or junction capacity to the state it would have been without a development proceeding (i.e. achieve 'nil detriment') and the works required to achieve this will need to be fully developer funded.

9.8.4 Other possible funding sources are discussed in paragraph 3.5.10 of this report. However, Funding major transport infrastructure improvements is not the primary purpose of these sources and any funding received is therefore likely to be limited to providing relatively small scale accessibility improvements as part of other projects (e.g. local enhancements to cycle and walking facilities as part of a school travel Plan etc). These funding sources have therefore not been considered a realistic method of delivering the strategic transport infrastructure improvements identified in this study.

DEVELOPER CONTRIBUTION METHODOLOGY

9.8.5 The District Council's CIL Regulation 123 List currently identifies the following junction improvement schemes for CIL funding:

- J24 - A614/Scrooby Road, Harworth
- J26 - A620/A638 roundabout, Retford

- J21 - B1164/A6075 Junction, Tuxford
- J3 - A57/A60 Sandy Lane roundabout, Worksop (A57 and Highground arms only)
- J4 - A57/Claylands Avenue roundabout, Worksop
- J1 - A60/A619 roundabout, Worksop
- J2 - A60/A57/B6024 roundabout, Worksop
- J8 - A57/B6041 Gateford Road roundabout, Worksop (B6041 arm only)

9.8.6 It is recommended that the Regulation 123 List is updated based on the findings of this study and that CIL contributions are sought from future development within the district towards the strategic improvements that have been identified.

9.8.7 It is expected that developers will fund any travel plan measures/initiatives (including marketing and promotion) or transport infrastructure improvements required to mitigate the direct transport impacts of developments. This will include funding for items such as; Smarter Choices measures and initiatives, Travel Plans, on and off-site cycling and walking infrastructure, bus and rail network/infrastructure enhancements and/or bespoke bus services, and any off-site highway infrastructure improvements required to mitigate traffic impacts.

9.8.8 In addition to addressing the direct transport implications of their developments developers will also be required to contribute towards strategic highway improvements via CIL and fund 'nil detriment' highway improvements at other locations where development traffic impacts are identified (i.e. restore the capacity of the highway network to what it would be without the proposed development).

9.8.9 Highway capacity improvements that are not addressed via CIL contributions will need to be secured by planning conditions and delivered through S278 Agreements.

9.9 Improvement Priorities

9.9.1 The delivery of any measures or infrastructure improvements required to mitigate the direct transport impacts of developments would need to be timed to coincide with the development and this would be the responsibility of developers.

9.9.2 The strategic improvements summarised in **Appendix F** are required to address the cumulative traffic impacts of multiple developments. **Table 32** on page 86 demonstrates that all links operate within capacity without Local Plan development traffic. However, sections of

the A57, A60, B6045⁴⁷ and Blyth Road are forecast to exceed capacity in the 2032 Reference Case without any Local Plan development. On this basis, it can be concluded that improving the junctions associated with these links should be prioritised. This includes:

- J1 - A60/A619 Roundabout, Worksop
- J3 – A57/Sandy Lane Roundabout, Worksop
- J4 – A57/Claylands Ave/Shireoaks Common Roundabout, Worksop
- J5 - A57/B6034/Netherton Road Roundabout, Worksop
- J17 - Blyth Road/Snape Lane Priority Junction, Harworth
- J18 - Blyth Road/Scrooby Road/Bawtry Road/Main Street Mini-Roundabouts, Harworth

9.9.3 Further detailed consideration will need to be given to the likely delivery programme for Local Plan development across the district by development location and time to be able to estimate the 'build-up' of cumulative traffic impacts. An estimate of thresholds could then be made that would 'trigger' the requirement for the improvements summarised in **Appendix F**. It would then be possible to prioritise scheme delivery more accurately, balancing the requirement for strategic improvements against development requirements which would also help to identify when financial contributions are required from developers and identify any funding shortfalls etc.

⁴⁷ The study recommends that junctions associated with Link 7 (B6045) should be addressed by the promoters of the major residential allocation at Kilton, should this development proceed.

10 SUMMARY

10.1 Preamble

- 10.1.1 This strategic transport study identifies the cumulative multi-modal transport implications of future housing and employment Local Plan development within the district to advise strategic transport infrastructure requirements.

10.2 Existing Conditions

- 10.2.1 Existing transport conditions within the district have been identified which involved a review of existing walking, cycling, bus, rail and road transport. Traffic flow data has been obtained for all 'A' and 'B' Classification roads in the district and this has been analysed and 'factored' to a common 2016 base year.
- 10.2.2 The performance of the road network within the district has been assessed based on link capacity. Congestion Reference Flow (CRF) values have been used as a simple indication of the performance of links within the study area. The CRF of a link is a standard measure and is an estimate of the Annual Average Daily Traffic (AADT) flow at which the carriageway is likely to be 'congested' in the peak periods on an average day. Congestion is defined as the situation when the hourly traffic demand exceeds the maximum sustainable hourly throughput of the link.
- 10.2.3 The assessment methodology uses surveyed link flows and forecast flows to determine Congestion Reference Flows (CRF) and based on these calculated reference capacities link 'stress' levels have been identified where stress is defined as the ratio of the annual average daily traffic (AADT) flow to the Congestion Reference Flow expressed as a percentage.
- 10.2.4 The study reveals that overall, the existing bus, rail, walking/cycling and highway networks within the district currently operate within capacity.
- 10.2.5 The district generally has a very good coverage of bus stops which are well served by a combination of commercial and financially supported bus services.
- 10.2.6 There are three rail stations within the district at Worksop, Retford and Shireoaks and the district is served by three passenger rail routes, the East Coast Mainline which runs north-south down the centre of the district served through Retford station; the Robin Hood line which terminates at Worksop and the Northern Rail Sheffield to Lincoln line which runs in a

broadly easterly direction passing through Worksop and Retford stations. Large parts of Retford and Worksop therefore have reasonable access to passenger rail. However, the rural areas of the district are less well placed in this regard.

10.2.7 The focus of existing cycling infrastructure provision is around Worksop and Retford. The town centres and their environs have comprehensive networks of dedicated cycling infrastructure, pedestrianised streets and quiet roads suitable for cycling. Much of the rest of the district's cycling infrastructure is made up of off-road leisure based facilities.

10.2.8 Both the district's main towns have pedestrianised streets within their central areas which allow good accessibility to their retail offerings and enables safe interchange with buses. Footways are provided in all the district's main settlements and within many of the residential areas. Footways are not however, provided alongside carriageways in many of the rural areas of the district.

10.2.9 The predominant mode of travel to work in Bassetlaw is the car and relative levels of car use within the district are higher than for both Nottinghamshire and England. Train and motorcycle use within Bassetlaw is low, but not dissimilar to Nottinghamshire. Bus use within Bassetlaw is lower than for Nottinghamshire and England. Walking and cycling within the district is equivalent to both the county and England.

10.3 Committed Infrastructure/Land-Use Developments

10.3.1 Committed infrastructure and land-use developments that are likely to materially affect existing transport conditions within the district within the plan period have been researched and considered in the study. Committed land-use developments within the district and within all adjacent districts have been considered.

10.3.2 Since the 2010 study was produced Bassetlaw District Council and Nottinghamshire County Council have made successful applications to the D2N2 and Sheffield City Region LEPs for funding towards highway improvement schemes at the following junctions:

- A57/A60/Newcastle Ave/St. Anne's Drive in Worksop
- A1(T)/A614 junction (northern roundabout) in Blyth
- A614/Blyth Road in Blyth

10.3.3 Improvements at these junctions have since been implemented.

10.4 Proposed Local Plan Development

10.4.1 Residential and employment Local Plan development targets to the end of the LDF plan period (2032) have been provided by the District Council, together with details of potential development sites that could accommodate this Local Plan development. Two Local Plan development scenarios have been considered; a 'Deliverable' scenario and a 'Maximum' scenario.

10.5 Transport Impacts

10.5.1 Strategic transport impacts due to the target Local Plan development have been identified for all modes of transport and the findings suggest that for sustainable modes (i.e. walking, cycling, bus and rail) forecast demands will largely be accommodated on existing/committed infrastructure and services. However, local improvements will be required to integrate development sites. Improvements to existing bus networks and infrastructure will be required to meet additional demands, and encouraging bus use will have an important role to play in reducing car travel within the district.

10.5.2 Cumulative traffic impacts have been identified at various locations across the district that will need to be addressed by highway infrastructure improvements if traffic congestion and delays are to be avoided.

10.5.3 To help reduce traffic impacts a minimum target modal shift of 5% from car driving to sustainable modes is recommended to bring the average modal split across the district in line with the County average. To achieve this, new Local Plan development will need to deliver significantly higher modal shift away from car use and should be set appropriately higher targets. Sustainable travel infrastructure, services and initiatives will therefore need to be identified on a site-by-site basis to achieve this.

10.6 Strategic Infrastructure Requirements

10.6.1 Possible highway infrastructure improvements have been identified in a preliminary form, together with indicative costs. These are summarised in **Appendix F**.

10.6.2 Strategic transport improvements have been described in outline only at this stage and more detailed assessments will be required to identify definitive improvement proposals and delivery priorities. Estimates of scheme costs have been provided and give an **approximate** 'order of

cost' only. Therefore, no reliance in terms of preferred scheme selection should be placed on the cost estimates presented in this report.

- 10.6.3 This strategic study has identified cumulative traffic impacts on the existing highway network due to future Local Plan development planned within the district. The strategic transport improvements that have been identified are aimed at addressing these cumulative impacts. It is beyond the scope of this study to identify all locations where transport infrastructure improvements will be required and individual development sites may trigger the need for further transport infrastructure/service improvements depending on their nature, size and location.

- 10.6.4 There will be other rural and urban locations within the District where material traffic impacts will occur that have not been specifically examined by this study, particularly within the urban areas of Worksop and Retford. It therefore should not be assumed that the absence of any reference in this study implies that the existing highway network can satisfactorily accommodate future development.

- 10.6.5 Detailed Transport Assessments and Travel Plans will be required in support of planning applications for all major developments and these should identify site access arrangements, on-site transport infrastructure requirements and off-site transport measures/infrastructure to mitigate their respective transport impacts.

- 10.6.6 It is recommended that the Council's CIL Regulation 123 List is updated based on the findings of this study and that CIL contributions are sought from future development within the district towards the strategic improvements that have been identified.

- 10.6.7 It is expected that developers will fund any travel plan measures/initiatives (including marketing and promotion) or transport infrastructure improvements required to mitigate the direct transport impacts of developments. This will include funding for items such as; Smarter Choices measures and initiatives, Travel Plans, on and off-site cycling and walking infrastructure, bus and rail network/infrastructure enhancements and/or bespoke bus services, and any off-site highway infrastructure improvements required to mitigate traffic impacts.

- 10.6.8 In addition to addressing the direct transport implications of their developments developers will also be required to contribute towards strategic highway improvements via CIL and fund 'nil detriment' highway improvements at other locations where development traffic impacts are



identified (i.e. restore the capacity of the highway network to what it would be without the proposed development).


- 10.6.9 Highway capacity improvements that are not addressed via CIL contributions will need to be secured by planning conditions and delivered through Section 278 Agreements.

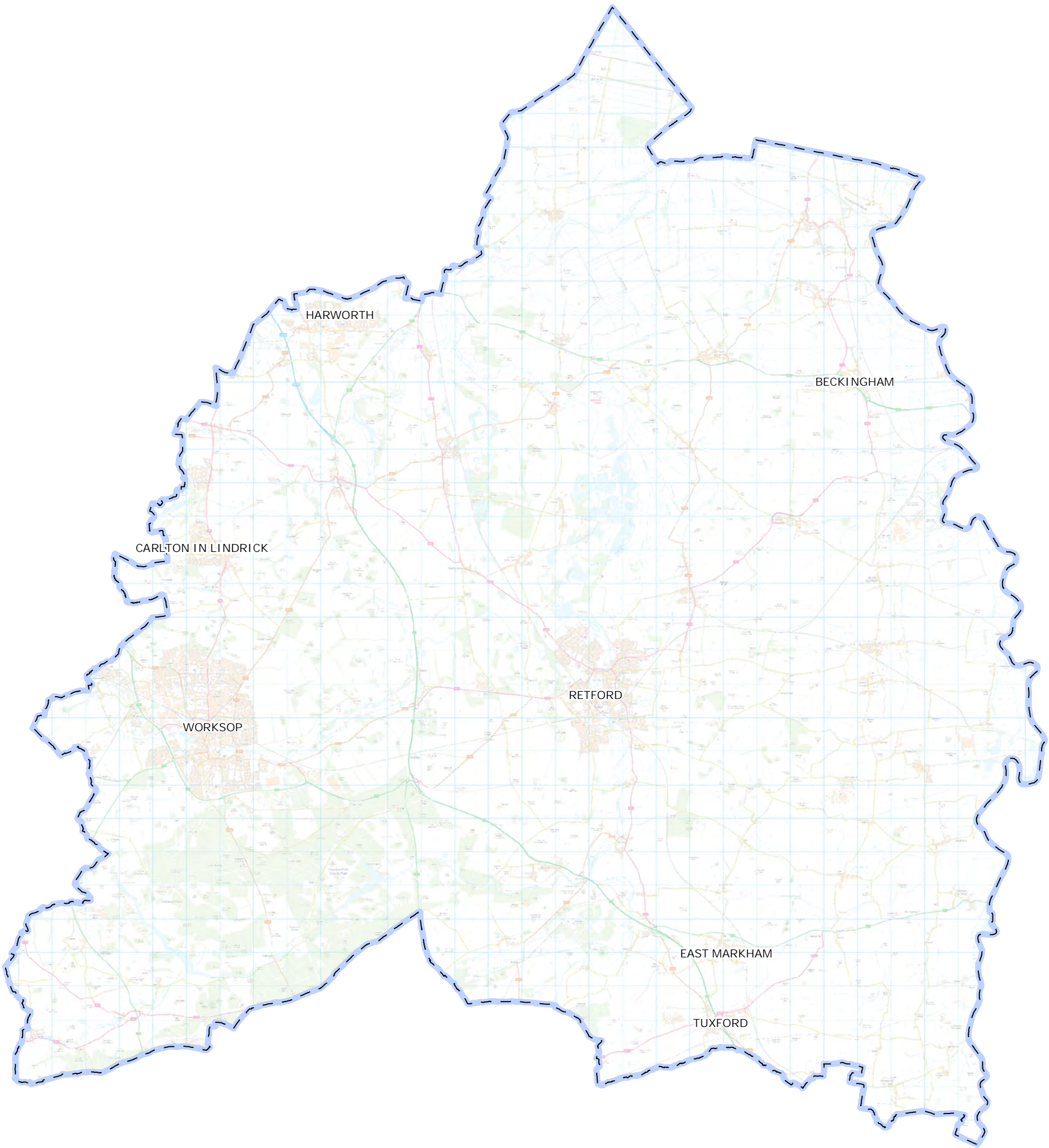


Figures



Legend

 Bassetlaw District Boundary



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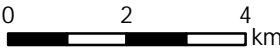
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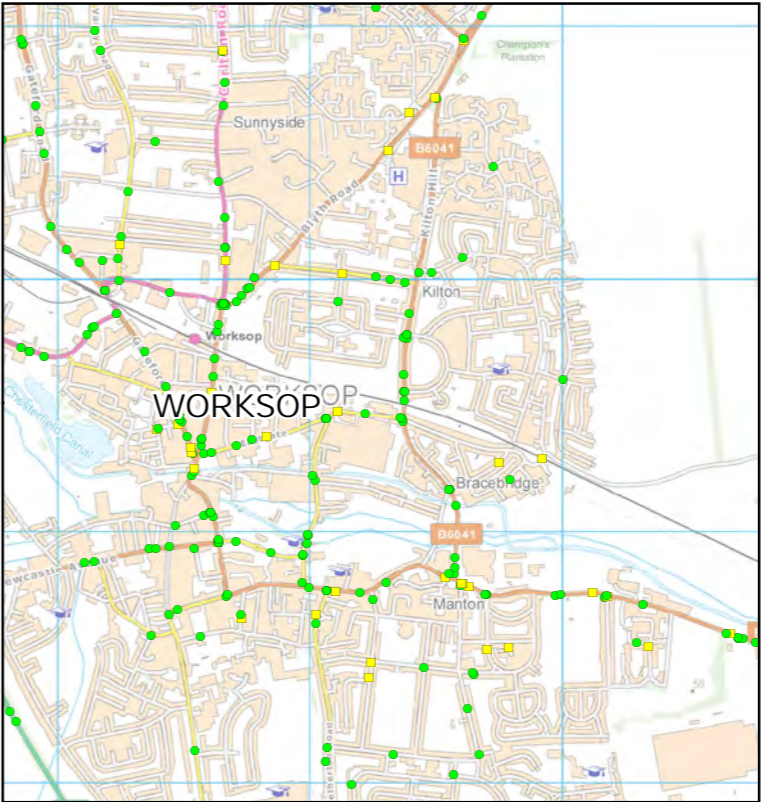
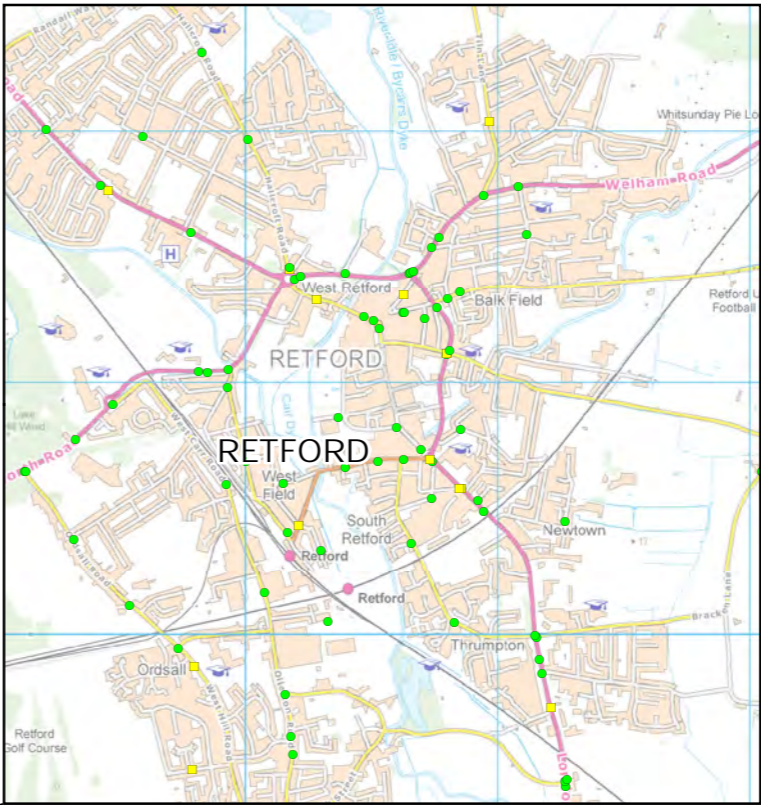
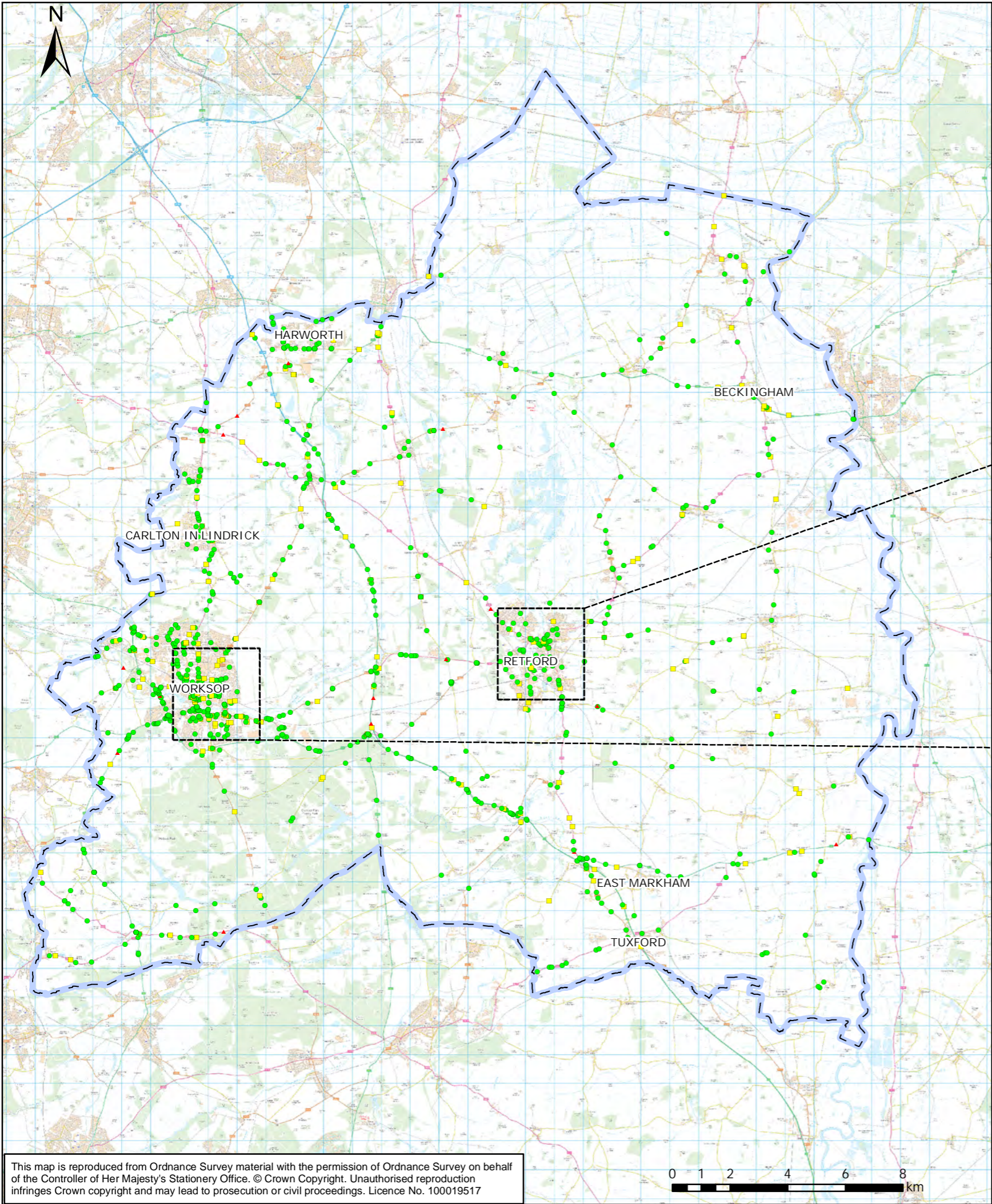


Project:
Bassetlaw Transport Study Update


Drawing Title:
Figure 1
Study Area

Scale @ A3 NTS	Drawn JJC	Date 12/02/18	Checked ASG	Date 12/02/18	Approved ASG	Date 12/02/18
Project No. A102341	Office 35	Type 18	Drawing No. 001	Revision -		








Legend


 Bassetlaw District Boundary


Severity

-  Fatal
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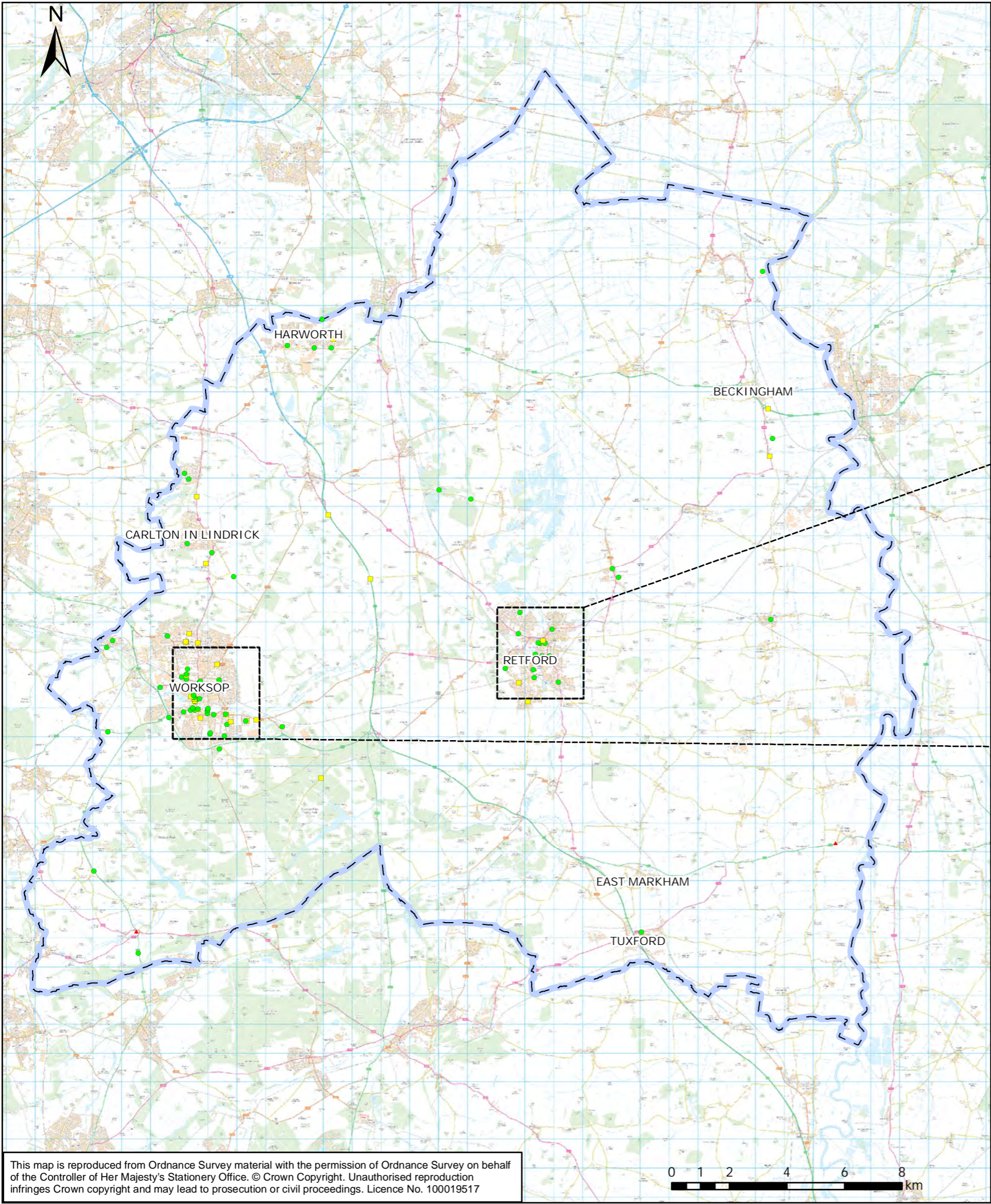
Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 2:
Collisions Plot - All Collisions

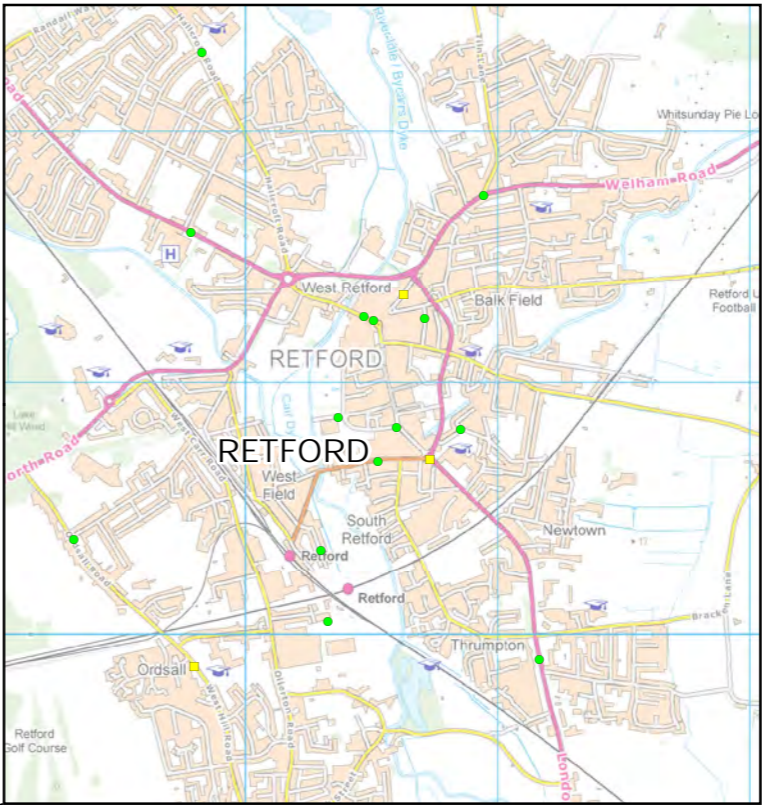
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A102341	35	18	002	-


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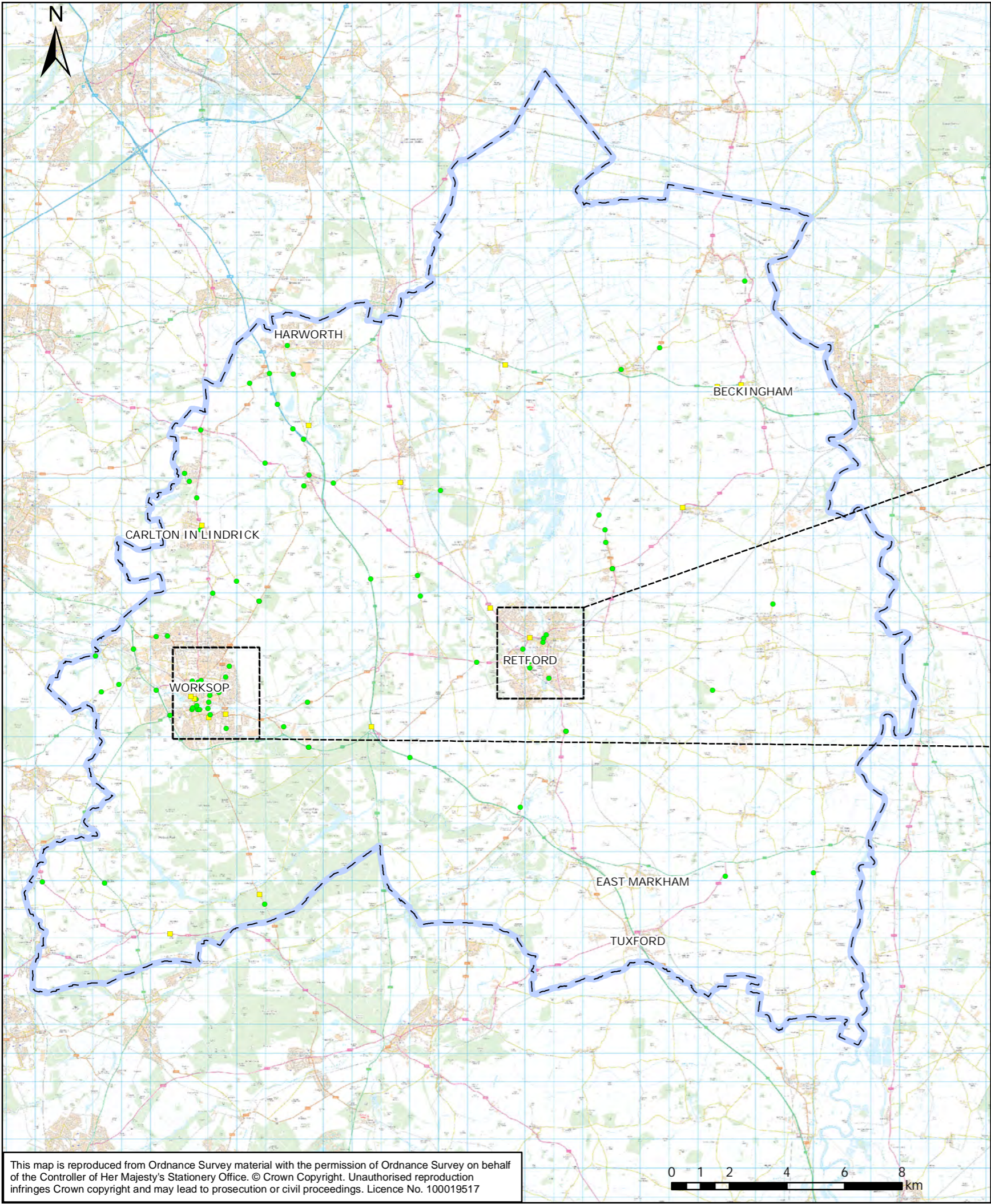
Project:
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Drawing Title:
Figure 3:
Collisions Plot - Pedestrian Collisions

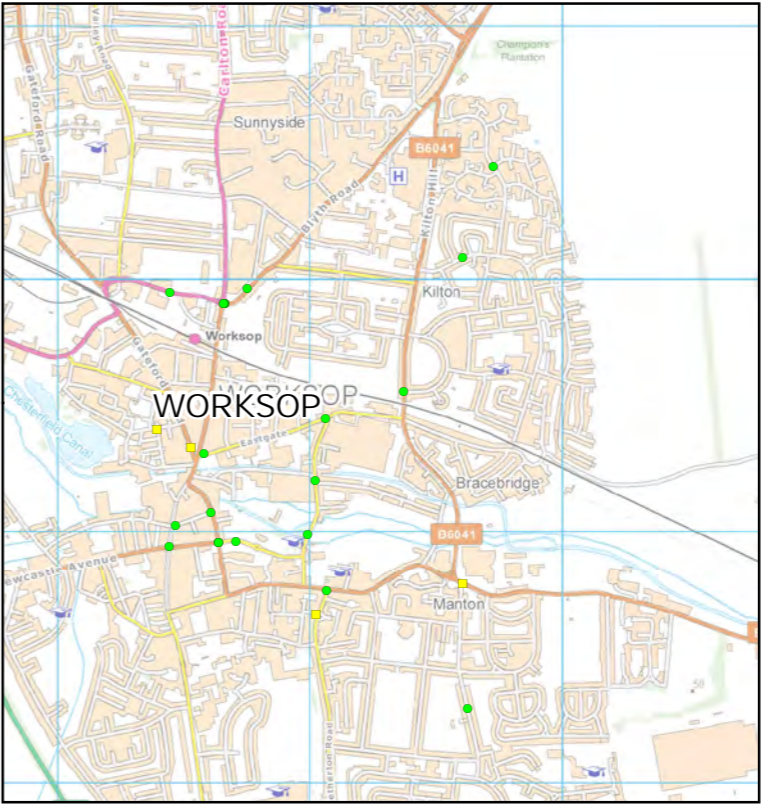
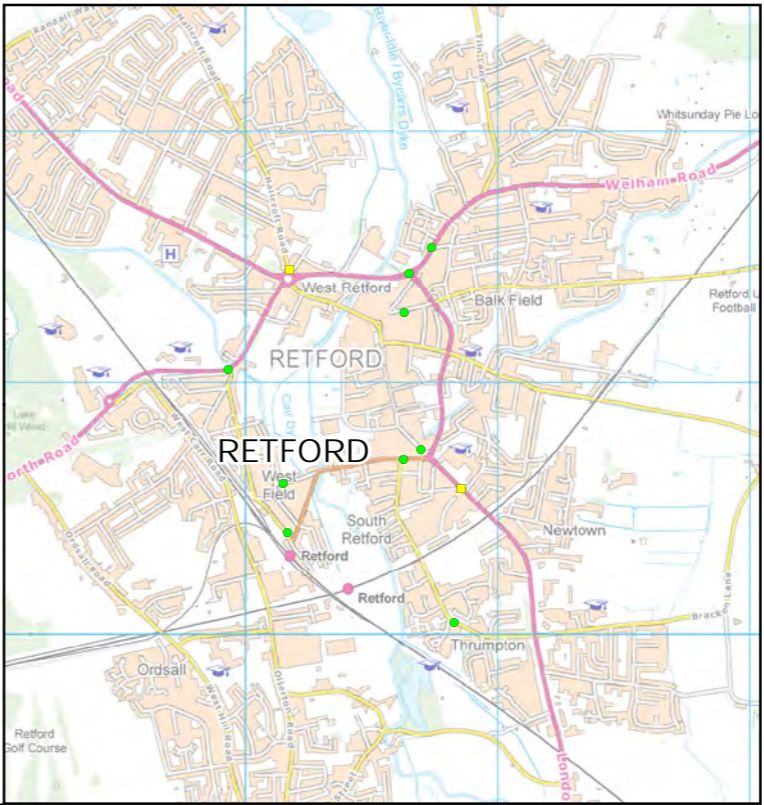
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Project No.	Office	Type	Drawing No.	Revision
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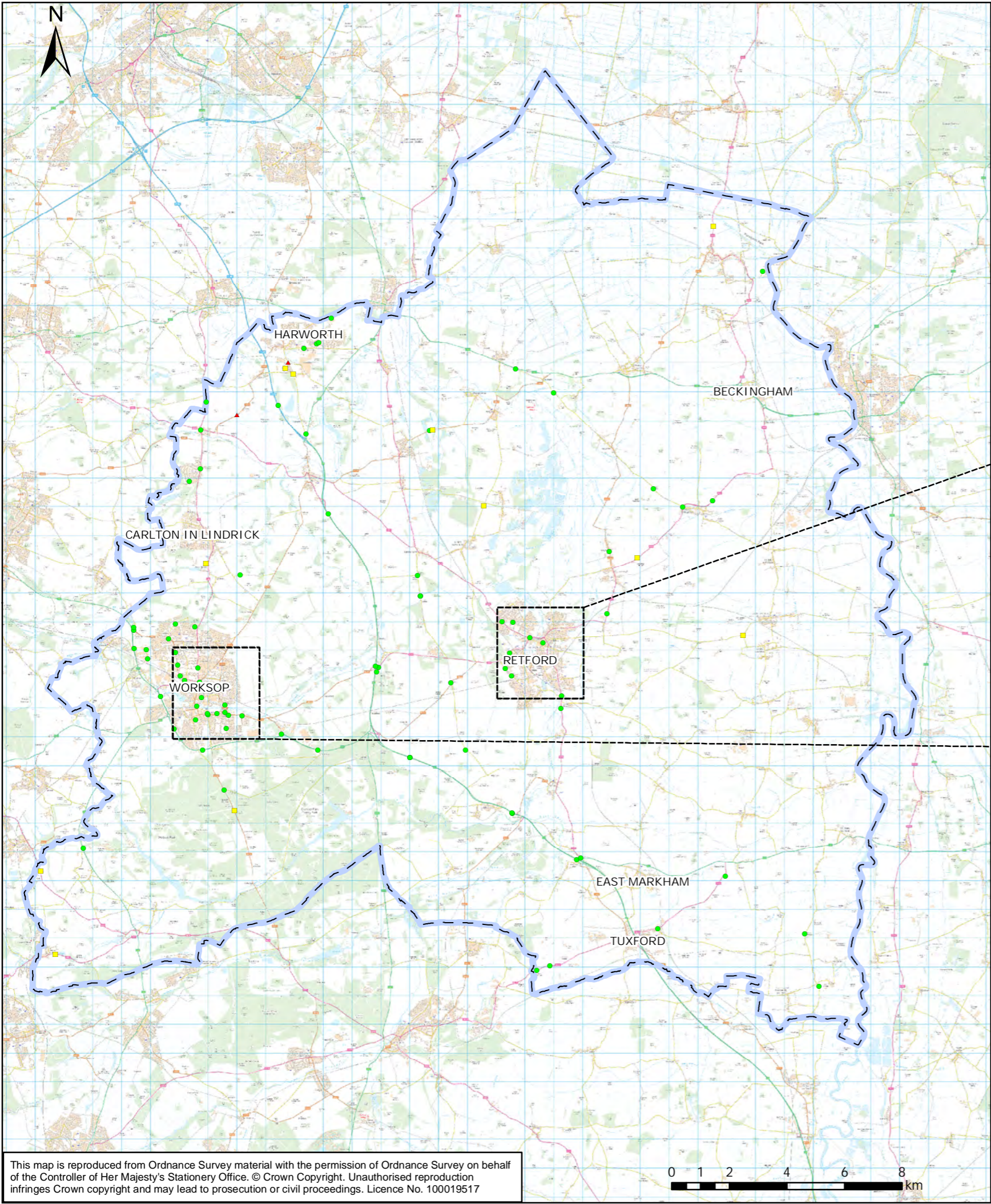
Project:
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Drawing Title:
Figure 4:
Collisions Plot - Pedal Cycle Collisions

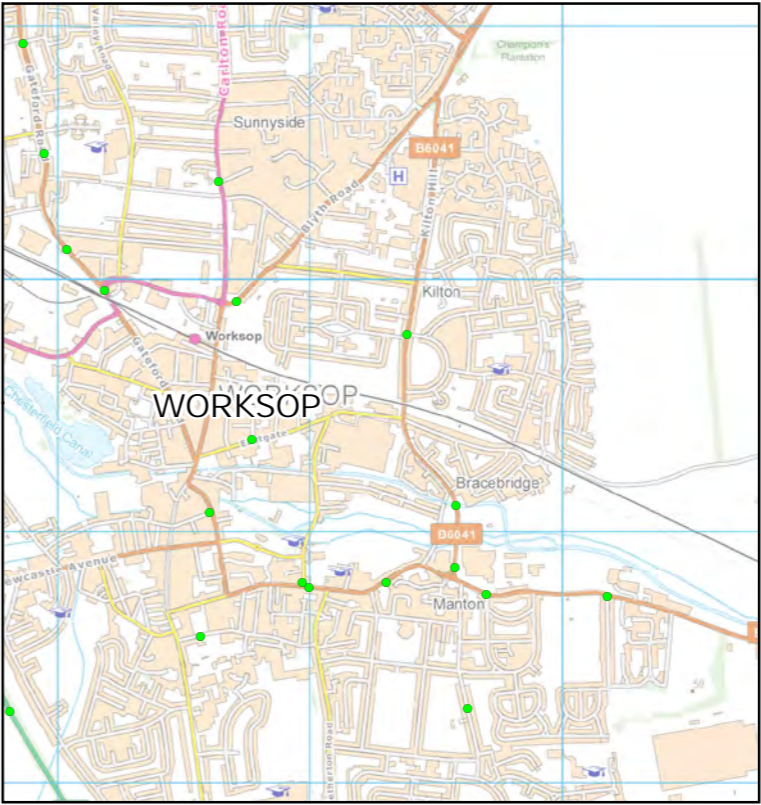
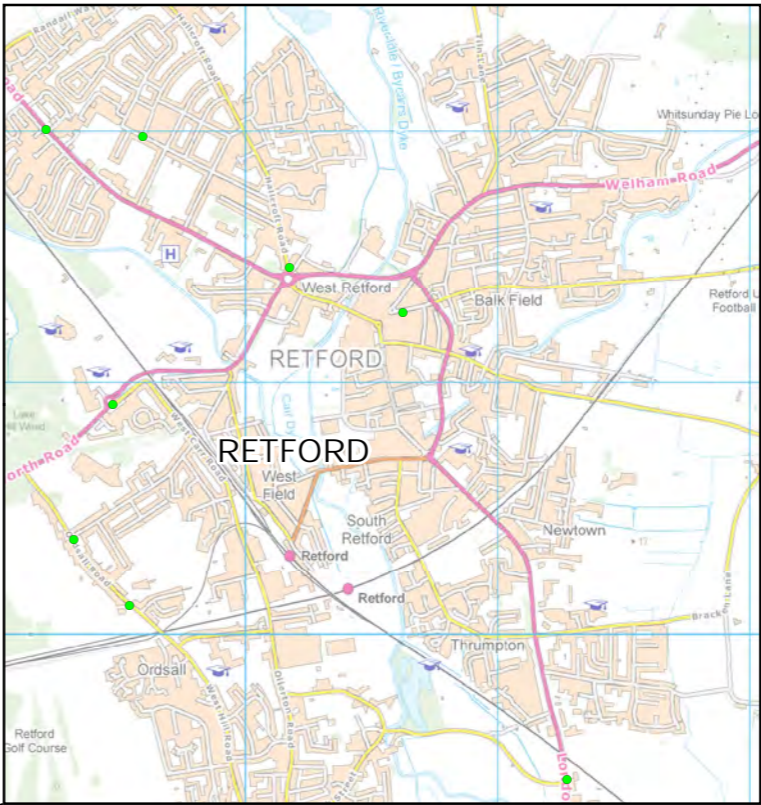
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Project No.	Office	Type	Drawing No.	Revision
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Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 5:
Collisions Plot - Motorcycle Collisions


Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
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Legend


 Bassetlaw District Boundary

 Main Urban Areas

Highway Classifications

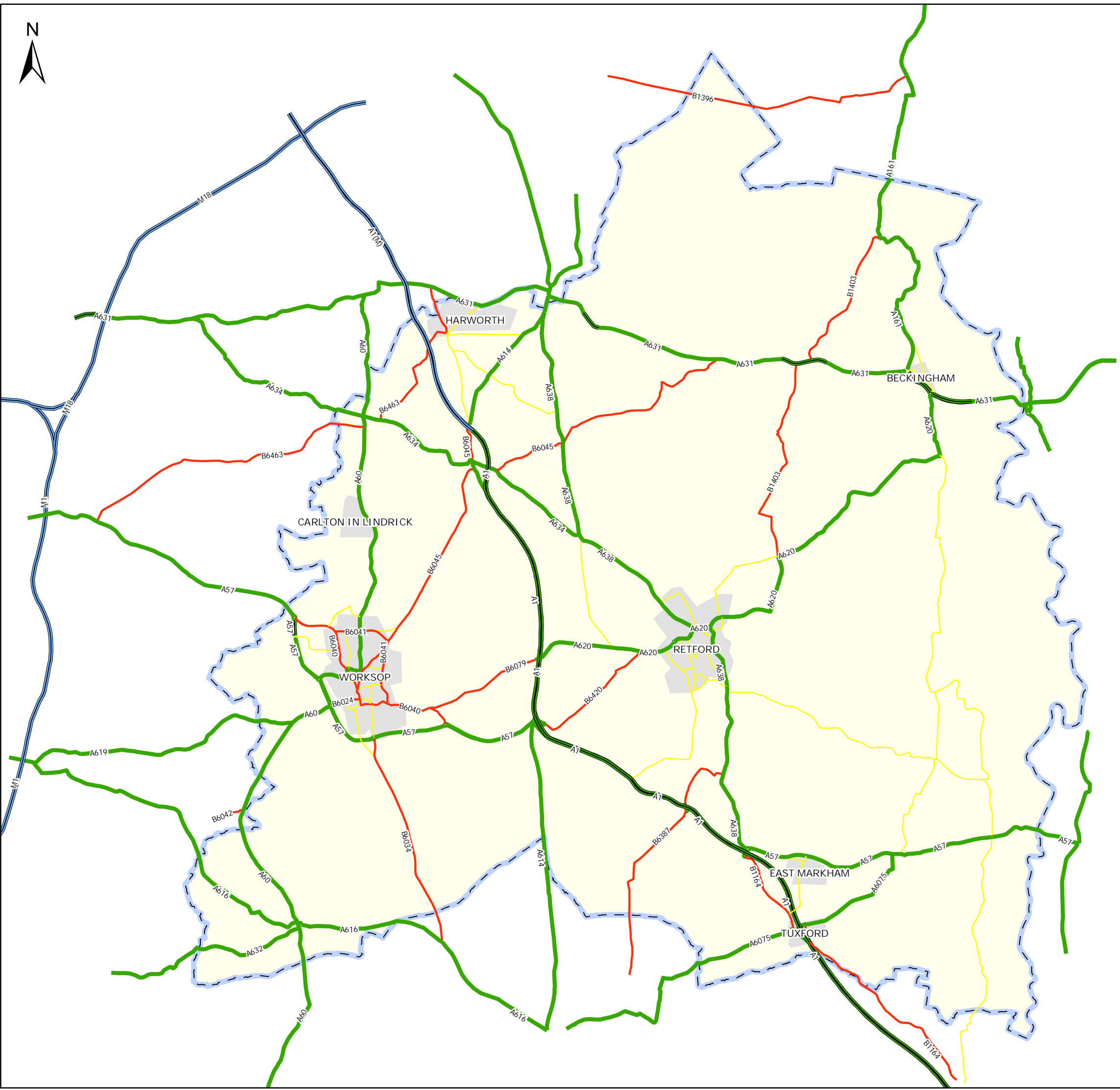
 Motorway

 A Road

 A Road - Dual Carriageway

 B Road

 Minor Roads



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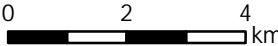
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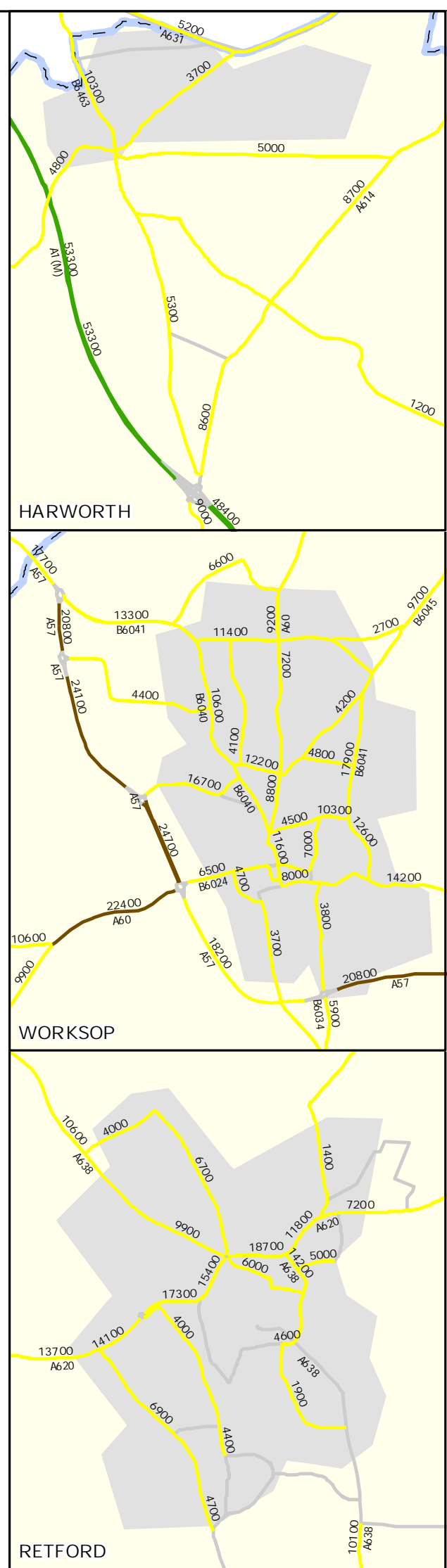
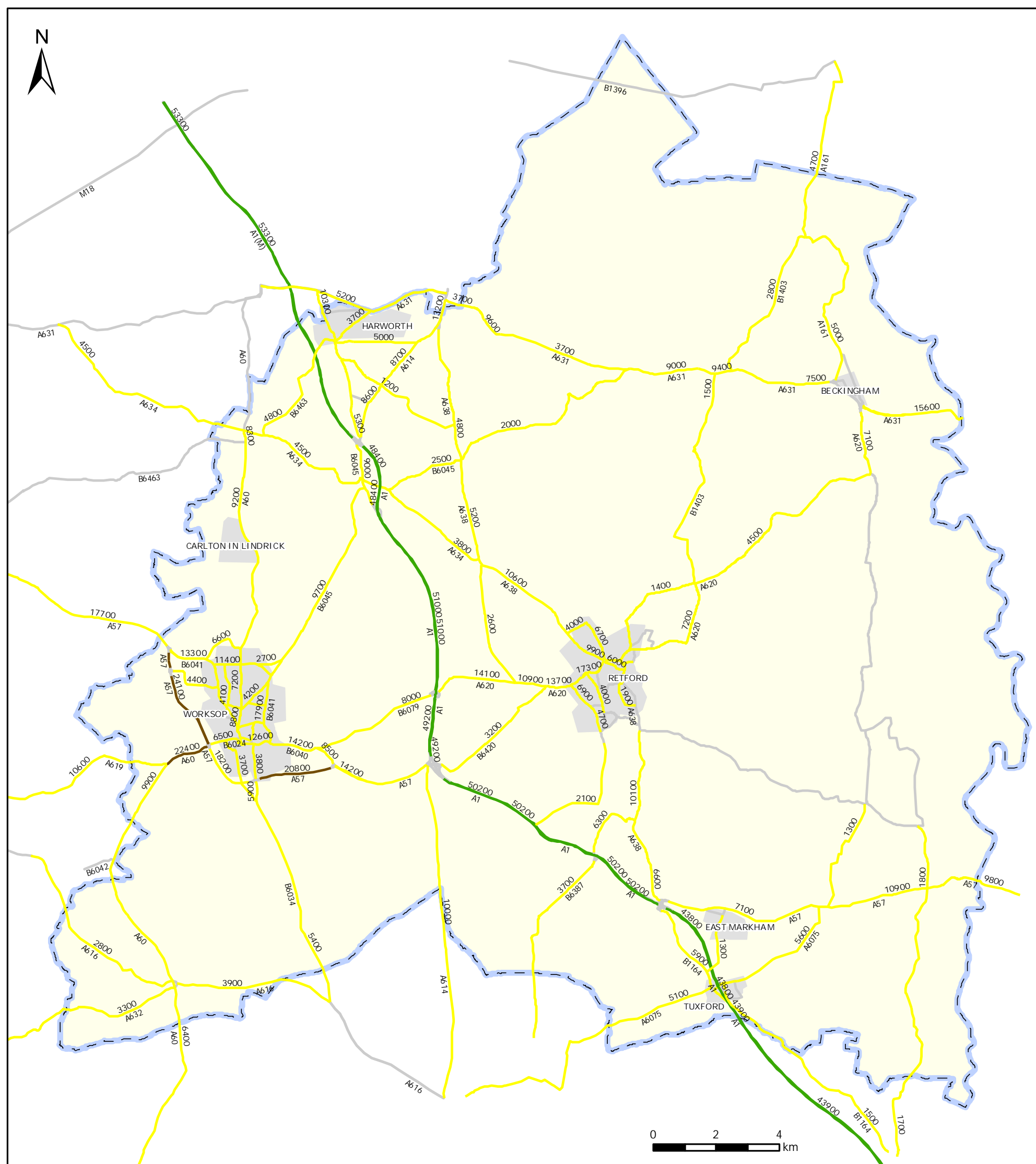
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Drawing Title:

Figure 6
Existing Road Network

Scale @ A3 NTS	Drawn JJC	Date 12/02/18	Checked ASG	Date 12/02/18	Approved ASG	Date 12/02/18
Project No. A102341	Office 35	Type 18	Drawing No. 006	Revision -		





Legend

AADT Flows (2-way VPD)

- No Count Data
- Under 20,000 Vehicles
- 20,000 - 40,000 Vehicles
- 40,000 - 60,000 Vehicles
- Over 60,000 Vehicles
- Bassetlaw District Boundary
- Main Urban Areas

Note: Values outside of the district are indicative only.

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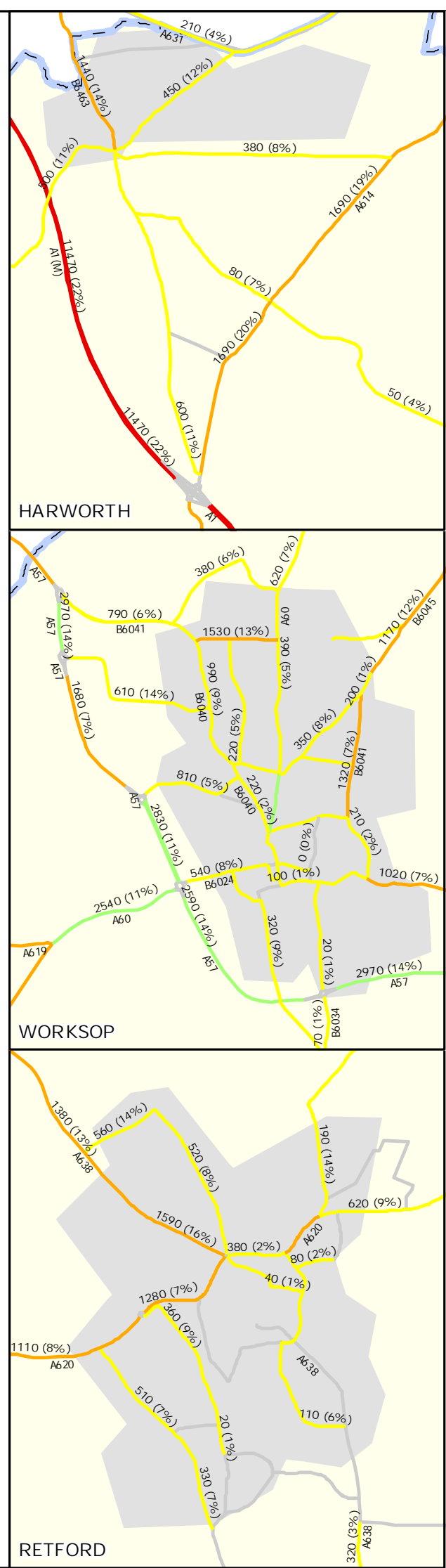
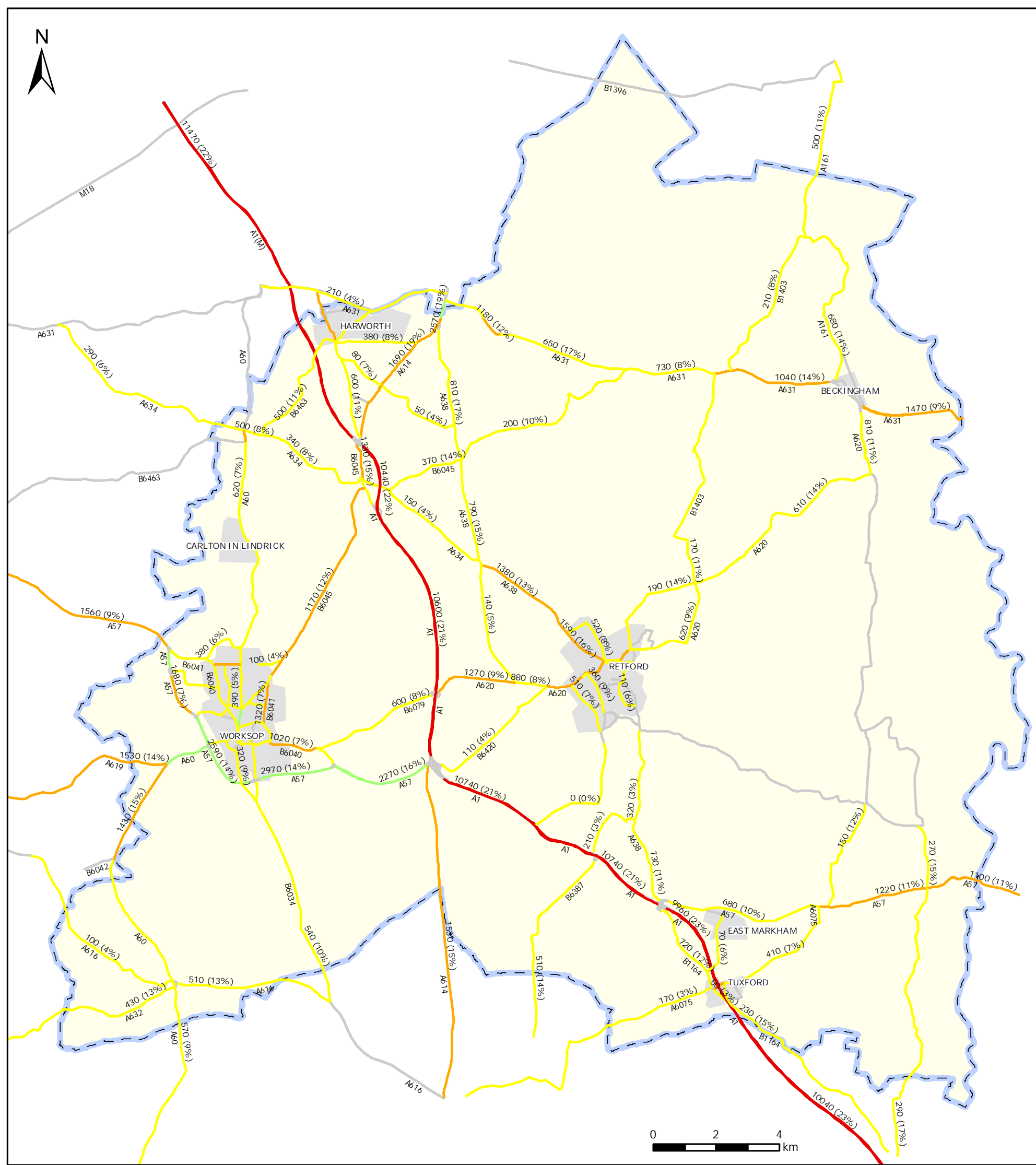
Project:

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Drawing Title:

Figure 7
2016 Existing AADT Flows

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	12/02/18	ASG	12/02/18	ASG	12/02/18
Project No.	Office	Type	Drawing No.	Revision		
A102341	35	18	007	A		



Legend

AADT Flows (2-way VPD)

- No Count Data
- Under 1,000 Vehicles
- 1,000 - 2,000 Vehicles
- 2,000 - 4,000 Vehicles
- 4,000 - 8,000 Vehicles
- Over 8,000 Vehicles
- Bassetlaw District Boundary
- Main Urban Areas

Note: Values outside of the district are indicative only.

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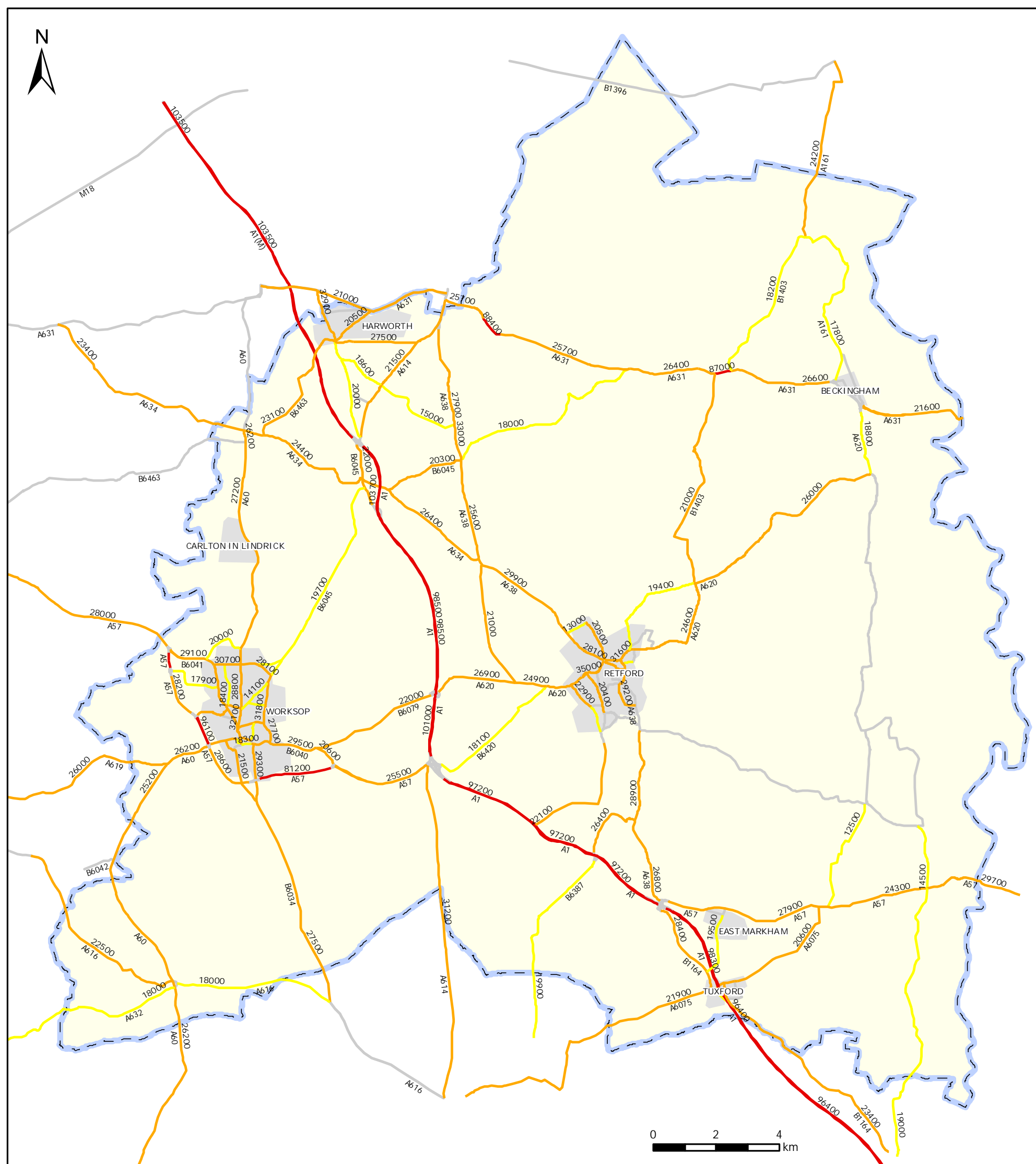
Project:

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Drawing Title:

Figure 8
2016 Existing HGV Flows and HGV Percentages

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NTS	JJC	12/02/18	ASG	12/02/18	ASG	12/02/18
Project No.	Office	Type	Drawing No.	Revision		
A102341	35	18	008	A		



Legend

Congestion Reference Flow

- No Data
- Under 20,000
- 20,000 - 40,000
- 40,000 - 60,000
- 60,000 - 80,000
- Over 80,000
- Bassetlaw District Boundary
- Main Urban Areas

Note: Values outside of the district are indicative only.

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REV	DESCRIPTION	BY	CHK	APP	DATE

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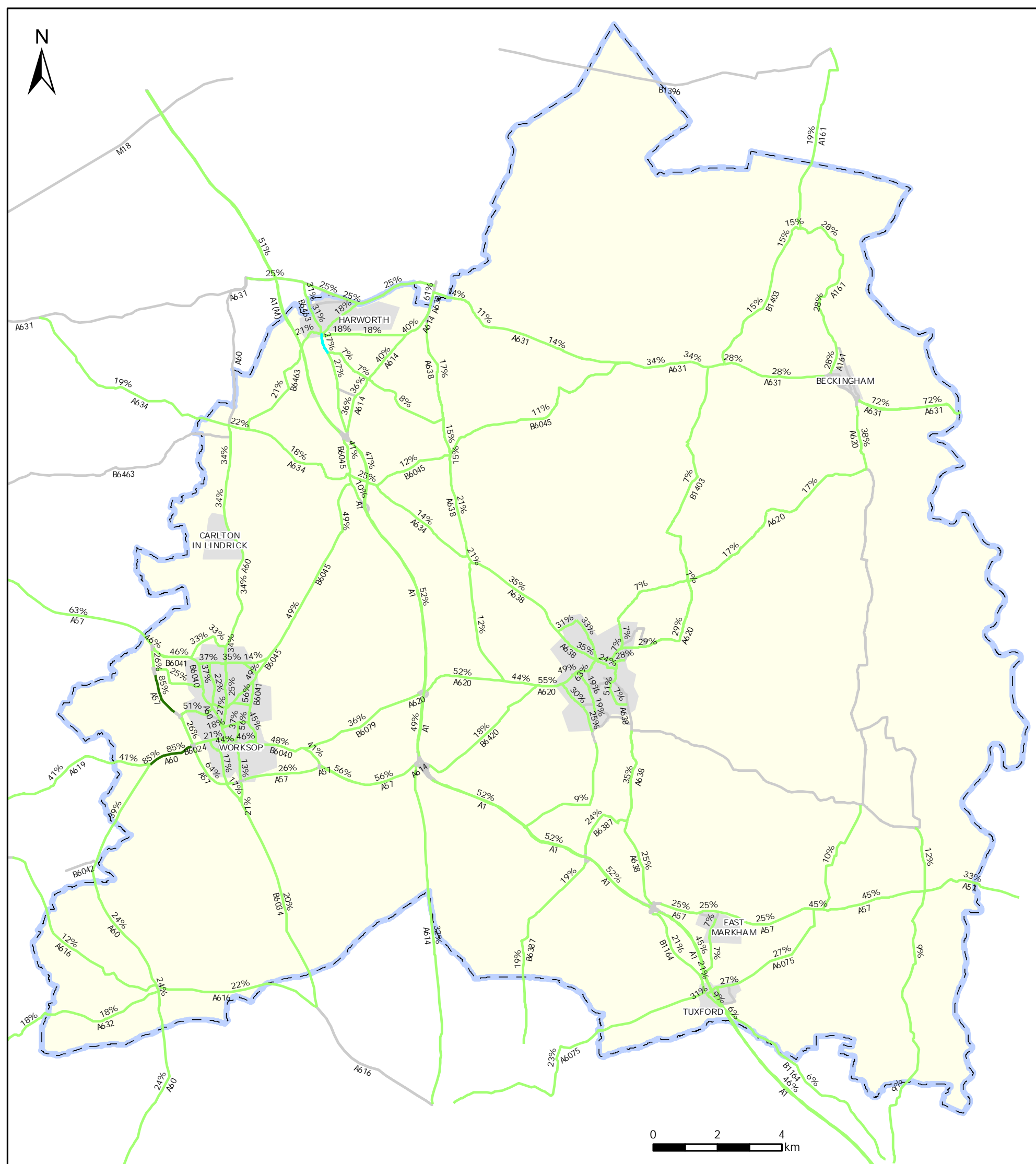
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Drawing Title:
Figure 9
CRF Existing Link Flows

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
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Project No.	Office	Type	Drawing No.	Revision		
A102341	35	18	009	A		



Road Link Congestion

1% - 74%

75% - 89%

— 90% - 99%

— 100% and greater

 Bassetlaw District Boundary

Main Urban Areas

Note: Values outside of the district are indicative only.

A	Missing Link Data Added	PJ	ASG	ASG	20/07/1
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Project: **Bassetlaw Transport Study Update**

Drawing Title:
Figure 10
2016 Existing Network Link Based Stress Plan

Scale: @ A3 NTS	Drawn JJC	Date 12/02/18	Checked ASG	Date 12/02/18	Approved ASG	Date 12/02/18
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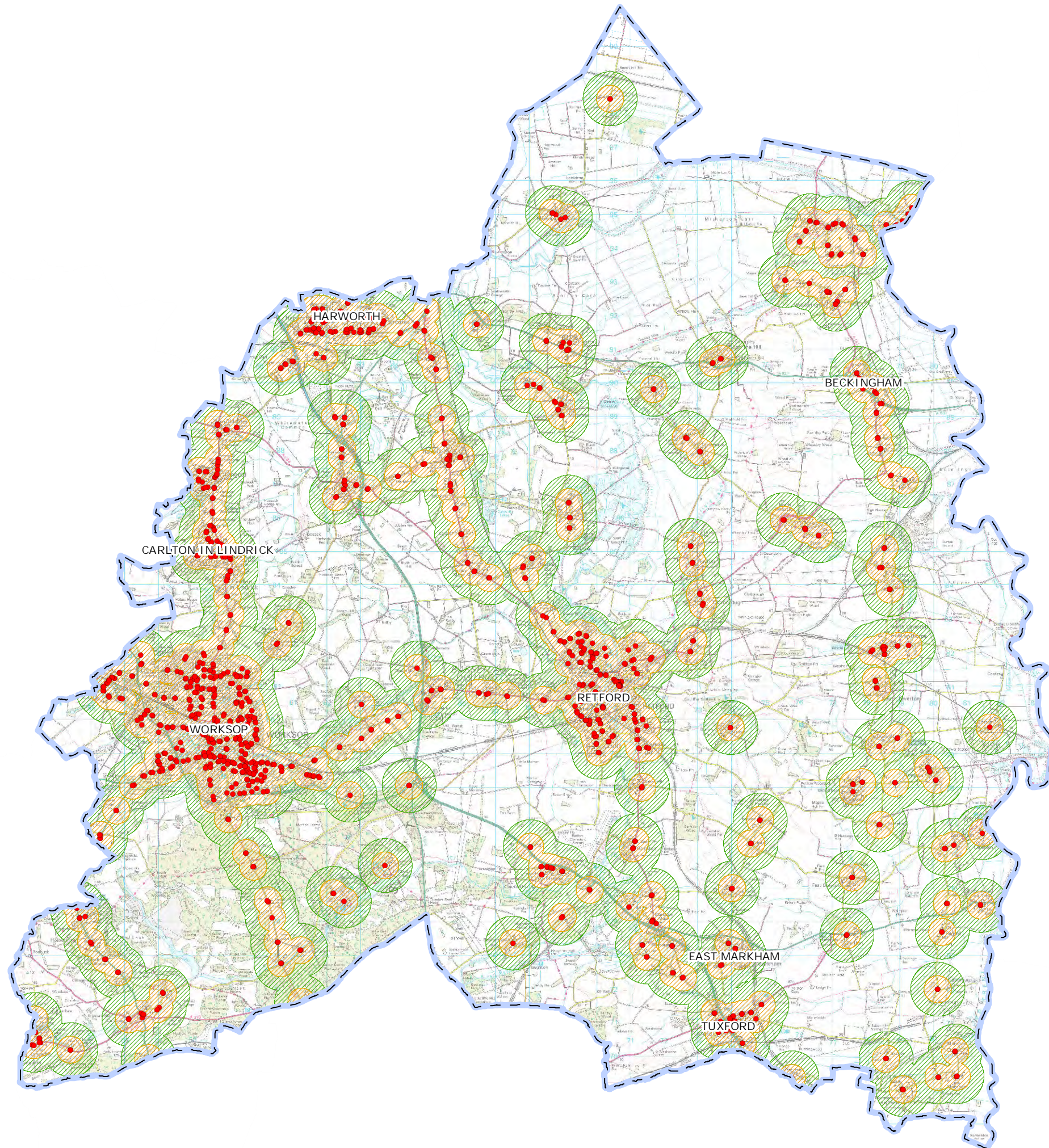
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Drawing Title:
Figure 11
Existing Bus Service Network

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NTS	PJ	12/02/18	ASG	12/02/18	ASG	12/02/18
Project No.	Office	Type	Drawing No.	Revision		
A102341	35	18	011	-		

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Legend

-  Bassetlaw District Boundary
-  Bus Stops
-  400m Walk Buffer From Bus Stop
-  800m Walk Buffer From Bus Stop

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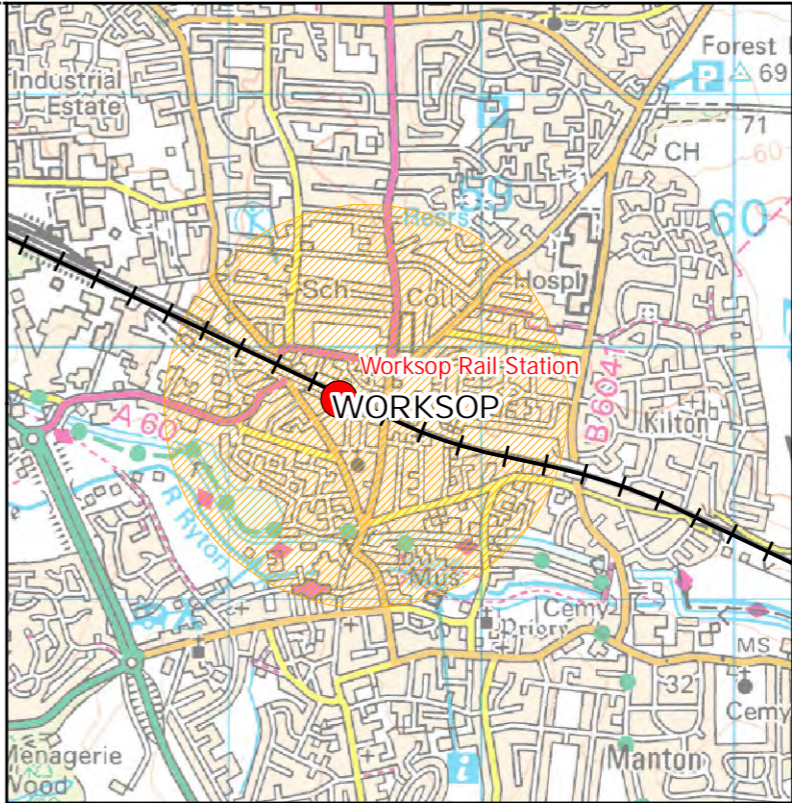
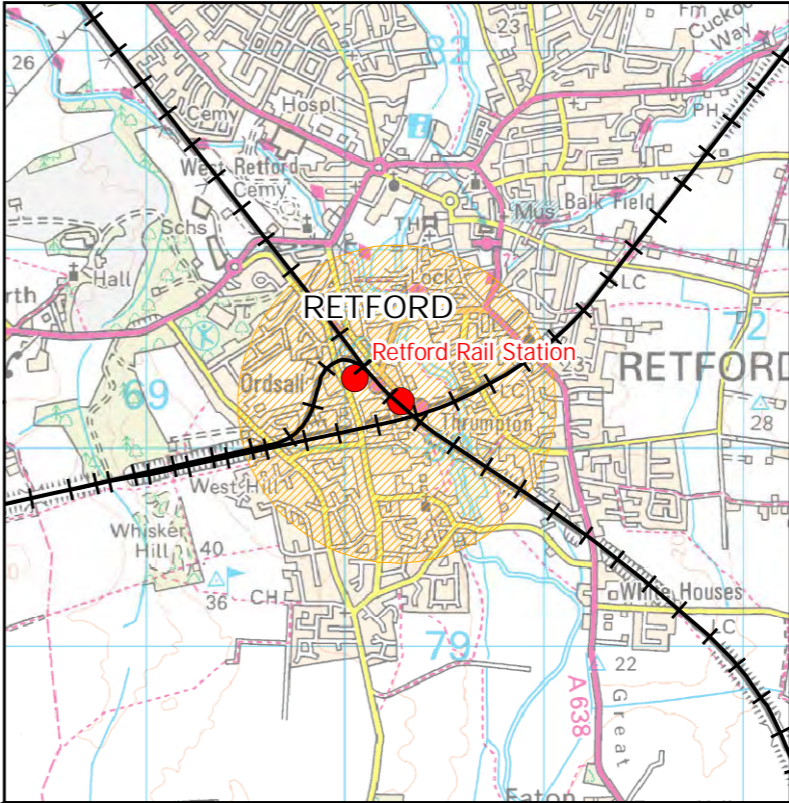
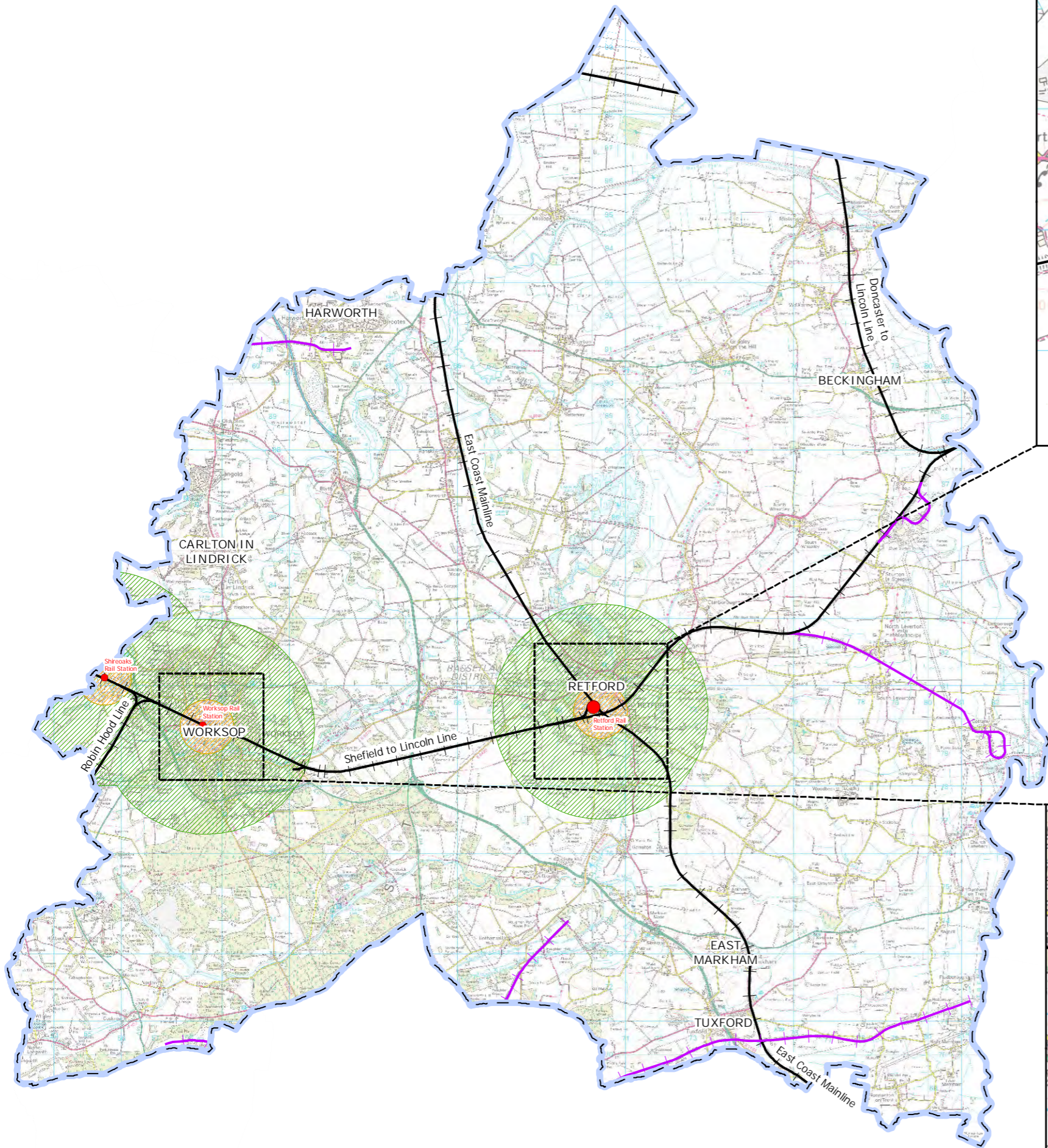
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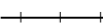



Figure 12
Exisiting Bus Stops

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
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Project No.	Office	Type	Drawing No.	Revision		
A102341	35	18	012	-		

0 2 4 km



Legend

-  Bassetlaw District Boundary
-  Railway Station
-  Passenger Railway Line
-  Freight Railway Line
-  800m Walk Buffer From Railway Station
-  3.2km Cycle Buffer From Railway Station

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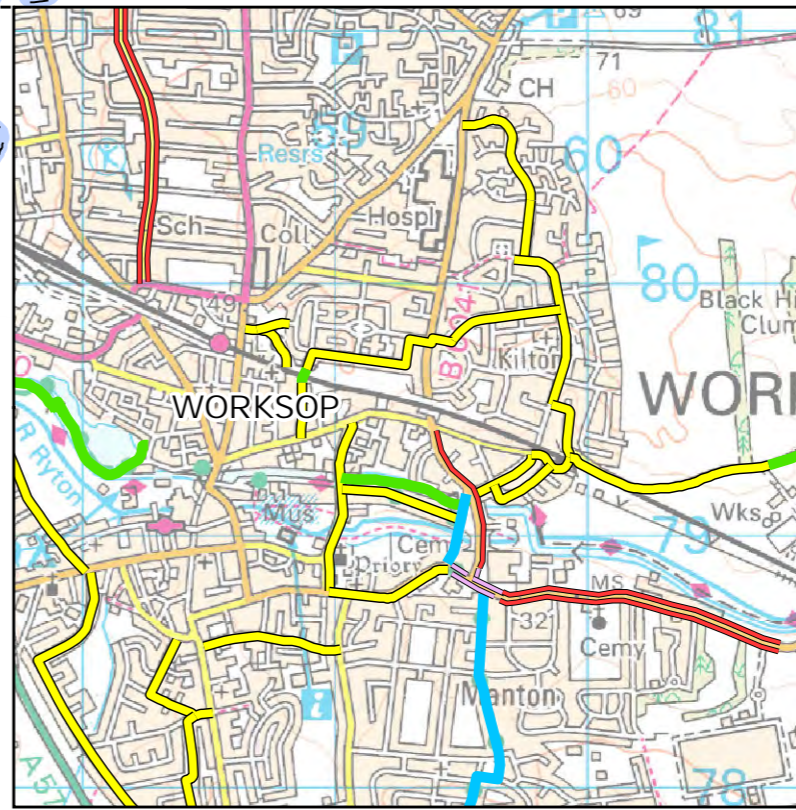
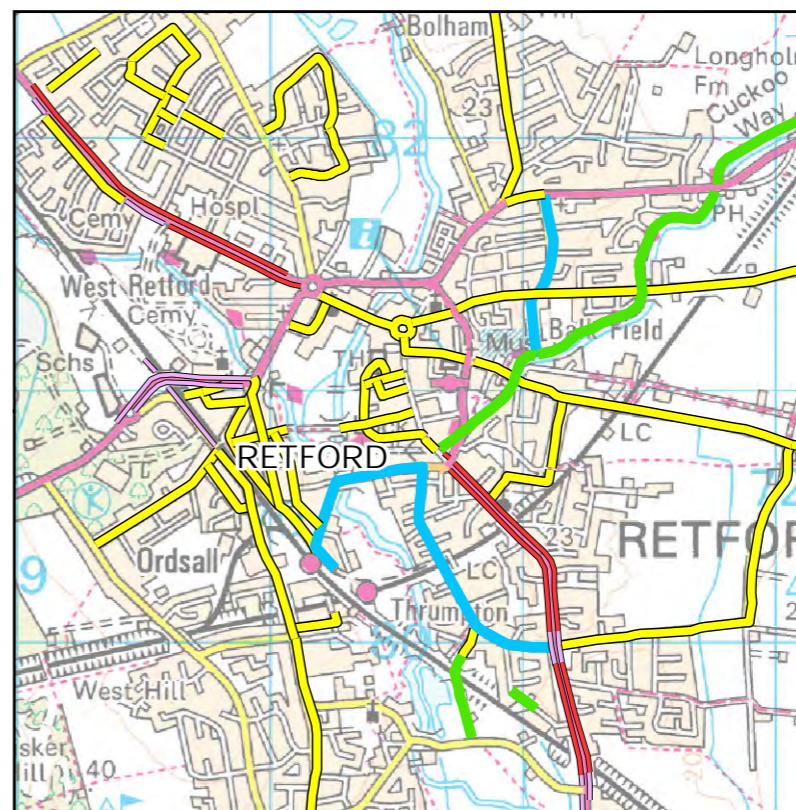
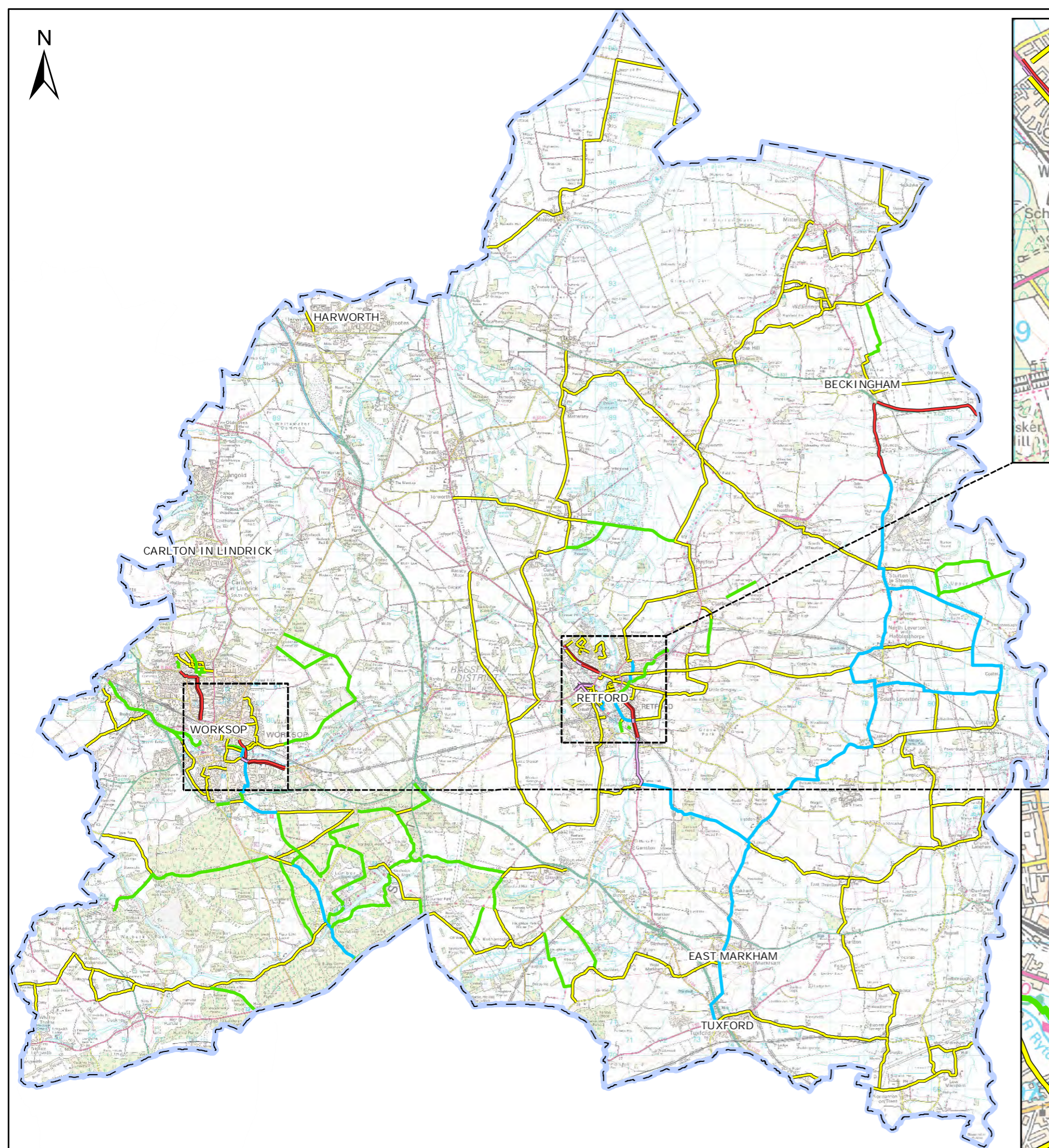
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Project:
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Drawing Title:
Figure 13
Existing Passenger Rail Network

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Project No. A102341	Office 35	Type 18	Drawing No. 013	Revision -		





- Legend**
- Bassetlaw District Boundary
 - Road suggested for cycling
 - On-road cycle lane
 - On-road cycle route (signed)
 - Off-road cycle facility (highway)
 - Off-road cycle track (leisure routes e.g. towpath)

Note:
Classifications of infrastructure are based on Figure 37 from the Nottinghamshire County Council Local Transport Plan Evidence Base Report

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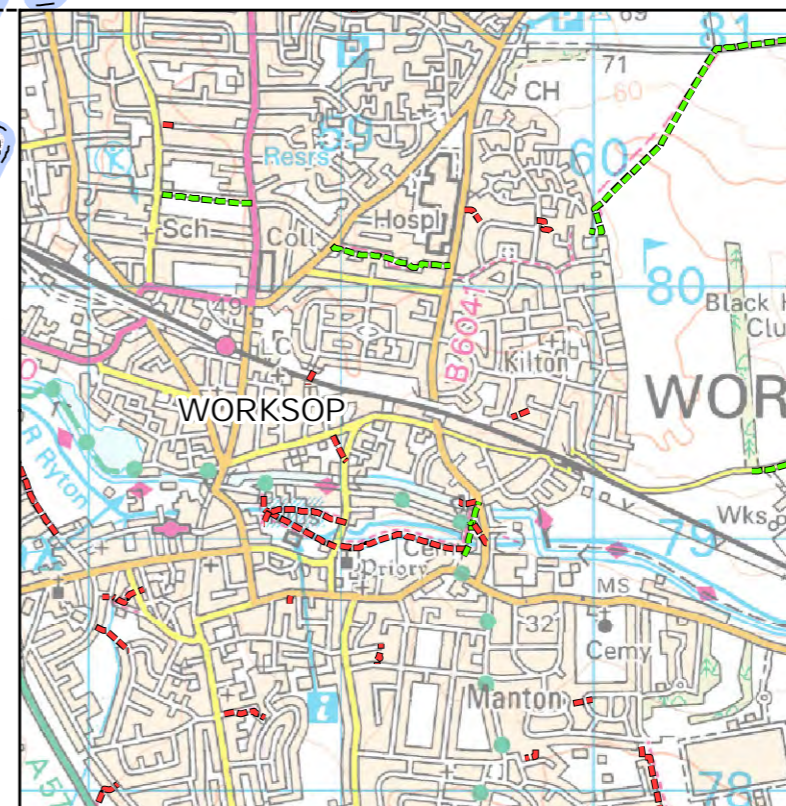
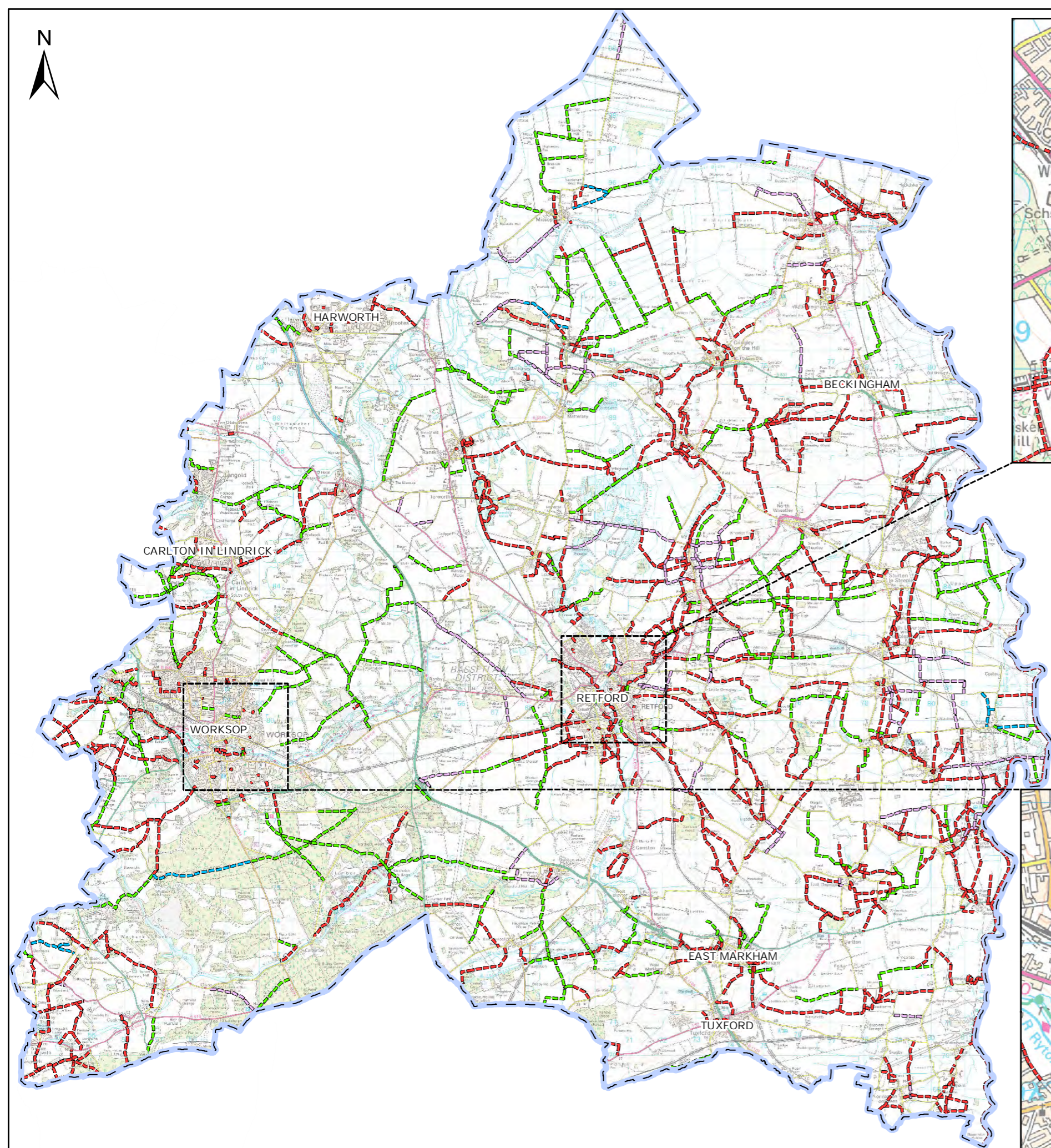
Project:
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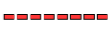
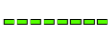


Drawing Title:
Figure 14
Existing Cycling Infrastructure

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- Legend**
-  Bassetlaw District Boundary
 -  Footpaths
 -  Bridleways
 -  Byways (BOAT)
 -  Restricted Byways

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Drawing Title:
Figure 15
Existing Public Rights of Way

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Project No.	Office	Type	Drawing No.	Revision		
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Legend



Bassetlaw District Boundary



Structural Weight Limit



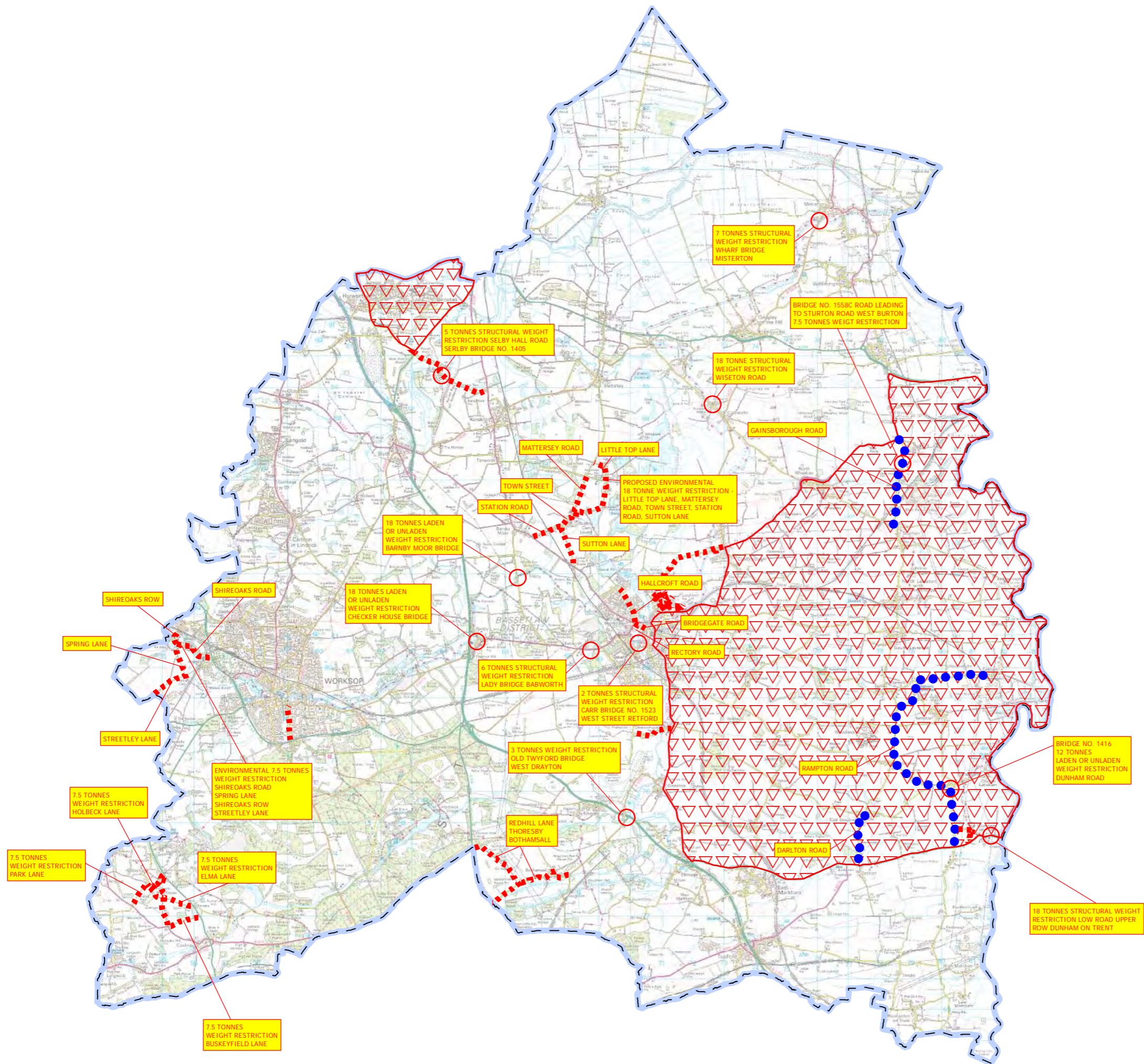
Roads Exempt From Weight Restriction



7.5 Tonnes Environmental Weight Restriction or As Specified



Area Wide 18 Tonnes Environmental Weight Restriction



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Project:
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Drawing Title:
Figure 16
Existing HGV Weight Restrictions

Scale @ A3 NTS	Drawn AM	Date 04/04/17	Checked ASG	Date 04/04/17	Approved ASG	Date 04/04/17
Project No. A102341	Office 35	Type 18	Drawing No. 016	Revision -		

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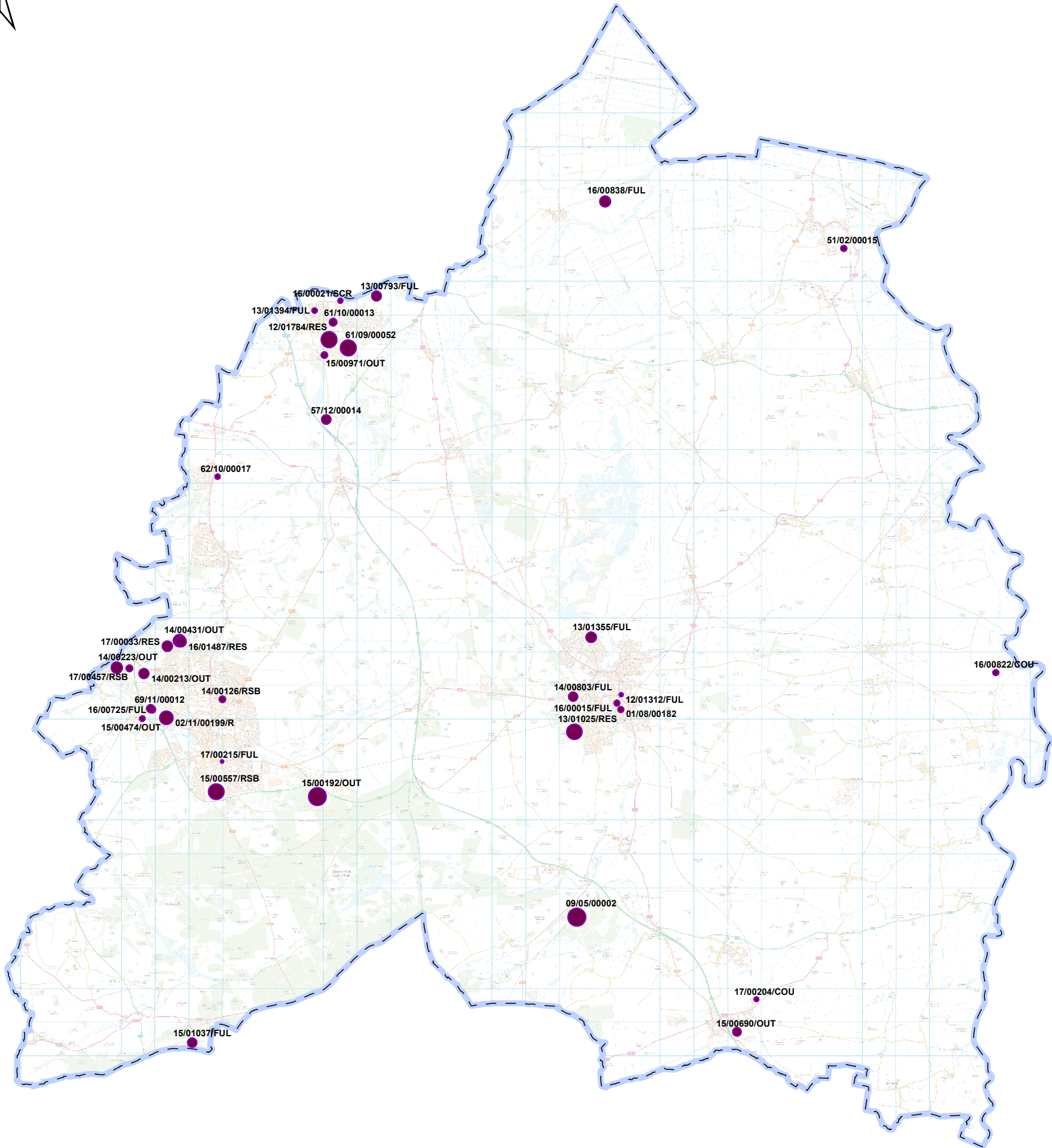
Legend



Bassetlaw District Boundary



Committed Development



Location	Application Number	Size of Development by Development Use-Class				
		C3 (Dwellings)	100 sqm Floor Area			A1
			B1	B2	B8	A1
Harworth & Bircotes						
Scrooby Road, Harworth	61/09/00052	736				
Plumtree Farm, Harworth	13/00793/FUL	250				
Phase 1A, Harworth Colliery	12/01784/RES	118				
Beverley Road, Harworth	61/10/00013	85				
Thompson Avenue, Harworth	13/01394/FUL	71				
Bawtry Road, Harworth	16/00021/SCR	650				
West of Blyth Road, Blyth	57/12/00014		223	223	223	
Land At Sunny Nook Farm, Blyth Road, Harworth	15/00971/OUT		783	783	783	
Worksop						
Gateford Road South, Worksop	14/00213/OUT	380	190			
Ashes Park Avenue, Worksop	14/00431/OUT	332				
Gateford Park, Worksop	16/01487/RES	250				
Wingfield Avenue, Worksop	14/00126/RSB	225				
Former Portland School, Worksop	15/00557/RSB	88				
Abbey Street, Worksop	17/00215/FUL	51				
Land At Gateford Park, Ashes Park Avenue, Worksop	17/00033/RES	168				
Land South West of Worksop Bypass	15/00192/OUT		310	310	310	
Former Vesuvius Works, Sandy Lane, Worksop	02/11/00199/R		120	120	55	
Retford						
West Hill, Retford	13/01025/RES	198				
Elizabethan High School, Retford	13/01355/FUL	93				
Thrumpton Lane, Retford	01/08/00182	73				
London Road, Retford	12/01312/FUL	52				
West Carr Road, Retford	14/00803/FUL	68				
Icon Polymer Limited, Thrumpton Lane, Retford	16/00015/FUL		-7	-118		48
Villages						
Land North East of St Lukes School, Shireoaks Common, Shireoaks	14/00223/OUT	175	513	513	513	
Woodend Farm, Coach Road, Shireoaks	17/00457/RSB	73				
Tylden Road, Rhodesia	15/00474/OUT	111				
Cemetery Road, Langold	62/10/00017	92				
Ashvale Road, Tuxford	15/00690/OUT	86				
Former Dormer Tools, Land North East of Shireoaks Road, Worksop	16/00725/FUL	80				
Shireoaks Road, Rhodesia	69/11/00012	70				
Welbeck Colliery, Cuckney	15/01037/FUL	65	127			2
Fox Covert Lane, Misterton	51/02/00015	55				
Bevercotes Colliery	09/05/00002			1,175	1,175	
Dales Lane, Misson	16/00838/FUL			96		
Coates Farm, Cottam	16/00822/COU				47	
Lincoln Road, Tuxford	17/00204/COU				118	
Total		4,695	2,259	3,102	3,224	50

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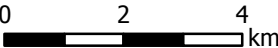
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Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 17
Committed Development Site Locations

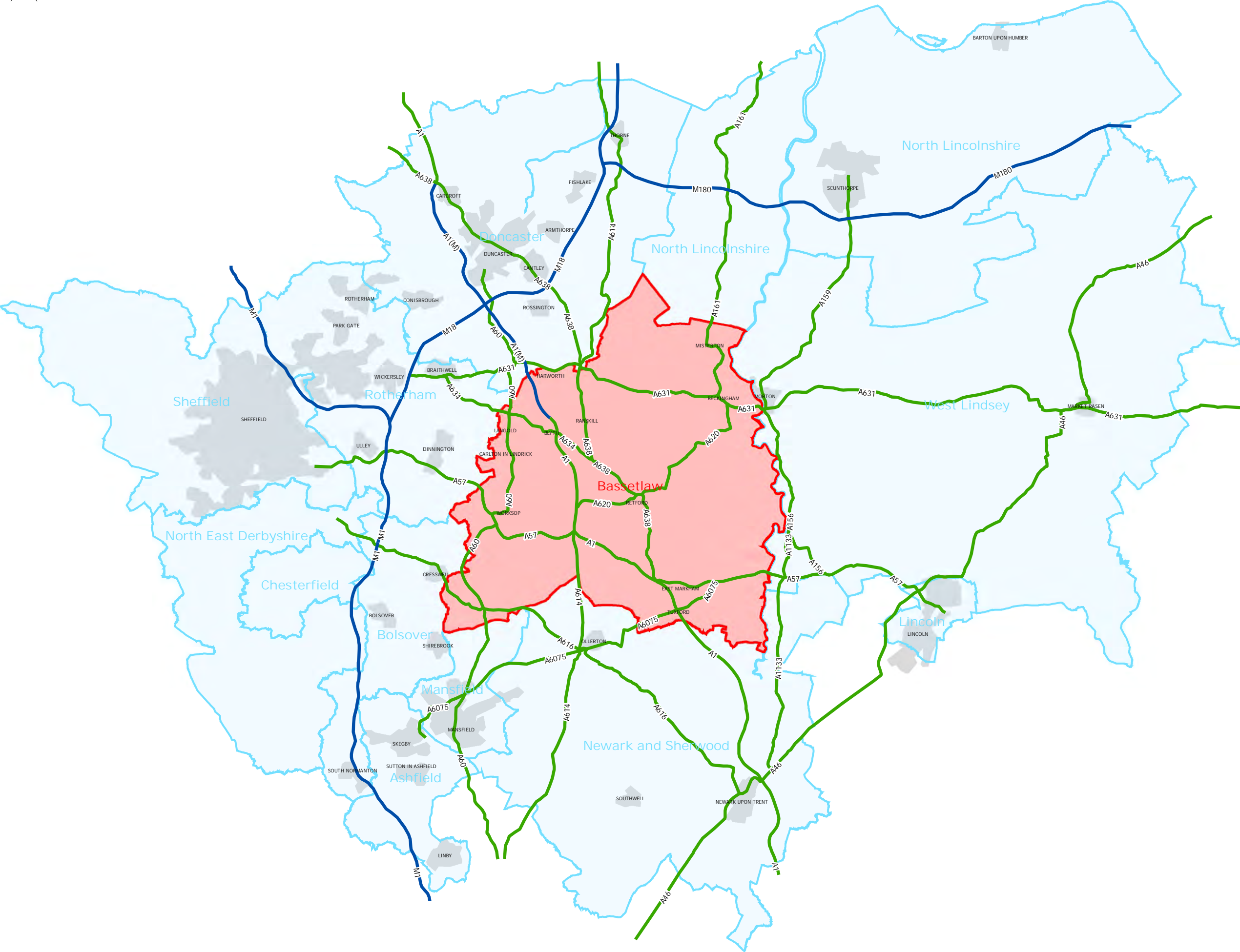
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Project No. A102341	Office 35	Type 18	Drawing No. 017	Revision -		





Legend

- Major Road Network
- Motorway Network
- Bassetlaw District
- Surrounding District Boundaries
- Main Urban Areas



REV	DESCRIPTION	BY	CHK	APP	DATE
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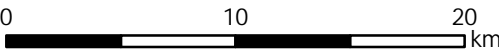
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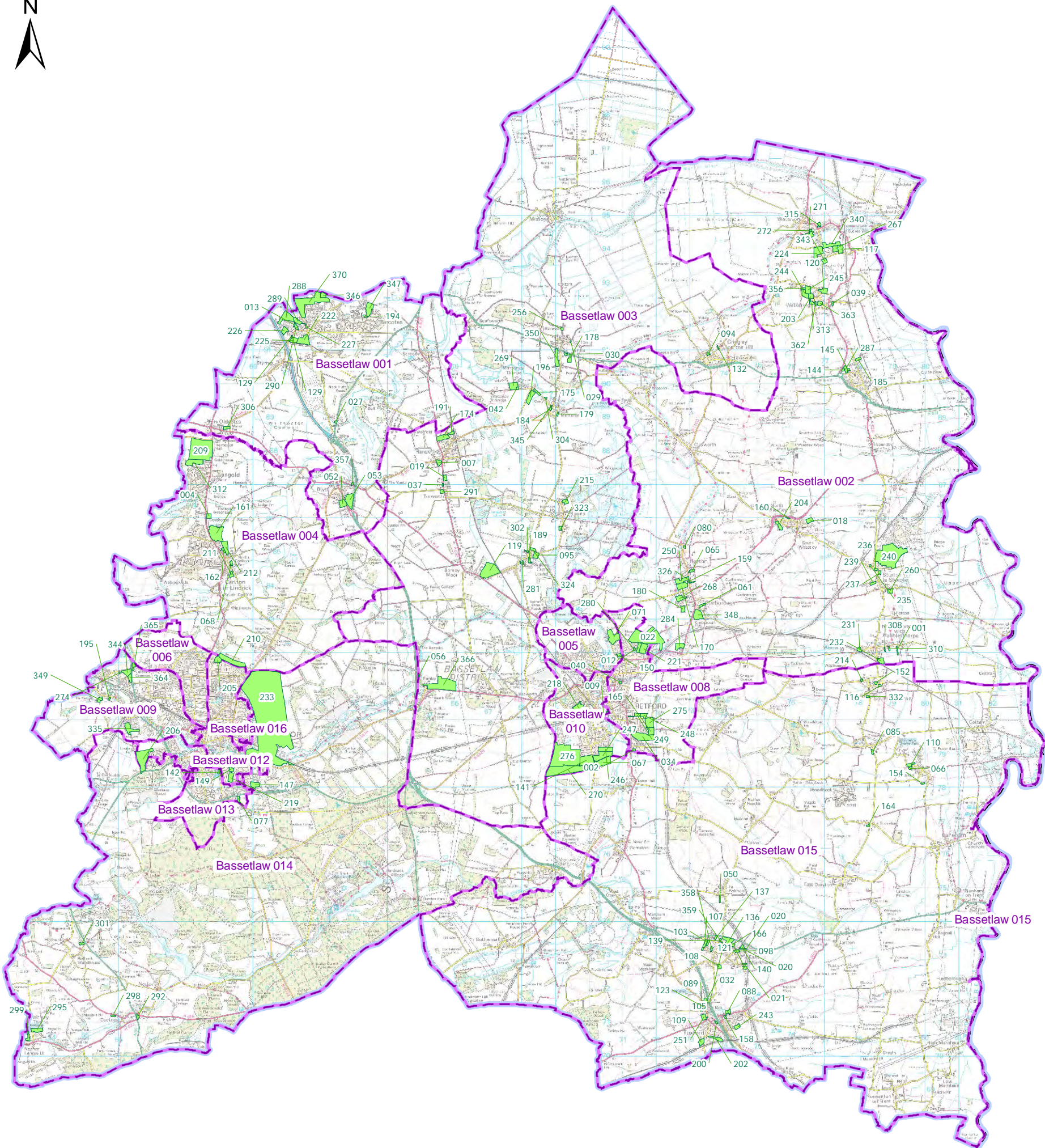


Project:
Bassetlaw District Transport Study

Drawing Title:
Figure 18
Adjacent Districts and Main Connecting
Routes

Scale @ A3 NTS	Drawn JJC	Date 12/02/18	Checked ASG	Date 12/02/18	Approved ASG	Date 12/02/18
Project No. A078085	Office 35	Type 18	Drawing No. 018	Revision -		






Ref.	Location	Area (ha)
001	Sunnycroft, Habbleshorpe Road	0.7
002	Montagu House, London Road	0.6
004	34 West View, Doncaster Road	1.7
007	Thorne House, Blyth Road	2.0
009	Land adjacent to Retford Railway Station	1.2
012	The Drive, Park Lane	2.6
013	Land rear of Holly Court and Briar Court	0.3
018	Top Pasture Lane	2.4
019	Geat North Road	1.6
020	Lincoln Road	0.3
021	Nookin Field, Back Lane	0.5
022	Biggsby Road	34.2
027	NAWOC Bawtry Road	0.4
029	Croft Way	0.2
030	Hall Farm Yard, Gainsborough Road	0.5
032	Markham Road	1.8
034	Kennilworth Nursery	12.7
037	West side Great North Road	0.3
039	The Laurels, Station Road	0.3
040	Kettlewells, Raglan Road	0.5
042	Broomfield Lane	0.4
050	Top Street	0.7
052	West of Spital Road	3.9
053	East of Spital Road	7.9
056	Blyth Road	0.2
061	Stamford Works	1.2
065	42 Main Street	1.0
066	South of Treswell Road	0.7
067	Ollerton Road	9.5
068	Greenway	0.9
071	Tiln Lane	9.3
077	Workshop Golf Club, Windmill Lane	1.2
080	Bridge Fam, Main Street	0.4
085	Cocking Lane	0.7
088	Lincoln Road	1.7
089	Markham Road	1.1
094	Low Street	0.6
095	Lound Low Road	2.6
098	Pond Farm, Plantation Road	1.4
103	Great Lane	0.9
105	Old Hall Lane	0.7
107	West of Great Lane	2.1
108	South of Mark Lane	1.4
109	Egmontan Road	2.4
110	North of Treswell Road	1.8
116	Poplar Farm	0.6
117	Fox Covert Lane	3.3
119	Great North Road	17.1
120	North of Mill Balk Road	3.1
121	Quakefield Road	0.9
123	Eldon Street	0.4
129	Styrrup Road	0.2
132	Manor Farm, Finkell Street	0.3
136	Askham Road	5.3
137	North of High Street	0.6
139	Askham Road	0.5
140	High Street	1.1
141	Land south of the common, Ordsall	10.7
142	Former Bassetlaw Learning Centre	0.8
144	West of Beecher Lane	0.6

Ref.	Location	Area (ha)
145	Moat House, Gringley Road	0.6
147	Manton Primary School site	3.7
149	Talbot Road	1.7
150	Bolham Lane Yard	1.1
152	Croft House, Town Street	0.7
154	Glendhoon, Laneham Street	0.4
158	56 Lincoln Road	0.5
159	The Old Farmhouse, Main Street	0.2
160	Land at The Old Plough, Top Street	0.2
161	Doncaster Road	15.9
162	Doncaster Road	0.9
164	Bank Farm, Main Street	0.5
165	South of Grove Coach Road	3.6
166	West of Top Cart Gaps	0.9
170	West of Main Street	5.1
174	Folly Nook Lane	4.7
175	Thorpe Road	1.3
178	The Willows, Gainsborough Road	2.1
179	National Ministry Centre, Retford Road	0.5
180	Big Lane	2.0
184	Laurels Farm, Main Street	0.6
185	Walkeringham Road	1.3
189	Lound Low Road	1.1
191	Folly Nook House	1.3
194	Whitehouse Road	0.5
195	Shireoaks Road	0.4
196	Manor Farm, Brecks Road	5.0
200	Denstone House, Lincoln Road	0.4
202	St Johns College Farm, Newcastle Street	2.9
203	South Moor Road	2.1
204	South east of Low Street	2.3
205	Land off Carlton Road	3.1
206	Mansfield Road	16.3
209	Doncaster Road	44.2
210	Peaks Hill Farm	10.8
211	Greenway	1.5
212	Land at North Farm, The Green	5.1
214	Priory Farm, Retford Road	0.4
215	East of Town Street	2.0
218	Sandhills, Manvers Road	7.0
219	Manton Allotment site	3.6
221	Park Lane	5.5
222	Blyth Road	7.6
224	Grovewood Road	8.3
225	East of Styrrup Road	2.9
226	South of Common Lane	2.8
227	Corner Farm, Tickhill Road	0.4
231	North of Main Street	1.3
232	East of Southgore Road	2.8
233	Osberton Estate	261.7
235	Station Road	0.3
236	Station Road	0.7
237	Cross Street	0.9
239	Freemans Lane	1.2
240	North of Sturton village	42.2
243	South of Gilbert Avenue	1.8
244	East of West Moor Road	3.4
245	South of North Moor Road	3.5
246	South east of Ollerton Road	5.3
247	South east of Ollerton Road	9.8

Ref.	Location	Area (ha)
248	Bracken Lane	2.1
249	Bracken Lane	1.8
250	South of St Peters Church	4.5
251	Eldon Street	2.1
256	Everton Sluice Lane	0.6
260	South of Church Street	1.9
267	Grange Drive	2.7
268	Broad Gores	3.5
269	Broomfield Lane	5.0
270	Ollerton Road	29.9
271	South of Ashdown Way	4.9
272	South of Meadow Drive	0.6
274	Shireoaks Common	0.2
275	Grove Coach Road	6.6
276	West of Brecks Road	47.4
280	The Chase, Park Lane	0.5
281	30 Town Street	0.7
284	Pinfolds Farm	4.2
287	Moat House, Church Street	1.5
288	North of Thornhill Road	8.7
289	Tickhill Road	3.0
290	Church Walk	1.4
291	Great North Road	1.1
292	Former Depot, Budby Road	0.9
295	Portland Road	3.4
298	Cresswell Road	0.7
299	South of Portland Road	1.8
301	Woodhouse Hall Farm, Holbeck Woodhouse	1.0
302	Stackyard, Mattersey Road	0.4
304	North of Thorpe Road	0.3
306	North of Blyth Road	1.5
308	The Old Plough, Main Street	0.4
310	South of The Cottage, Main Street	0.6
312	Chestnut Road	7.2
313	South Moor Road	1.2
315	Rear of 27A High Street	1.0
323	Yew Tree Farm, Town Street	1.0
324	Mattersey Road	1.3
326	Ridgely Wood Farm, Main Street	0.4
332	Meetinghouse Lane	0.8
335	Haggonfields Farm	5.8
340	Grovewood Road	5.6
343	Grove Wood Road	1.9
344	Woodend Farm	3.8
345	Rear of Sundial Cottage, Main Street	0.2
346	North View Farm, Bawtry Road	2.2
347	North of Essex Road	6.4
348	Church Lane	6.5
349	Hall Farm	1.6
350	Stonegate Farm, Mattersey Road	4.4
356	South Moor Road	0.5
357	Retford Road	0.5
358	York Street	0.7
359	Askham Road, High Street	0.8
362	Brickenhole Lane	0.4
363	West of North Moor Road	1.7
364	South of Woodend Farm	2.0
365	Shireoaks Common	1.5
366	Ranby House, Straight Mile	23.0
370	Land off Tickhill Road	26.2

Legend

-  Bassetlaw District Boundary
-  Middle Super Output Area
-  Growth Sites

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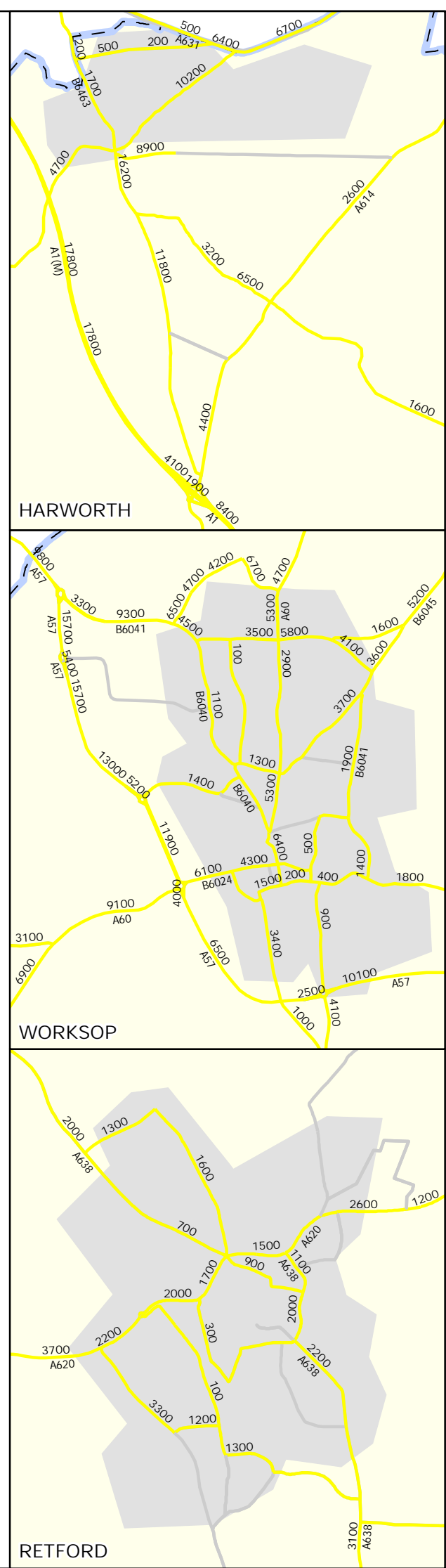
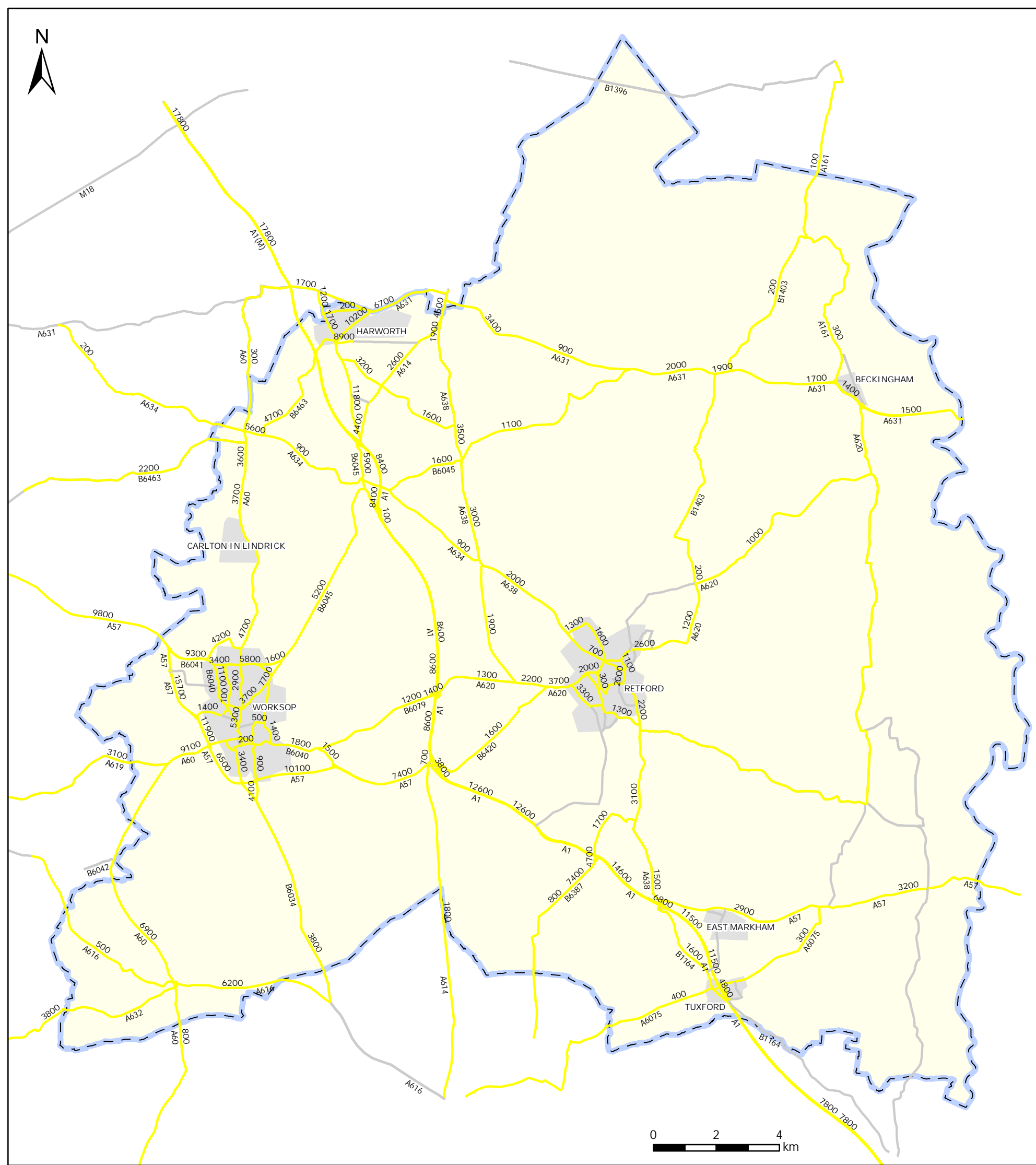
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Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 19
Possible Development Sites and MSOA
Boundaries

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	PJ	14/02/18	ASG	14/02/18	ASG	14/02/18
Project No.	Office	Type	Drawing No.	Revision		
A102341	35	18	019	-		



Legend

AADT Flows (2-way VPD)

- No Count Data
- Under 20,000 Vehicles
- 20,000 - 40,000 Vehicles
- 40,000 - 60,000 Vehicles
- Over 60,000 Vehicles
- Bassetlaw District Boundary
- Main Urban Areas

Note: Values outside of the district are indicative only.

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North Nottinghamshire

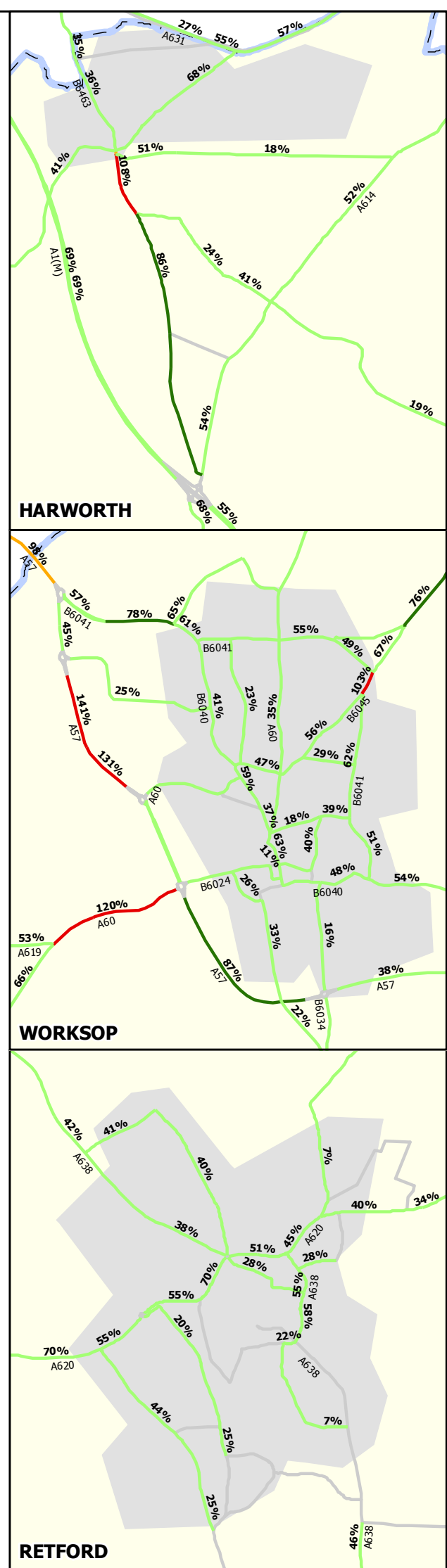


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Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 20
2032 All Committed Flows AADT

Scale @ A3 NTS	Drawn JJC	Date 12/02/18	Checked ASG	Date 12/02/18	Approved ASG	Date 12/02/18
Project No. A102341	Office 35	Type 18	Drawing No. 020	Revision -		



Legend

Road Link Congestion

- No Count Data / Assigned Flow
- 1% - 74%
- 75% - 89%
- 90% - 99%
- 100% and greater
- Bassetlaw District Boundary
- Main Urban Areas


Note: Values outside of the district are indicative only.

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REV	DESCRIPTION	BY	CHK	APP	DATE

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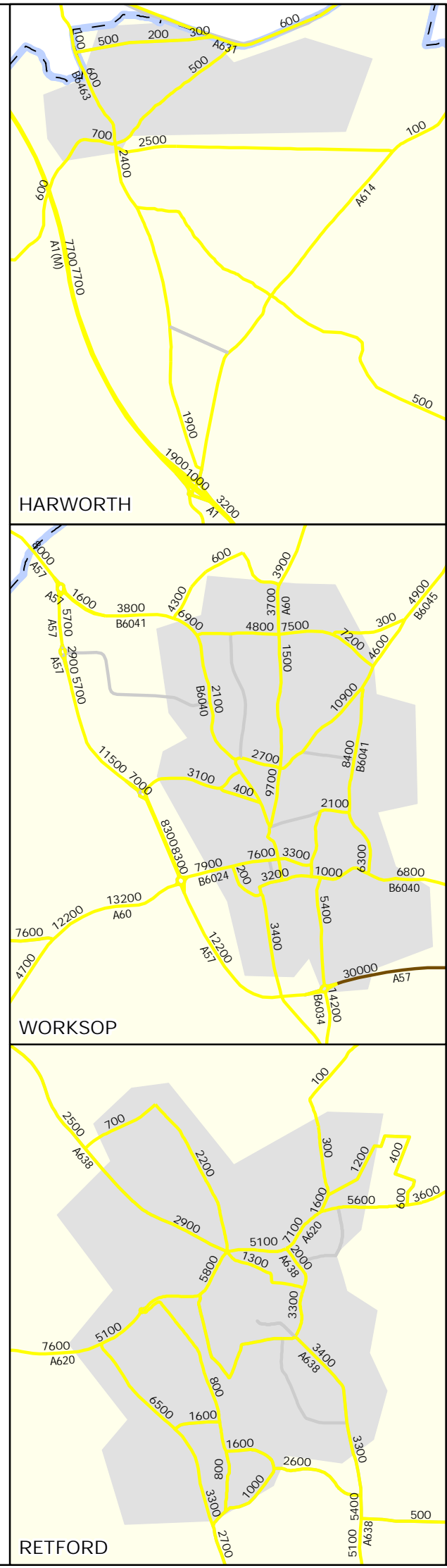
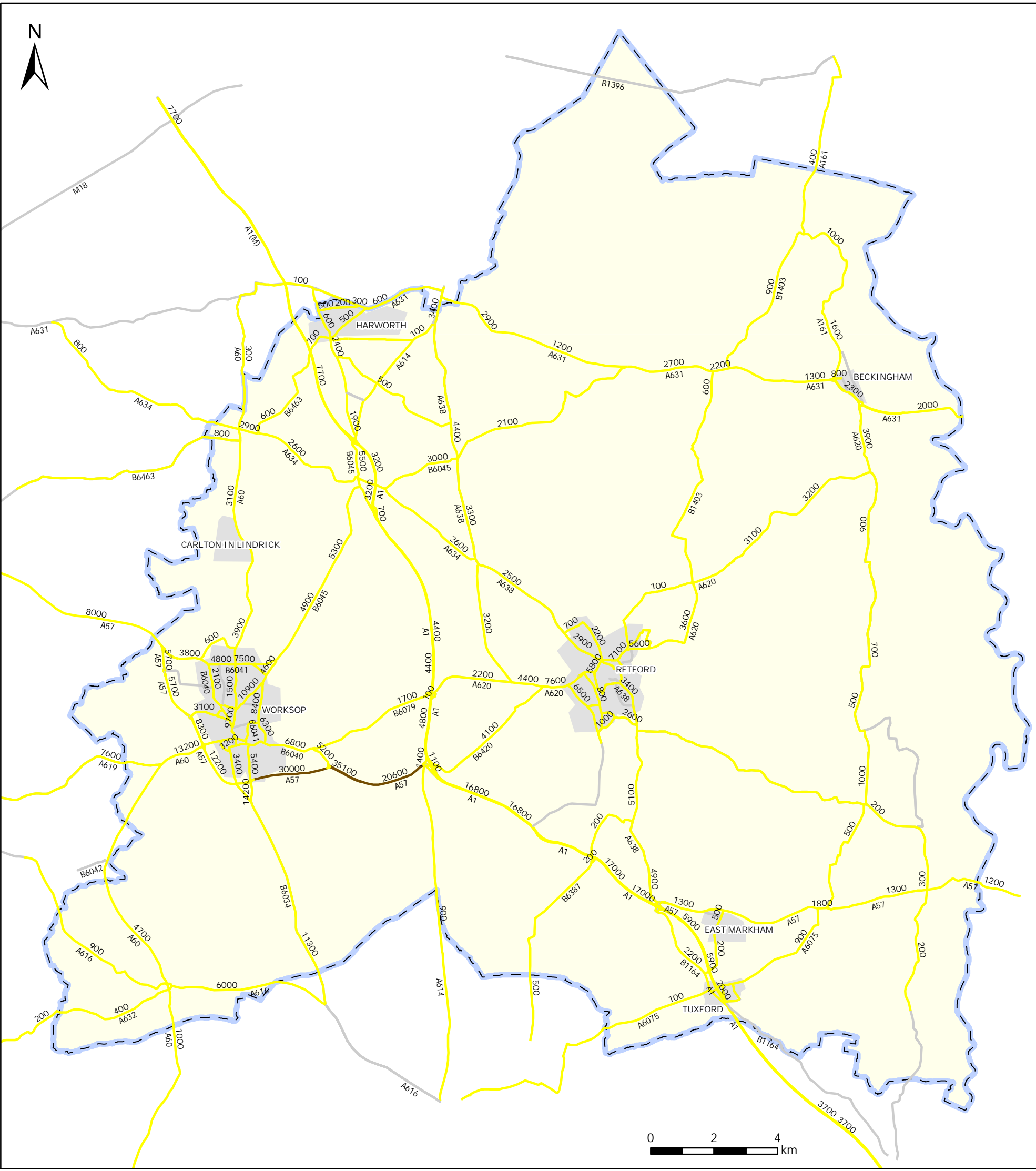
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Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 22
2032 Base + Committed Stress Plan

Scale @ A3 NTS	Drawn JJC	Date 12/02/18	Checked ASG	Date 12/02/18	Approved Date ASG 12/02/18
Project No. A102341	Office 35	Type 18	Drawing No. 022	Revision A	



Legend

AADT Flows (2-way VPD)

- No Count Data
- Under 20,000 Vehicles
- 20,000 - 40,000 Vehicles
- 40,000 - 60,000 Vehicles
- Over 60,000 Vehicles

Bassetlaw District Boundary

Main Urban Areas

Note: Values outside of the district are indicative only.

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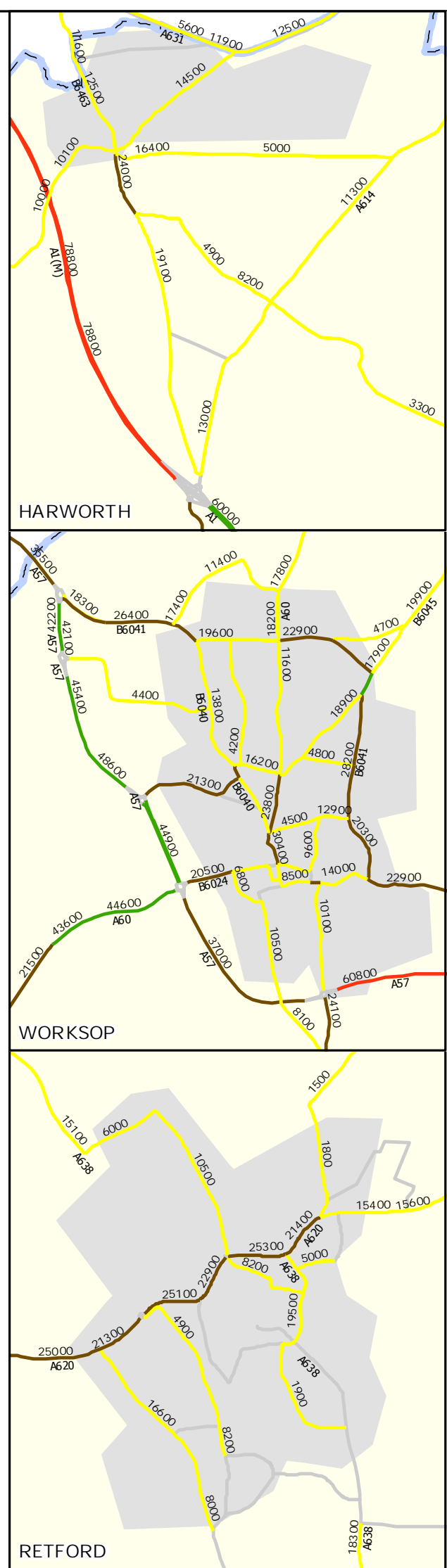
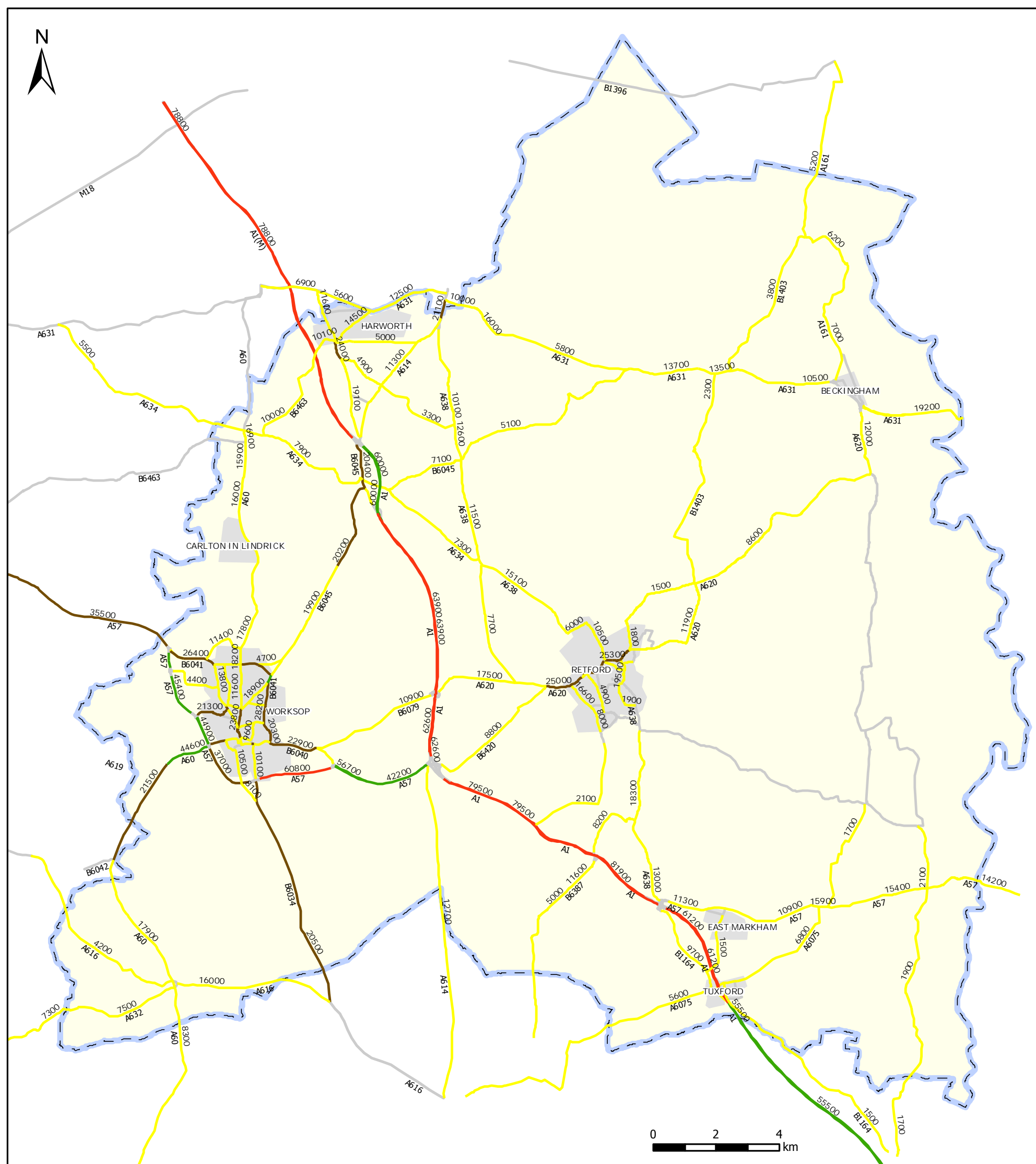
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Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 23
Maximum Growth Scenario
2032 Growth Flows AADT

Scale @ A3 NTS	Drawn JJC	Date 12/02/18	Checked ASG	Date 12/02/18	Approved ASG	Date 12/02/18
Project No. A102341	Office 35	Type 18	Drawing No. 023	Revision -		



Legend

AADT Flows (2-way VPD)

- No Count Data
- Under 20,000 Vehicles
- 20,000 - 40,000 Vehicles
- 40,000 - 60,000 Vehicles
- Over 60,000 Vehicles
- Bassetlaw District Boundary
- Main Urban Areas

Note: Values outside of the district are indicative only.

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REV	DESCRIPTION	BY	CHK	APP	DATE

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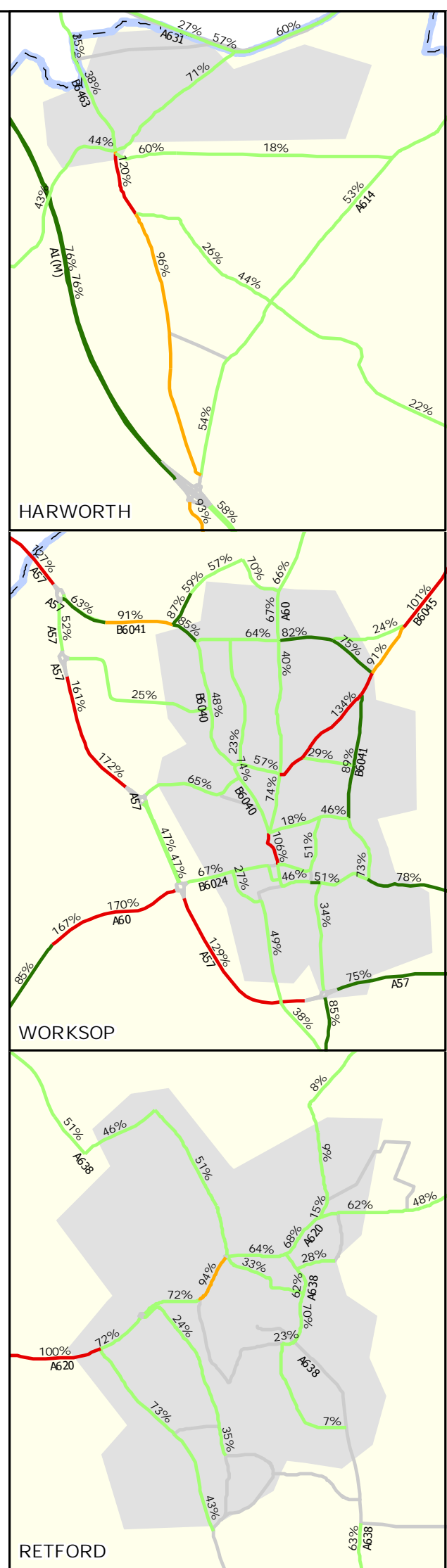
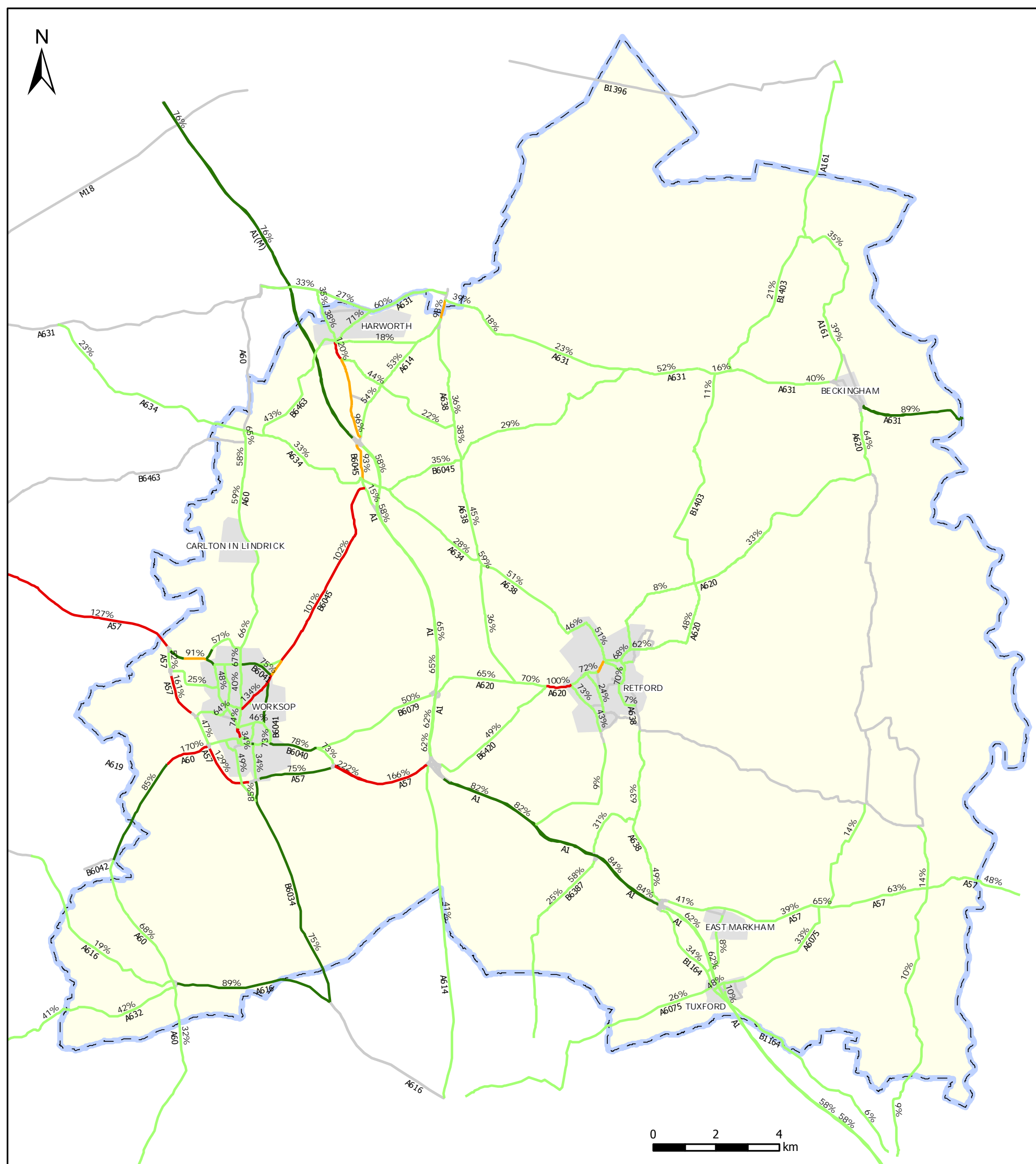
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Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 24
2032 Base + Committed + Local Plan
development Flows AADT – Max' Scenario

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	12/02/18	ASG	12/02/18	ASG	12/02/18
Project No.	Office	Type	Drawing No.	Revision		
A102341	35	18	024	A		



Legend

Road Link Congestion

- No Count Data / Assigned Flow
- 1% - 74%
- 75% - 89%
- 90% - 99%
- 100% and greater
- Bassetlaw District Boundary
- Main Urban Areas

Note: Values outside of the district are indicative only.

A	Missing Link Data Added	PJ	ASG	ASG	20/07/18
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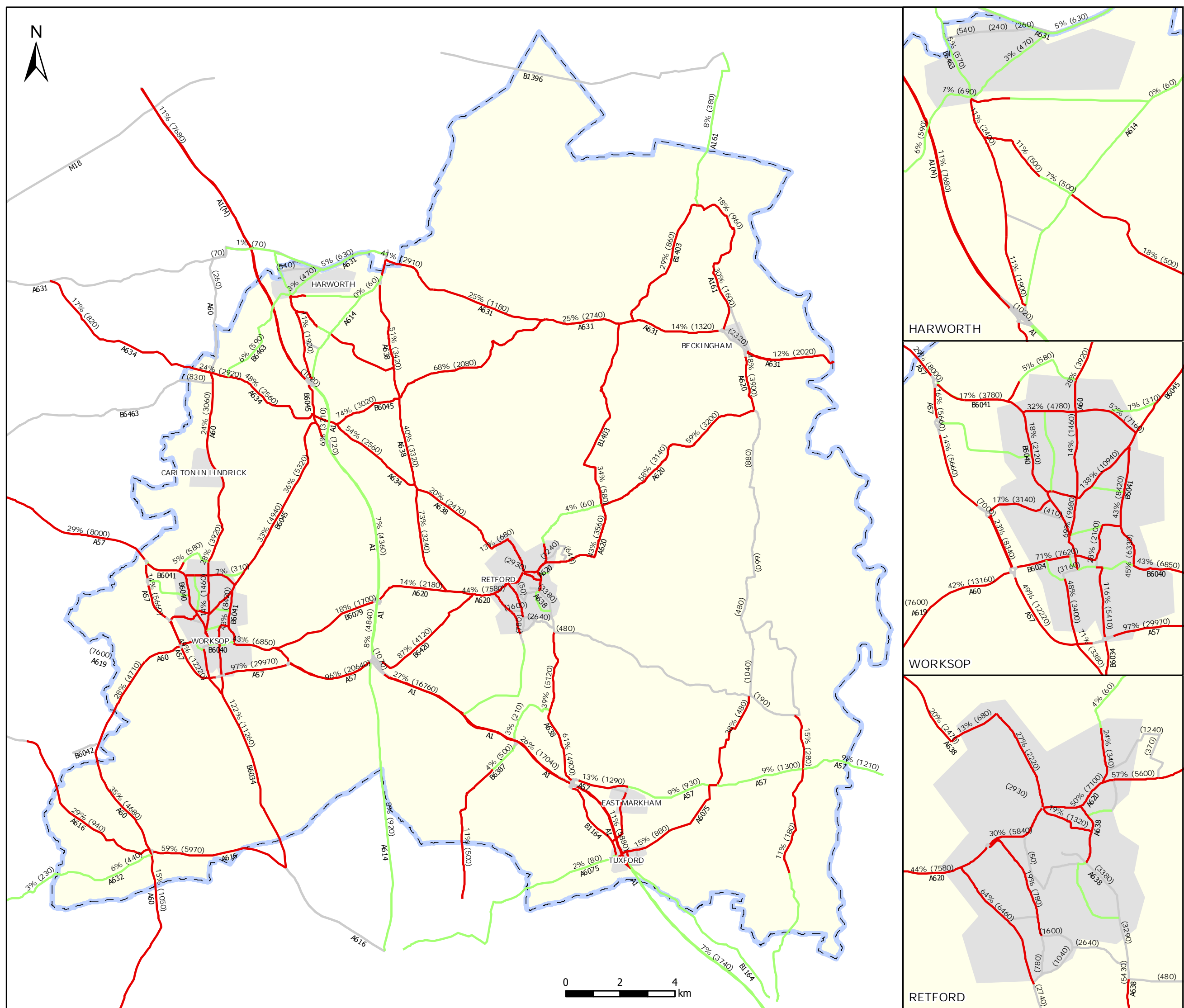
Project:

Bassetlaw Transport Study Update

Drawing Title:

Figure 25
2032 Base + Committed + Local Plan
development Stress Plan – Max' Scenario

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	12/02/18	ASG	12/02/18	ASG	12/02/18
Project No.	Office	Type	Drawing No.	Revision		
A102341	35	18	025	A		



Legend

Growth (AADT % Increase of Base)

0% - 10%

Over 10%

Bassetlaw District Boundary

Main Urban Areas

HARWORTH

WORKSOP

RETFORD

Note: Values outside of the district are indicative only.

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REV	DESCRIPTION	BY	CHK	APP	DATE

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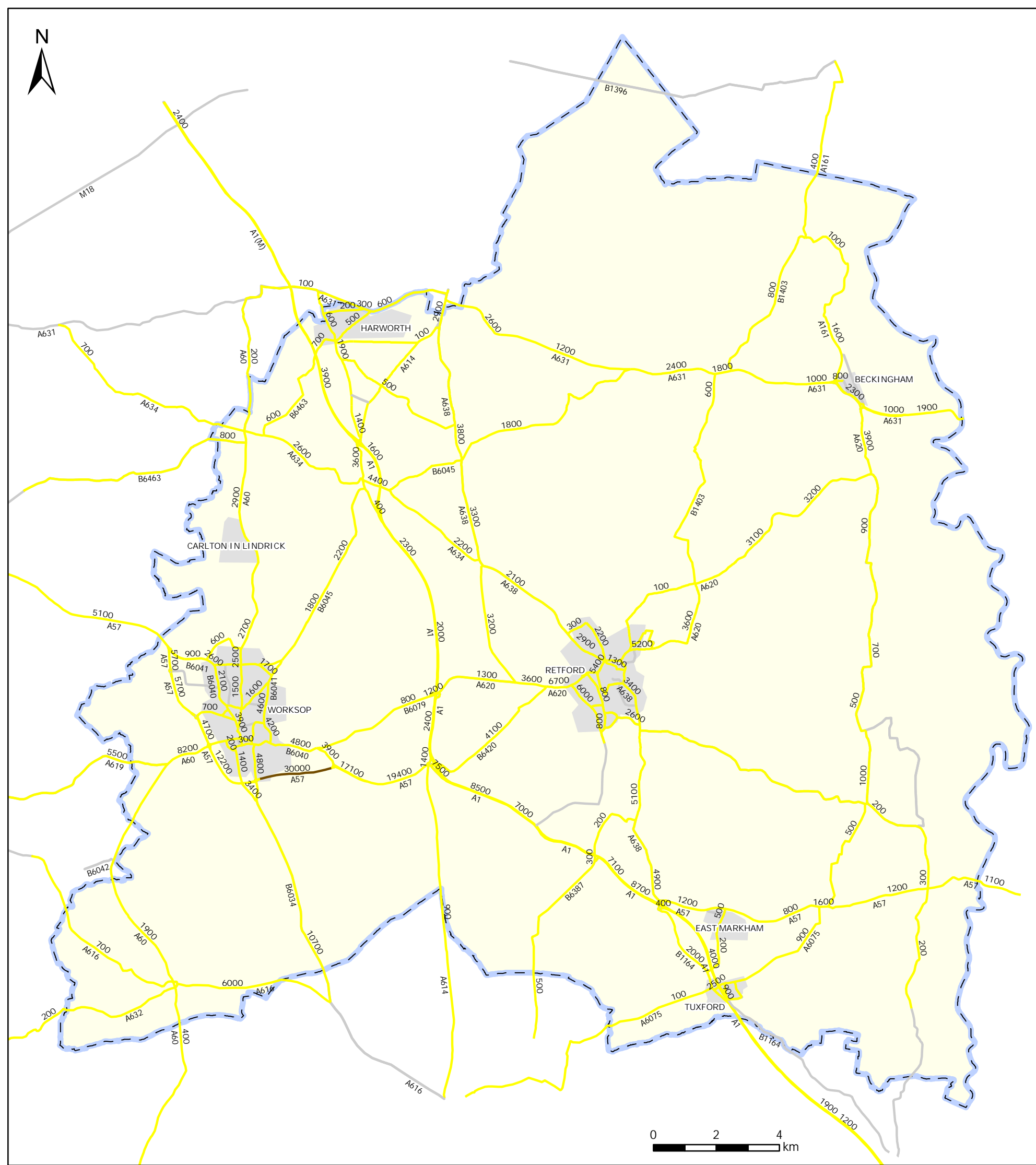
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Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 26
2032 Local Plan development Percentage
Impacts – Max' Scenario

Scale @ A3 NTS	Drawn JJC	Date 12/02/18	Checked ASG	Date 12/02/18	Approved ASG	Date 12/02/18
Project No. A102341	Office 35	Type 18	Drawing No. 026	Revision A		



Legend

AADT Flows (2-way VPD)

- No Count Data
- Under 20,000 Vehicles
- 20,000 - 40,000 Vehicles
- 40,000 - 60,000 Vehicles
- Over 60,000 Vehicles
- Bassetlaw District Boundary
- Main Urban Areas

Note: Values outside of the district are indicative only.

REV	DESCRIPTION	BY	CHK	APP	DATE
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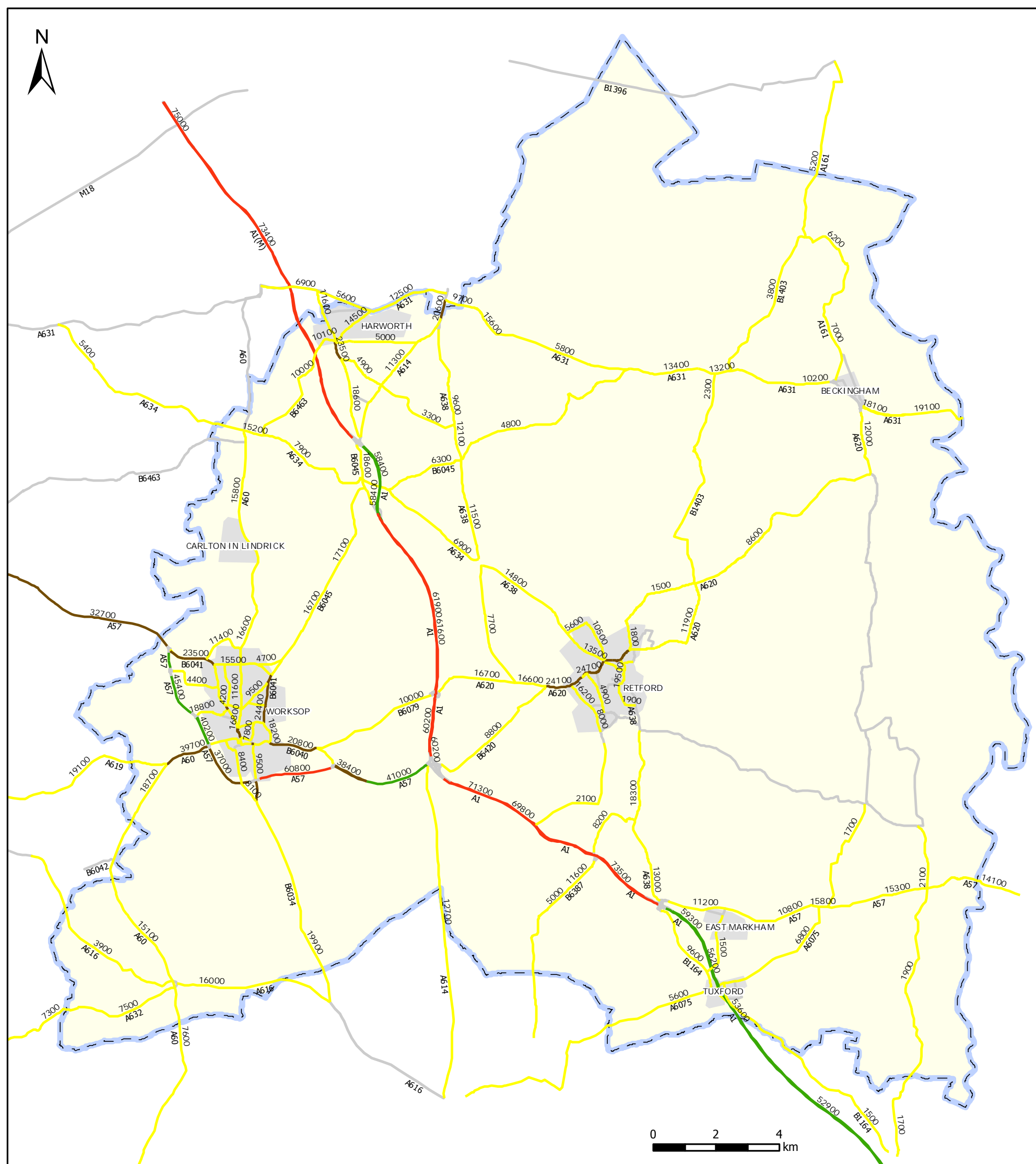
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Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 27
Deliverable Sites Scenario
2032 Growth Flows AADT

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	28/03/18	ASG	28/03/18	ASG	28/03/18
Project No.	Office	Type	Drawing No.	Revision		
A102341	35	18	028	-		



Legend

AADT Flows (2-way VPD)

- No Count Data
- Under 20,000 Vehicles
- 20,000 - 40,000 Vehicles
- 40,000 - 60,000 Vehicles
- Over 60,000 Vehicles
- Bassetlaw District Boundary
- Main Urban Areas

Note: Values outside of the district are indicative only.

A	Missing Link Data Added	PJ	ASG	ASG	20/07/18
REV	DESCRIPTION	BY	CHK	APP	DATE

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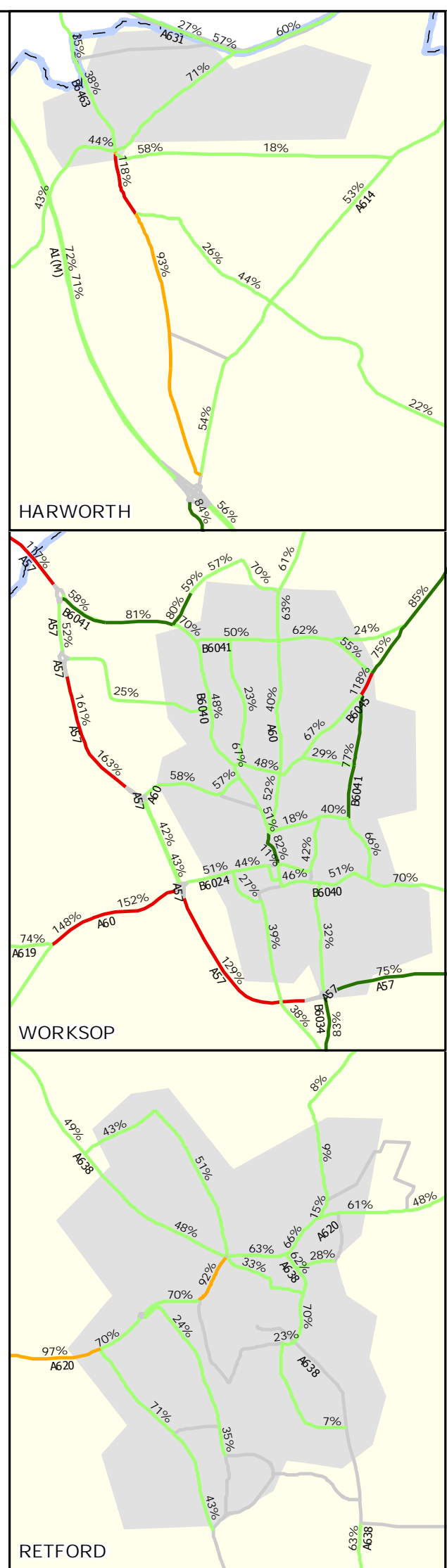
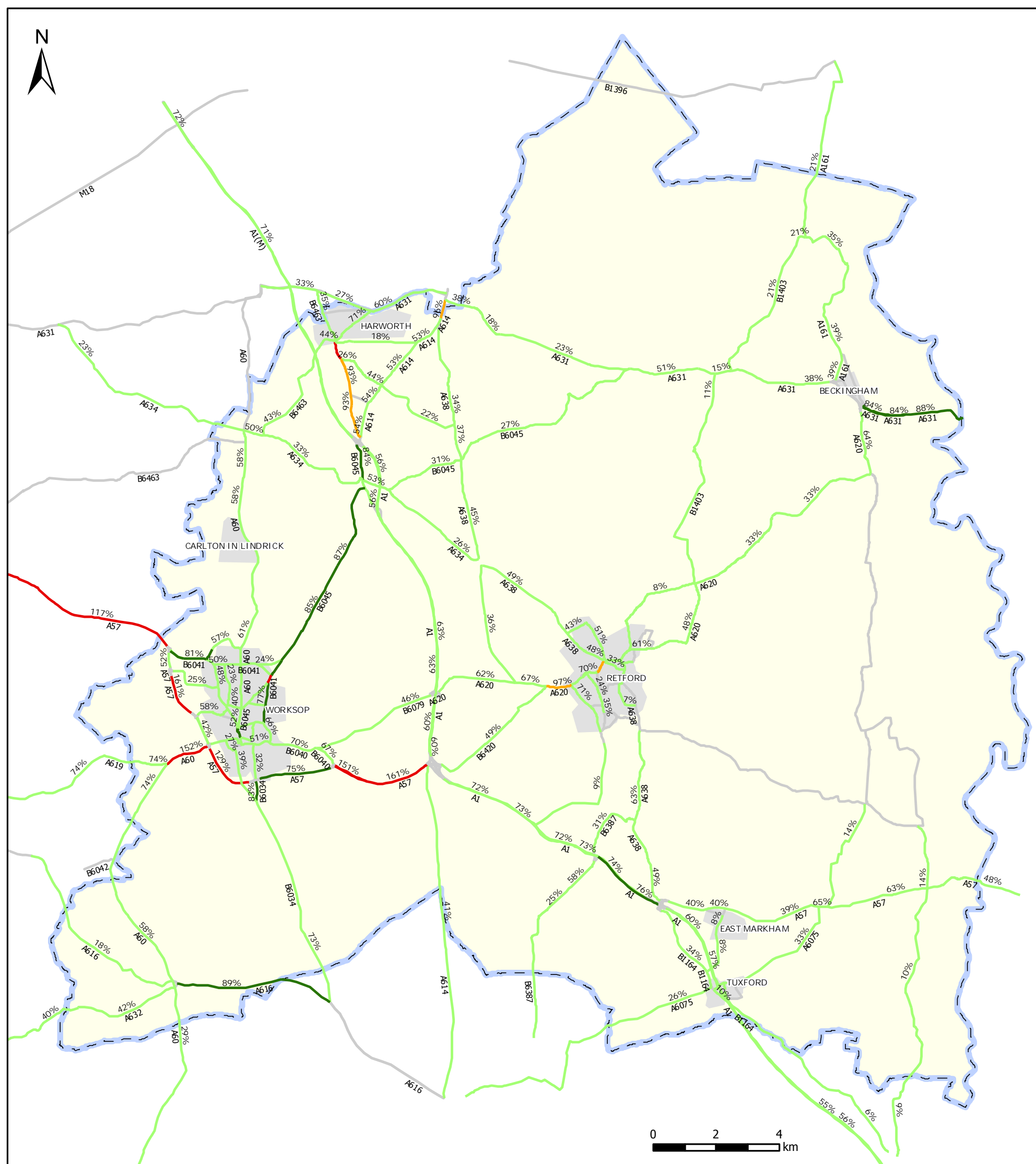
Project:

Bassetlaw Transport Study Update

Drawing Title:

Figure 28
2032 Base + Committed + Local Plan
development Flows AADT – Deliverable Scenario

Scale @ A3 NTS	Drawn JJC	Date 28/03/18	Checked ASG	Date 28/03/18	Approved Date ASG 28/03/18
Project No. A102341	Office 35	Type 18	Drawing No. 029	Revision A	



Legend

Road Link Congestion

- No Count Data / Assigned Flow
- 1% - 74%
- 75% - 89%
- 90% - 99%
- 100% and greater
- Bassetlaw District Boundary
- Main Urban Areas

Note: Values outside of the district are indicative only.

A	Missing Link Data Added	PJ	ASG	ASG	20/07/18
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:



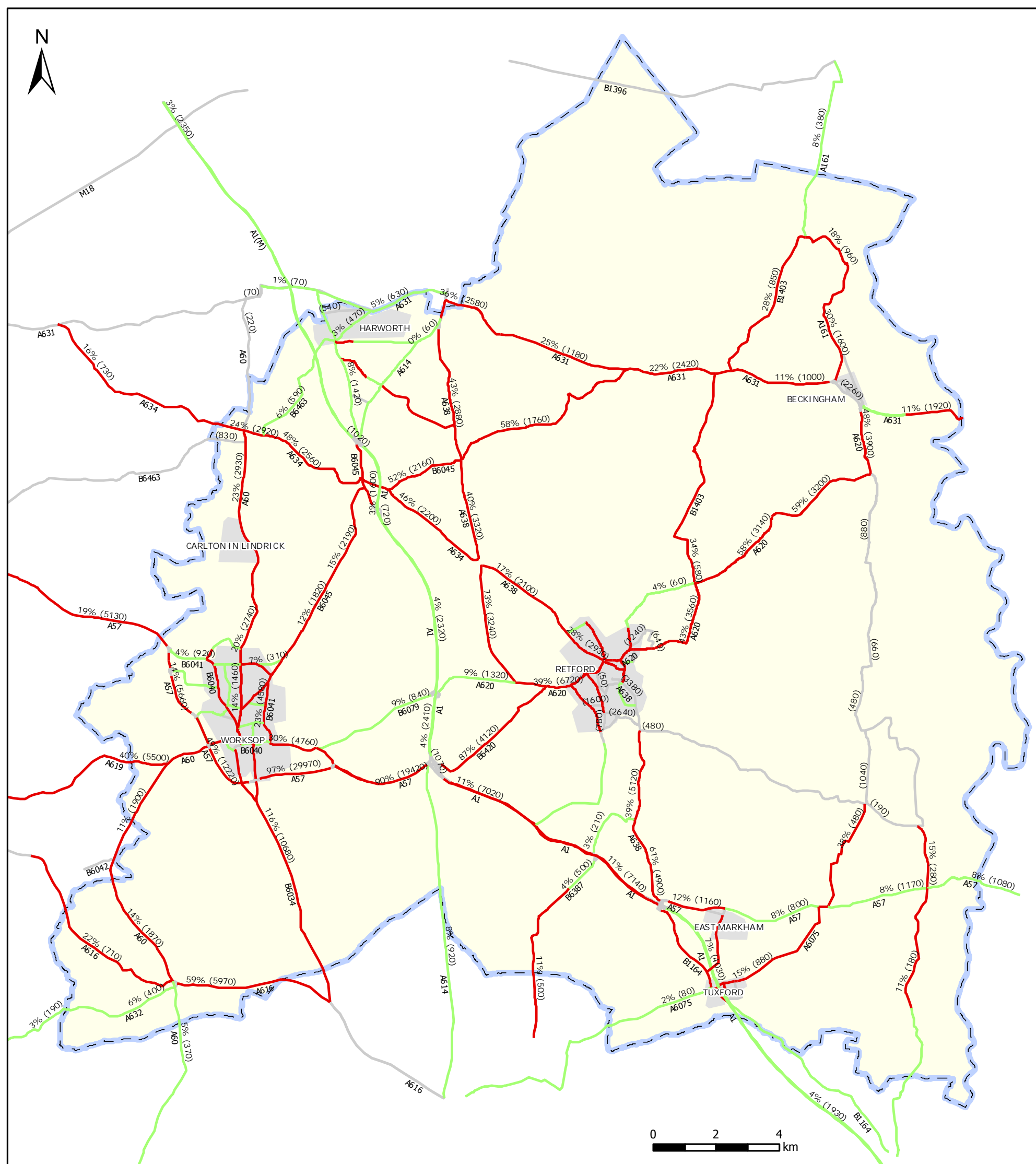
EXECUTIVE PARK
AVALON WAY
ANSTEY
LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com



Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 29
2032 Base + Committed + Local Plan
development Stress Plan – Deliverable Scenario

Scale @ A3 NTS	Drawn JJC	Date 28/03/18	Checked ASG	Date 28/03/18	Approved Date ASG 28/03/18
Project No. A102341	Office 35	Type 18	Drawing No. 030	Revision A	



Legend

Growth (AADT % Increase of Base)

0% - 10%

Over 10%

Bassetlaw District Boundary

Main Urban Areas

Note: Values outside of the district are indicative only.

A	Missing Link Data Added	PJ	ASG	ASG	20/07/18
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:



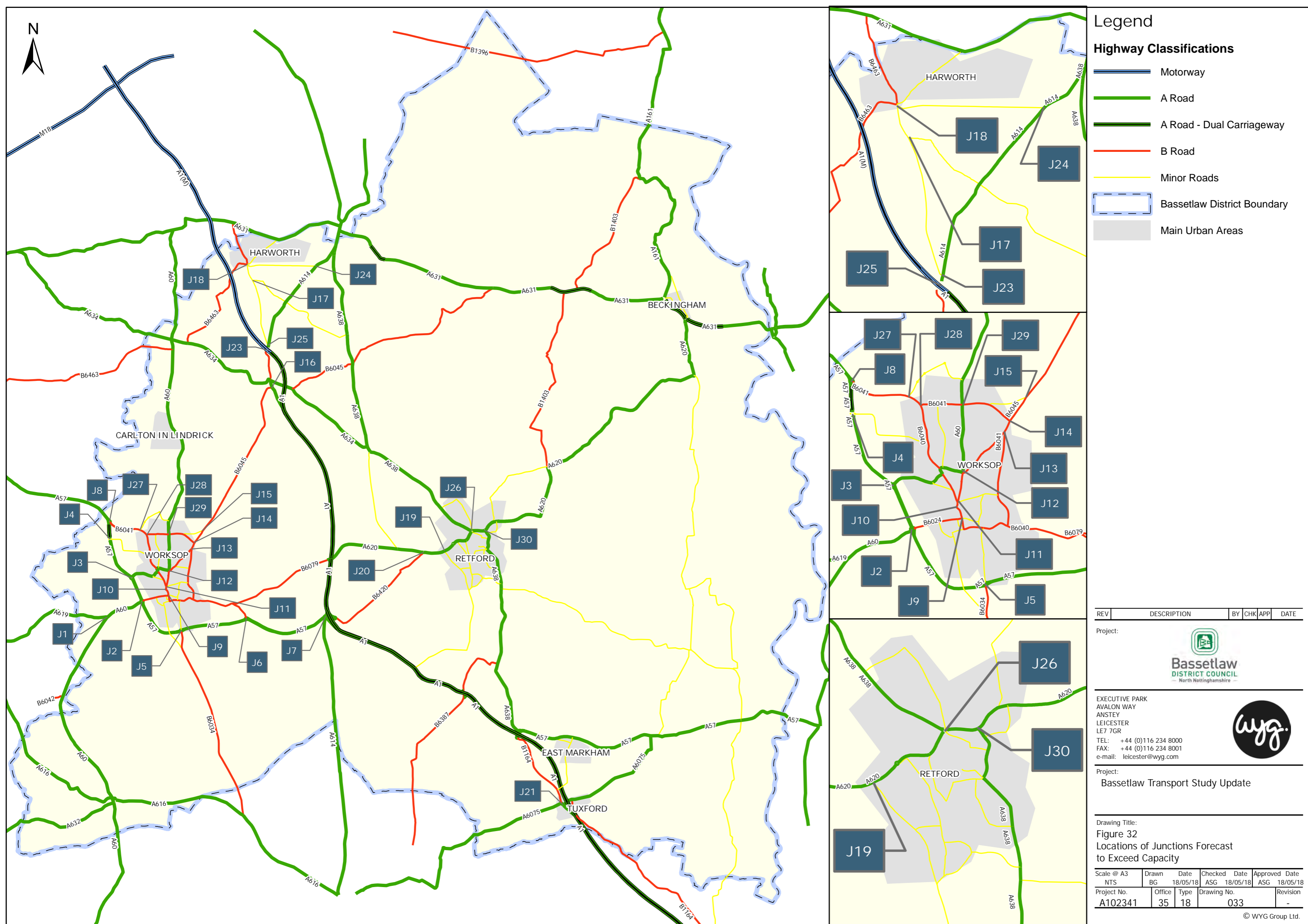
EXECUTIVE PARK
AVALON WAY
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LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com



Project:
Bassetlaw Transport Study Update

Drawing Title:
Figure 30
2032 Local Plan development
Percentage Impacts – Deliverable Scenario

Scale @ A3 NTS	Drawn JJC	Date 28/03/18	Checked ASG	Date 28/03/18	Approved Date ASG 28/03/18
Project No. A102341	Office 35	Type 18	Drawing No. 031	Revision A	





Appendix A – Base Data



Appendix B – Walking & Cycling Assumptions

Estimation of Distance Cycled on a Commuter Route in 10 Minutes

12.00 mph (Source: Local Transport Note 2/08, DfT, Oct 2008 (Pages 41 and 42 refer - lower 12mph speed applied))
1.609344 mph to kph conversion factor
19.31 kph
0.32 km per Minute
322 m per minute
5.36 m per second
3,219 metres travelled in 10 minutes

Estimation of Distance Walked in 10 Minutes

3.00 mph (Assumed average walking speed)
1.609344 mph to kph conversion factor
4.83 kph
0.08 km per Minute
80 m per minute
1.34 m per second
805 metres travelled in 10 minutes

Quotes:

Building Sustainable Transport into New Developments (DfT, April 2008) - 'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres)'

A Sustainable Future for Cycling (DfT & Cycling England, Jan 2008) - '23% of car trips are less than 2 miles, a distance that is easily cycled in less than 15 minutes'

Walking and cycling : Action Plan (DfT, 2004) - '42% of all trips are within 2 miles - less than the average length of a cycle trip'



Appendix C – Committed Development

Uncertainty Log

Bassetlaw Transport Study Update – Uncertainty Log

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	Size of Development						Beds Hotel	Spaces P+R
								No. of Dwellings	100 sq m						
									B1	B2	B8	A1			
Derbyshire	Chesterfield	Land at East of A61 known as Chesterfield Waterside, Brimington Road, Chesterfield	CHE/09/00662/OUT		PARTLY COMMENCED	Within 5 years	Near Certain	1,500							
Derbyshire	Chesterfield	Land North-east of Sainsburys Roundabout, Rother Way, Chesterfield	CHE/14/00404/OUT		Committed	Within 5 years	Near Certain	150							
Derbyshire	Chesterfield	Land at Cranleigh Road, Chesterfield	CHE/14/00872/OUT		Committed	Within 5 years	Near Certain	75							
Derbyshire	Chesterfield	Land off Dunston Lane, Chesterfield	CHE/15/00116/OUT		Committed	Within 5 years	Near Certain	146							
Derbyshire	Chesterfield	Land South of Walton Hospital, Hawhill Road, Chesterfield	CHE/15/00598/OUT		Committed	Within 5 years	Near Certain	75							
Derbyshire	Chesterfield	Site of Former Sheepsbridge and Sports & Social Club, 202 Newbold Road, Chesterfield	CHE/15/00614/REM		PARTLY COMMENCED	Within 5 years	Near Certain	60							
Derbyshire	Chesterfield	Land to the west of Bevan Drive, Chesterfield	CHE/15/00755/OUT		Committed	Within 5 years	Near Certain	103							
Derbyshire	Chesterfield	Land to the west of Dunston Lane, Chesterfield	CHE/16/00016/OUT		Committed	Within 5 years	Near Certain	300							
Derbyshire	Chesterfield	Site of former Newbold Community School, Newbold Road, Chesterfield	CHE/16/00518/FUL		Committed	Within 5 years	Near Certain	55							
Derbyshire	Chesterfield	Barrow Hill Regeneration Priority Area	-		Proposed Allocation in Draft Plan	Within 5 years	Hypothetical	50							
Derbyshire	Chesterfield	Duckmanton Regeneration Priority Area	-		Proposed Allocation in Draft Plan		Hypothetical	400							
Derbyshire	Chesterfield	Holme Hall Regeneration Priority Area	-		Proposed Allocation in Draft Plan		Hypothetical	300							
Derbyshire	Chesterfield	Mastin Moor Regeneration Priority Area	-		Proposed Allocation in Draft Plan		Hypothetical	400							
Derbyshire	Chesterfield	Roosbrook Regeneration Priority Area	-		Proposed Allocation in Draft Plan		Hypothetical	100							
Derbyshire	Chesterfield	Site for Super Limited Adjacent, Locksford Lane, Tapton, Chesterfield, S41 7JB	CHE/09/00524/FUL		Committed (11/14/11)	Within 5 years	Near Certain			39.00					
Derbyshire	Chesterfield	Chesterfield Waterside	CHE/09/00662/OUT		Committed	Within 5 years	Near Certain			303.50					
Derbyshire	Chesterfield	Vacant Land Between B and Q and Fire Station, Braidwood Way, Chesterfield	CHE/14/00291/OUT		Committed	Within 5 years	Near Certain					39.92			
Derbyshire	Chesterfield	Plot 13, Markham Vale, Markham Lane	CHE/16/00797/REM1		Committed (14/7/16)	Within 5 years	Near Certain					445.30			
Derbyshire	Chesterfield	Whitting Valley Road	-		Proposed Allocation in Draft Plan		Hypothetical					690.00			
Derbyshire	Chesterfield	Station Road (Wagon Works)	-		Proposed Allocation in Draft Plan		Hypothetical					560.00			
Derbyshire	Chesterfield	Former GKN site	-		Proposed Allocation in Draft Plan		Hypothetical					500.00			
Derbyshire	Chesterfield	Hartington Tip (Awaiting Decision)	CHE/13/00675/OUT		Awaiting Decision		More than likely					1240.00			
Derbyshire	Chesterfield	Staveley and Rother Valley Corridor	P55, Place shaping Policy		Proposed Allocation in Draft Plan (P55)		Hypothetical			3000.00					
Derbyshire	Bolsover	Land between Brickyard Farm & B Links, Barborough	Barborough - Residential		Committed Sites		Near Certain	150							
Derbyshire	Bolsover	Land off High Wood Way, Barborough	Barborough - Residential		Submitted Sites		Hypothetical	100							
Derbyshire	Bolsover	Land north of the Mill, Barborough	Barborough - Residential		Submitted Sites		Hypothetical	44							
Derbyshire	Bolsover	Land at Park Farm, Barborough	Barborough - Residential		Submitted Sites		Hypothetical	96							
Derbyshire	Bolsover	Former Courtaulds PLC, Oxcroft Lane, Bolsover	Bolsover - Residential		Committed Sites		Near Certain	43							
Derbyshire	Bolsover	Land off Blind Lane	Bolsover - Residential		Committed Sites		Near Certain	250							
Derbyshire	Bolsover	Land of Langwith Road and Mooracre Lane	Bolsover - Residential		Committed Sites		Near Certain	360							
Derbyshire	Bolsover	South of Carr Vale Working Men's Club	Bolsover - Residential		Committed Sites		Near Certain	13							
Derbyshire	Bolsover	Former Ace of Clubs & Bolsover Grill, Mansfield Rd	Bolsover - Residential		Committed Sites		Near Certain	14							
Derbyshire	Bolsover	Land off Main Street, Carr Vale, Bolsover	Bolsover - Residential		Committed Sites		Near Certain	50							
Derbyshire	Bolsover	Boleaplepton Farm, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	75							
Derbyshire	Bolsover	Glenason, Mooracre Lane, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	6							
Derbyshire	Bolsover	Former Coalite Chemical Works and adjoining land, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	1,042							
Derbyshire	Bolsover	Land between Marigat Lane and Oxcroft Lane, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	1,163							
Derbyshire	Bolsover	Corner of Rotherham Road and Mooracre Lane, near Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	25							
Derbyshire	Bolsover	Land off Mill Lane, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	53							
Derbyshire	Bolsover	Land behind 142D & 142C Chesterfield Rd, Shuttlewood	Bolsover - Residential		Submitted Sites		Hypothetical	68							
Derbyshire	Bolsover	Land off Villas Road, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	101							
Derbyshire	Bolsover	Land west of Oxcroft Lane, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	185							
Derbyshire	Bolsover	Land north of Mooracre Lane, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	880							
Derbyshire	Bolsover	Land to east and west of Woodhouse Lane, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	746							
Derbyshire	Bolsover	Land to east and west of Woodhouse Lane, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	789							
Derbyshire	Bolsover	Land south of Selwyn Street, Hillsdown, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	516							
Derbyshire	Bolsover	Land off Rotherham Road & Langwith Road, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	596							
Derbyshire	Bolsover	Land to south of Chesterfield Road, Bolsover	Bolsover - Residential		Submitted Sites		Hypothetical	38							
Derbyshire	Bolsover	B Staley & Son Garage, Mansfield Road, Glapwell	Glapwell - Residential		Committed Sites		Near Certain	17							
Derbyshire	Bolsover	Glapwell Nurseries, Glapwell Lane, Glapwell	Glapwell - Residential		Committed Sites		Near Certain	16							
Derbyshire	Bolsover	Land adjacent 136 The Hill, Glapwell	Glapwell - Residential		Submitted Sites		Hypothetical	29							
Derbyshire	Bolsover	South of Hilcote Lane, Hilcote	Hilcote - Residential		Submitted Sites		Hypothetical	5							
Derbyshire	Bolsover	North of Broad Lane, Hlodthorpe	Hilcote - Residential		Submitted Sites		Hypothetical	101							
Derbyshire	Bolsover	Land south of allotment gardens, Hlodthorpe	Hilcote - Residential		Submitted Sites		Hypothetical	152							
Derbyshire	Bolsover	Land at Queens Road, Hlodthorpe	Hilcote - Residential		Submitted Sites		Hypothetical	56							
Derbyshire	Bolsover	Land south of Broad Lane, Hlodthorpe	Hilcote - Residential		Submitted Sites		Hypothetical	183							
Derbyshire	Bolsover	Tarrans site, New Houghton	New Houghton - Residential		Committed Sites		Near Certain	52							
Derbyshire	Bolsover	Land west of Garden Avenue and north of Hardwick View	New Houghton - Residential		Submitted Sites		Hypothetical	217							
Derbyshire	Bolsover	Land north east of Rotherham Road, New Houghton	New Houghton - Residential		Submitted Sites		Hypothetical	150							
Derbyshire	Bolsover	Land to the rear of 27 to 53 Alfreton Road, Newton	Newton - Residential		Committed Sites		Near Certain	40							
Derbyshire	Bolsover	Land To Rear Of The Rectory, Town Street	Pinxton - Residential		Committed Sites		Near Certain	11							
Derbyshire	Bolsover	Rear of Brookhill Lane and Alfreton Road, Pinxton	Pinxton - Residential		Submitted Sites		Hypothetical	56							
Derbyshire	Bolsover	Land north of Talbot Street, Pinxton	Pinxton - Residential		Submitted Sites		Hypothetical	256							
Derbyshire	Bolsover	Land to the East of Plesley Pit Trust, Pit Lane, Plesley	Plesley - Residential		Committed Sites		Near Certain	23							
Derbyshire	Bolsover	Main Street / Carter Lane, Shirebrook	Shirebrook - Residential		Committed Sites		Near Certain	24							
Derbyshire	Bolsover	Former Shirebrook Station, Station Road, Shirebrook	Shirebrook - Residential		Committed Sites		Near Certain	69							
Derbyshire	Bolsover	Land to the rear of Ivy Lodge Nursing Home, Recreation Road	Shirebrook - Residential		Committed Sites		Near Certain	39							
Derbyshire	Bolsover	The Great Northern, Main Street, Shirebrook	Shirebrook - Residential		Committed Sites		Near Certain	10							
Derbyshire	Bolsover	Tarrans Site at Albine Road and Highfield Avenue	Shirebrook - Residential		Committed Sites		Near Certain	4							
Derbyshire	Bolsover	Model Infants School, Central Drive, Shirebrook	Shirebrook - Residential		Committed Sites		Near Certain	20							
Derbyshire	Bolsover	South Shirebrook	Shirebrook - Residential		Committed Sites		Near Certain	700							
Derbyshire	Bolsover	Land off Bolsover Road, Shuttlewood	Shuttlewood - Residential		Committed Sites		Near Certain	80							
Derbyshire	Bolsover	Land off Adin Avenue, Shuttlewood	Shuttlewood - Residential		Committed Sites		Near Certain	66							
Derbyshire	Bolsover	Land at Shuttlewood Road, Shuttlewood	Shuttlewood - Residential		Submitted Sites		Hypothetical	68							
Derbyshire	Bolsover	Land to the rear of 1 to 35 Red Lane, South Normanton	South Normanton - Residential		Committed Sites		Near Certain	45							
Derbyshire	Bolsover	Jacques Brickyard, Water Lane, South Normanton	South Normanton - Residential		Committed Sites		Near Certain	39							
Derbyshire	Bolsover	Land off M1 Motorway / Ball Hill, South Normanton	South Normanton - Residential		Committed Sites		Near Certain	17							
Derbyshire	Bolsover	Carter Lane West, South Normanton	South Normanton - Residential		Committed Sites		Near Certain	42							
Derbyshire	Bolsover	Land off Alfreton Road, South Normanton	South Normanton - Residential		Submitted Sites		Hypothetical	139							
Derbyshire	Bolsover	Land off Lees Lane and Market Street, South Normanton	South Normanton - Residential		Submitted Sites		Hypothetical	30							
Derbyshire	Bolsover	Land off Lees Lane and Market Street, South Normanton	South Normanton - Residential		Submitted Sites		Hypothetical	30							
Derbyshire	Bolsover	Land off South Road, South Normanton	South Normanton - Residential		Submitted Sites		Hypothetical	95							
Derbyshire	Bolsover	Oxcroft Industrial Estate, Stanfree	Stanfree - Residential		Submitted Sites		Hypothetical	24							
Derbyshire	Bolsover	Land to South of Mill Lane and Clowne Road, Stanfree	Stanfree - Residential		Submitted Sites		Hypothetical	124							
Derbyshire	Bolsover	Lane at Clowne Road and Appletree Road, Stanfree	Stanfree - Residential		Submitted Sites		Hypothetical	141							
Derbyshire	Bolsover	Land at Oak House, Stanfree	Stanfree - Residential		Submitted Sites		Hypothetical	14							
Derbyshire	Bolsover	Land north of Blackbanks, Stanfree	Stanfree - Residential		Submitted Sites		Hypothetical	70							
Derbyshire	Bolsover	Land on Church Road, Stanfree	Stanfree - Residential		Submitted Sites		Hypothetical	12							
Derbyshire	Bolsover	Land east of Church Road, Stanfree	Stanfree - Residential		Submitted Sites		Hypothetical	14							
Derbyshire	Bolsover	Field West of Spa Croft, Doe Hill Lane, Tibshelf	Tibshelf - Residential		Committed Sites		Near Certain	65							
Derbyshire	Bolsover	Land West of M1, Tibshelf	Tibshelf - Residential		Committed Sites		Near Certain	170							
Derbyshire	Bolsover	Hanger Hill, Whitwell	Whitwell - Residential		Committed Sites		Near Certain	11							
Derbyshire	Bolsover	Parkway, Welbeck Road, Whitwell	Whitwell - Residential		Submitted Sites		Hypothetical	10							
Derbyshire	Bolsover	Land North of Allotments, Bakestone Moor, Whitwell	Whitwell - Residential		Submitted Sites		Hypothetical	20							
Derbyshire	Bolsover	Land at Hillside, Whitwell	Whitwell - Residential		Submitted Sites		Hypothetical	13							
Derbyshire	Bolsover	Land at Larpit Lane, Whitwell	Whitwell - Residential		Submitted Sites		Hypothetical	23							
Derbyshire	Bolsover	Former Whitwell Colliery	Whitwell - Residential		Submitted Sites		Hypothetical	394							
Derbyshire	Bolsover	Land off Workop Road, Whitwell	Whitwell - Residential		Submitted Sites		Hypothetical	39							

Notes - See Below - Do not Delete these Columns

Near Certain: The outcome will happen or there is a high probability that it will happen.
(e.g. developments under construction, sites with planning permission)

More Than Likely: The outcome is likely to happen but there is some uncertainty.
(e.g. sites where a planning application has been submitted or is imminent)

Reasonably Foreseeable: The outcome may happen, but there is significant uncertainty.
(e.g. allocated sites)

Hypothetical: There is considerable uncertainty whether the outcome will ever happen.
(e.g. possible development sites that are currently unallocated)

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	Size of Development					Beds	Spaces
								No. of Dwellings	100 sq m					
									B1	B2	B8	A1		
Derbyshire	Bolsover	Land south of Sandy Close, Whitwell	Whitwell - Residential		Submitted Sites		Hypothetical	56						
Derbyshire	Bolsover	Land off Portland Street, Whitwell	Whitwell - Residential		Submitted Sites		Hypothetical	94						
Derbyshire	Bolsover	Land off Midland Way	Barborough - Employment		Committed Sites		Near Certain		20.00	20.00	20.00			
Derbyshire	Bolsover	Land North of Magnet Business Park	Barborough - Employment		Committed Sites		Near Certain		10.27	10.27	10.27			
Derbyshire	Bolsover	Land between Brickyard Farm & B Links, Barborough	Barborough - Employment		Committed Sites		Near Certain		59.20	59.20	59.20			
Derbyshire	Bolsover	Land off High Hoods Road, Barborough	Barborough - Employment		Committed Sites		Near Certain		5.40	5.40	5.40			
Derbyshire	Bolsover	Land off Church Street, Barborough	Barborough - Employment		Submitted Sites		Hypothetical		2.27	2.27	2.27			
Derbyshire	Bolsover	Land off High Wood Way, Barborough	Barborough - Employment		Submitted Sites		Hypothetical		80.00	80.00	80.00			
Derbyshire	Bolsover	Riverside Way	Bolsover - Employment		Committed Sites		Near Certain		17.33	17.33	17.33			
Derbyshire	Bolsover	Land north of Bolsover Business Park	Bolsover - Employment		Committed Sites		Near Certain		22.00	22.00	22.00			
Derbyshire	Bolsover	Mansfield Road, Hilston	Bolsover - Employment		Committed Sites		Near Certain		14.93	14.93	14.93			
Derbyshire	Bolsover	Land east of Bolsover	Bolsover - Employment		Committed Sites		Near Certain		26.13	26.13	26.13			
Derbyshire	Bolsover	Former Sherwood Lodge	Bolsover - Employment		Committed Sites		Near Certain		43.60	43.60	43.60			
Derbyshire	Bolsover	Bolsover Business Park, Bolsover	Bolsover - Employment		Submitted Sites		Hypothetical		90.00	90.00	90.00			
Derbyshire	Bolsover	Former Coalite Chemical Works and adjoining land, Bolsover	Bolsover - Employment		Submitted Sites		Hypothetical		463.07	463.07	463.07			
Derbyshire	Bolsover	Former Miner's Welfare Club, Clowne	Clowne - Employment		Submitted Sites		Hypothetical		7.47	7.47	7.47			
Derbyshire	Bolsover	Clowne North	Clowne - Employment		Submitted Sites		Hypothetical		880.00	880.00	880.00			
Derbyshire	Bolsover	Colliery Road, Creswell	Creswell - Employment		Committed Sites		Near Certain		20.13	20.13	20.13			
Derbyshire	Bolsover	Creswell Colliery South	Creswell - Employment		Committed Sites		Near Certain		20.93	20.93	20.93			
Derbyshire	Bolsover	Colliery Road, Creswell	Creswell - Employment		Submitted Sites		Hypothetical		10.40	10.40	10.40			
Derbyshire	Bolsover	Land off Monan Street, Creswell	Creswell - Employment		Submitted Sites		Hypothetical		46.27	46.27	46.27			
Derbyshire	Bolsover	Land to the east of the A616 (Sheffield Road), Creswell	Creswell - Employment		Submitted Sites		Hypothetical		77.73	77.73	77.73			
Derbyshire	Bolsover	Bank House Farm, Sheffield Road, Creswell	Creswell - Employment		Submitted Sites		Hypothetical		34.13	34.13	34.13			
Derbyshire	Bolsover	Land north east of Rotherham Road, New Houghton	New Houghton - Employment		Submitted Sites		Hypothetical		12.53	12.53	12.53			
Derbyshire	Bolsover	Beaufit Lane, Brookhill Industrial Estate	Plinton - Employment		Committed Sites		Near Certain		39.33	39.33	39.33			
Derbyshire	Bolsover	Sports Direct Complex	Shirebrook - Employment		Committed Sites		Near Certain		101.33	101.33	101.33			
Derbyshire	Bolsover	Land off Mainbridge Road (north)	Shirebrook - Employment		Committed Sites		Near Certain		30.67	30.67	30.67			
Derbyshire	Bolsover	Land off Blacksmith Way	Shirebrook - Employment		Committed Sites		Near Certain		28.67	28.67	28.67			
Derbyshire	Bolsover	Great Northern Hotel	Shirebrook - Employment		Committed Sites		Near Certain		0.67	0.67	0.67			
Derbyshire	Bolsover	2 Vernon Street	Shirebrook - Employment		Committed Sites		Near Certain		1.73	1.73	1.73			
Derbyshire	Bolsover	Shirebrook Community Education Centre, Langwith Road	Shirebrook - Employment		Committed Sites		Near Certain		8.53	8.53	8.53			
Derbyshire	Bolsover	Land off Mainbridge Road (south)	Shirebrook - Employment		Committed Sites		Near Certain		14.27	14.27	14.27			
Derbyshire	Bolsover	Portland Drive / Vernon Street	Shirebrook - Employment		Committed Sites		Near Certain		59.87	59.87	59.87			
Derbyshire	Bolsover	Castletwood Business Park, South Normanton	South Normanton - Employment		Committed Sites		Near Certain		142.40	142.40	142.40			
Derbyshire	Bolsover	Land south of Maier's Way, South Normanton	South Normanton - Employment		Committed Sites		Near Certain		14.00	14.00	14.00			
Derbyshire	Bolsover	Carter Lane East, South Normanton	South Normanton - Employment		Committed Sites		Near Certain		10.93	10.93	10.93			
Derbyshire	Bolsover	Land at High View Road (south), South Normanton	South Normanton - Employment		Committed Sites		Near Certain		4.80	4.80	4.80			
Derbyshire	Bolsover	Wincobank Farm, South Normanton	South Normanton - Employment		Committed Sites		Near Certain		173.73	173.73	173.73			
Derbyshire	Bolsover	Land at High View Road (north), South Normanton	South Normanton - Employment		Committed Sites		Near Certain		3.60	3.60	3.60			
Derbyshire	Bolsover	Land off Lees Lane and Market Street, South Normanton	South Normanton - Employment		Submitted Sites		Hypothetical		21.87	21.87	21.87			
Derbyshire	Bolsover	Park View (South)	Whaley Thorns - Employment		Committed Sites		Near Certain		7.73	7.73	7.73			
Derbyshire	Bolsover	Park View (North)	Whaley Thorns - Employment		Committed Sites		Near Certain		14.53	14.53	14.53			
Derbyshire	Bolsover	West of Colliery Road, Whitwell	Whitwell - Employment		Committed Sites		Near Certain		47.33	47.33	47.33			
Derbyshire	Bolsover	East of Colliery Road, Whitwell	Whitwell - Employment		Committed Sites		Near Certain		54.13	54.13	54.13			
Derbyshire	Bolsover	Former Whitwell Colliery	Whitwell - Employment		Submitted Sites		Hypothetical		69.47	69.47	69.47			
Derbyshire	North East Derbyshire	Royale Cukines, Chesterfield Road, Arkwright Town, Arkwright Town, Chesterfield, S44 5DA	NED/14/00345/O/L		Consented		Near Certain	9						
Derbyshire	North East Derbyshire	Land to the rear Of The Black Swan Inn, Adjacent West side of track leading To Grange Farm, Milken Lane, Ashover	NED/14/00251/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Land West Of Pear Tree House, Moor Road, Ashover	NED/16/00117/F/L		Consented		Near Certain	2						
Derbyshire	North East Derbyshire	Land Between Priory Cottage And The South East Side Of Amber, Moor Road, Ashover	NED/16/00071/O/L		Consented		Near Certain	9						
Derbyshire	North East Derbyshire	Lime Tree Cottage, Moor Road, Ashover	NED/16/00881/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Westwood Farm, Rebranding Road, Ashover	NED/16/01257/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	MOSS FARM (CUPOLA FARM), BELLAND LANE, STONEDGE, Ashover Countryside, CHESTERFIELD, S45 0LN	NED/12/00853/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	MILLTOWN METHODIST CHURCH, THE HAY, ASHOVER HAY, Ashover Countryside, CHESTERFIELD, S45 0HB	NED/13/00865/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Cherry Tree Farm, Darley Road, Stonedge, Ashover Countryside, Chesterfield, S45 0LW	NED/14/00514/CUPOMB		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Rushley Lodge Farm, Jaggars Lane, Darley Moor, Ashover Countryside, Matlock, DE4 5LH	NED/14/00930/CUPOMB		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Whaley Grange, Hard Meadow Lane, Ashover, Ashover Countryside, Chesterfield, S45 0BD	NED/14/01030/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Subben Edge Hall, Ashover Road, Littlemoor, Ashover Countryside, Chesterfield, S45 0EU	NED/15/00122/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Land To The South East Of 'Silberia Cottages, Synhope Hill, Darley Moor, Ashover Countryside	NED/15/00102/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Land To The South Of Well Close And, Keldredge Lane, Ashover Countryside	NED/15/00771/CUPOMB		Consented		Near Certain	2						
Derbyshire	North East Derbyshire	High Oredish Farm, Berridge Lane, Ashover Countryside	15/00786/CUPOMB		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Nether Highoredish Farm, Berridge Lane, Ashover Countryside	NED/15/00785/CUPOMB		Consented		Near Certain	2						
Derbyshire	North East Derbyshire	Greenhouse Farm, Coach Road, Overton, Ashover Countryside, Chesterfield, S45 0JN	NED/15/00746/CUPOMB		Consented		Near Certain	3						
Derbyshire	North East Derbyshire	Land North East Of Honeybank, Holystone Gate Road, Ashover Countryside	NED/15/00808/CUPOMB		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	High Acres Farm, Dewey Lane, Brackenfield, Ashover Countryside, Alfreton, DE55 4DB	NED/15/00043/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Nether Highoredish Farm, Berridge Lane, Ashover, Ashover Countryside, Chesterfield, S45 0JX	NED/15/00777/F/L		Consented		Near Certain	2						
Derbyshire	North East Derbyshire	Land Approximately 100M South East Of, Greenfield House, Hungerhill Lane, Stonedge, Ashover Countryside	NED/15/00958/CUPOMB		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Land South East Of Stonedge Farm, Darley Road, Ashover Countryside	NED/15/00998/CUPOMB		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Brookhurst Grange, Eaton Lane, Brookhurst, Ashover, Ashover Countryside, Chesterfield, S45 0HU	NED/15/01140/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Scotland Nurseries, Tansley, Ashover Countryside, Matlock, DE4 5GL	NED/16/00384/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Stonedge Farm, Darley Road, Ashover Countryside	NED/16/01236/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Westwood Farm, Rebranding Road, Ashover Countryside	NED/16/01276/CUPOMB		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	The Beeches, Crow Hole, Barlow	NED/14/00385/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Wellspring Farm, Commons Road, Barlow, Dronfield, S18 7SJ	14/01094/CUPOMB		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	2, Springfield Road, Barlow, Dronfield, S18 7SR	NED/16/01009/O/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	WOODSEATS HALL, JOHNNGATE LANE, Below Commons Road, DRONFIELD, S18 7SE	NED/12/00686/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Grange House Stables, Grange Lane, Barlow Commons	NED/14/00948/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	68, Valley Road, Barlow Commons, Dronfield, S18 7SN	NED/16/01028/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Causehouse Farm, Ashgate Road, Ashgate, Barlow Countryside, Chesterfield, S42 7JE	NED/14/01154/CUPOMB		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	Beveride Farm, Furnace Lane, Barlow Countryside, Dronfield, S18 7JY	NED/15/00047/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire	BURLEY BARN FARM, BURLEY, CUTHORPE, Brackenfield Countryside, CHESTERFIELD	NED/00/01082/F/L		Consented		Near Certain	1						
Derbyshire	North East Derbyshire</													

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	Size of Development					
								No. of Dwellings	B1	B2	B6	A1	Beats, Hotel
Derbyshire	North East Derbyshire	Land West Of 63, Dronfield Road, And North Of 40 Marsh View, Eckington	NED/14/00551/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land To The South Of Allotments at, Ducksett Lane Accessed From Staveley Lane, Eckington	NED/14/00562/O/L		Consented		Near Certain	90					
Derbyshire	North East Derbyshire	Bradley Lomas Electroluk Ltd, Church Street, Eckington, Sheffield, S21 4BH	NED/13/000176/O/L		Consented		Near Certain	26					
Derbyshire	North East Derbyshire	Land To The West Of, 6, Southgate Court, Eckington	NED/15/00761/O/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	128, High Street, Eckington	NED/16/00009/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	64, Pitt Street, Eckington	NED/16/01142/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Barns at, SHADY HALL FARM, Main Road, Eckington Countryside, S21 5RL	NED/03/00466/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	RENISHAW OLD MILL, MILL LANE, RENISHAW, Eckington Countryside, ECKINGTON, S21 3UZ	NED/06/00695/F/L		Consented		Near Certain	4					
Derbyshire	North East Derbyshire	HAZLEHURST FARM, LIGHTWOOD LANE, Eckington Countryside, S8 8BG	NED/13/00499/F/L		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	Snowdon Farm, Snowdon Lane, Troway, Eckington Countryside, Sheffield, S21 5RT	NED/15/00536/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land North of, Hard Meadow Lane, Falgate, Ashover	NED/15/00916/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land South Of Jellins Cottage And Jellins Forge, Falgate, Falgate	NED/15/01302/O/L		Consented		Near Certain	5					
Derbyshire	North East Derbyshire	Land To The Rear Of 2 To 6, Westhill Lane, Grassmoor	NED/14/01100/F/L		Consented		Near Certain	11					
Derbyshire	North East Derbyshire	Windwhistle Farm, Southend, Grassmoor, Chesterfield, S42 5EY	NED/15/00336/R/M		Consented		Near Certain	127					
Derbyshire	North East Derbyshire	SPORTSMAN INN, 207, NORTH WINGFIELD ROAD, Grassmoor, CHESTERFIELD, S42 5EW	NED/16/00545/F/L		Consented		Near Certain	3					
Derbyshire	North East Derbyshire	Mill Hill House, Mansfield Road, Hasland, Chesterfield, S41 0JN	NED/16/00724/O/L		Consented		Near Certain	10					
Derbyshire	North East Derbyshire	HEATH ROAD, PHASE 3, Heath	NED/00/00315		Consented		Near Certain	8					
Derbyshire	North East Derbyshire	Old Cobblers Shop, Main Road, Heath, Chesterfield, S44 5RX	NED/16/00421/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Grove Bungalow, Mansfield Road, Heath, Heath Countryside, Chesterfield, S44 5SF	NED/15/00928/R/M		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	STRETTEA LANE, ADJ THE HIGHFIELD, Highham	NED/00/00507		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land at the Corner of, New Street and Strettes Lane, Highham	NED/14/00365/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Ash Tree Farm, Main Road, Highham, Alfreton, DE55 6FH	NED/15/00929/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	THE WOOLPACK, 26, TOWN END, HIGHAM & STONEBROOM, Highham, ALFRETON, DE55 6BL	NED/16/00524/R/M		Consented		Near Certain	16					
Derbyshire	North East Derbyshire	S & A Parsons Building Contractors Ltd, Mansfield Road, Highmoor, Sheffield, S21 2BW	NED/14/00380/O/L		Consented		Near Certain	34					
Derbyshire	North East Derbyshire	Cordwell Barn, Horsleygate Lane, Holmesfield	NED/16/00043/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	2, Main Road, Holmesfield, Dronfield, S18 7WT	NED/16/00580/O/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Horne Inn, 9, Main Road, Holmesfield, Dronfield, S18 7WT	NED/16/01321/F/L		Consented		Near Certain	5					
Derbyshire	North East Derbyshire	UNTHANK LANE FARM, UNTHANK LANE, HOLMESFIELD, Holmesfield Countryside, DRONFIELD, S18 7WF	NED/09/00648/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Carpenter House, Cordwell Lane, Millthorpe, Holmesfield Countryside, Dronfield, S18 7VH	NED/15/00016/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Cowley Hall Farm, Cowley Lane, Holmesfield, Holmesfield Countryside, Dronfield, S18 7SD	NED/15/00064/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	D & T CONVENIENCE STORE, 192, HEATH ROAD, Holmwood, CHESTERFIELD, S42 5BR	NED/12/01154/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land to the South of, 205, Chesterfield Road, Holmwood	NED/14/00312/O/L		Consented		Near Certain	50					
Derbyshire	North East Derbyshire	183, Chesterfield Road, Holmwood, Chesterfield, S42 5TD	NED/14/00739/O/L		Consented		Near Certain	5					
Derbyshire	North East Derbyshire	Allotments, Masfield Avenue, Holmwood	NED/14/00888/R/M		Consented		Near Certain	83					
Derbyshire	North East Derbyshire	Land On The West Side Of, Chesterfield Road, Holmwood	NED/14/01290/O/L		Consented		Near Certain	550					
Derbyshire	North East Derbyshire	Land West Of 20, Masfield Avenue, Holmwood, Chesterfield	NED/16/01060/F/L		Consented		Near Certain	10					
Derbyshire	North East Derbyshire	HIGHFIELD FARM, BAGE HILL, WALTON, Holmwoodside Countryside, CHESTERFIELD, S42 7LN	NED/09/00346/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	THE POPPARS, MATLOCK ROAD, WALTON, Holmwoodside Countryside, CHESTERFIELD, S42 7LH	NED/12/00014/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land East Of Moorways, Ashover Road, Kelstedge	NED/16/00472/O/L		Consented		Near Certain	5					
Derbyshire	North East Derbyshire	Land South Of Moorways, Ashover Road, Kelstedge	NED/15/01212/O/L		Consented		Near Certain	5					
Derbyshire	North East Derbyshire	Land South West Of Magnolia Cottage, Amber Lane, Kelstedge	NED/15/01220/O/L		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	BRIDGE STREET, Killamarsh	NED/00/00134S		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	HYSLIE CLOSE PLOTS 23 24 25, Killamarsh	NED/00/00390		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	land adjoining, 5, bunkers hill, Killamarsh	NED/02/00633/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	THE OLD STATION, STATION ROAD, Killamarsh	NED/07/00865/F/L		Consented		Near Certain	14					
Derbyshire	North East Derbyshire	2, BRIDGE STREET, Killamarsh, S21 1AH	NED/12/00660/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	The Angel Inn, 127, Botham Road, Killamarsh, Sheffield, S21 2DR	NED/14/00633/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	13, Westhorpe Road, Killamarsh, Sheffield, S21 1ET	NED/14/01214/O/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land on the South side of, the Junction between Crofters Close and, Bailey Lane, Killamarsh	NED/15/00661/F/L		Consented		Near Certain	14					
Derbyshire	North East Derbyshire	The Midland, 269, Sheffield Road, Killamarsh, Sheffield, S21 1DX	NED/15/01053/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land West Of, 266, Sheffield Road, Killamarsh	NED/15/01075/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Manor Farm, Upperthorpe Road, Killamarsh, Sheffield, S21 1EQ	NED/15/01092/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Bailey Farm, Bailey Lane, Killamarsh	NED/16/00408/C/UPDMB		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	Pisholes, Bailey Lane, Killamarsh	NED/16/00659/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land Between Old Canal And North Side, Primrose Lane, Killamarsh	NED/16/00216/F/L		Consented		Near Certain	30					
Derbyshire	North East Derbyshire	3, Mansfield Road, Killamarsh	NED/17/00026/C/UPDMB		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land South East Of Old House, Tinkley Lane, Alton, Littlemore (Ashover)	NED/15/00595/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Croftwaite, Alton Lane, Littlemore (Ashover)	NED/16/00644/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	The Rectory, Rectory Road, Long Duckmanton, Chesterfield, S44 5HX	NED/12/00509/F/L		Consented		Near Certain	8					
Derbyshire	North East Derbyshire	MANOR FARM MEWS, CHESTERFIELD ROAD, DUCKMANTON, Long Duckmanton, CHESTERFIELD, S44 5HX	NED/15/00581/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land Between, Garthowen And Delverne, Chesterfield Road, Duckmanton, Long Duckmanton	NED/16/00129/F/L		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	St Peter And St Paul Church, Rectory Road, Long Duckmanton	NED/16/00573/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	29, Rupert Street, Lower Pilsley, Chesterfield, S45 8DB	NED/15/00728/R/M		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	1, The Acres, Lower Pilsley, Chesterfield, S45 8DT	NED/15/01254/F/L		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	Land Between Poplar Grove And Park House Farm, Pilsley Road, Lower Pilsley	NED/16/00276/O/L		Consented		Near Certain	16					
Derbyshire	North East Derbyshire	LAND ADJACENT TO, 20, LIGHTWOOD ROAD, Marsh Lane, ECKINGTON, S21 5RG	NED/07/00821/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	56, WOODNOOK GROVE, Marsh Lane, ECKINGTON, S21 5SA	NED/13/00010/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	2-5, BRONTE STREET, Mackley, ALFRETON	NED/07/01252/F/L		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	46, Station Road, Marlon, Alfreton, DE55 6CW	NED/16/00870/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land To The South Of Vallesia, Draycott Road, North Wingfield	NED/14/01106/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land between 75 Station Road & Car Park, New Street, Hephthorne Lane, North Wingfield	NED/14/01005/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land to the rear of Hamhill Close & 14-1, John Street, accessed From, Hephthorne Lane, North Wingfield	NED/14/00679/O/L		Consented		Near Certain	8					
Derbyshire	North East Derbyshire	Croft House, The Green, North Wingfield, Chesterfield, S42 5LQ	NED/15/00542/O/L		Consented		Near Certain	5					
Derbyshire	North East Derbyshire	Gange Side, Burny Street, North Wingfield	NED/16/00231/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Spinning Wheel Inn, Draycott Road, North Wingfield	NED/15/00868/F/L		Consented		Near Certain	6					
Derbyshire	North East Derbyshire	117, CHESTERFIELD ROAD, North Wingfield, CHESTERFIELD, S42 5LF	NED/16/00609/R/M		Consented		Near Certain	49					
Derbyshire	North East Derbyshire	LAND TO THE EAST OF, 17, GEORGE STREET, HEPTHORNE LANE, North Wingfield, CHESTERFIELD, S42 5JH	NED/16/00551/F/L		Consented		Near Certain	4					
Derbyshire	North East Derbyshire	2, Alma Road, North Wingfield	NED/16/00963/F/L		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	East Side Of, 70, Church Lane, North Wingfield	NED/16/01323/F/L		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	COMMERCIAL INN, BRIDGE STREET, Pilsley, CHESTERFIELD, S45 8HE	NED/11/00803/F/L		Consented		Near Certain	3					
Derbyshire	North East Derbyshire	Wesley Methodist Church, Station Road, Pilsley	NED/14/00610/F/L		Consented		Near Certain	4					
Derbyshire	North East Derbyshire	LAND ON WEST SIDE OF, PIGGIERIES A OPPOSITE 17, SOUTH STREET, Pilsley, CHESTERFIELD	NED/14/01174/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	BOX HALL GREEN LANE, PILSLEY, Lower Pilsley, CHESTERFIELD	NED/11/00862/O/L		Consented		Near Certain	32					
Derbyshire	North East Derbyshire	1,蒲h Lewis Ltd, Bushparks Farm, Hallgate Lane, Pilsley, Chesterfield, S45 8HW	NED/14/01053/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Farm Buildings on, The East Side Of Whitehall Farm, Back Lane, Pilsley	NED/15/00212/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land Between track To Dark Lane and, 69, Station Road, Pilsley	NED/15/00557/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land East of the junction of, Rupert Street & Hallgate Lane, On the North side of Back Lane, Pilsley	NED/15/00702/O/L		Consented		Near Certain	3					
Derbyshire	North East Derbyshire	Manor Cottage, Station Road, Pilsley, Chesterfield, S45 8BA	NED/15/00781/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land opposite 88 to 100, Station Road, Pilsley	NED/15/01231/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	1, Rupert Street, Pilsley	NED/16/00119/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	9, Morton Road, Pilsley, Chesterfield, S45 8EE	NED/16/00308/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	13, Hallgate Lane, Pilsley, Chesterfield, S45 8HN	NED/16/00576/F/L		Consented		Near Certain	3					
Derbyshire	North East Derbyshire	Land Between Track To Dark Lane And 69, Station Road, Pilsley	NED/16/00414/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land To The Rear Of Longhive, Hallgate Lane, Pilsley	NED/16/00801/F/L		Consented		Near Certain	5					
Derbyshire	North East Derbyshire	Land Between Track To Dark Lane And 69, Station Road, Pilsley	NED/16/01073/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land Between Track To Dark Lane And 69, Station Road, Pilsley	NED/16/01074/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land Between Track To Dark Lane And 69, Station Road, Pilsley	NED/16/01075/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land Between Track To Dark Lane And 69, Station Road, Pilsley	NED/16/01076/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land Between Track To Dark Lane And 69, Station Road, Pilsley	NED/16/01077/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Land To The West Of 3, Forest Drive, Pilsley	NED/16/01042/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	Pilsley Miners Welfare, Rupert Street, Pilsley	NED/16/00113/O/L		Consented		Near Certain	6					
Derbyshire	North East Derbyshire	36, Morton Road, Pilsley	NED/15/01259/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	32, MAIN ROAD, Renishaw, ECKINGTON, S21 3UT	NED/11/00388/F/L		Consented		Near Certain	2					
Derbyshire	North East Derbyshire	Ridgeway Craft Centre, Main Road, Ridgeway, Sheffield, S12 3XR	NED/13/00531/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	82-84 Ridgeway Moor, Ridgeway Moor, Ridgeway	NED/16/00974/F/H		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	64, HALFIELDGATE LANE, Shirland, ALFRETON, DE55 6AA	NED/11/00524/F/L		Consented		Near Certain	1					
Derbyshire	North East Derbyshire	ALLOTMENTS, 34 - 48, MAIN ROAD, Shirland, ALFRETON	NED/13/00321/F/L		Consented		Near Certain	5					
Derbyshire	North East Derbyshire	6, Halfieldgate Lane, Shirland, Alfreton, DE55 6AA	NED/14/00263/O/L		Consented		Near Certain	3					
Derbyshire	North East Derbyshire	The Paddock, Halfieldgate Lane, Shirland, Alfreton, DE55 6AA</											

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	Size of Development							
								No. of Dwellings	B1	B2	100 sq m B8	A1	Beds Hotel	Spaces P+R	
Derbyshire	North East Derbyshire	Woodlands, Main Road, Troway	NED/15/01126/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Doe Lea Farm, Main Road, Troway	NED/16/01331/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Land Between The House and Ryekeld, Brassington Lane, Tupton	NED/14/01121/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	76, Ashover Road, Old Tupton, Tupton, Chesterfield, S42 6HJ	NED/15/00269/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	75, Ashover Road, Tupton, Chesterfield, S42 6HJ	NED/15/00676/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Shewcliffe, 75a, Ashover Road, Tupton, Chesterfield, S42 6HJ	NED/15/00646/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Land To The Rear Of The House, Brassington Lane, Old Tupton, Tupton	NED/15/01191/OL		Consented		Near Certain	7							
Derbyshire	North East Derbyshire	Land to the Rear of 10 to 52, Ashover Road, Old Tupton, Tupton	NED/15/00614/DISCON		Consented		Near Certain	61							
Derbyshire	North East Derbyshire	Coldwell Farm, Ashover Road, Tupton, Chesterfield, S42 6AQ	NED/16/00336/CUPOMB		Consented		Near Certain	3							
Derbyshire	North East Derbyshire	LAND SOUTH OF, SUNNINGDALE PARK and, POPLAR DRIVE & TO WEST OF, 21 ELVIN WAY, Tupton, CHESTERFIELD, S42 6EG	NED/16/00300/DISCON		Consented		Near Certain	14							
Derbyshire	North East Derbyshire	152, Ashover Road, Tupton, Chesterfield, S42 6HG	NED/16/00549/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	South of Sunningdale Park & Birkin Park, Birkin Avenue, Tupton	NED/16/00621/FL		Consented		Near Certain	29							
Derbyshire	North East Derbyshire	FLEUR DE LYS HOTEL, MAIN ROAD, UNSTONE, DRONFIELD, S18 4AB	NED/15/01085/FL		Consented		Near Certain	8							
Derbyshire	North East Derbyshire	Old Thatch, Crow Lane, Unstone	NED/16/01141/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Prospect Cottage, Hundall, APPERKNOWLE, Unstone Countryside, Dronfield, S18 4BS	NED/13/00097/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Elm Tree Farm, Summerley Road, Apperknowle, Unstone Countryside, Dronfield, S18 4BA	NED/14/01123/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Manor Farm, Main Road, Unstone, Unstone Countryside	NED/15/00693/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Badgers Croft, Hundall Lane, Hundall, Unstone Countryside, Dronfield, S18 4BP	NED/17/00168/FLH		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	LAND & BUILDINGS ON THE SOUTH SIDE OF, 1, SPRINGBANK, UNSTONE, Unstone Crow Lane, DRONFIELD, S18 4AD	NED/13/00475/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	14, Ramshaw Road, Unstone Green, Dronfield, S18 4DG	NED/15/01109/OL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	SUNROFT FARM, MAIN ROAD, WOODSHIF, CHESTERFIELD	NED/10/00068/FL		Consented		Near Certain	2							
Derbyshire	North East Derbyshire	142, DEBY ROAD, Wotton, Chesterfield, S42 1LD	NED/15/00411/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Land North West of, 24 Matlock Road, Wessington	NED/15/01083/RM		Consented		Near Certain	32							
Derbyshire	North East Derbyshire	J J Cummins Limited, Matlock Road, Wessington, Alfreton, DE55 6DS	NED/16/00749/OL		Consented		Near Certain	9							
Derbyshire	North East Derbyshire	LAND TO THE REAR OF, 32 & 34 with access between 30B & 32, GREENWAY, Wingerworth, CHESTERFIELD	NED/13/01074/RM		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	SWATHWICK FARM, SWATHWICK LANE, Wingerworth, CHESTERFIELD, S42 6GP	NED/15/01265/DISCON		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	642, DERBY ROAD, Wingerworth, CHESTERFIELD, S42 4LZ	NED/13/01217/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	LAND TO THE SOUTH OF, PIONEER HOUSE & TO THE REAR OF 1 - 59, ADJUNGTON AVENUE, Wingerworth, CHESTERFIELD	NED/14/01289/RM		Consented		Near Certain	120							
Derbyshire	North East Derbyshire	58, Longedge Lane, Wingerworth, Chesterfield, S42 6PD	NED/14/00361/OL		Consented		Near Certain	4							
Derbyshire	North East Derbyshire	Hanging Banks, Derby Road, Wingerworth	NED/14/00763/OL		Consented		Near Certain	250							
Derbyshire	North East Derbyshire	185, Longedge Lane, Wingerworth, Chesterfield, S42 6PR	NED/15/00932/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Land To The East Of 20, Pond Lane, Wingerworth	NED/15/00763/OL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	10, Adlington Avenue, Wingerworth, Chesterfield, S42 6NU	NED/15/01110/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	25, New Road, Wingerworth, Chesterfield, S42 6TD	NED/16/00481/FL		Consented		Near Certain	2							
Derbyshire	North East Derbyshire	3, LAKELANDS, Wingerworth, CHESTERFIELD, S42 6XJ	NED/16/00495/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	108, Davids Drive, Wingerworth, Chesterfield, S42 6TS	NED/16/00720/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	West Of 174, Nethermoor Road, Wingerworth	NED/16/00022/OL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	Land To The Rear Of 34 To 36, Nethermoor Road, Wingerworth, Chesterfield	NED/16/00951/OL		Consented		Near Certain	2							
Derbyshire	North East Derbyshire	183, Longedge Lane, Wingerworth	NED/16/01008/OL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	BELFET HILL FARM, BIRKIN LANE, Wingerworth, CHESTERFIELD, S42 6LL	NED/16/00891/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	20, Hockley Lane, Wingerworth, Chesterfield, S42 6GG	NED/16/01300/RM		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	THE FORMER AVENUE SITE, DERBY ROAD, Wingerworth, CHESTERFIELD, S42 6NB	NED/16/00625/OL		Consented		Near Certain	469							
Derbyshire	North East Derbyshire	STUBBING COURT, STUBBING, Wingerworth Countryside, CHESTERFIELD	NED/07/00578/FL		Consented		Near Certain	7							
Derbyshire	North East Derbyshire	COACH HOUSE, STUBBING COURT, Wingerworth Countryside, CHESTERFIELD, S42 6DX	NED/07/00920/FL		Consented		Near Certain	1							
Derbyshire	North East Derbyshire	THE OLD COACH HOUSE, STUBBING COURT, Wingerworth Countryside, CHESTERFIELD, S42 6CT	NED/07/01015/FL		Consented		Near Certain	2							
Derbyshire	North East Derbyshire	The Bungalow, Brookfield Park, Wingerworth Countryside, Chesterfield, S42 6AF	NED/15/00696/OUT		Consented		Near Certain	2							
Lincolnshire	Lincoln City	St Marks Retail Park and Shopping Centre Redevelopment	2017/0096/OUT	2020 onwards	Allocated Site with Approval at Planning Committee - awaiting S106	2026 onwards	More than likely	150					329.40	130	1,100
Lincolnshire	Lincoln City	Western Growth Corridor SUE		2019-2039	Allocated Site C1819 in CLP	2019-2039	Reasonably Foreseeable	3,200	500.00	500.00	500.00				
Lincolnshire	Lincoln City	Lincoln Science and Innovation Park (Phase 2)		2018-2036	Allocated Site E2 in CLP (Masterplan required for 5.4Ha site of B1, B2)	2018-2036	Reasonably Foreseeable		72.00	72.00	72.00				
Lincolnshire	West Lindsey	The Barns, Apley Manor Farm	130518		Consented		Near Certain	1							
Lincolnshire	West Lindsey	98 dwellings - Wragby Road,	120613		Consented		Near Certain	73							
Lincolnshire	West Lindsey	Land adjacent Manor House	130568		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Land to the rear of 51 Station Rd	130690		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Land adjacent 51 Wragby Road	130701		Consented		Near Certain	1							
Lincolnshire	West Lindsey	34 Station Road	131109		Consented		Near Certain	8							
Lincolnshire	West Lindsey	Land At Abbey Road,	131921		Consented		Near Certain	12							
Lincolnshire	West Lindsey	36 station road, bardney	133283		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Land Between Manor Barn and Manor Barn Bungalow, BarlingsLane	131322		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Pingry Camp, Ribby High Road	119946		Consented		Near Certain	10							
Lincolnshire	West Lindsey	crossholme farm, well street bishop norton	132769		Consented		Near Certain	2							
Lincolnshire	West Lindsey	land rear of orchard grange, bishop norton	133175		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Land R/O 30 Loughton Road	129581		Consented		Near Certain	3							
Lincolnshire	West Lindsey	10 Loughton Road	131928		Consented		Near Certain	2							
Lincolnshire	West Lindsey	land at loughton road, blyton	132782		Consented		Near Certain	19							
Lincolnshire	West Lindsey	r/o 11 high street, blyton	133181		Consented		Near Certain	1							
Lincolnshire	West Lindsey	offices mess, brookenby business park, birdbrook, brookenby	133282		Consented		Near Certain	9							
Lincolnshire	West Lindsey	former generator site off, swinhope road, brookenby	133586		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Barns at Chestnut House, Carlton Lane	130221		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Older Farm, Saxby Road	129461		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Beech House, Manor Lane	131947		Consented		Near Certain	1							
Lincolnshire	West Lindsey	burton lane end, burton waters	131665		Consented		Near Certain	13							
Lincolnshire	West Lindsey	The Workshop, Friesthorpe Rd	130574		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Land At Sunnyside, Caxby Road,	132154		Consented		Near Certain	6							
Lincolnshire	West Lindsey	Calster Hospital site, North Kelsey Rd,	122208		Consented		Near Certain	14							
Lincolnshire	West Lindsey	Glen View, Hamcliffe Road,	130240		Consented		Near Certain	0							
Lincolnshire	West Lindsey	14 Whitgate Hill	131713		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Ribby Road, Caistor	132759		Consented		Near Certain	1							
Lincolnshire	West Lindsey	15 grimsby road, caistor	132818		Consented		Near Certain	1							
Lincolnshire	West Lindsey	S mill lane, caistor	132337		Consented		Near Certain	1				</			

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	No. of Dwellings	Size of Development				Beds	Hotel	Spaces
									B1	B2	B6	A1			
Lincolnshire	West Lindsey	46 nelson Street, Gainsborough	133093		Consented		Near Certain	2							
Lincolnshire	West Lindsey	East of Allocation G1, Gainsborough DN21 1HN	133351		Consented		Near Certain	80							
Lincolnshire	West Lindsey	Bridge Street, Gainsborough	133393		Consented		Near Certain	14							
Lincolnshire	West Lindsey	Milton Road/Dunster Road, Gainsborough	133648		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Summer Hill, Gainsborough	133649		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Park Springs Road/Frobby Lane	M06/P/0084		Consented		Near Certain	56							
Lincolnshire	West Lindsey	Belt Cottage, Washbyke Lane, Gtntnam	132696 + 130988		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Lutburnum Cottage, Middlefield Lane	131454		Consented		Near Certain	2							
Lincolnshire	West Lindsey	1 and 3 St Georges Hill,	131848		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Land adjacent to Highfields, Lincoln Road	130860		Consented		Near Certain	4							
Lincolnshire	West Lindsey	Gotho Grange, Aggley Rd	132186		Consented		Near Certain	2							
Lincolnshire	West Lindsey	The Former Prayer Room, Church Lane	130523		Consented		Near Certain	1							
Lincolnshire	West Lindsey	main street, hacthorn	133195		Consented		Near Certain	0							
Lincolnshire	West Lindsey	The Old Scrapyard, Stow Lane	130739		Consented		Near Certain	35							
Lincolnshire	West Lindsey	Land to the West of Ingham	131742		Consented		Near Certain	1							
Lincolnshire	West Lindsey	11 high Street, Ingham	133538		Consented		Near Certain	1							
Lincolnshire	West Lindsey	29 Yarborough road, Keelby	131960		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Yarborough Road Keelby	133151		Consented		Near Certain	4							
Lincolnshire	West Lindsey	2 north End, Keelby	133585		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Stallingborough Rd,	126111		Consented		Near Certain	0							
Lincolnshire	West Lindsey	Land to rear of 19 Rity Rd	131427		Consented		Near Certain	1							
Lincolnshire	West Lindsey	near of 33 Yarborough Rd	131911		Consented		Near Certain	1							
Lincolnshire	West Lindsey	george hotel, 15 main road, landworth	130773		Consented		Near Certain	36							
Lincolnshire	West Lindsey	Rosedene, Main Road, Loughterton	132876 + 130769		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Land Off Anderson Way	131421		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Land off Wolsay Way (Nettleham Fields)	120310		Consented		Near Certain	305							
Lincolnshire	West Lindsey	Normange	124283		Consented		Near Certain	95							
Lincolnshire	West Lindsey	Alphe Farm Bungalow, Lissington Rd	132001		Consented		Near Certain	1							
Lincolnshire	West Lindsey	the hardings farm, lissingby lane, lissington	133293		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Willingham Road,	125630		Consented		Near Certain	10							
Lincolnshire	West Lindsey	Hunters Place, Willingham Road	128810		Consented		Near Certain	9							
Lincolnshire	West Lindsey	Land adj Fairfield, Linwood Road	130403		Consented		Near Certain	1							
Lincolnshire	West Lindsey	20 King Street	131151		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Last Port Of Call, Serpentine Street	131293		Consented		Near Certain	4							
Lincolnshire	West Lindsey	20a Union Street	131425		Consented		Near Certain	13							
Lincolnshire	West Lindsey	the woodlands, woodlands lane, market rasen	131955		Consented		Near Certain	5							
Lincolnshire	West Lindsey	Treeblights, 19 Oxford Street,	132046		Consented		Near Certain	4							
Lincolnshire	West Lindsey	quinn a mans, crane bridge close, willingham road, market rasen	132127		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Normanby House, Chapel Lodge Drive, Market Rasen	132247		Consented		Near Certain	1							
Lincolnshire	West Lindsey	beeches, linwood road, market rasen	132973		Consented		Near Certain	1							
Lincolnshire	West Lindsey	peck mill, victoria road, market rasen	133119		Consented		Near Certain	1							
Lincolnshire	West Lindsey	19 oxford street, market rasen	133184		Consented		Near Certain	7							
Lincolnshire	West Lindsey	33 prospect place market rasen	133273		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Jansta, 105 caistor road, mk	133286		Consented		Near Certain	1							
Lincolnshire	West Lindsey	68 High Street	130786		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Pyewipe Farm, Caistor Road,	130246		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Land at Woodside, Walsby Rd	131053		Consented		Near Certain	1							
Lincolnshire	West Lindsey	34 church street, middle rasen	132720		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Land off mill lane, middle rasen (plot 1)	132792		Consented		Near Certain	1							
Lincolnshire	West Lindsey	harrington house, church street, middle rasen	132817		Consented		Near Certain	1							
Lincolnshire	West Lindsey	1 old gallamere lane, middle rasen	133288		Consented		Near Certain	1							
Lincolnshire	West Lindsey	the vicarage, north street, middle rasen	133601		Consented		Near Certain	1							
Lincolnshire	West Lindsey	land off mill lane, Middle Rasen (plot 2)	133625		Consented		Near Certain	1							
Lincolnshire	West Lindsey	North view farm, gainsborough road, middle rasen	133635		Consented		Near Certain	8							
Lincolnshire	West Lindsey	white house farm, gainsborough road, middle rasen	133909		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Trentside,	128985		Consented		Near Certain	3							
Lincolnshire	West Lindsey	14 Walkerith Road,	130358		Consented		Near Certain	1							
Lincolnshire	West Lindsey	2 Field Lane	130646		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Rose Mill Lane (3 dwellings on M06/P/0549, 2 dwellings on120570)	M06/P/0549 &		Consented		Near Certain	5							
Lincolnshire	West Lindsey	Neighbourhood Plan Allocation B Part of Site Q.3045 Land off High Lane, Nettleham	131975		Consented		Near Certain	68							
Lincolnshire	West Lindsey	Land off Lodge Lane, Nettleham LN2 2RS	132063		Consented		Near Certain	39							
Lincolnshire	West Lindsey	38 Lodge Lane	130845		Consented		Near Certain	3							
Lincolnshire	West Lindsey	6 East Street	131233		Consented		Near Certain	1							
Lincolnshire	West Lindsey	2a poachers meadow, nettleham	132962		Consented		Near Certain	2							
Lincolnshire	West Lindsey	the tree house, lincoln road, nettleham	133063		Consented		Near Certain	2							
Lincolnshire	West Lindsey	23 mill hill, Nettleham	133295		Consented		Near Certain	1							
Lincolnshire	West Lindsey	r/o 14 deepdale lane, Nettleham	133580		Consented		Near Certain	1							
Lincolnshire	West Lindsey	5 draycot, nettleton, caistor	133827		Consented		Near Certain	1							
Lincolnshire	West Lindsey	162 Secret Gardens	M06/P/0627		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Normanby House, Chapel Lodge Drive	131236		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Land to the rear of 52 Wragby Road East	132018		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Land to the rear of 12 Westfield Avenue,	132234		Consented		Near Certain	2							
Lincolnshire	West Lindsey	r/o 10 westfield avenue, north greetwell	132424		Consented		Near Certain	2							
Lincolnshire	West Lindsey	r/o 12 westfield avenue, Nettleham	133603		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Carr Road, North Kelsey	132991		Consented		Near Certain	1							
Lincolnshire	West Lindsey	central stores, high street, north kelsey	133494		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Bridge Willow, Little London	130979		Consented		Near Certain	2							
Lincolnshire	West Lindsey	Clarendon South Street	131011		Consented		Near Certain	0							
Lincolnshire	West Lindsey	Parkside	130017		Consented		Near Certain	1							
Lincolnshire	West Lindsey	Park Farm, Caistor Road,	130289		Consented		Near Certain	1							
Lincolnshire	West Lindsey	top farm barns, low road, osgodby	133050		Consented		Near Certain	2							
Lincolnshire	West Lindsey	The Surgery, Normanby Rd	132029		Consented		Near Certain	1							
Lincolnshire	West Lindsey	saxown, fen road, owmby by spital	132353		Consented		Near Certain	1							
Lincolnshire	West Lindsey	56 Fiskerton Road	131273		Consented		Near Certain	1							

Notes - See Below - Do not Delete these Columns

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	Size of Development					Beds	Spaces
								No. of Dwellings	B1	B2	B6	A1	Hotel	P+R
Lincolnshire	West Lindsey	1 Station Road	131610		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land To Rear Of 24 & 26 Church Lane	132000		Consented		Near Certain	1						
Lincolnshire	West Lindsey	17 Church Lane	130325		Consented		Near Certain	3						
Lincolnshire	West Lindsey	Orchard House, 3a William Street	130497		Consented		Near Certain	1						
Lincolnshire	West Lindsey	6 Lincoln Road	131101		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land off church lane, Saxilby	131114		Consented		Near Certain	221						
Lincolnshire	West Lindsey	39 Church Road	131284		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land to the rear of 40 High Street	131292		Consented		Near Certain	4						
Lincolnshire	West Lindsey	adj 17 ashfield grange, Saxilby	133540		Consented		Near Certain	1						
Lincolnshire	West Lindsey	r/o 25 mill lane, Saxilby	133835		Consented		Near Certain	4						
Lincolnshire	West Lindsey	Tilbridge Lane House, Tilbridge Lane	130876		Consented		Near Certain	2						
Lincolnshire	West Lindsey	West of manor farm, high street, Scampton	131907		Consented		Near Certain	18						
Lincolnshire	West Lindsey	28 high street, Scampton	133492		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land Adj 47 Main Street	130063		Consented		Near Certain	1						
Lincolnshire	West Lindsey	End of Back Lane, Off Craypool Lane	131584		Consented		Near Certain	2						
Lincolnshire	West Lindsey	land at heath road, scottham	132027		Consented		Near Certain	30						
Lincolnshire	West Lindsey	land at heath road, scottham	132739		Consented		Near Certain	2						
Lincolnshire	West Lindsey	croft house, 26 craypool lane, scottham	132983		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land off Gainsborough Road	128902		Consented		Near Certain	10						
Lincolnshire	West Lindsey	1 Sands Lane	130852		Consented		Near Certain	1						
Lincolnshire	West Lindsey	20-22 the rookery,Scotter	131471		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Scotter Equestrian Centre, Kinton Road	131476		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land to rear of 10 Sands lane	131491		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Casa Serena, 5 Elizabeth Close,	131994		Consented		Near Certain	3						
Lincolnshire	West Lindsey	7 cecl close, Scotter	133211		Consented		Near Certain	0						
Lincolnshire	West Lindsey	Kinton road, Scotter	133275		Consented		Near Certain	1						
Lincolnshire	West Lindsey	53b Craggie Lane	130532		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Bucknell Farm, Gainsborough Rd	131446		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Home Farm, Main Rd	132117		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Plot 1, North End Lane,	130404		Consented		Near Certain	1						
Lincolnshire	West Lindsey	plot 5, south pasture, south kelsey	133310		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Bridge House, Southern Lane, Stanton By Langworth	129471		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Church Farm, Church Lane	130156		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land at Stanton Lane, nr Stanton By Langworth	130189		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Highfield Farm, Stow Park Rd	130766		Consented		Near Certain	1						
Lincolnshire	West Lindsey	west view farm, stow park road, Stow	133125		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land between 15 & 25, Marton Rd	130545		Consented		Near Certain	5						
Lincolnshire	West Lindsey	Land to the rear of 54 Saxilby Road	130641		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Queensway,	130886		Consented		Near Certain	8						
Lincolnshire	West Lindsey	Land At Rose Cottage, Stow Road	131465		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land to the south of Tilbridge Road,	132131		Consented		Near Certain	3						
Lincolnshire	West Lindsey	adam lifts, tilbridge lane, sturton by Stow	132257		Consented		Near Certain	10						
Lincolnshire	West Lindsey	5 fields road, sturton by Stow	132701		Consented		Near Certain	2						
Lincolnshire	West Lindsey	Plot 2 Land between 15 & 25, Marton Road, Sturton By Stow	132885		Consented		Near Certain	2						
Lincolnshire	West Lindsey	red lion, 1 marton road, sturton by Stow	133052		Consented		Near Certain	6						
Lincolnshire	West Lindsey	37 high street, sturton by Stow	133743		Consented		Near Certain	1						
Lincolnshire	West Lindsey	The Old Apleary, 106 Wasaby Road	126872		Consented		Near Certain	2						
Lincolnshire	West Lindsey	Land adjacent, 56 Southern Lane	130452		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Sudbrooke house, church lane, , Sudbrooke	131108		Consented		Near Certain	5						
Lincolnshire	West Lindsey	the sonnets, church lane, Sudbrooke	133762		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Castle Farm, Wakesby Lane	130871		Consented		Near Certain	2						
Lincolnshire	West Lindsey	Sunnyside, Basen Road	130994		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Plot 4, Cow Lane,	132322		Consented		Near Certain	1						
Lincolnshire	West Lindsey	10 sandy lane, tealby	132402		Consented		Near Certain	1						
Lincolnshire	West Lindsey	thorpe farm, tealby	133466		Consented		Near Certain	1						
Lincolnshire	West Lindsey	10 cow lane, tealby	133614		Consented		Near Certain	1						
Lincolnshire	West Lindsey	land between 7 and 11 Lodge lane, upton	133207		Consented		Near Certain	1						
Lincolnshire	West Lindsey	brandy wharf leisure park, brandy wharf, waddingham	132032		Consented		Near Certain	1						
Lincolnshire	West Lindsey	land off silver street, Waddingham	133053		Consented		Near Certain	4						
Lincolnshire	West Lindsey	Olby Lane	131247		Consented		Near Certain	1						
Lincolnshire	West Lindsey	19 Lincoln Road	127871		Consented		Near Certain	3						
Lincolnshire	West Lindsey	R/O 78 Ryland Road	128709		Consented		Near Certain	2						
Lincolnshire	West Lindsey	Land East of Hackthorn Rd	130150		Consented		Near Certain	63						
Lincolnshire	West Lindsey	26 Sudbeck Lane	130631		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land to the East of Halfpenny Close, north of The Hardings	130995		Consented		Near Certain	50						
Lincolnshire	West Lindsey	Farmers Arms, Market Basin Rd	131047		Consented		Near Certain	1						
Lincolnshire	West Lindsey	Land adjacent, 30 Norbeck Lane	131380		Consented		Near Certain	0						
Lincolnshire	West Lindsey	Cliff Road, Welton, Lincoln	131492		Consented		Near Certain	63						
Lincolnshire	West Lindsey	Land to East of Peberd Lane, Welton and incorporates SHLAA2008 site WINPD1	131661		Consented		Near Certain	350						
Lincolnshire	West Lindsey	Glebe Farm Barns, Snaresford Road	132282		Consented		Near Certain	1						
Nottinghamshire	Newark and Sherwood	Fernwood Business Park, Balderton	06/01776/RMAM, 29 units 6	Underconstruction	Commitment		Near Certain		85.00					
Nottinghamshire	Newark and Sherwood	Bowbridge Lane (Land South of Newark), Newark	14/01978/OUTM and employment) 2017 - pos	Underconstruction	Commitment	2026 (employment)	Near Certain	2,977	1466.00					
Nottinghamshire	Newark and Sherwood	Great North Road (Land Adjacent To The Cattle Market), Newark	15/01469/FULM	2016 - 2017	Commitment	09/07/1905	Near Certain		37.00					
Nottinghamshire	Newark and Sherwood	Belle Vue Park, Bilthorpe	14/01762/FULM	Underconstruction	Commitment	Underconstruction	Near Certain				262.00			
Nottinghamshire	Newark and Sherwood	Quarry Farm, Bowbridge Lane, Haxton	15/01424/OMA	2015 - 2018	Commitment	10/07/1905	Near Certain			26.00				
Nottinghamshire	Newark and Sherwood	NUA/E/2 Land at Stephenson Way, Newark	12.24ha (sq. m not available) -	2017 - 2021	Site Allocation	2018 onwards	Reasonably Foreseeable		163.20	163.20	163.20			
Nottinghamshire	Newark and Sherwood	NUA/MU/1 Land North of the A17 Newark	Assumed employment	2017 - 2026	Site Allocation	2018 onwards	Reasonably Foreseeable		145.07	145.07	145.07			
Nottinghamshire	Newark and Sherwood	NAP28 Land around Fernwood, Newark	Employment (B1/B2/B8) 15ha	2018 - 2019	Site Allocation	2021 onwards (employment) 2018 onwards (housing)	Reasonably Foreseeable	3,200	200.00	200.00	200.00			
Nottinghamshire	Newark and Sherwood	DB/L/2 South of Boughton Industrial Estate, Boughton	Employment (B1/B2/B8) 3.78ha	2017 - 2021	Site Allocation	2018 onwards	Reasonably Foreseeable		50.40	50.40	50.40			
Nottinghamshire	Newark and Sherwood	Bilthorpe Colliery, Bilthorpe	Employment (B1/B2/B8) assumed	2020 - 2030	Land in designated employment area with recently lapsed planning permission	2021 onwards	More than Likely		129.87	129.87	129.87			
Nottinghamshire	Newark and Sherwood	Ra/E/1 Land West of Colliery Lane, Rainworth	Employment (B1/B2/B8) 5.50ha	2017 - 2021	Site Allocation	2019 onwards	Reasonably Foreseeable		73.33	73.33	73.33			
Nottinghamshire	Newark and Sherwood	C1/MU/1 Former Clipstone Colliery, Clipstone	Employment (B1/B2/B8) 15ha	2027 - 2032	Site Allocation	2027 onwards	Reasonably Foreseeable	120	200.00	200.00	200.00			
Nottinghamshire	Newark and Sherwood	Beacon Hill Road, Newark	Underconstruction	Commitment	Underconstruction	Near Certain	189							
Nottinghamshire	Newark and Sherwood	Cavendish Way (Cavendish Park), Clipstone	Underconstruction	Commitment	Underconstruction	Near Certain	188							
Nottinghamshire	Newark and Sherwood	Forest Road(Sherwood Energy Village), Ollerton	Underconstruction	Commitment	Underconstruction	Near Certain	184							
Nottinghamshire	Newark and Sherwood	Cavendish Way, Clipstone	2018 onwards	Commitment	2018 onwards	Near Certain	180							
Nottinghamshire	Newark and Sherwood	Bowbridge Lane (Parcel 1), Balderton	2017 onwards	Commitment	2017 onwards	Near Certain	173							
Nottinghamshire	Newark and Sherwood	Willow Road (Land to the North of), Ollerton	Underconstruction	Commitment	Underconstruction	Near Certain	147							
Nottinghamshire	Newark and Sherwood	Station Road (Bremer Farm), Collingham	2019 onwards	Commitment	2019 onwards	Near Certain	140							
Nottinghamshire	Newark and Sherwood	Land off Mansel Lane, Rainworth	Underconstruction	Commitment	Underconstruction	Near Certain	130							
Nottinghamshire	Newark and Sherwood	Cavendish Way (Cavendish Park), Clipstone	Underconstruction	Commitment	Underconstruction	Near Certain	109							
Nottinghamshire	Newark and Sherwood	Ash Farm Cockett Lane, Farnsfield	Underconstruction	Commitment	Underconstruction	Near Certain	106							
Nottinghamshire	Newark and Sherwood	Waterfield Way (Land West of), Clipstone	2017 onwards	Commitment	2017 onwards	Near Certain	100							
Nottinghamshire	Newark and Sherwood	North Gate, Newark	Underconstruction	Commitment	Underconstruction	Near Certain	99							
Nottinghamshire	Newark and Sherwood	Cavendish Way, Clipstone	Underconstruction	Commitment	Underconstruction	Near Certain	92							
Nottinghamshire	Newark and Sherwood	North Gate(75-77), Newark	Underconstruction	Commitment	Underconstruction	Near Certain	90							
Nottinghamshire	Newark and Sherwood	Whinney Lane (Land at Ollerton and Bevercotes Mines Welfare), Ollerton	Underconstruction	Commitment	Underconstruction	Near Certain	88							
Nottinghamshire	Newark and Sherwood	Rufford Road, Edwinstowe	2018 onwards	Commitment	2018 onwards	Near Certain	72							
Nottinghamshire	Newark and Sherwood	The Ridgeway/Millsdale Road (Land off), Farnsfield	2018 onwards	Commitment	2018 onwards	Near Certain	60							
Nottinghamshire	Newark and Sherwood	Bowbridge Road (Land at), Newark	Underconstruction	Commitment	Underconstruction	Near Certain	60							
Nottinghamshire	Newark and Sherwood	Sherwood Energy Village (Land opposite Darwin Court, Darwin Drive), Ollerton	2017 - 2020	Commitment	2017 - 2020	Near Certain	51							
Nottinghamshire	Newark and Sherwood	NAP28 Land East of Newark	2019 - 2033	Allocated Site	2019 onwards	Reasonably Foreseeable	1,000							
Nottinghamshire	Newark and Sherwood	NUA/Ho/2 Land at Gubbell's Lane, Newark	2023 - 2031	Allocated Site	2023 onwards	Reasonably Foreseeable	86							
Nottinghamshire	Newark and Sherwood	NUA/Ho/4 Yorks Drive, Lincoln	2023 - 2031	Allocated Site	2023 onwards	Reasonably Foreseeable	230							
Nottinghamshire	Newark and Sherwood	NUA/Ho/5 Land North of Beacon Hill Road, Newark	2028 - 2033	Allocated Site	2028 onwards	Reasonably Foreseeable	200							
Nottinghamshire	Newark and Sherwood	NUA/Ho/8 Land on Bowbridge Road, Newark	2029 - 2032	Allocated Site	2029 onwards	Reasonably Foreseeable	86							
Nottinghamshire	Newark and Sherwood	NUA/Ho/9 Land on Bowbridge Road, Newark	2028 - 2033	Allocated Site	2028 onwards	Reasonably Foreseeable	150							
Nottinghamshire	Newark and Sherwood	NUA/Ho/10 Land north of Lowfield Lane, Newark	2019 - 2023	Allocated Site	2019 onwards	Reasonably Foreseeable	100							
Nottinghamshire	Newark and Sherwood	NUA/MU/3 Land at NSK, Newark	2028 - 2033	Allocated Site	2028 onwards	Reasonably Foreseeable	150							
Nottinghamshire	Newark and Sherwood	NUA/MU/4 Land at Bowbridge Road (Elm Avenue), Newark	2022 - 2024	Allocated Site	2022 onwards	Reasonably Foreseeable	55							
Nottinghamshire	Newark and Sherwood	ST/MU/1 Land to the East of Hemlands Lane, Sutton on Trent	2019 - 2021	Allocated Site	2019 onwards	Reasonably Foreseeable	50							
Nottinghamshire	Newark and Sherwood	ST/Ho/1 Land East of Allenby Road, Southwell	2019 - 2021	Allocated Site	2019 onwards	Reasonably Foreseeable	65							
Nottinghamshire	Newark and Sherwood	So/Ho/5 Land off Lower Kirklington Road, Southwell	Outline consent for 12 dwellings	2022 - 2024	Allocated Site	2022 onwards	Reasonably Foreseeable	60						
Nottinghamshire	Newark and Sherwood	OB/MU/1 Land to the rear of Petersmith Drive, Ollerton	2019 - 2027	Allocated Site	2019 onwards	Reasonably Foreseeable	225							
Nottinghamshire	Newark and Sherwood	OB/MU/2 Land at Stepnall												

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	Size of Development						Beds Hotel	Spaces P+R
								No. of Dwellings	100 sq m						
									B1	B2	B8	A1			
South Yorkshire	Doncaster	Consort House, Waterdale, Doncaster	15/02931/PRIOR		Consented		Near Certain	65							
South Yorkshire	Doncaster	The Maltings Timber Limited, Doncaster Road, Kirk Sandall	06/01509/FULM		Consented		Near Certain	58							
South Yorkshire	Doncaster	Woodfield			Consented		Near Certain	55							
South Yorkshire	Doncaster	Ivor Grove, Balby, Doncaster	16/03109/FULM		Consented		Near Certain	50							
South Yorkshire	Doncaster	Serenity			Consented		Near Certain	37							
South Yorkshire	Doncaster	Princesgate House, Princesgate, Doncaster	15/02953/P3/PA		Consented		Near Certain	31							
South Yorkshire	Doncaster	4-29 Bristol Grove, 4-18 (evens) Exeter Road, 6-12 (evens) Parkway South, 4-18 And 24-30 (evens) Winchester Avenue, Wheatley, Doncaster	16/01864/3FULM		Consented		Near Certain	30							
South Yorkshire	Doncaster	1-55 (excl 13), 2-58 Heartwood Road, 43-5, Parkland Crescent (former Bentley Colliery, The Avenue), Bentley	07/03226/REMM		Consented		Near Certain	5							
South Yorkshire	Doncaster	Land South East Of Lakeside Boulevard (Winscar Road), Lakeside	13/02239/4FULM		Consented		Near Certain	1							
South Yorkshire	Doncaster	Land Off Layden Drive, Scarsely	15/02065/FULM		Consented		Near Certain	0							
South Yorkshire	Doncaster	Land South West Of Carr House Road, Hyde Park	10/03535/4FULM		Consented		Near Certain	0							
South Yorkshire	Doncaster	Land On Part Of Former Brodsworth Colliery Site, Long Lands Lane, Brodsworth, Doncaster	10/02812/EXTM		Consented		Near Certain	343							
South Yorkshire	Doncaster	Land South Of Malton Way, Adwick Le Street	14/02995/FULM		Consented		Near Certain	65							
South Yorkshire	Doncaster	Former Earth Centre Car Park, Kilners Bridge, Denaby Main	14/02981/FULM		Consented		Near Certain	175							
South Yorkshire	Doncaster	Land Off Doncaster Road, Hatfield, Doncaster	16/00998/OUTM		Consented		Near Certain	400							
South Yorkshire	Doncaster	Land At Kingsway, Stainforth, Doncaster	15/01733/4FULM		Consented		Near Certain	170							
South Yorkshire	Doncaster	Land At Former Industrial Estate, Brian Lane, Stainforth	13/00897/FULM		Consented		Near Certain	152							
South Yorkshire	Doncaster	Land On The North West Side Of Pastures Road, Mexborough	13/02713/REMM		Consented		Near Certain	76							
South Yorkshire	Doncaster	Mexborough Power Station			Consented		Near Certain	39							
South Yorkshire	Doncaster	Land Off Pastures Road, Mexborough	12/02340/REMM		Consented		Near Certain	5							
South Yorkshire	Doncaster	Site Of Former Rossington Colliery, West End Lane, New Rossington	12/01107/OUTA		Consented		Near Certain	1,034							
South Yorkshire	Doncaster	Site Of Former Rossington Colliery, West End Lane, New Rossington	15/00008/REMM		Consented		Near Certain	96							
South Yorkshire	Doncaster	Site Of Former Rossington Colliery, West End Lane, New Rossington	14/02683/REMM		Consented		Near Certain	32							
South Yorkshire	Doncaster	Land Off White Lane, Thorne, Doncaster	15/02275/OUTM		Consented		Near Certain	79							
South Yorkshire	Doncaster	Land Adjacent Peel Hill Motte, Church Street, Thorne, Doncaster	16/00898/FULM		Consented		Near Certain	72							
South Yorkshire	Doncaster	Land North East Of Industrial Park, King Edward Road, Thorne	14/00933/FULM		Consented		Near Certain	70							
South Yorkshire	Doncaster	Land Off Coulman Road, Thorne, Doncaster	16/02825/4FULM		Consented		Near Certain	59							
South Yorkshire	Doncaster	Land At Former Colliery, Campsall Road, Askern	13/01424/FULM		Consented		Near Certain	225							
South Yorkshire	Doncaster	Askern Saw Mills, High Street, Askern	08/01077/OUTA		Consented		Near Certain	220							
South Yorkshire	Doncaster	Land East Of Selby Road, Askern, Doncaster	15/01680/FULM		Consented		Near Certain	76							
South Yorkshire	Doncaster	Land Off Highfield Road, Askern	10/01784/OUTM		Consented		Near Certain	62							
South Yorkshire	Doncaster	Land To The West Of High Street, Askern, Doncaster	16/01633/FULM		Consented		Near Certain	60							
South Yorkshire	Doncaster	Hurst Lane			Consented		Near Certain	205							
South Yorkshire	Doncaster	Site At Former Yorkshire Main Colliery, Broomhouse Lane, Balby	14/02665/OUTM		Consented		Near Certain	375							
South Yorkshire	Doncaster	Land North Of Stubbins Hill, Edlington	11/02679/FULM		Consented		Near Certain	190							
South Yorkshire	Doncaster	Thompson Avenue / Dixon Road, Edlington	11/03419/4FULM		Consented		Near Certain	107							
South Yorkshire	Doncaster	Chase Park	14/02995/FULM		Full Consent		Near Certain	85							
South Yorkshire	Doncaster	Chase Park	14/02996/FULM		Full Consent		Near Certain								
South Yorkshire	Doncaster	Unit 8 Redhouse Interchange	16/01597/FULM		Full Consent		Near Certain				278.70				
South Yorkshire	Doncaster	Doncaster Industry park	16/02194/REMM		Full Consent		Near Certain								
South Yorkshire	Doncaster	Capitol Park Redevelopment	15/03006/FULM		Full Consent		Near Certain					43.72			
South Yorkshire	Doncaster	MRF Recycling Facility	10/01175/REMM		Full Consent		Near Certain			300.00					
South Yorkshire	Doncaster	Ipert - IPT LIDL	16/02873/REMM		Full Consent		Near Certain				619.20				
South Yorkshire	Doncaster	Bombarder Site	11/01077/REM		Full Consent		Near Certain								
South Yorkshire	Doncaster	Robin Hood Units	16/02501/REMM		Full Consent		Near Certain					40.90			
South Yorkshire	Doncaster	Coulman Rd Industrial Est	15/01162/FULM		Full Consent		Near Certain								
South Yorkshire	Doncaster	Land East Of Selby Road (a)	15/01068/FULM		Full Consent		Near Certain								
South Yorkshire	Doncaster	Land East Of Selby Road (a)	15/01398/FULM		Full Consent		Near Certain						18.03		
South Yorkshire	Doncaster	Workshops (phase 1) section (a)	12/02398/FULM		Full Consent		Near Certain			53.70					
South Yorkshire	Doncaster	Bombarder	14/00616/FULM		Full Consent		Near Certain								
South Yorkshire	Doncaster	Nimbus Park (phase 2 unit ref P2277)	16/00126/FULM		Full Consent		Near Certain					251.01			
South Yorkshire	Doncaster	First Point (zone A3)	15/02039/FUL		Full Consent		Near Certain			130.00					
South Yorkshire	Doncaster	Broomhouse lane Ind Est	11/00014/FULM		Full Consent		Near Certain			23.49					
South Yorkshire	Doncaster	Ipert unit - IP2C	16/02584/REMM		Full Consent		Near Certain		10.64		165.88				
South Yorkshire	Doncaster	Ipert unit - IP2F	16/02608/REMM		Full Consent		Near Certain		9.29		156.54				
South Yorkshire	Doncaster	Steel Supplies	16/02527/FULM		Full Consent		Near Certain				18.58				
South Yorkshire	Doncaster	Audi	16/01460/FULM		Full Consent		Near Certain					20.00			
South Yorkshire	Doncaster	South Quay	14/02214/OUT		Outline Consent		Near Certain		26.01						
South Yorkshire	Doncaster	Utility Project	15/01300/OUTA		Outline Consent		Near Certain		277.28	658.08	1238.88				
South Yorkshire	Doncaster	Balby Carr 1	16/02447/OUT		Outline Consent		Near Certain			36.70					
South Yorkshire	Doncaster	Capitol Park	10/03149/OUTM		Outline Consent		Near Certain		17.50	80.00	80.00		36		
South Yorkshire	Doncaster	Inland Port (remaining with just OTL permission)	09/00190/OUTM		Outline Consent		Near Certain				3039.82				
South Yorkshire	Doncaster	Terminal Business Park	10/02652/OUTM		Outline Consent		Near Certain		137.19	161.58	308.23				
South Yorkshire	Doncaster	McComick Site	10/02600/OUTA		Outline Consent		Near Certain		27.87	95.20	104.51				
South Yorkshire	Doncaster	Askern 2	08/01077/OUTA		Outline Consent		Near Certain		56.70	115.20	44.60				
South Yorkshire	Doncaster	Former Pit tip	14/02665/OUTM		Outline Consent		Near Certain								
South Yorkshire	Doncaster	The Lings	13/00796/OUTM		Outline Consent		Near Certain				222.96				
South Yorkshire	Doncaster	Manor farm	01/01201/P		Outline Consent		Near Certain				85.20				
South Yorkshire	Doncaster	Parkside Ind Est	15/01977/FULM		Outline Consent		Near Certain				163.68				
South Yorkshire	Doncaster	Clay Lane West	14/02815/OUTM		Outline Consent		Near Certain				84.00				
South Yorkshire	Doncaster	Marshgate	11/02769/OUTM		Outline Consent		Near Certain		43.00	8.00	8.00	178.00			
South Yorkshire	Sheffield City	Park Spring Drive B, Norfolk Park (part of Norfolk Park site 5)			Planning Permission		Near Certain	57							
South Yorkshire	Sheffield City	Emmington Crescent/Emmington Road (Abourthorne Fields)	S01449		Planning Permission		Near Certain	3							
South Yorkshire	Sheffield City	Site Of Former Heeley National School/Oldfield Road/SheffieldS2 3AL	S01542		Planning Permission		Near Certain	6							
South Yorkshire	Sheffield City	Norfolk Park Student Residence, 200 Norfolk Park Road S2 2U	S02140		Under Construction		Near Certain	6							
South Yorkshire	Sheffield City	Knowle House 4 Norfolk Park Road Sheffield S2 3OE	S02582		Planning Permission		Near Certain	14							
South Yorkshire	Sheffield City	Curtillage Of 44 Greenhill Main Road, Sheffield, S8 7BD	S01963		Planning Permission		Near Certain	1							
South Yorkshire	Sheffield City	Hazlehurst Residential Home, 1 Dyche Drive	S02269		Under construction		Near Certain	42							
South Yorkshire	Sheffield City	Former Garage Site To The Rear Of 32 To 38 Meadow Head Drive Sheffield	S02343		Planning Permission		Near Certain	4							
South Yorkshire	Sheffield City	Green Cross Chemist 206 Becking Lane Sheffield S8 7BP	S02591		Under construction		Near Certain	2							
South Yorkshire	Sheffield City	Sheaf District Scout & Guide Band Store At Rear Of 27 Abbey Brook Close Sheffield S8 7OU	S02614		Planning Permission		Near Certain	2							
South Yorkshire	Sheffield City	Land At Junction With Dyche Road Dyche Close Sheffield S8 8DJ	S02623		Planning Permission		Near Certain	4							
South Yorkshire	Sheffield City	Within The Curtillage Of 4 Westwick Crescent Sheffield S8 7DG	S02640		Planning Permission		Near Certain	1							
South Yorkshire	Sheffield City	Land Opposite 2 To 6 Portland Road Off Byron Road/Beighton/Sheffield(numbered Apts 1-12, 5 Portland Road) □	S02842		Under Construction		Near Certain	12							
South Yorkshire	Sheffield City	Curtillage Of 145 Birley Spa Lane Sheffield S12 4BN	S01432		Under construction		Near Certain	2							
South Yorkshire	Sheffield City	45 Robin Lane/SheffieldS20 1BB	S01562		Planning Permission		Near Certain	8							
South Yorkshire	Sheffield City	Curtillage Of 36 High Street	S01783		Planning Permission		Near Certain	2							
South Yorkshire	Sheffield City	Curtillage of 27 Armistead Road, Sheffield, S20 1ES	S020174												

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	Size of Development					Beds Hotel	Spaces P+R
								No. of Dwellings	B1	B2	B8	A1		
South Yorkshire	Sheffield City	Development at Bernard Woods Site, Sylvester Gardens, Sheffield S1 4BP	S00040		Under Construction		Near Certain	16						
South Yorkshire	Sheffield City	Site of 85-95 Headford Street and Site of Beckett and Garner Works, Hodgson Street, Sheffield S3 7WQ	S00056		Under Construction		Near Certain	135						
South Yorkshire	Sheffield City	Development at Industry Works, Site B, Sylvester Gardens, Sheffield S1 4BP	S00059		Under Construction		Near Certain	64						
South Yorkshire	Sheffield City	Royal Works, 60 Priestley Street, Sheffield, S2 4DD	S00073		Planning Permission		Near Certain	26						
South Yorkshire	Sheffield City	137 West Bar, Sheffield S3 8PJ	S00079		Planning Permission		Near Certain	89						
South Yorkshire	Sheffield City	Site of Crombly Steel Works Land Between Dun Street and Dunfields, Green Lane, Sheffield	S00107		Planning Permission		Near Certain	33						
South Yorkshire	Sheffield City	72 Russell Street Sheffield S3 8BW	S00147		Under construction		Near Certain	52						
South Yorkshire	Sheffield City	Weston House And Western Tower West Bar Green Sheffield S1 2DA	S00178		Planning Permission		Near Certain	18						
South Yorkshire	Sheffield City	15 Westfield Terrace Sheffield S1 4GH	S00617		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	Former Nursery School, Denby Street	S00729		Under Construction		Near Certain	186						
South Yorkshire	Sheffield City	Former Eon Works East Street Sheffield S1 4PY	S00750		Planning Permission		Near Certain	129						
South Yorkshire	Sheffield City	Sheffield United F.C., Bramall Lane, Sheffield	S00825		Planning Permission		Near Certain	52						
South Yorkshire	Sheffield City	362-364 Sharrow LaneSheffieldS11 8AU	S00988		Under construction		Near Certain	4						
South Yorkshire	Sheffield City	Lynthorpe House, 86 Charlotte Road, Sheffield, S1 4TL	S01417		Planning Permission		Near Certain	16						
South Yorkshire	Sheffield City	2 Haymarket And 5-7 Commercial StreetSheffieldS1 1PF	S01521		Planning Permission		Near Certain	11						
South Yorkshire	Sheffield City	Yorkshire Co-Op Society Car Park Beeley Street Sheffield S2 4LP	S01608		Under construction		Near Certain	10						
South Yorkshire	Sheffield City	Land And Buildings At Boston Street Bramall Lane And Atley Street Boston Street Sheffield	S01609		Planning Permission		Near Certain	445						
South Yorkshire	Sheffield City	4 Jew Lane Sheffield S1 2BE	S01714		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	The Howard	S01801		Under construction		Near Certain	7						
South Yorkshire	Sheffield City	Land And Buildings At Sidney Street, Matilda Street, Arundel Street And Sylvester Street, Sheffield, S1 3BA	S01837		Planning Permission		Near Certain	116						
South Yorkshire	Sheffield City	Sovereign House, 110 Queen Street	S01972		Under construction		Near Certain	250						
South Yorkshire	Sheffield City	Jessops, 4 Commercial Street	S01986		Under construction		Near Certain	9						
South Yorkshire	Sheffield City	Land Adjacent 43 Mowbray Street	S01997		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Site Of Pearl Works, 17 - 21 Eyre Lane, Sheffield S1 2NP	S02005		Under construction		Near Certain	53						
South Yorkshire	Sheffield City	Second Floor, 141 West Street, City Centre, Sheffield	S02010		Under Construction		Near Certain	3						
South Yorkshire	Sheffield City	Anglican Chapel, Sheffield General Cemetery, Cemetery Road	S02019		Under construction		Near Certain	2						
South Yorkshire	Sheffield City	The Tower, 2 Furnival Square, S1 3QJ	S02046		Planning Permission		Near Certain	17						
South Yorkshire	Sheffield City	Matilda Tavern 100 Matilda Street Sheffield S1 4QF	S02061		Under Construction		Near Certain	10						
South Yorkshire	Sheffield City	W W Laycock Building 33 - 41 Suffolk Road Sheffield	S02062		Under construction		Near Certain	138						
South Yorkshire	Sheffield City	15 Nagler Street, Sheffield, S11 8HA	S02118		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Friends Meeting House, 12 Hartshead, Sheffield, S1 2EL	S02120		Under construction		Near Certain	10						
South Yorkshire	Sheffield City	East Of Arundel And Sarny Hotel, 528 Queens Rd	S02130		Under Construction		Near Certain	5						
South Yorkshire	Sheffield City	Portobello House 3 Portobello Street S1 4ND	S02141		Under construction		Near Certain	128						
South Yorkshire	Sheffield City	Site of 1-7 Allen Street, 7, 9, 11, 13 and 15 Smithfield and Snow Lane, Sheffield	S02156		Planning Permission		Near Certain	36						
South Yorkshire	Sheffield City	2 St Peter's Close	S02159		Under construction		Near Certain	4						
South Yorkshire	Sheffield City	St Mary's House, 11 London Road, Sheffield S2 4LA	S02170		Under construction		Near Certain	12						
South Yorkshire	Sheffield City	Corner Head Post Office Fitzalan Square Sheffield S11 1AB	S02180		Under construction		Near Certain	52						
South Yorkshire	Sheffield City	Sheffield United Football Club Car Park, Cherry Street And Shorham Street Highfield, Sheffield S2 4RD	S02199		Planning Permission		Near Certain	39						
South Yorkshire	Sheffield City	Car Park At Site Of 117 Fitzwilliam Street Sheffield S1 4JP	S02202		Under construction		Near Certain	26						
South Yorkshire	Sheffield City	28 Ebenezer Street Sheffield S3 8SR	S02203		Under construction		Near Certain	9						
South Yorkshire	Sheffield City	Loch Fyne 375 - 385 Glossop Road Sheffield S10 2HQ	S02209		Under construction		Near Certain	4						
South Yorkshire	Sheffield City	Watsons Chambers Business Centre 5 - 15 Market Place City Centre Sheffield S1 2GH	S02225		Under construction		Near Certain	62						
South Yorkshire	Sheffield City	153 - 155 London Road Sheffield S2 4LH	S02249		Under construction		Near Certain	4						
South Yorkshire	Sheffield City	Telephone House, Charter Square Sheffield S1 4HS	S02254		Under construction		Near Certain	336						
South Yorkshire	Sheffield City	6J Stokes, 20 Egerton Street	S02259		Under construction		Near Certain	39						
South Yorkshire	Sheffield City	3 St Peter's Close Sheffield S1 2EJ	S02260		Planning Permission		Near Certain	4						
South Yorkshire	Sheffield City	Site of Former Gatecrasher, 112 Arundel Street, S1 4RE	S02278		Under construction		Near Certain	128						
South Yorkshire	Sheffield City	Bells Court Bells Square Sheffield S1 2PJ	S02304		Planning Permission		Near Certain	32						
South Yorkshire	Sheffield City	Vine Inn 160 - 162 Cemetery Road Sheffield (158,160,162A And 162B Cemetery Road)	S02324		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	16 Bank Street, Sheffield, S1 1DY	S02341		Planning Permission		Near Certain	3						
South Yorkshire	Sheffield City	Partco Autoparts Markham Works 20 Broadfield Road Sheffield S8 0XJ	S02345		Planning Permission		Near Certain	7						
South Yorkshire	Sheffield City	13A - 17A London Road Sheffield S2 4LA	S02350		Under construction		Near Certain	3						
South Yorkshire	Sheffield City	20 St Barnabas Road Sheffield S2 4TF	S02353		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	18-20 Bank Street Sheffield S1 2DS	S02545		Under construction		Near Certain	4						
South Yorkshire	Sheffield City	Ivory House Hotel 34 Wostenholm Road S7 1LJ	S02546		Planning Permission		Near Certain	6						
South Yorkshire	Sheffield City	4-8 East Parade, Sheffield, S1 2ET	S02552		Planning Permission		Near Certain	3						
South Yorkshire	Sheffield City	7 Garden Street, S1 4BJ	S02562		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	10 Priory Avenue Sheffield S7 1LT	S02570		Under construction		Near Certain	4						
South Yorkshire	Sheffield City	Reel House 1-3 West Bar Sheffield S3 8PQ	S02575		Planning Permission		Near Certain	93						
South Yorkshire	Sheffield City	First Floor To Third Floors 19 - 21 Haymarket Sheffield S1 2AW	S02576		Under construction		Near Certain	5						
South Yorkshire	Sheffield City	48 - 50 Garden Street Sheffield S1 4BJ	S02581		Planning Permission		Near Certain	7						
South Yorkshire	Sheffield City	Wharfedale House 44 Bank Street Sheffield S1 2DS	S02585		Under construction		Near Certain	16						
South Yorkshire	Sheffield City	287 - 289 Glossop Road Sheffield S10 2HB	S02586		Planning Permission		Near Certain	5						
South Yorkshire	Sheffield City	Spectator Inn 10 Derby Street Sheffield S2 4QH	S02587		Planning Permission		Near Certain	11						
South Yorkshire	Sheffield City	Washington Road News & Washington Road Sharrow Sheffield S11 8BN	S02616		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	162-170 Devonshire Street Sheffield S3 7SG	S02639		Planning Permission		Near Certain	12						
South Yorkshire	Sheffield City	Deacon House 192 Eyre Street Sheffield S1 3GQ	S02655		Planning Permission		Near Certain	68						
South Yorkshire	Sheffield City	Department For Work And Pensions Mayfield Court 56 West Street City Centre Sheffield S1 4EP	S02688		Planning Permission		Near Certain	43						
South Yorkshire	Sheffield City	Provisional House, Sully Street And 40 Carden Street Sheffield	S02695		Planning Permission		Near Certain	107						
South Yorkshire	Sheffield City	Rishers House Union Street Sheffield S1 2JQ	S02699		Under construction		Near Certain	175						
South Yorkshire	Sheffield City	Land at the rear of 251 to 253 Crookes, Bole Hill Lane (numbered 8 Bole Hill Lane)	S01399		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Twigg Bros 51 Toyne Street	S02100		Planning Permission		Near Certain	12						
South Yorkshire	Sheffield City	Site Of 148 - 154 Western Road	S02129		Planning Permission		Near Certain	7						
South Yorkshire	Sheffield City	Land Adjacent 4 Durian Road Sheffield S10 1SN	S02539		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	99 Townsend Street, Sheffield S10 1NL	S02558		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	100 Sandygate Grove Sheffield S10 5SZ	S02584		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	Within The Curtilage Of 179 Watt Lane Sheffield S10 5RD	S02588		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Moor View Farm 522 Manchester Road Fulwood Sheffield (Now Numbered 3,4,5,6 And 7 Moor View Croft S10 5QA) S10 5PO	S02603		Under construction		Near Certain	5						
South Yorkshire	Sheffield City	Barns To The Rear Of Moor View Farm 522 Manchester Road Fulwood Sheffield (Now Numbered 1 And 2 Moor View Croft S10 5QA) Sheffield S10 5PO	S02604		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Land At Junction With Quee Road Dunsburn Road Sheffield S9 3AD	S02695		Planning Permission		Near Certain	33						
South Yorkshire	Sheffield City	Site of Darnall Medical Aid Society, Fisher Lane, Sheffield, S9 4BP	S00991		Planning Permission		Near Certain	8						
South Yorkshire	Sheffield City	First And Second Floor 193 - 195 Main Road Darnall Sheffield S9 5HP	S02210		Planning Permission		Near Certain	4						
South Yorkshire	Sheffield City	Land At Rear Of 4 To 24 Halesworth Road Quarry Road Handsworth Sheffield S13 9AB	S02286		Under construction		Near Certain	2						
South Yorkshire	Sheffield City	Land Between 197 And 207 Main Road Darnall Sheffield	S02289		Under construction		Near Certain	2						
South Yorkshire	Sheffield City	Mr P Howard Offices 64 Efrogham Road Sheffield S4 7YS	S02318		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Britannia Inn 24 - 26 Workop Road Sheffield S9 3TJ	S02346		Planning Permission		Near Certain	3						
South Yorkshire	Sheffield City	Wentworth House Hotel 26 Milford Street Sheffield S9 2LD	S02537		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Domestic Services Caro Ltd 3 Bawtry Gate Sheffield S9 1UB	S02573		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	5 Reford Road Sheffield S13 9JA	S02579		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Land At Junction With Freshwell Road Quarry Road Handsworth Sheffield S13 9AZ	S02610		Planning Permission		Near Certain	14						
South Yorkshire	Sheffield City	5 Hendon Street Sheffield S13 9AX	S02650		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Site of Green Oak View Nursing Home, Green Oak Avenue, Lemont Road	S00092		Under Construction		Near Certain	30						
South Yorkshire	Sheffield City	Site of King Ecberts Upper School, Furniss Avenue, Dore	S00731		Planning Permission		Near Certain	65						
South Yorkshire	Sheffield City	Land Between 62 And 62A Dore Road	S01008		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Curtilage Of 135 Dore Road Sheffield, S17 3NF	S01325		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	79 Dore Road, Sheffield, S17 3ND	S01326		Under construction		Near Certain	3						
South Yorkshire	Sheffield City	Holmshurst Farm, 147 Long Lane, Sheffield	S01887		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Site Of 3 Eyecroft Glen Road, Sheffield, S17 3NG	S01969		Planning Permission		Near Certain	10						
South Yorkshire	Sheffield City	Curtilage Of 43 Church Lane, Dore, Sheffield S17 3GT	S02013		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Land Between 216B And 218 Twentywell Lane, Sheffield, S17 4GF	S02126		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	139 Queen Victoria Road	S02136		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Land At Rear Of 315 To 329	S02168		Planning Permission		Near Certain	4						
South Yorkshire	Sheffield City	Curtilage Of 5 The Quadrant, Adjoining 23B And 25A The Quadrant Sheffield S17 4DB	S02252		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	Land Adjoining 58A And 60 The Grove Totley Sheffield S17 4AS	S02264		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Stables The Elms Old Hay Lane Sheffield S17 3GN	S02265		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Curtilage Of 29-31 High Street Dore Sheffield S17 3GU	S02295		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Land To The Rear Of 175 Dore Road Sheffield S17 3HB	S02317		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Within The Curtilage Of 7 Whitowdale Rise Sheffield S11 9LS	S02352		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Clifford House Ecclesall Road South Sheffield S11 9PX	S02535		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	145 Twentywell Lane Sheffield S17 4QA	S02542		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	Pleur De Lys Hotel Totley Hall Lane Sheffield S17 4AA	S02606		Planning Permission		Near Certain	11						
South Yorkshire	Sheffield City	Land Adjoining 32 Queen Victoria Road Sheffield S17 4HT	S02615		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Curtilage Of 7 Stocks Green Court And Land Rear Of 3-7 7 Stocks Green Court Sheffield S17 4AY	S02671		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Curtilage Of 251 High Greave Sheffield S5 9GS	S00665		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Land opposite 83 and adjacent 118 Colley Road Sheffield	S01302		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Parson Cross Colledge (NE) - Remington Rd Mortenley Rd Near Parson Cross Masterplan Area	S0											

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	No. of Dwellings	Size of Development				Beds	Spaces
									B1	B2	B8	A1	Hotel	P+R
South Yorkshire	Sheffield City	335 And 337 Ecclesall Road South Sheffield S11 9PW	S01702		Planning Permission		Near Certain	10						
South Yorkshire	Sheffield City	The Beauchief Hotel, 161 Abbeydale Road South	S01844		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Site Of Former South Yorkshire Police Station, Ecclesall Road South	S02103		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	Blenheim Reach, 861 Ecclesall Road, Sheffield, S11 8TH	S02217		Planning Permission		Near Certain	13						
South Yorkshire	Sheffield City	183 Greystones Road Sheffield S11 7BT	S02307		Planning Permission		Near Certain	4						
South Yorkshire	Sheffield City	Land Opposite 23 To 27 Ford Road Sheffield S11 7GZ	S02448		Under construction		Near Certain	3						
South Yorkshire	Sheffield City	448 Abbey Lane Sheffield S2 2QY	S02626		Under construction		Near Certain	6						
South Yorkshire	Sheffield City	Falstaff Rd/ Symons Cres/ Murdoch Rd Parson Cross Masterplan Area (SHC Falstaff Phase 1)	S00682		Planning Permission		Near Certain	15						
South Yorkshire	Sheffield City	Flower Estate, (5 Roads)	S00684		Under construction		Near Certain	38						
South Yorkshire	Sheffield City	Curtilage Of 97 Bevercotes Road	S02102		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Longley Hall, Longley Lane, Sheffield, S5 7JF	S02211		Planning Permission		Near Certain	4						
South Yorkshire	Sheffield City	35 Shiregreen Lane Sheffield S6 6AA	S02358		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Curtilage Of 3 Belgrave Road, Sheffield, S10 3LL	S01308		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	170 Chorley Road Sheffield S10 3RN	S01682		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Land Between 30 And 32 Chorley Drive	S02032		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	90 Hallam Grange, Crescent	S02042		Under construction		Near Certain	2						
South Yorkshire	Sheffield City	Garage block at side of Sefton Court, Sefton Road	S02160		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	University of Sheffield 343/343a Fulwood Road, Sheffield S10 3BQ	S02176		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Former PlaySpace 5 Rammoor Road Sheffield S10 3HG	S02188		Under construction		Near Certain	2						
South Yorkshire	Sheffield City	Curtilage Of 545 Fulwood Road Sheffield S10 3OG	S02224		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	16 Belgrave Drive Sheffield S10 3LO	S02348		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	10 Oriel Road Sheffield S10 3TT	S02354		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Curtilage Of The Croft, 5 Stratford Road	S02544		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	Land Adjacent Driveway To Tupton Park Gardens Tupton Park Road Sheffield S10 3FH	S02568		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Curtilage Of 16 Snalthing Lane Sheffield S10 3LG (Now Numbered 18 Snalthing Lane)	S02569		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	83 And 85 Neathergreen Road Sheffield S11 7EH	S02618		Planning Permission		Near Certain	4						
South Yorkshire	Sheffield City	The Coach House Rammoor Hall Belgrave Road Sheffield S10 3LL	S02653		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	adj. 45 Spring Close Mount, Gleadless Valley	S00090		Planning Permission		Near Certain	57						
South Yorkshire	Sheffield City	800 Gleadless Road, Sheffield	S01353		Planning Permission		Near Certain	12						
South Yorkshire	Sheffield City	Site of 11 Midhill Road, Sheffield, S2 3GT	S01365		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Land adjacent 90 Heeley Bank Road, Sheffield	S01374		Planning Permission		Near Certain	15						
South Yorkshire	Sheffield City	Curtilage Of 649-651 Gleadless RoadSheffieldS2 2BT	S01549		Planning Permission		Near Certain	29						
South Yorkshire	Sheffield City	Land At Artisan View	S01771		Planning Permission		Near Certain	6						
South Yorkshire	Sheffield City	Land Adjacent 2 Herdings View Sheffield S12 2LF	S01914		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Land Between 101 and 113 Albert Road Heeley Sheffield S8 9QX	S02314		Planning Permission		Near Certain	3						
South Yorkshire	Sheffield City	Site of Vernons the Bakers and Banksids Works, Archer Road, Sheffield S8 0JT	S00108		Under Construction		Near Certain	33						
South Yorkshire	Sheffield City	Scandale House, 136 Derbyshire Lane, Woodseats	S00202		Under Construction		Near Certain	12						
South Yorkshire	Sheffield City	Site Of TTS Car Sales Ltd, Archer Road, Sheffield	S01361		Planning Permission		Near Certain	19						
South Yorkshire	Sheffield City	Former Oakes Park School	S01592		Planning Permission		Near Certain	49						
South Yorkshire	Sheffield City	71 Cherry Bank Road	S01992		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	Woodseats Social Club, 276 Woodseats Road	S02157		Under construction		Near Certain	8						
South Yorkshire	Sheffield City	Unit 8 Centenary Works 150 Little London Road Sheffield S8 0UJ	S02223		Planning Permission		Near Certain	3						
South Yorkshire	Sheffield City	Curtilage of 5 Holmbriest Road, Sheffield, S8 0GU	S02340		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	S4S (UK) Ltd, Norton House, 752A Chesterfield Road, S8 0SE	S02561		Planning Permission		Near Certain	3						
South Yorkshire	Sheffield City	Curtilage Of 48 Hawthorn RoadSheffieldS8 4LH	S00886		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	Land between 157 and 163 Dykes Hall Road	S01954		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	32 Burnell Road Sheffield S6 2AX	S02233		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Site Of Sevenhills Residential Home, 239 Ben Lane, Sheffield, S6 4SB	S02242		Planning Permission		Near Certain	29						
South Yorkshire	Sheffield City	Wynsday House 148 Bradfield Road Sheffield S6 2BD	S02309		Planning Permission		Near Certain	12						
South Yorkshire	Sheffield City	Meade House 96 - 100 Middlewood Road Sheffield S6 4HA	S02621		Planning Permission		Near Certain	12						
South Yorkshire	Sheffield City	Rear Of 12-22 And 12A-22A Holme Lane Sheffield S6 4JQ	S02636		Under construction		Near Certain	2						
South Yorkshire	Sheffield City	United Reformed Church Wadsway 83 Carlton Road Sheffield S6 1WR	S02694		Under construction		Near Certain	10						
South Yorkshire	Sheffield City	Land at Blagden Street, Park Hill, Sheffield	S00112		Planning Permission		Near Certain	60						
South Yorkshire	Sheffield City	Land Adjacent To 474 Manor Lane Sheffield	S00275		Planning Permission		Near Certain	4						
South Yorkshire	Sheffield City	Seaton Crescent (Phase 2)	S00703		Under construction		Near Certain	28						
South Yorkshire	Sheffield City	Castle College North Site, Granville Road	S00709		Planning Permission		Near Certain	43						
South Yorkshire	Sheffield City	Land at Malttravers Way Sheffield S2 5DA	S00714		Planning Permission		Near Certain	34						
South Yorkshire	Sheffield City	Park Hill Flats, Duke Street, Sheffield (PHASE 1)	S00782		Under construction		Near Certain	151						
South Yorkshire	Sheffield City	Land Adjacent to 24 Basildene Road, Sheffield	S01381		Planning Permission		Near Certain	20						
South Yorkshire	Sheffield City	Site Of 2 To 54 And 76 To 91 Scolla Drive Sheffield S2 1HN	S01448		Planning Permission		Near Certain	18						
South Yorkshire	Sheffield City	Land Between 33 And 41 Dovercourt Road Sheffield	S01651		Under Construction		Near Certain	1						
South Yorkshire	Sheffield City	Curtilage Of St Swithuns Vicarage, 36 Cary Road, Sheffield, S2 1JP	S02115		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Windsor Hotel, 25-39 Southend Road	S02147		Planning Permission		Near Certain	4						
South Yorkshire	Sheffield City	23 Tylney Road Sheffield S2 2BX	S02189		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	99 City Road, Sheffield, S2 6HF	S02214		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	127A Fairleigh Sheffield S2 1LB	S02238		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Land between Malttravers Place and Whites Lane, Cricket Inn Road Sheffield S2 5AN	S02270		Planning Permission		Near Certain	41						
South Yorkshire	Sheffield City	Globe 11 Business Centre 128 Malttravers Road Sheffield S2 5AZ	S02299		Planning Permission		Near Certain	370						
South Yorkshire	Sheffield City	Former Manor Lodge Primary School Manor Lane Sheffield S2 1TR	S02316		Under construction		Near Certain	19						
South Yorkshire	Sheffield City	Vine Grove Farm, School Road/Station Road	S00809		Planning Permission		Near Certain	5						
South Yorkshire	Sheffield City	Oxclose Farm, Halfway	S00821		Planning Permission		Near Certain	200						
South Yorkshire	Sheffield City	High Street and Stone Street, Mosborough, Sheffield	S00990		Under Construction		Near Certain	10						
South Yorkshire	Sheffield City	Curtilage Of 5 Bridge Site	S01949		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	36 Cambridge View, Sheffield S12 3XQ	S02004		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Curtilage of 24 School Street	S02149		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	Salvation Army Church, Queen Street, Mosborough, Sheffield S20 5BP	S02171		Planning Permission		Near Certain	6						
South Yorkshire	Sheffield City	The Wheel 19 Plumbley Hall Road Sheffield S20 5BL	S02261		Under construction		Near Certain	7						
South Yorkshire	Sheffield City	Site Of Westwell Garage, Plumbley Hall Road, S20 5BL	S02551		Planning Permission		Near Certain	8						
South Yorkshire	Sheffield City	Adley Glen Laundry Co Ltd, Dorston Road Sheffield S8 0UW	S00192		Under construction		Near Certain	46						
South Yorkshire	Sheffield City	Former Jacobs Engineering, Troutbeck Road	S00732		Planning Permission		Near Certain	18						
South Yorkshire	Sheffield City	Former Abbeydale Grange School, Abbeydale Road	S01747		Planning Permission		Near Certain	59						
South Yorkshire	Sheffield City	The Towers, 6 Brinccliffe Crescent	S01872		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	611 Ecclesall Road	S01943		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	12 Sheldon Road, Nether Edge, Sheffield S7 1GW	S02009		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Barncastle Centre & Park Site, Catter Knowle Road	S02057		Planning Permission		Near Certain	57						
South Yorkshire	Sheffield City	79-87 Tavistock Road, Sheffield, S7 1GF	S02069		Under Construction		Near Certain	5						
South Yorkshire	Sheffield City	Curtilage Of 18-20 Brinccliffe Crescent	S02128		Under construction		Near Certain	1						
South Yorkshire	Sheffield City	Land Adjoining The Stag, 15 Psalter Lane and 8 Kewwood Bank	S02138		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Westbrook House, Sharrow Vale Road	S02144		Under construction		Near Certain	4						
South Yorkshire	Sheffield City	27 Freestone Road	S02163		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Curtilage Of 119 Osborne Road Sheffield S11 9BB	S02179		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Site Of Electricity Substation Adjacent 47 Roach Road Sheffield S11 8AU	S02182		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	44 Sheldon Road Nether Edge Sheffield S7 1GW	S02294		Planning Permission		Near Certain	4						
South Yorkshire	Sheffield City	33 Kewwood Park Road, S7 1NE	S02549		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Shire Hill House & Cherry Tree Road Sheffield S11 9AA	S02607		Planning Permission		Near Certain	5						
South Yorkshire	Sheffield City	10B Crescent Road Sheffield S7 1HJ	S02609		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Curtilage Of 26 Archer Lane Sheffield S7 2BU	S02627		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	Sheffield NHS Care Trust Brinccliffe House 90 Osborne Road Sheffield S11 9BA	S02648		Planning Permission		Near Certain	7						
South Yorkshire	Sheffield City	Land And Buildings At Junction With Dyson Place Gordon Road Sheffield S11 8XU	S02656		Planning Permission		Near Certain	23						
South Yorkshire	Sheffield City	Land At Rear Of 6-26Peaseant RoadSheffield	S01002		Planning Permission		Near Certain	7						
South Yorkshire	Sheffield City	Land Adjacent S2 Albert Road Sheffield S12 4BX	S02541		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Concorde Filling Station, 330-332 Newman Road	S00252		Planning Permission		Near Certain	5						
South Yorkshire	Sheffield City	Curtilage of 1-3 Winco Road	S00497		Under Construction		Near Certain	1						
South Yorkshire	Sheffield City	Paper Mill Road	S01875		Planning Permission		Near Certain	10						
South Yorkshire	Sheffield City	Curtilage Of 430 Bellhouse Road, Sheffield, S5 0RF	S01949		Planning Permission		Near Certain	1						
South Yorkshire	Sheffield City	111 Melmeaux Road, Sheffield, S5 0JA	S02122		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Scattergood And Johnson Ltd, 91 Holywell Road	S02153		Planning Permission		Near Certain	14						
South Yorkshire	Sheffield City	Car Park Adjacent 233 Ecclesfield Road Shiregreen Sheffield	S02255		Under construction		Near Certain	5						
South Yorkshire	Sheffield City	Phoenix And Davlan Houses Centurian Office Park 2 Julian Way Sheffield S9 1GD	S02310		Planning Permission		Near Certain	12						
South Yorkshire	Sheffield City	Land Adjacent To 39 Monkton Road Sheffield S5 6AL	S02356		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	1A Newman Road, Sheffield, S9 1LP	S02554		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	J.C. & C. Pemberton News, 2 Standon Road, S9 1PD	S02560		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Parson Cross College (SW) - Rimington Rd/ Montenero Rd New Parson Cross Masterplan Area	S00781		Planning Permission		Near Certain	189						
South Yorkshire	Sheffield City	The OrchardFox Hill CrescentSheffieldS6 1FW	S01509		Planning Permission		Near Certain	5						
South Yorkshire	Sheffield City	Land At Rear Of 14 To 20 Baxter Road Sheffield	S01646		Planning Permission		Near Certain	9						
South Yorkshire	Sheffield City	Land Adjacent Trident House Baxter Road Sheffield	S02229		Planning Permission		Near Certain	5						
South Yorkshire	Sheffield City	Rear of 8-10 Wordsworth Drive, Sheffield, S5 8NP	S02335		Planning Permission		Near Certain	2						
South Yorkshire	Sheffield City	Site of Petrol Station S99 Middlewood Road Sheffield	S00185		Planning Permission		Near Certain	5						
South Yorkshire														

Notes - See Below - Do not Delete these Columns

	B1c		-76	-0.76	Business
	D2		940	9.40	Ignore
	D2		284	2.84	Ignore
	A1/A3		-176	-1.76	Retail
	SG		8	0.08	Ignore
	SG		7	0.07	Ignore
	A1		52	0.52	Retail
	B2		158	1.58	Industrial
	0 SG	Unknown	0.00	0.00	Ignore
	A1		-1,045	-10.45	Retail
	A1		368	3.68	Retail
	B8		838	8.38	Warehouse
	B1a		204	2.04	Business
	SG	Unknown	0.00	0.00	Ignore
	C3		6	0.06	Ignore
	A1/A3		101	1.01	Retail
	B1a/B8		70	0.70	Business/Warehouse
	SG/B1a		25	0.25	Business
	B1c		200	2.00	Business
	B8		425	4.25	Warehouse
	B8		114	1.14	Warehouse
	B1a/B1c/B8		633	6.33	Business/Warehouse
	B1a/B1c		204	2.04	Business
	B8	0.25	2,500	1,000	Warehouse
	B2		598	5.98	Industrial
	B1a/B2/B8		39,300	393.00	Business/Industrial/Warehouse
	B1a		627	6.27	Business
	B Mixed		120,000	1,000.00	Business/Industrial/Warehouse
	B1c		512	5.12	Business
	B8		400	4.00	Warehouse
	A1/A3		-138	-1.38	Retail
	C3		5	0.05	Ignore
	A1A2/A3/A4/A5/B1a/D1/D2/C1	Unknown	Unknown	#VALUE!	Ignore
	C3		-120	-1.20	Retail
	A3		3	0.03	Ignore
	A1		-100	-1.00	Retail
	A3/A4/A5		-61	-0.61	Retail
	A5	Unknown	Unknown	#VALUE!	Ignore
	A5		-30	-0.30	Retail
	A1/A3		-65	-0.65	Retail
	A1		1,925	19.25	Retail
	A1/A5		-414	-4.14	Retail
	A1		-1,700	-17.00	Retail
	A1		-400	-4.00	Retail
	A3		-600	-6.00	Retail
	A5		-62	-0.62	Retail
	A1/D1		-680	-6.80	Retail
	A1/A3		-176	-1.76	Ignore

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	Size of Development					Beds	Spaces
								No. of Dwellings	B1	B2	B8	A1	Hotel	P+R
Nottinghamshire	Mansfield	70 Clipstone Road West, Forest Town, Nottinghamshire, NG19 0BU	H-K006		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land Adjacent Rock Lodge, 83 Windsor Road, Mansfield, NG18 4ED	H-Kw007		Permitted		Near Certain	0						
Nottinghamshire	Mansfield	34, Chaucer Street, Mansfield	H-La006		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	8, Browning Street, Mansfield	H-La007		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	35 Burns Street, Mansfield	H-La008		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	44, Chaucer Street, Mansfield	H-La004		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Ladybrook Fish Bar, Simpson Road, Mansfield	H-La011		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	The Laurels, 317-319, Eaking Road, Mansfield	H-L006		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Land off Southwell Road West, Mansfield	H-L001		Permitted		Near Certain	3						
Nottinghamshire	Mansfield	4, Waterson Oaks, Mansfield	H-L007		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	284, Berry Hill Lane, Mansfield	H-L008		Permitted		Near Certain	5						
Nottinghamshire	Mansfield	Land adj 2 Bramble Lane, Mansfield	H-L009		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land Adjacent To 15 Birch Grove (rear of 232, Southwell Road West)	H-L010		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	50, Portland Street, Mansfield Woodhouse	H-Mw002		Permitted		Near Certain	4						
Nottinghamshire	Mansfield	26 Forest Road Warsop	H-Mw002		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Robin Hood Avenue, Warsop	H-Mw003		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Land at the rear of 11 Birklund Avenue, Mansfield	H-Mw004		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land adjacent 2 Robin Hood Avenue Warsop	H-Mw006		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Garage site Friar Lane, Warsop	H-Mw007		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Oak Garage, Hettis Lane, Warsop, Nottinghamshire, NG20 0AS	H-Mw008		Permitted		Near Certain	0						
Nottinghamshire	Mansfield	15 Sherwood Street, Warsop	H-Mw009		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land off Sandhills Way, Forest Town	H-Mw004		Permitted		Near Certain	18						
Nottinghamshire	Mansfield	Birchlands/Old Mill Lane, Forest Town	H-Mw006		Permitted		Near Certain	7						
Nottinghamshire	Mansfield	Land adj to 2 High Grove, Forest Town	H-Mw007		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land at Flint Avenue, Forest Town, Mansfield	H-Mw008		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Three Thorn Lodge, Old Mill Lane, Forest Town	H-Mw009		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land adj 2, Benheim Close, Forest Town	H-Mw010		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	The Walled Garden, Park Hall Road, Mansfield Woodhouse	H-Mw003		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Mansfield Road, Woodlands Way, Spion Kop, Site of former Wood Brothers Timber Yard	H-Mw007		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Garage R/O Redbrick House, Peafield Lane	H-Mw008		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land adj The Limes Ackew Lane Warsop	H-Mw014		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Old garage workshop rear of 24-26 High Street, Warsop	H-Mw019		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Portland garage site, Portland Street, Warsop	H-Mw020		Permitted		Near Certain	4						
Nottinghamshire	Mansfield	Community Centre, 49 The Hawthorns, Warsop	H-Mw021		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Community Centre, 17 The Homesteads, Warsop, NG20 0JS	H-Mw022		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	The Bungalow, Eastland Terrace, Meden Vale	H-Nw006		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land adj The Three Lions, Reitherfield Lane, Meden Vale	H-Nw007		Permitted		Near Certain	3						
Nottinghamshire	Mansfield	52, Ratcliffe Gate, Mansfield	H-Ng004		Permitted		Near Certain	9						
Nottinghamshire	Mansfield	10A, Montague Street, Mansfield (Off Newgate Lane / Skerry Hill)	H-Ng006		Permitted		Near Certain	5						
Nottinghamshire	Mansfield	8, Skerry Hill, Mansfield	H-Ng011		Permitted		Near Certain	4						
Nottinghamshire	Mansfield	Land between Nos 48 and 54 Bolsover Street, Mansfield	H-Ng012		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Land to rear of 26a & 26b Birklund Street, Mansfield	H-Ng013		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	53 Bolsover Street Mansfield	H-Ng014		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Stork Shop, 120 Newgate Lane, Mansfield	H-Ng016		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	74, Clipstone Drive, Forest Town. (Former community centre)	H-N007		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	52, Lime Grove (Adjoining 50,) Forest Town	H-N010		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Meadow View, Newlands Road, Land at the rear of 58, Poplar Grove, Forest Town	H-N012		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land to the rear of 52 & 54, Poplar Grove, Forest Town	H-N019		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	47, Poplar Grove, Forest Town	H-N021		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	7, Stanley Road, Forest Town	H-N022		Permitted		Near Certain	4						
Nottinghamshire	Mansfield	Land adj 43, Lime Grove, Forest Town	H-N024		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land adjacent 1, Langwell Drive, Forest Town, Mansfield	H-N025		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Land adj 29, Lime Grove, Forest Town, Mansfield	H-N014		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land To The Rear 48 Poplar Grove, Forest Town	H-N027		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Lane Adjacent Braemar Atkin Lane	H-Oa002		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land adj Broxtowe, 34, High Oakham Road, Mansfield	H-Oa004		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Quarry Lane	H-Oa006		Permitted		Near Certain	17						
Nottinghamshire	Mansfield	High Oakham Manor, 5, High Oakham Hill, Mansfield	H-Oa008		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land adjacent Broxtowe High Oakham Road	H-Oa009		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Brentwood 13, High Oakham Road, Mansfield	H-Oa010		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	10, Berry Hill Lane, Mansfield	H-Oa015		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land at the corner of Quarry Lane, Mansfield	H-Oa016		Permitted		Near Certain	21						
Nottinghamshire	Mansfield	Land to the rear of 263 Nottingham Road Mansfield	H-Oa017		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land adjacent Greenways High Oakham Road, Mansfield	H-Oa018		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Hermilage Mill, Hermilage Lane, Mansfield	H-Oa019		Permitted		Near Certain	57						
Nottinghamshire	Mansfield	Land adj Brentwood, High Oakham Road, Mansfield	H-Oa020		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Adj 227 Abbott Road	H-Pw001		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Penninmont Cottage, Abbott Road	H-Pw002		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land between 12 & 19, Birk's Road, Mansfield	H-Pw003		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land at Penninmont Farm, Abbott Road, Mansfield	H-Pw006		Permitted		Near Certain	430						
Nottinghamshire	Mansfield	45, Layton Avenue, Mansfield	H-Pw007		Permitted		Near Certain	4						
Nottinghamshire	Mansfield	Land adjacent 5, Redgate Street, Mansfield	H-Pw009		Permitted		Near Certain	4						
Nottinghamshire	Mansfield	Land adj 27, Redgate Street, Mansfield	H-Pw010		Permitted		Near Certain	7						
Nottinghamshire	Mansfield	Peafield Farm, Peafield Lane	H-P001		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	10, Peafield Lane, Mansfield Woodhouse	H-P002		Permitted		Near Certain	3						
Nottinghamshire	Mansfield	32, Warsop Road, Mansfield Woodhouse	H-P003		Permitted		Near Certain	5						
Nottinghamshire	Mansfield	39, George Street, Mansfield Woodhouse	H-P004		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land to rear of 29, Chestnut Grove, Mansfield Woodhouse. Former garage site	H-P001		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Portland Street (East)	H-P002		Permitted		Near Certain	3						
Nottinghamshire	Mansfield	Site adj. and behind 19, Park Hall Road, Mansfield Woodhouse	H-P004		Permitted		Near Certain	3						
Nottinghamshire	Mansfield	Land adj 36, Portland Street, Mansfield Woodhouse	H-P005		Permitted		Near Certain	3						
Nottinghamshire	Mansfield	Land to the rear of 5, Welbeck Road, Mansfield Woodhouse	H-P007		Permitted		Near Certain	10						
Nottinghamshire	Mansfield	Land off Portland Street (West), Mansfield	H-P009		Permitted		Near Certain	6						
Nottinghamshire	Mansfield	3, Ley Lane, Mansfield Woodhouse	H-P012		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	80 High Street, Mansfield Woodhouse	H-P013		Permitted		Near Certain	4						
Nottinghamshire	Mansfield	Land adj 135 Park Hall Road, Mansfield Woodhouse	H-P014		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Park Hall Farm, (This isnt the farm but the larger site around it) Park Hall Road, Mansfield Woodhouse	H-P015		Permitted		Near Certain	133						
Nottinghamshire	Mansfield	Park Hall Farm, (This is the farm building) Park Hall Road, Mansfield Woodhouse	H-P016		Permitted		Near Certain	10						
Nottinghamshire	Mansfield	Land to rear of 47 & 48 Park Avenue, Mansfield Woodhouse	H-P018		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land adj 203, Park Hall Road, Mansfield Woodhouse	H-P019		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	75, High Street, Mansfield Woodhouse	H-P020		Permitted		Near Certain	5						
Nottinghamshire	Mansfield	55-57, Stockwell Gate, Mansfield	H-Pw010		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Dallas Street, Mansfield, (Mansfield Refrigeration & Air Conditioning)	H-P023		Permitted		Near Certain	14						
Nottinghamshire	Mansfield	18, Leeming Street, Mansfield	H-P026		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	31 & 33, Albert Street, Mansfield	H-Pw030		Permitted		Near Certain	4						
Nottinghamshire	Mansfield	39, Stockwell Gate, Mansfield	H-P032		Permitted		Near Certain	14						
Nottinghamshire	Mansfield	94, Nottingham Road, Mansfield	H-P033		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	13 - 15, Albert Street, Mansfield	H-P034		Permitted		Near Certain	5						
Nottinghamshire	Mansfield	21, Albert Street, Mansfield	H-P035		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	23, Church Street, Mansfield	H-Pw036		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	14, Leeming Street, Mansfield	H-P037		Permitted		Near Certain	3						
Nottinghamshire	Mansfield	11, Bridge Street, Mansfield	H-Pw038		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land at Recreation Street, old Metal Box site, car park	H-Pw039		Permitted		Near Certain	14						
Nottinghamshire	Mansfield	33, Church Street, Mansfield	H-Pw040		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Land off Pelham Street, Mansfield	H-Pw041		Permitted		Near Certain	6						
Nottinghamshire	Mansfield	17 Bridge Street, Mansfield	H-Pw042		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	18 Church Street, Mansfield, Nottinghamshire,NG18 1AE	H-Pw043		Permitted		Near Certain	8						
Nottinghamshire	Mansfield	Land to the rear of 59-67, Southwell Road West, Mansfield	H-Rw005		Permitted		Near Certain	3						
Nottinghamshire	Mansfield	Land at Northfield House, 27 Northfield Drive, Mansfield	H-Rw006		Permitted		Near Certain	2						
Nottinghamshire	Mansfield	Adj 188 Southwell Road East, NG21 0EH	H-Rw007		Permitted		Near Certain	8						
Nottinghamshire	Mansfield	Land to the rear of 82-110 Southwell Road East	H-Rw008		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	188, Southwell Road East, Rainworth	H-Rw010		Permitted		Near Certain	1						
Nottinghamshire	Mansfield	Former Mansfield Sand Co Sandhurst Avenue	H-Sw005		Permitted		Near Certain	107						
Nottinghamshire	Mansfield	Rear of 89, Nottingham Road, Mansfield	H-Sw010		Permitted		Near Certain	1						

Notes See Below Do not Delete these Columns

Notes - See Below - Do not Delete these Columns

Assumptions for Basetlaw Data:				
Use Class	Area (Ha)	Area (Sqm)	40%	100sqm
B1/B2/B8		66,991		670
B1/B2/B8		235,000		2,350
B1		19,000		190
B1/B2/B8		93,000		930
B1/B2		24,070		241
B1/B2/B8		154,000		1,540
		235,000		2,350

County / Unitary Authority	District/ Borough	Location	Planning Reference	Timescale	Current Status/Application Type	Proposed Year of Opening	WebTAG Certainty	Size of Development						
								No. of Dwellings	100 sq m				Bedd	Spaces
									B1	B2	B8	A1	Hotel	P+R
Sum of Near Certain and More than Likely Development														
County / Unitary Authority	District/ Borough	No. of Dwellings	100 sq m				Bedd	Spaces						
			B1	B2	B8	A1			Hotel	P+R				
<div>Check</div> <div>Near Certain</div> <div>More than likely</div> <div>Reasonably foreseeable</div> <div>Hypothetical</div> <div>50,762</div>	Derbyshire	Chesterfield	2,455	304	1,279	485	0	0	0					
	Derbyshire	Rebover	2,440	1,018	1,018	1,018	0	0	0					
	Derbyshire	North East Derbyshire	4,477	0	0	0	0	0	0					
	Lincolnshire	Lincoln City	150	0	0	0	329	130	1,100					
	Lincolnshire	West Lindsey	5,519	135	0	0	19	0	0					
	Nottinghamshire	Newark and Sherwood	5,235	1,718	156	392	0	0	0					
	South Yorkshire	Doncaster	8,532	659	2,205	6,314	260	36	0					
	South Yorkshire	Sheffield City	7,993	0	0	0	0	0	0					
	Nottinghamshire	Mansfield	4,188	484	472	510	69	0	0					
	Lincolnshire	North Lincs	233	0	0	0	0	0	0					
South Yorkshire	Rotherham	4,845	54	552	67	0	288	0						
Nottinghamshire	Bassetlaw	4,695	2,260	3,103	3,225	50	0	0						
			50,762	6,632	8,785	12,012	727	454	1,100					

	Check
Near Certain	19,283
More than likely	1,479
Reasonably Forseeable	19,021
Hypothetical	11,369
50,762	

Notes - See Below - Do not Delete these Columns

Committed Development outside of Bassetlaw District

Summary of all Relevant Development Proposals within Districts/Boroughs Immediately Adjacent to Bassetlaw District

Sum of Near Certain and More than Likely Development Taken from the Uncertainty Log								
County / Unitary Authority	District/ Borough	Size of Development						
		No. of	100 sq m				Beds	Spaces
		Dwellings	B1	B2	B8	A1	Hotel	P+R
Derbyshire	Chesterfield	2,455	304	1,279	485	0	0	0
Derbyshire	Bolsover	2,440	1,018	1,018	1,018	0	0	0
Derbyshire	North East Derbyshire	4,477	0	0	0	0	0	0
Lincolnshire	Lincoln City	150	0	0	0	329	130	1,100
Lincolnshire	West Lindsey	5,519	135	0	0	19	0	0
Nottinghamshire	Newark and Sherwood	5,235	1,718	156	392	0	0	0
South Yorkshire	Doncaster	8,532	659	2,205	6,314	260	36	0
South Yorkshire	Sheffield City	7,993	0	0	0	0	0	0
Nottinghamshire	Mansfield	4,188	484	472	510	69	0	0
Lincolnshire	North Lincs	233	0	0	0	0	0	0
South Yorkshire	Rotherham	4,845	54	552	67	0	288	0
Total		46,067	4,372	5,682	8,787	677	454	1,100

Notes:

1. No employment data was supplied by North East Derbyshire, Sheffield City or North Lincs Councils

Employment Density Matrix - From Page 4 of the HCA Employment Density Guide, Nov 2015

Use Class	Sub-Category	Sub-Sector	Density (sqm)	Notes
B1a Offices	General Office	Corporate	13	NIA
		Professional Services	12	NIA
		Public Sector	12	NIA
		TMT	11	NIA
		Finance & Insurance	10	NIA
	Call Centres		8	NIA
B1b	R&D Space		40-60	NIA lower densities will be achieved in units with higher provision of shared or communal spaces
B1c	Light Industrial		47	NIA
B2	Industrial & Manufacturing		36	GIA
B8	Storage & Distribution	National Distribution Centre	95	GEA
		Regional Distribution Centre	77	GEA
		'Final Mile' Distribution Centre	70	GEA
Mixed B Class	Small Business Workspace	Incubator	30-60	B1a, B1b – the density will relate to balance between spaces, as the share of B1a increases so too will employment densities.
		Maker Spaces	15-40	B1c, B2, B8 - Difference between 'planned space' density and utilisation due to membership model
		Studio	20-40	B1c, B8
		Co-Working	10-15	B1a - Difference between 'planned space' density and utilisation due to membership model
		Managed Workspace	12-47	B1a, b, c
B8 / Sui Generis	Data Centres	Wholesale	200-950	
		Wholesale Dark Site	440-1,400	
		Co-location Facility	180-540	
A1	Retail	High Street	15-20	NIA
		Foodstore	15-20	NIA
		Retail Warehouse	90	NIA
A2	Finance & Professional Services		16	NIA
A3	Restaurants & Cafes		15-20	NIA
C1	Hotels	Limited Service / Budget	1 per 5 beds	FTE per bed
		Mid-scale	1 per 3 beds	FTE per bed
		Upscale	1 per 2 beds	FTE per bed
		Luxury	1 per 1 bed	FTE per bed
D2	Fitness Centres	Budget	100	GIA
		Mid Market	65	GIA – both types tend to generate between 40-50 jobs per gym
		Family		
	Cinema		200	GIA
	Visitor & Cultural Attractions		30-300	The diversity of the cultural attraction sector means a very wide range exists
	Amusement & Entertainment Centres		70	Potential range of 20-100sqm

B1a	13
	12
	12
	11
	10
	8
B1b	40
B1c	47
B1 Average	19
B8	95
	77
	70
B8 Average	81

Estimation of Full Time Equivalent (FTE) Employee Numbers for Employment Uses

Committed Developments								
County / Unitary Authority	District/ Borough	Size of Development						
		No. of	100 sqm (GEA)				Beds	Spaces
		Dwellings	B1	B2	B8	A1	Hotel	P+R
Derbyshire	Chesterfield	2,455	304	1,279	485	0	0	0
Derbyshire	Bolsover	2,440	1,018	1,018	1,018	0	0	0
Derbyshire	North East Derbyshire	4,477	0	0	0	0	0	0
Lincolnshire	Lincoln City	150	0	0	0	329	130	1,100
Lincolnshire	West Lindsey	5,519	135	0	0	19	0	0
Nottinghamshire	Newark and Sherwood	5,235	1,718	156	392	0	0	0
South Yorkshire	Doncaster	8,532	659	2,205	6,314	260	36	0
South Yorkshire	Sheffield City	7,993	0	0	0	0	0	0
Nottinghamshire	Mansfield	4,188	484	472	510	69	0	0
Lincolnshire	North Lincs	233	0	0	0	0	0	0
South Yorkshire	Rotherham	4,845	54	552	67	0	288	0
Nottinghamshire	Bassetlaw	4,695	2,260	3,104	3,225	51	0	0
Total		50,762	6,632	8,786	12,012	727	454	1,100

Notes:

1. Floor areas above are Gross Floor Area (GFA) and assumed to be the same as Gross External Area (GEA).
2. To convert GEA to Gross Internal Area (GIA) a reduction of 5% has been applied (as per advice in the HCA Employment Density Guide 2015).
3. To convert GIA to Net Internal Area (NIA) a reduction of 15% has been applied (as per advice in the HCA Employment Density Guide 2015).

Conversion of Committed Employment Development GEA to NIA								
County / Unitary Authority	District/ Borough	Size of Development						
		No. of	sqm (NIA)				Beds	Spaces
		Dwellings	B1	B2	B8	A1	Hotel	P+R
Derbyshire	Chesterfield	2,455	24,280	102,320	38,818	0	0	0
Derbyshire	Bolsover	2,440	81,472	81,472	81,472	0	0	0
Derbyshire	North East Derbyshire	4,477	0	0	0	0	0	0
Lincolnshire	Lincoln City	150	0	0	0	26,352	130	1,100
Lincolnshire	West Lindsey	5,519	10,800	0	0	1,520	0	0
Nottinghamshire	Newark and Sherwood	5,235	137,429	12,469	31,349	0	0	0
South Yorkshire	Doncaster	8,532	52,734	176,399	505,116	20,780	36	0
South Yorkshire	Sheffield City	7,993	0	0	0	0	0	0
Nottinghamshire	Mansfield	4,188	38,758	37,725	40,823	5,483	0	0
Lincolnshire	North Lincs	233	0	0	0	0	0	0
South Yorkshire	Rotherham	4,845	4,282	44,185	5,366	0	288	0
Nottinghamshire	Bassetlaw	4,695	180,829	248,298	258,014	4,057	0	0
Total		50,762	530,584	702,868	960,957	58,192	454	1,100

Employee Densities (per sqm, or per 5 beds)				
B1	B2	B8	A1	Hotel
19	36	81	15	1

Notes:

1. Employment densities taken from page 29 of the HCA Employment Density Guide, Nov 2015.
2. B1 and B8 uses assumed to be averages of respective uses, A1 Retail assumed to be 'Foodstore', Hotels assumed to be 'Luxury'

Estimated Job Numbers									
County / Unitary Authority	District/ Borough	No. of Dwellings	No. of FTE Employees by Use Class						FTE Employee Totals
			B1	B2	B8	A1	Hotel	P+R	
Derbyshire	Chesterfield	2,455	1,278	2,842	479	0	0	0	4,599
Derbyshire	Bolsover	2,440	4,288	2,263	1,006	0	0	0	7,557
Derbyshire	North East Derbyshire	4,477	0	0	0	0	0	0	0
Lincolnshire	Lincoln City	150	0	0	0	1,757	26	0	1,783
Lincolnshire	West Lindsey	5,519	568	0	0	101	0	0	670
Nottinghamshire	Newark and Sherwood	5,235	7,233	346	387	0	0	0	7,967
South Yorkshire	Doncaster	8,532	2,775	4,900	6,236	1,385	7	0	15,304
South Yorkshire	Sheffield City	7,993	0	0	0	0	0	0	0
Nottinghamshire	Mansfield	4,188	2,040	1,048	504	366	0	0	3,957
Lincolnshire	North Lincs	233	0	0	0	0	0	0	0
South Yorkshire	Rotherham	4,845	225	1,227	66	0	58	0	1,577
									43,413
Nottinghamshire	Bassetlaw	4,695	9,517	6,897	3,185	270	0	0	19,870
Total		50,762	27,925	19,524	11,864	3,879	91	0	

Notes:

1. P&R employees ignored for the purposes of this calculation
2. No employment data was supplied by North East Derbyshire, Sheffield City or North Lincs Councils

Comparison Against Temprow Growth

County / Unitary Authority	District/ Borough	Dwellings and Jobs Estimated through the Uncertainty Log		Tempro 7.2 Data				Tempro Forecast 2016 to 2034		Difference Compared to Uncertainty Log		Figures Applied in the Transport Study	
				2016 Base Year		2034 Forecast Year							
		Dwellings	Jobs	No. of	No.	No. of	No.	Dwellings	Jobs	Dwellings	Jobs	Dwellings	Jobs
				Dwellings	of Jobs	Dwellings	of Jobs						
Derbyshire	Chesterfield	2,455	4,599	47,862	58,560	52,401	62,094	4,539	3,534	2,084	-1,065	4,539	4,599
Derbyshire	Bolsover	2,440	7,557	33,719	32,964	37,312	34,834	3,593	1,870	1,153	-5,687	3,593	7,557
Derbyshire	North East Derbyshire	4,477	0	43,784	35,584	53,614	37,636	9,830	2,052	5,353	2,052	9,830	2,052
Lincolnshire	Lincoln City	150	1,783	41,067	59,656	45,631	62,660	4,564	3,004	4,414	1,222	4,564	3,004
Lincolnshire	West Lindsey	5,519	670	40,222	33,439	46,470	34,919	6,248	1,480	729	810	6,248	1,480
Nottinghamshire	Newark and Sherwood	5,235	7,967	51,613	58,438	59,444	61,421	7,831	2,983	2,596	-4,983	7,831	7,967
South Yorkshire	Doncaster	8,532	15,304	129,515	142,774	142,539	151,763	13,024	8,989	4,492	-6,315	13,024	15,304
South Yorkshire	Sheffield City	7,993	0	234,536	291,519	263,289	308,403	28,753	16,884	20,760	16,884	28,753	16,884
Nottinghamshire	Mansfield	4,188	3,957	46,621	46,775	51,249	49,186	4,628	2,411	440	-1,546	4,628	3,957
Lincolnshire	North Lincs	233	0	73,903	83,333	85,597	87,460	11,694	4,127	11,461	4,127	11,694	4,127
South Yorkshire	Rotherham	4,845	1,577	111,900	119,889	122,236	126,805	10,336	6,916	5,491	5,339	10,336	6,916
External Districts Total		46,067	43,413	854,742	962,931	959,783	1,017,182	105,041	54,251	58,974	10,838	105,041	73,848
Nottinghamshire	Bassetlaw	4,695	19,870	49,484	58,382	54,754	61,879	5,270	3,497	575	-16,373	5,270	19,870
Total (incl' Bassetlaw)		50,762	63,284	904,226	1,021,313	1,014,537	1,079,062	110,311	57,749	59,549	-5,535	110,311	93,718

Notes:

1. No employment data was supplied by North East Derbyshire, Sheffield City or North Lincs Councils
2. The orange highlighted cells indicate where Temprow data is higher than the data supplied by the local authorities
3. The highest dwelling numbers and job numbers have been applied in the trip generation calculations as a 'worst case'

Vehicle Trip Calculation Parameters**Vehicle Trip Rates - Applied to Committed Developments**

Development Type	Vehicle Trips per Dwelling/Room/100sqm					
	AM			PM		
	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Residential - Houses Privately Owned	0.143	0.369	0.512	0.312	1.168	1.480
B1 Business Park	1.382	0.188	1.570	0.135	1.045	1.180
B2 Industrial Estate	0.300	0.236	0.536	0.108	0.370	0.478
B8 Commercial Warehouse	0.129	0.054	0.183	0.036	0.115	0.151
A1 Retail - Mixed Shopping Mall	0.124	0.020	0.144	0.123	0.263	0.386
Hotel	0.102	0.191	0.293	0.151	0.084	0.235

Note:

1. Trip rates taken from TRICS 7.4.3
2. Trip rates are average rates

Vehicle Trip Generation for Committed Development Sites Located Outside of the District:

Residential: Privately Owned Houses

County / Unitary Authority	District/ Borough	Total Dwellings	Vehicle Trips					
			AM			PM		
			Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Derbyshire	Chesterfield	4,539	649	1,675	2,324	1,416	5,302	6,718
Derbyshire	Bolsover	3,593	514	1,326	1,840	1,121	4,197	5,318
Derbyshire	North East Derbyshire	9,830	1,406	3,627	5,033	3,067	11,482	14,549
Lincolnshire	Lincoln City	4,564	653	1,684	2,337	1,424	5,331	6,755
Lincolnshire	West Lindsey	6,248	893	2,305	3,199	1,949	7,297	9,246
Nottinghamshire	Newark and Sherwood	7,831	1,120	2,890	4,010	2,443	9,147	11,590
South Yorkshire	Doncaster	13,024	1,862	4,806	6,668	4,063	15,212	19,275
South Yorkshire	Sheffield City	28,753	4,112	10,610	14,722	8,971	33,584	42,554
Nottinghamshire	Mansfield	4,628	662	1,708	2,370	1,444	5,406	6,850
Lincolnshire	North Lincs	11,694	1,672	4,315	5,988	3,649	13,659	17,308
South Yorkshire	Rotherham	10,336	1,478	3,814	5,292	3,225	12,072	15,297
Total		105,041	15,021	38,760	53,781	32,773	122,688	155,461

Employment: Based on data supplied by Local Authorities

County / Unitary Authority	District/ Borough	B1 Business Park (100 sqm)	B2 Industrial Estate (100 sqm)	B8 Commercial Warehouse (100 sqm)	Retail (100 sqm)	Hotel (Rooms)	Vehicle Trips					
							AM			PM		
							Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Derbyshire	Chesterfield	304	1,279	485	0	0	866	385	1,251	197	846	1,043
Derbyshire	Bolsover	1,018	1,018	1,018	0	0	1,844	487	2,331	284	1,558	1,842
Derbyshire	North East Derbyshire	0	0	0	0	0	0	0	0	0	0	0
Lincolnshire	Lincoln City	0	0	0	329	130	50	66	115	66	62	128
Lincolnshire	West Lindsey	135	0	0	19	0	189	29	218	21	143	164
Nottinghamshire	Newark and Sherwood	1,718	156	392	0	0	2,471	381	2,852	263	1,898	2,161
South Yorkshire	Doncaster	659	2,205	6,314	260	36	2,418	1,036	3,454	598	2,262	2,860
South Yorkshire	Sheffield City	0	0	0	0	0	0	0	0	0	0	0
Nottinghamshire	Mansfield	484	472	510	69	0	884	243	1,127	145	745	890
Lincolnshire	North Lincs	0	0	0	0	0	0	0	0	0	0	0
South Yorkshire	Rotherham	54	552	67	0	288	284	150	434	105	344	448
Total		4,372	5,682	8,787	677	454	9,005	2,776	11,781	1,678	7,858	9,536

Notes:

1. Dividing the total vehicle trips by the total number of jobs for the external districts that supplied employment data gives average employment trip rates per job.

Total Jobs 43,413

Estimated Average Employment Trip Rates per Job					
AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.207	0.064	0.271	0.039	0.181	0.220

Applying the average trip rates per job to those authority areas where TEMPRO data is being used gives:

Employment Total

County / Unitary Authority	District/ Borough	B1 Business Park (100 sqm)	B2 Industrial Estate (100 sqm)	B8 Commercial Warehouse (100 sqm)	Retail (100 sqm)	Hotel (Rooms)	Jobs (from Temprow)	Vehicle Trips					
								AM			PM		
								Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Derbyshire	Chesterfield	304	1,279	485	0	0	4,599	866	385	1,251	197	846	1,043
Derbyshire	Bolsover	1,018	1,018	1,018	0	0	7,557	1,844	487	2,331	284	1,558	1,842
Derbyshire	North East Derbyshire	0	0	0	0	0	2,052	426	131	557	79	371	451
Lincolnshire	Lincoln City	0	0	0	329	130	3,004	50	66	115	66	62	128
Lincolnshire	West Lindsey	135	0	0	19	0	1,480	307	95	402	57	268	325
Nottinghamshire	Newark and Sherwood	1,718	156	392	0	0	7,967	2,471	381	2,852	263	1,898	2,161
South Yorkshire	Doncaster	659	2,205	6,314	260	36	15,304	2,418	1,036	3,454	598	2,262	2,860
South Yorkshire	Sheffield City	0	0	0	0	0	16,884	3,502	1,080	4,582	653	3,056	3,709
Nottinghamshire	Mansfield	484	472	510	69	0	3,957	884	243	1,127	145	745	890
Lincolnshire	North Lincs	0	0	0	0	0	4,127	856	264	1,120	160	747	907
South Yorkshire	Rotherham	54	552	67	0	288	6,916	1,435	442	1,877	267	1,252	1,519
Total		4,372	5,682	8,787	677	454	73,848	15,059	4,608	19,667	2,769	13,066	15,834

Notes:

1. Highlighted cells indicate where TEMPRO job numbers have been applied in the vehicle trip calculation.

External generated trips traveling through Bassetlaw

Nodes	Entry Road (direction)	Arriving to... (employment)																					
		North Lincs		Lincoln City		West Lindsey		Newark & Sherwood		Mansfield		Chesterfield		Bolsover		North East Derbys		Sheffield City		Rotherham		Doncaster	
		E06000013		E07000138		E07000142		E07000175		E07000174		E07000034		E07000033		E07000038		E08000019		E08000018		E08000017	
		Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%
A	A1M(N)	-	0.00%	F	1.39%	E	0.86%	G	2.10%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
B	A638/A614(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
C	A631(N)	-	0.00%	-	0.00%	E	1.20%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
D	A161(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
E	A631(E)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
F	A57(E)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	H	0.24%	P	0.09%	N	0.20%	P	0.14%	Q	0.06%	Q	0.06%	-	0.00%
G	A1(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	P	0.11%	N	0.27%	P	0.11%	Q	0.32%	Q	0.37%	A	0.59%
H	A6075(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
I	B6387(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
J	A614(S)	-	0.00%	-	0.00%	F	0.21%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
K	B6034(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
L	A616(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	P	0.42%	N	2.08%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
M	A60(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
N	A632(W)	-	0.00%	F	0.20%	F	0.18%	L	2.48%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
O	A616(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
P	A619(W)	-	0.00%	-	0.00%	F	0.02%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Q	A57(W)	-	0.00%	-	0.00%	F	0.01%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
R	B6436(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
S	A634(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
T	A60(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
		Total	0.00%	Total	1.58%	Total	2.49%	Total	4.57%	Total	0.24%	Total	0.62%	Total	2.55%	Total	0.24%	Total	0.38%	Total	0.43%	Total	0.59%

Nodes	Exit Road (direction)	Departing from... (residential)																					
		North Lincs		Lincoln City		West Lindsey		Newark & Sherwood		Mansfield		Chesterfield		Bolsover		North East Derbys		Sheffield City		Rotherham		Doncaster	
		E06000013		E07000138		E07000142		E07000175		E07000174		E07000034		E07000033		E07000038		E08000019		E08000018		E08000017	
		Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%
A	A1M(N)	-	0.00%	F	1.60%	E	0.81%	G	2.59%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
B	A638/A614(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
C	A631(N)	-	0.00%	-	0.00%	E	1.01%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
D	A161(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
E	A631(E)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
F	A57(E)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	H	0.34%	P	0.14%	N	0.17%	P	0.10%	Q	0.10%	Q	0.07%	-	0.00%
G	A1(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	P	0.28%	N	0.31%	P	0.22%	Q	0.31%	Q	0.50%	A	0.56%
H	A6075(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
I	B6387(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
J	A614(S)	-	0.00%	-	0.00%	F	0.09%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
K	B6034(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
L	A616(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	P	0.31%	N	2.32%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
M	A60(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
N	A632(W)	-	0.00%	F	0.15%	F	0.17%	L	1.84%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
O	A616(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
P	A619(W)	-	0.00%	-	0.00%	F	0.03%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Q	A57(W)	-	0.00%	-	0.00%	F	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
R	B6436(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
S	A634(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
T	A60(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
		Total	0.00%	Total	1.76%	Total	2.11%	Total	4.43%	Total	0.34%	Total	0.72%	Total	2.80%	Total	0.32%	Total	0.41%	Total	0.58%	Total	0.56%

Committed Development within Bassetlaw District

Summary of all Committed Developments within Bassetlaw District

Development	Application Number	Size of Development (Gross Floor Area)						
		No. of	sqm				Beds	Spaces
		Dwgs.	B1	B2	B8	A1	Hotel	P+R
Harworth & Bircotes								
Scrooby Road, Harworth	61/09/00052	736						
Plumtree Farm, Harworth	13/00793/FUL	250						
Phase 1A, Harworth Colliery	12/01784/RES	118						
Beverley Road, Harworth	61/10/00013	85						
Thompson Avenue, Harworth	13/01394/FUL	71						
Bawtry Road, Harworth	16/00021/SCR	650						
West of Blyth Road, Blyth	57/12/00014		66,981					
Land At Sunny Nook Farm, Blyth Road, Harworth, Nottinghamshire	15/00971/OUT		235,000					
Worksop								
Gateford Road South, Worksop	14/00213/OUT	380	19,000					
Ashes Park Avenue, Worksop	14/00431/OUT	332						
Gateford Park, Worksop	16/01487/RES	250						
Wingfield Avenue, Worksop	14/00126/RSB	225						
Former Portland School, Worksop	15/00557/RSB	88						
Abbey Street, Worksop	17/00215/FUL	51						
Land At Gateford Park, Ashes Park Avenue, Worksop	17/00033/RES	168						
Land South West of Worksop Bypass	15/00192/OUT		93,000					
Former Vesuvius Works, Sandy Lane, Worksop	02/11/00199/R		24,070		5,500			
Retford								
West Hill, Retford	13/01025/RES	198						
Elizabethan High School, Retford	13/01355/FUL	93						
Thrumpton Lane, Retford	01/08/00182	73						
London Road, Retford	12/01312/FUL	52						
West Carr Road, Retford	14/00803/FUL	68						
Icon Polymer Limited, Thrumpton Lane, Retford	16/00015/FUL		-693	-11,756		4,896		
Villages								
Land North East Of St Lukes School, Shireoaks Common, Shireoaks	14/00223/OUT	175	154,000					
Woodend Farm, Coach Road, Shireoaks,	17/00457/RSB	73						
Tylden Road, Rhodesia	15/00474/OUT	111						
Cemetary Road, Langold	62/10/00017	92						
Ashvale Road, Tuxford	15/00690/OUT	86						
Former Dormer Tools, Land North East Of Shireoaks Road, Worksop	16/00725/FUL	80						
Shireoaks Road, Rhodesia	69/11/00012	70						
Welbeck Colliery, Cuckney	15/01037/FUL	65	12,700			175		
Fox Covert Lane, Misterton	51/02/00015	55						
Bevercotes Colliery	09/05/00002		235,000					
Dales Lane, Misson	16/00838/FUL		9,600					
Coates Farm, Cottam	16/00822/COU				4,724			
Lincoln Road, Tuxford	17/00204/COU				11,800			

Notes:
1. Where development composition is not confimed an equal split between employment uses has been assumed.

Size of Development (Gross Floor Area)						
No. of	100 sqm				Beds	Spaces
Dwgs.	B1	B2	B8	A1	Hotel	P+R
736	0	0	0	0	0	0
250	0	0	0	0	0	0
118	0	0	0	0	0	0
85	0	0	0	0	0	0
71	0	0	0	0	0	0
650	0	0	0	0	0	0
0	223	223	223	0	0	0
0	783	783	783	0	0	0
380	190	0	0	0	0	0
332	0	0	0	0	0	0
250	0	0	0	0	0	0
225	0	0	0	0	0	0
88	0	0	0	0	0	0
51	0	0	0	0	0	0
168	0	0	0	0	0	0
0	310	310	310	0	0	0
0	120	120	55	0	0	0
198	0	0	0	0	0	0
93	0	0	0	0	0	0
73	0	0	0	0	0	0
52	0	0	0	0	0	0
68	0	0	0	0	0	0
0	-7	-118	0	49	0	0
175	513	513	513	0	0	0
73	0	0	0	0	0	0
111	0	0	0	0	0	0
92	0	0	0	0	0	0
86	0	0	0	0	0	0
80	0	0	0	0	0	0
70	0	0	0	0	0	0
65	127	0	0	2	0	0
55	0	0	0	0	0	0
0	0	1,175	1,175	0	0	0
0	0	96	0	0	0	0
0	0	0	47	0	0	0
0	0	0	118	0	0	0

Dwellings	B1	B2	B8	A1	Hotel	P+R	
4,695	2,260	3,104	3,225	51	0	0	100sqm sqm
4,695	226,036	310,373	322,518	5,071	0	0	

Vehicle Trip Calculation Parameters**Vehicle Trip Rates - Applied to Committed Developments**

Development Type	Vehicle Trips per Dwelling/Room/100sqm					
	AM			PM		
	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Residential - Houses Privately Owned	0.143	0.369	0.512	0.312	1.168	1.480
B1 Business Park	1.382	0.188	1.570	0.135	1.045	1.180
B2 Industrial Estate	0.300	0.236	0.536	0.108	0.370	0.478
B8 Commercial Warehouse	0.129	0.054	0.183	0.036	0.115	0.151
Retail - Mixed Shopping Mall	0.124	0.020	0.144	0.123	0.263	0.386
Hotel	0.102	0.191	0.293	0.151	0.084	0.235

Note:

1. Trip rates taken from TRICS 7.4.3
2. Trip rates are average rates

Summary of all Committed Developments within Bassetlaw District

Development	Application Number	Size of Development (Gross Floor Area)					
		No. of	100 sqm				Beds
		Dwgs.	B1	B2	B8	A1	Hotel
Harworth & Bircotes							
Scrooby Road, Harworth	61/09/00052	736	0	0	0	0	0
Plumtree Farm, Harworth	13/00793/FUL	250	0	0	0	0	0
Phase 1A, Harworth Colliery	12/01784/RES	118	0	0	0	0	0
Beverley Road, Harworth	61/10/00013	85	0	0	0	0	0
Thompson Avenue, Harworth	13/01394/FUL	71	0	0	0	0	0
Bawtry Road, Harworth	16/00021/SCR	650	0	0	0	0	0
West of Blyth Road, Blyth	57/12/00014	0	223	223	223	0	0
Land At Sunny Nook Farm, Blyth Road, Harworth, Nottinghamshire	15/00971/OUT	0	783	783	783	0	0
Worksop							
Gateford Road South, Worksop	14/00213/OUT	380	190	0	0	0	0
Ashes Park Avenue, Worksop	14/00431/OUT	332	0	0	0	0	0
Gateford Park, Worksop	16/01487/RES	250	0	0	0	0	0
Wingfield Avenue, Worksop	14/00126/RSB	225	0	0	0	0	0
Former Portland School, Worksop	15/00557/RSB	88	0	0	0	0	0
Abbey Street, Worksop	17/00215/FUL	51	0	0	0	0	0
Land At Gateford Park, Ashes Park Avenue, Worksop	17/00033/RES	168	0	0	0	0	0
Land South West of Worksop Bypass	15/00192/OUT	0	310	310	310	0	0
Former Vesuvius Works, Sandy Lane, Worksop	02/11/00199/R	0	120	120	55	0	0
Retford							
West Hill, Retford	13/01025/RES	198	0	0	0	0	0
Elizabethan High School, Retford	13/01355/FUL	93	0	0	0	0	0
Thrumpton Lane, Retford	01/08/00182	73	0	0	0	0	0
London Road, Retford	12/01312/FUL	52	0	0	0	0	0
West Carr Road, Retford	14/00803/FUL	68	0	0	0	0	0
Icon Polymer Limited, Thrumpton Lane, Retford	16/00015/FUL	0	-7	-118	0	49	0
Villages							
Land North East Of St Lukes School, Shireoaks Common, Shireoaks	14/00223/OUT	175	513	513	513	0	0
Woodend Farm, Coach Road, Shireoaks,	17/00457/RSB	73	0	0	0	0	0
Tylden Road, Rhodesia	15/00474/OUT	111	0	0	0	0	0
Cemetary Road, Langold	62/10/00017	92	0	0	0	0	0
Ashvale Road, Tuxford	15/00690/OUT	86	0	0	0	0	0
Former Dormer Tools, Land North East Of Shireoaks Road, Worksop	16/00725/FUL	80	0	0	0	0	0
Shireoaks Road, Rhodesia	69/11/00012	70	0	0	0	0	0
Welbeck Colliery, Cuckney	15/01037/FUL	65	127	0	0	2	0
Fox Covert Lane, Misterton	51/02/00015	55	0	0	0	0	0
Bevercotes Colliery	09/05/00002	0	0	1,175	1,175	0	0
Dales Lane, Misson	16/00838/FUL	0	0	96	0	0	0
Coates Farm, Cottam	16/00822/COU	0	0	0	47	0	0
Lincoln Road, Tuxford	17/00204/COU	0	0	0	118	0	0

Vehicle Trips					
AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
105	272	377	230	860	1,089
36	92	128	78	292	370
17	44	60	37	138	175
12	31	44	27	99	126
10	26	36	22	83	105
93	240	333	203	759	962
404	107	511	62	342	404
1,419	374	1,793	219	1,199	1,417
317	176	493	144	642	787
47	123	170	104	388	491
36	92	128	78	292	370
32	83	115	70	263	333
13	32	45	27	103	130
7	19	26	16	60	75
24	62	86	52	196	249
561	148	710	86	474	561
210	54	264	31	177	208
28	73	101	62	231	293
13	34	48	29	109	138
10	27	37	23	85	108
7	19	27	16	61	77
10	25	35	21	79	101
-39	-28	-67	-8	-38	-45
955	310	1,265	198	990	1,188
10	27	37	23	85	108
16	41	57	35	130	164
13	34	47	29	107	136
12	32	44	27	100	127
11	30	41	25	93	118
10	26	36	22	82	104
185	48	233	38	209	247
8	20	28	17	64	81
504	341	845	169	570	739
29	23	51	10	36	46
6	3	9	2	5	7
15	6	22	4	14	18

External generated trips traveling through Bassetlaw

Nodes	Entry Road (direction)	Arriving to... (employment)																					
		North Lincs		Lincoln City		West Lindsey		Newark & Sherwood		Mansfield		Chesterfield		Bolsover		North East Derbys		Sheffield City		Rotherham		Doncaster	
		E06000013		E07000138		E07000142		E07000175		E07000174		E07000034		E07000033		E07000038		E08000019		E08000018		E08000017	
		Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%	Exit	%
A	A1M(N)	-	0.00%	-	1.39%	E	0.86%	G	2.10%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
B	A638/A614(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
C	A631(N)	-	0.00%	-	0.00%	E	1.20%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
D	A161(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
E	A631(E)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
F	A57(E)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	H	0.24%	P	0.09%	N	0.20%	P	0.14%	Q	0.06%	Q	0.06%	-	0.00%
G	A1(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	P	0.11%	N	0.27%	P	0.11%	Q	0.32%	Q	0.37%	A	0.59%
H	A6075(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
I	B6387(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
J	A614(S)	-	0.00%	-	0.00%	F	0.21%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
K	B6034(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
L	A616(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	P	0.42%	N	2.08%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
M	A60(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
N	A632(W)	-	0.00%	F	0.20%	F	0.18%	L	2.48%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
O	A616(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
P	A619(W)	-	0.00%	-	0.00%	F	0.02%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Q	A57(W)	-	0.00%	-	0.00%	F	0.01%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
R	B6436(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
S	A634(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
T	A60(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
		Total	0.00%	Total	1.58%	Total	2.49%	Total	4.57%	Total	0.24%	Total	0.62%	Total	2.55%	Total	0.24%	Total	0.38%	Total	0.43%	Total	0.59%

Nodes	Exit Road (direction)	Departing from... (residential)																					
		North Lincs		Lincoln City		West Lindsey		Newark & Sherwood		Mansfield		Chesterfield		Bolsover		North East Derbys		Sheffield City		Rotherham		Doncaster	
		E06000013		E07000138		E07000142		E07000175		E07000174		E07000034		E07000033		E07000038		E08000019		E08000018		E08000017	
		Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%	Entry	%
A	A1M(N)	-	0.00%	F	1.60%	E	0.81%	G	2.59%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
B	A638/A614(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
C	A631(N)	-	0.00%	-	0.00%	E	1.01%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
D	A161(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
E	A631(E)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
F	A57(E)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	H	0.34%	P	0.14%	N	0.17%	P	0.10%	Q	0.10%	Q	0.07%	-	0.00%
G	A1(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	P	0.28%	N	0.31%	P	0.22%	Q	0.31%	Q	0.50%	A	0.56%
H	A6075(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
I	B6387(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
J	A614(S)	-	0.00%	-	0.00%	F	0.09%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
K	B6034(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
L	A616(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	P	0.31%	N	2.32%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
M	A60(S)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
N	A632(W)	-	0.00%	F	0.15%	F	0.17%	L	1.84%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
O	A616(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
P	A619(W)	-	0.00%	-	0.00%	F	0.03%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Q	A57(W)	-	0.00%	-	0.00%	F	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
R	B6436(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
S	A634(W)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
T	A60(N)	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
		Total	0.00%	Total	1.76%	Total	2.11%	Total	4.43%	Total	0.34%	Total	0.72%	Total	2.80%	Total	0.32%	Total	0.41%	Total	0.58%	Total	0.56%



Appendix D – Comparison with TEMPRO

TEMPRO Analysis

Information on growth assumptions obtained from TEMPRO (7.2 dataset) for the study time period of 2016 to 2032 are summarised in the table below.

Area	Base (2016) Households	Base (2016) Jobs	Future (2032) Households	Future (2032) Jobs	Increase in Households	Increase in Jobs
Bassetlaw (Authority)	49,484	58,382	54,255	61,506	4,771	3,124

TEMPRO therefore assumes an increase of 4,771 dwellings within Bassetlaw District during the study time period.

The study has examined the following increase in dwellings in the District during the study time period:

	Max' Scenario	More Likely Scenario
Committed Residential Dwellings	4,695	4,695
Proposed Residential Dwellings	13,399	9,399
Total Residential Dwellings	18,094	14,094

The lowest committed/proposed residential development that has been assessed therefore exceeds the growth assumptions contained within TEMPRO by a factor of: 2.95
Additional allowance has also been made for the effect of committed development trips from outside of the district that will pass through the District.
On this basis it is not considered necessary to apply any additional traffic growth to the highway network within the district.

TEMPRO assumes an increase of 3,124 jobs, or employees within Bassetlaw District during the study time period.
Employee densities for different employment uses are provided in Appendix 7 of 'The Regional Spatial Strategy For The East Midlands (RSS8)', March 2005, an extract of which is reproduced below:

(iii) Estimate of Number of Employees
Existing employee density data for each of the three broad employment uses (B1 Office, B2 General Industry/B1 Non-Office, and B8 Warehousing) indicates the following square metre/employee:

	Out of City Centre	Urban	Rural	Out of Town
B1	14	16	16	16
B2	30	35	35	35
B8	78	78	78	78

Applying these employee densities to the committed and proposed employment uses proposed within the District gives:

Proposed Use-Class	Sqm/Employee	Committed GFA (Sqm)	Growth GFA (Sqm)	Total GFA (Sqm)	Estimated Employees
B1	16	226,036	147,600	373,636	23,352
B2	35	310,373	147,600	457,973	13,085
B8	78	322,518	147,600	470,118	6,027
Total		858,927	442,800	1,301,727	42,464

The increase in employees in TEMPRO is 3,124
Assuming the same proportional split between employment uses the increase in TEMPRO is equivalent to the following employment areas:

Proposed Use-Class	% of Total	Estimated Total GFA (Sqm)
B1	29%	14,347
B2	35%	38,468
B8	36%	88,002
Total	100%	140,817

The study has examined the following increase in employment floor area in the District during the study time period:

Committed Employment (Sqm)	858,927
Growth Employment (Sqm)	442,800
Total Employment (Sqm)	1,301,727

With an equivalent employee increase of 42,464

The committed/proposed employment development that has been assessed therefore exceeds the growth assumptions contained within TEMPRO by a factor of: 9.24
Additional allowance has also been made for the effect of committed development trips from outside of the district that will pass through the District.
On this basis it is not considered necessary to apply any additional traffic growth to the highway network within the district.



Appendix E – Local Plan Development Details

Local Plan Residential Trip Generation (Deliverable Scenario)

Analysis of 2011 Census Data: 2001 Travel to Work Definitions

2011 MSOA Names	Census 2011: Usual Residence Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)													
	All People	Not currently working	Currently Working	Work From Home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	7,379	2,858	4,521	438	3	29	186	15	3,051	318	31	82	351	17
E02005836 : Bassetlaw 002	6,637	2,327	4,310	684	5	39	61	3	3,107	169	26	61	132	23
E02005837 : Bassetlaw 003	6,133	2,610	3,523	729	2	37	52	2	2,342	144	20	29	145	21
E02005838 : Bassetlaw 004	6,003	2,377	3,626	332	3	23	208	4	2,492	265	36	44	200	19
E02005839 : Bassetlaw 005	4,380	1,642	2,738	194	3	25	41	3	1,820	140	17	115	367	13
E02005840 : Bassetlaw 006	6,649	1,869	4,780	342	3	80	67	21	3,332	363	36	122	404	10
E02005842 : Bassetlaw 008	6,276	2,243	4,033	348	3	53	51	8	2,526	234	28	131	638	13
E02005843 : Bassetlaw 009	4,745	1,441	3,304	269	4	43	90	10	2,287	253	21	87	229	11
E02005844 : Bassetlaw 010	5,513	1,891	3,622	285	1	59	73	7	2,379	206	28	147	426	11
E02005846 : Bassetlaw 012	4,635	2,082	2,553	159	0	33	110	22	1,281	294	18	146	481	9
E02005847 : Bassetlaw 013	4,937	1,719	3,218	293	0	32	64	11	2,039	284	24	89	367	15
E02005848 : Bassetlaw 014	5,038	1,855	3,183	338	4	37	52	4	2,118	248	19	80	275	8
E02005849 : Bassetlaw 015	6,838	2,518	4,320	792	1	34	52	5	2,894	183	24	59	253	23
E02006903 : Bassetlaw 016	8,142	3,059	5,083	322	3	59	121	30	3,316	445	46	128	605	8
District Average	5,950	2,178	3,772	395	3	42	88	10	2,499	253	27	94	348	14
District Total	83,305	30,491	52,814	5,525	35	583	1,228	145	34,984	3,546	374	1,320	4,873	201

	Census 2011: Usual Residence Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
District Average	0.07%	1.23%	2.60%	0.31%	73.98%	7.50%	0.79%	2.79%	10.30%	0.43%	100.00%

Definitions:

The usual residence population in area A is defined as the population residing in area A. It is an estimate of all individuals that live in area A, irrespective of whether they work or where they work.

Trip Rate and Modal Split Summary

Person trips per household are estimated from data obtained from the following tip rates obtained from the TRICS database.

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.213	0.739	0.951	0.570	0.259	0.828

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.4.3 Median trip rates for 'Residential - Houses Privately Owned'.

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel. This is considered to be a good approximation of the modal split of all residential trips as the majority of trips made during the AM and PM peak hours will be work related.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Resident Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.07%	0.71%	4.56%	0.37%	74.72%	7.79%	0.76%	2.01%	8.60%	0.42%	100.00%
E02005836 : Bassetlaw 002	0.14%	1.08%	1.68%	0.08%	85.69%	4.66%	0.72%	1.68%	3.64%	0.63%	100.00%
E02005837 : Bassetlaw 003	0.07%	1.32%	1.86%	0.07%	83.82%	5.15%	0.72%	1.04%	5.19%	0.75%	100.00%
E02005838 : Bassetlaw 004	0.09%	0.70%	6.31%	0.12%	75.65%	8.04%	1.09%	1.34%	6.07%	0.58%	100.00%
E02005839 : Bassetlaw 005	0.12%	0.98%	1.61%	0.12%	71.54%	5.50%	0.67%	4.52%	14.43%	0.51%	100.00%
E02005840 : Bassetlaw 006	0.07%	1.80%	1.51%	0.47%	75.08%	8.18%	0.81%	2.75%	9.10%	0.23%	100.00%
E02005842 : Bassetlaw 008	0.08%	1.44%	1.38%	0.22%	68.55%	6.35%	0.76%	3.55%	17.31%	0.35%	100.00%
E02005843 : Bassetlaw 009	0.13%	1.42%	2.97%	0.33%	75.35%	8.34%	0.69%	2.87%	7.55%	0.36%	100.00%
E02005844 : Bassetlaw 010	0.03%	1.77%	2.19%	0.21%	71.29%	6.17%	0.84%	4.41%	12.77%	0.33%	100.00%
E02005846 : Bassetlaw 012	0.00%	1.38%	4.59%	0.92%	53.51%	12.28%	0.75%	6.10%	20.09%	0.38%	100.00%
E02005847 : Bassetlaw 013	0.00%	1.09%	2.19%	0.38%	69.71%	9.71%	0.82%	3.04%	12.55%	0.51%	100.00%
E02005848 : Bassetlaw 014	0.14%	1.30%	1.83%	0.14%	74.45%	8.72%	0.67%	2.81%	9.67%	0.28%	100.00%
E02005849 : Bassetlaw 015	0.03%	0.96%	1.47%	0.14%	82.03%	5.19%	0.68%	1.67%	7.17%	0.65%	100.00%
E02006903 : Bassetlaw 016	0.06%	1.24%	2.54%	0.63%	69.65%	9.35%	0.97%	2.69%	12.71%	0.17%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per dwelling:

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.159	0.552	0.711	0.426	0.193	0.619
0.182	0.633	0.815	0.488	0.222	0.709
0.178	0.619	0.797	0.477	0.217	0.694
0.161	0.559	0.719	0.431	0.196	0.626
0.152	0.528	0.680	0.407	0.185	0.592
0.160	0.554	0.714	0.428	0.194	0.622
0.146	0.506	0.652	0.390	0.177	0.568
0.160	0.556	0.717	0.429	0.195	0.624
0.151	0.526	0.678	0.406	0.184	0.590
0.114	0.395	0.509	0.305	0.138	0.443
0.148	0.515	0.663	0.397	0.180	0.577
0.158	0.550	0.708	0.424	0.192	0.616
0.174	0.606	0.780	0.467	0.212	0.679
0.148	0.514	0.662	0.397	0.180	0.577

Multiplying the TRICS person trip rates by the percentage of persons Driving a Car or Van' provides vehicle trip generation rates per dwelling

Proposed Residential Development Sites

Settlements & Village Clusters	MSOA the Settlement is Located in	Representative MSOA for Trip Generation/Distribution (see note below)	Proposed Dwellings	Comments
Worksop	E02005846 : Bassetlaw 012	E02005846 : Bassetlaw 012	500	Town Centre Regeneration - centred on Worksop Railway Station
Worksop	E02005848 : Bassetlaw 014	E02006903 : Bassetlaw 016	0	
Worksop	E02005846 : Bassetlaw 012	E02005846 : Bassetlaw 012	1,000	Other Housing Sites - Spread across LAA sites
Retford	E02005844 : Bassetlaw 010	E02005844 : Bassetlaw 010	1,500	Other Housing Sites - Spread across LAA sites
Harworth & Bircotes	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	250	Other Housing Sites - Spread across LAA sites
Markham Moor	E02005849 : Bassetlaw 015	E02005846 : Bassetlaw 012	3,000	New Garden Village Multiple sites being considered, but suggest centring on A1 Markham Moor junction for the purposes of the Study.
Harworth & Bircotes Cluster				
Ranskill	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	122	
Blyth	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	111	
Scrooby	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	30	
Torworth	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	23	
Carlton & Langold Cluster				
Carlton-in-Lindrick	E02005838 : Bassetlaw 004	E02005838 : Bassetlaw 004	520	
Styrrup with Oldcotes	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	59	
Hodsock	E02005838 : Bassetlaw 004	E02005838 : Bassetlaw 004	227	
Worksop & Villages Cluster				
Shireoaks	E02005843 : Bassetlaw 009	E02005843 : Bassetlaw 009	124	
Rhodesia	E02005843 : Bassetlaw 009	E02005843 : Bassetlaw 009	84	
South West Cluster				
Cuckney	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	21	
Holbeck	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	19	
Norton	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	14	
Nether Langwith	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	42	
Retford & Villages Cluster				
Hayton	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	32	
Clarborough and Welham	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	99	
Sutton-cum-Lound	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	65	
Lound	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	43	
Barnby Moor	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	24	
Babworth	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	53	
Tuxford & Markham Cluster				
Tuxford	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	246	
Askham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	16	
East Markham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	103	
West Markham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	15	
South East Cluster				
Normanton	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	15	
Marnham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	31	
Trent Corridor Cluster				
North Leverton with Hablethorpe	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	93	
Stokeham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	4	
Laneham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	34	
North Wheatley	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	44	
South Wheatley	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	9	
South Leverton	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	43	
Sturton-le-Steeple	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	42	
Cottam	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	9	
Treswell	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	21	
Rampton	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	75	
North East Cluster				
Gringley-on-the-Hill	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	69	
Misterton	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	192	
Walkeringham	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	96	
Beckingham	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	109	
West Stockwith	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	31	
Everton & Mattersey Cluster				
Everton	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	74	
Mattersey	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	66	
		Total	9,399	

Notes:

Where significant new residential development is proposed in areas of the district that are currently rural the existing modal splits for that MSOA will not be representative of the completed development. Therefore modal splits from a more representative MSOA to the completed development have been applied.

Residential AM Inbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Dwellings	AM Inbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	450	96	0	1	4	0	71	7	1	2	8	0
E02005836 : Bassetlaw 002	747	159	0	2	3	0	136	7	1	3	6	1
E02005837 : Bassetlaw 003	539	115	0	2	2	0	96	6	1	1	6	1
E02005838 : Bassetlaw 004	747	159	0	1	10	0	120	13	2	2	10	1
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	208	44	0	1	1	0	33	4	0	1	3	0
E02005844 : Bassetlaw 010	1,500	319	0	6	7	1	227	20	3	14	41	1
E02005846 : Bassetlaw 012	4,500	956	0	13	44	9	512	117	7	58	192	4
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	96	20	0	0	0	0	15	2	0	1	2	0
E02005849 : Bassetlaw 015	612	130	0	1	2	0	107	7	1	2	9	1
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0	0
Total	9,399	1,997	1	26	74	11	1,318	183	16	84	277	9

Residential AM Outbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Dwellings	AM Outbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	450	332	0	2	15	1	248	26	3	7	29	1
E02005836 : Bassetlaw 002	747	552	1	6	9	0	473	26	4	9	20	3
E02005837 : Bassetlaw 003	539	398	0	5	7	0	334	21	3	4	21	3
E02005838 : Bassetlaw 004	747	552	1	4	35	1	417	44	6	7	33	3
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	208	154	0	2	5	1	116	13	1	4	12	1
E02005844 : Bassetlaw 010	1,500	1,108	0	20	24	2	790	68	9	49	141	4
E02005846 : Bassetlaw 012	4,500	3,323	0	46	153	31	1,778	408	25	203	668	12
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	96	71	0	1	1	0	53	6	0	2	7	0
E02005849 : Bassetlaw 015	612	452	0	4	7	1	371	23	3	8	32	3
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0	0
Total	9,399	6,941	3	90	256	37	4,579	635	54	293	963	31

	Total	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Inbound	1,997	1	26	74	11	1,318	183	16	84	277	9
Outbound	6,941	3	90	256	37	4,579	635	54	293	963	31
2-Way	8,938	3	116	330	47	5,897	818	70	377	1,240	40

2-Way

Representative MSOA for Trip Generation/Distribution	Growth Scenario Dwellings	AM 2-Way Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	450	428	0	3	19	2	320	33	3	9	37	2
E02005836 : Bassetlaw 002	747	710	1	8	12	1	609	33	5	12	26	5
E02005837 : Bassetlaw 003	539	513	0	7	10	0	430	26	4	5	27	4
E02005838 : Bassetlaw 004	747	710	1	5	45	1	537	57	8	9	43	4
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	208	198	0	3	6	1	149	16	1	6	15	1
E02005844 : Bassetlaw 010	1,500	1,427	0	25	31	3	1,017	88	12	63	182	5
E02005846 : Bassetlaw 012	4,500	4,280	0	59	197	39	2,290	526	32	261	860	16
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	96	91	0	1	2	0	68	8	1	3	9	0
E02005849 : Bassetlaw 015	612	582	0	6	9	1	477	30	4	10	42	4
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0	0
Total	9,399	8,938	3	116	330	47	5,897	818	70	377	1,240	40

Residential Vehicle Trip Generation

Representative MSOA for Trip Generation/Distribution	Proposed Dwellings	Vehicle Trips					
		AM			PM		
		Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
E02005835 : Bassetlaw 001	450	71	248	320	192	87	278
E02005836 : Bassetlaw 002	747	136	473	609	365	165	530
E02005837 : Bassetlaw 003	539	96	334	430	257	117	374
E02005838 : Bassetlaw 004	747	120	417	537	322	146	468
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	208	33	116	149	89	41	130
E02005844 : Bassetlaw 010	1,500	227	790	1,017	609	276	885
E02005846 : Bassetlaw 012	4,500	512	1,778	2,290	1,371	622	1,994
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	96	15	53	68	41	18	59
E02005849 : Bassetlaw 015	612	107	371	477	286	130	416
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0
Total	9,399	1,318	4,579	5,897	3,531	1,603	5,134

Residential Vehicle Trip Generation by Settlement

Settlements & Village Clusters	Dwelling Numbers	Representative MSOA	AM			PM		
			Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Workshop	500	E02005846 : Bassetlaw 012	57	198	254	152	69	222
Workshop	0	E02006903 : Bassetlaw 016	0	0	0	0	0	0
Workshop	1,000	E02005846 : Bassetlaw 012	114	395	509	305	138	443
Retford	1,500	E02005844 : Bassetlaw 010	227	790	1,017	609	276	885
Harworth & Bircotes	250	E02005835 : Bassetlaw 001	40	138	178	106	48	155
Markham Moor	3,000	E02005846 : Bassetlaw 012	341	1,185	1,527	914	415	1,329
Harworth & Bircotes Cluster								
Ranskill	122	E02005837 : Bassetlaw 003	22	76	97	58	26	85
Blyth	111	E02005835 : Bassetlaw 001	18	61	79	47	21	69
Scrooby	30	E02005835 : Bassetlaw 001	5	17	21	13	6	19
Torworth	23	E02005837 : Bassetlaw 003	4	14	18	11	5	16
Carlton & Langold Cluster								
Carlton-in-Lindrick	520	E02005838 : Bassetlaw 004	84	291	374	224	102	326
Styrrup with Oldcotes	59	E02005835 : Bassetlaw 001	9	33	42	25	11	37
Hodsock	227	E02005838 : Bassetlaw 004	36	127	163	98	44	142
Workshop & Villages Cluster								
Shireoaks	124	E02005843 : Bassetlaw 009	20	69	89	53	24	77
Rhodesia	84	E02005843 : Bassetlaw 009	13	47	60	36	16	52
South West Cluster								
Cuckney	21	E02005848 : Bassetlaw 014	3	12	15	9	4	13
Holbeck	19	E02005848 : Bassetlaw 014	3	10	13	8	4	12
Norton	14	E02005848 : Bassetlaw 014	2	8	10	6	3	9
Nether Langwith	42	E02005848 : Bassetlaw 014	7	23	30	18	8	26
Retford & Villages Cluster								
Hayton	32	E02005836 : Bassetlaw 002	6	20	26	16	7	23
Clarborough and Welham	99	E02005836 : Bassetlaw 002	18	63	81	48	22	70
Sutton-cum-Lound	65	E02005837 : Bassetlaw 003	12	40	52	31	14	45
Lound	43	E02005837 : Bassetlaw 003	8	27	34	21	9	30
Barnby Moor	24	E02005837 : Bassetlaw 003	4	15	19	11	5	17
Babworth	53	E02005837 : Bassetlaw 003	9	33	42	25	11	37
Tuxford & Markham Cluster								
Tuxford	246	E02005849 : Bassetlaw 015	43	149	192	115	52	167
Askham	16	E02005849 : Bassetlaw 015	3	10	12	7	3	11
East Markham	103	E02005849 : Bassetlaw 015	18	62	80	48	22	70
West Markham	15	E02005849 : Bassetlaw 015	3	9	12	7	3	10
South East Cluster								
Normanton	15	E02005849 : Bassetlaw 015	3	9	12	7	3	10
Marnham	31	E02005849 : Bassetlaw 015	5	19	24	14	7	21
Trent Corridor Cluster								
North Leverton with Habbleshorpe	93	E02005836 : Bassetlaw 002	17	59	76	45	21	66
Stokeham	4	E02005849 : Bassetlaw 015	1	2	3	2	1	3
Laneham	34	E02005849 : Bassetlaw 015	6	21	27	16	7	23
North Wheatley	44	E02005836 : Bassetlaw 002	8	28	36	21	10	31
South Wheatley	9	E02005836 : Bassetlaw 002	2	6	7	4	2	6
South Leverton	43	E02005849 : Bassetlaw 015	7	26	34	20	9	29
Sturton-le-Steeple	42	E02005836 : Bassetlaw 002	8	27	34	20	9	30
Cottam	9	E02005849 : Bassetlaw 015	2	5	7	4	2	6
Treswell	21	E02005849 : Bassetlaw 015	4	13	16	10	4	14
Rampton	75	E02005849 : Bassetlaw 015	13	45	59	35	16	51
North East Cluster								
Gringley-on-the-Hill	69	E02005837 : Bassetlaw 003	12	43	55	33	15	48
Misterton	192	E02005836 : Bassetlaw 002	35	121	156	94	43	136
Walkeringham	96	E02005836 : Bassetlaw 002	17	61	78	47	21	68
Beckingham	109	E02005836 : Bassetlaw 002	20	69	89	53	24	77
West Stockwith	31	E02005836 : Bassetlaw 002	6	20	25	15	7	22
Everton & Mattersey Cluster								
Everton	74	E02005837 : Bassetlaw 003	13	46	59	35	16	51
Mattersey	66	E02005837 : Bassetlaw 003	12	41	53	32	14	46
Totals	9,399		1,318	4,579	5,897	3,531	1,603	5,134

Residential Modal Trip Generation by Settlement

Settlements & Village Clusters	Dwelling Numbers	Representative MSOA	AM 2-Way Person Trips	AM Peak 2-Way Trips by Mode									
				Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Worksop	500	E02005846 : Bassetlaw 012	476	0	7	22	4	254	58	4	29	96	2
Worksop	0	E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0
Worksop	1,000	E02005846 : Bassetlaw 012	951	0	13	44	9	509	117	7	58	191	4
Worksop Total	1,500	-	1,427	0	20	66	13	763	175	11	87	287	5
Retford	1,500	E02005844 : Bassetlaw 010	1,427	0	25	31	3	1,017	88	12	63	182	5
Harworth & Bircotes	250	E02005835 : Bassetlaw 001	238	0	2	11	1	178	19	2	5	20	1
Markham Moor	3,000	E02005846 : Bassetlaw 012	2,853	0	39	131	26	1,527	350	21	174	573	11
Harworth & Bircotes Cluster													
Ranskill	122	E02005837 : Bassetlaw 003	116	0	2	2	0	97	6	1	1	6	1
Blyth	111	E02005835 : Bassetlaw 001	106	0	1	5	0	79	8	1	2	9	0
Scrooby	30	E02005835 : Bassetlaw 001	29	0	0	1	0	21	2	0	1	2	0
Torworth	23	E02005837 : Bassetlaw 003	22	0	0	0	0	18	1	0	0	1	0
Carlton & Langold Cluster													
Carlton-in-Lindrick	520	E02005838 : Bassetlaw 004	495	0	3	31	1	374	40	5	7	30	3
Styrrup with Oldcotes	59	E02005835 : Bassetlaw 001	56	0	0	3	0	42	4	0	1	5	0
Hodssock	227	E02005838 : Bassetlaw 004	216	0	2	14	0	163	17	2	3	13	1
Worksop & Villages Cluster													
Shireoaks	124	E02005843 : Bassetlaw 009	118	0	2	3	0	89	10	1	3	9	0
Rhodesia	84	E02005843 : Bassetlaw 009	80	0	1	2	0	60	7	1	2	6	0
South West Cluster													
Cuckney	21	E02005848 : Bassetlaw 014	20	0	0	0	0	15	2	0	1	2	0
Holbeck	19	E02005848 : Bassetlaw 014	18	0	0	0	0	13	2	0	1	2	0
Norton	14	E02005848 : Bassetlaw 014	13	0	0	0	0	10	1	0	0	1	0
Nether Langwith	42	E02005848 : Bassetlaw 014	40	0	1	1	0	30	3	0	1	4	0
Retford & Villages Cluster													
Hayton	32	E02005836 : Bassetlaw 002	30	0	0	1	0	26	1	0	1	1	0
Clarlborough and Welham	99	E02005836 : Bassetlaw 002	94	0	1	2	0	81	4	1	2	3	1
Sutton-cum-Lound	65	E02005837 : Bassetlaw 003	62	0	1	1	0	52	3	0	1	3	0
Lound	43	E02005837 : Bassetlaw 003	41	0	1	1	0	34	2	0	0	2	0
Barnby Moor	24	E02005837 : Bassetlaw 003	23	0	0	0	0	19	1	0	0	1	0
Babworth	53	E02005837 : Bassetlaw 003	50	0	1	1	0	42	3	0	1	3	0
Tuxford & Markham Cluster													
Tuxford	246	E02005849 : Bassetlaw 015	234	0	2	3	0	192	12	2	4	17	2
Askham	16	E02005849 : Bassetlaw 015	15	0	0	0	0	12	1	0	0	1	0
East Markham	103	E02005849 : Bassetlaw 015	98	0	1	1	0	80	5	1	2	7	1
West Markham	15	E02005849 : Bassetlaw 015	14	0	0	0	0	12	1	0	0	1	0
South East Cluster													
Normanton	15	E02005849 : Bassetlaw 015	14	0	0	0	0	12	1	0	0	1	0
Marnham	31	E02005849 : Bassetlaw 015	29	0	0	0	0	24	2	0	0	2	0
Trent Corridor Cluster													
North Leverton with Habbleshthorpe	93	E02005836 : Bassetlaw 002	88	0	1	1	0	76	4	1	1	3	1
Stokeham	4	E02005849 : Bassetlaw 015	4	0	0	0	0	3	0	0	0	0	0
Laneham	34	E02005849 : Bassetlaw 015	32	0	0	0	0	27	2	0	1	2	0
North Wheatley	44	E02005836 : Bassetlaw 002	42	0	0	1	0	36	2	0	1	2	0
South Wheatley	9	E02005836 : Bassetlaw 002	9	0	0	0	0	7	0	0	0	0	0
South Leverton	43	E02005849 : Bassetlaw 015	41	0	0	1	0	34	2	0	1	3	0
Sturton-le-Steeple	42	E02005836 : Bassetlaw 002	40	0	0	1	0	34	2	0	1	1	0
Cottam	9	E02005849 : Bassetlaw 015	9	0	0	0	0	7	0	0	0	1	0
Treswell	21	E02005849 : Bassetlaw 015	20	0	0	0	0	16	1	0	0	1	0
Rampton	75	E02005849 : Bassetlaw 015	71	0	1	1	0	59	4	0	1	5	0
North East Cluster													
Gringley-on-the-Hill	69	E02005837 : Bassetlaw 003	66	0	1	1	0	55	3	0	1	3	0
Misterton	192	E02005836 : Bassetlaw 002	183	0	2	3	0	156	9	1	3	7	1
Wakeringingham	96	E02005836 : Bassetlaw 002	91	0	1	2	0	78	4	1	2	3	1
Beckingham	109	E02005836 : Bassetlaw 002	104	0	1	2	0	89	5	1	2	4	1
West Stockwith	31	E02005836 : Bassetlaw 002	29	0	0	0	0	25	1	0	0	1	0
Everton & Mattersey Cluster													
Everton	74	E02005837 : Bassetlaw 003	70	0	1	1	0	59	4	1	1	4	1
Mattersey	66	E02005837 : Bassetlaw 003	63	0	1	1	0	53	3	0	1	3	0
Totals	10,899		8,938	3	116	330	47	5,897	818	70	377	1,240	40

TRICS Methodology

TRICS data has been derived using the largest sample of 'Multi Modal' data available within TRICS 7.4.3 in order to be as representative as possible (TRICS Good Practice Guide recommends a minimum of 20 sites). The only sites that were excluded from the analysis were sites in Greater London, Northern Ireland and the Republic of Ireland as these were considered to be unrepresentative.

The trip generation methodology applies the total 'Person Trip' rates obtained from TRICS and estimates modal share using observed modal splits derived from 2011 Census data. Modal splits are applied for each Middle Super Output Area (MSOA).

The TRICS 'Person Trip' rates have been checked for robustness using the mean/median 'cross-testing' methodology advocated in the TRICS Good Practice Guide (see following worksheets for details). The test reveals that the 2-way median trip rates are slightly higher than the average rates so Median rates have therefore been applied.

The use of average/median trip rates as opposed to 85th %ile trip rates is considered appropriate for this strategic study because there is no reason to suggest that residential sites within the Bassetlaw area are likely to exhibit higher trip rates than the average trip rates extracted from the TRICS database. On this basis the applied rates are considered to be robust.

TRICS 7.4.3

Trip Rate Parameter: Number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	56	66	0.115	56	66	0.423	56	66	0.538
08:00-09:00	56	66	0.213	56	66	0.742	56	66	0.955
09:00-10:00	56	66	0.216	56	66	0.278	56	66	0.494
10:00-11:00	56	66	0.208	56	66	0.256	56	66	0.464
11:00-12:00	56	66	0.217	56	66	0.241	56	66	0.458
12:00-13:00	56	66	0.253	56	66	0.252	56	66	0.505
13:00-14:00	56	66	0.245	56	66	0.259	56	66	0.504
14:00-15:00	56	66	0.254	56	66	0.302	56	66	0.556
15:00-16:00	56	66	0.537	56	66	0.298	56	66	0.835
16:00-17:00	56	66	0.49	56	66	0.288	56	66	0.778
17:00-18:00	56	66	0.534	56	66	0.282	56	66	0.816
18:00-19:00	56	66	0.384	56	66	0.261	56	66	0.645
19:00-20:00	1	7	0	1	7	0	1	7	0
20:00-21:00	1	7	0	1	7	0	1	7	0
21:00-22:00	1	7	0	1	7	0	1	7	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			3.666			3.882			7.548

TRICS 7.4.3
Trip Rate Number of dwellings

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Ranking Type: TOTALS Time Range: 08:00-09:00
85th Percentile = no. 9

Rank	Site Ref	Description	Town/City	DWELLS	Day	Date	Arrivals	Departures	Totals	
1	WK-03-A-02	BUNGALOWS	COVENTRY	17	Thursday	17/10/2013	1.706	1.765	3.471	
2	HI-03-A-13	HOUSING	INVERNESS	9	Thursday	21/05/2009	1.000	2.333	3.333	
3	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wednesday	11/05/2011	1.111	1.472	2.583	
4	MS-03-A-03	DETACHED	LIVERPOOL	15	Friday	21/06/2013	0.667	1.267	1.934	
5	VG-03-A-01	SEMI-DETACHED & TERRACED	BARRY	12	Monday	08/05/2017	0.583	1.333	1.916	
6	SF-03-A-04	DETACHED & BUNGALOWS	LOWESTOFT	7	Tuesday	23/10/2012	0.714	1.143	1.857	
7	ST-03-A-06	SEMI-DET. & TERRACED	WOLVERHAMPTON	17	Friday	09/05/2014	0.824	1.000	1.824	
8	CA-03-A-05	DETACHED HOUSES	PETERBOROUGH	28	Monday	17/10/2016	0.321	1.464	1.785	
9	CA-03-A-04	DETACHED	PETERBOROUGH	9	Tuesday	18/10/2011	0.000	1.556	1.556	
10	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wednesday	18/09/2013	0.130	1.348	1.478	
11	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wednesday	23/03/2016	0.225	1.200	1.425	
12	DV-03-A-03	TERRACED & SEMI DETACHED	HONITON	70	Monday	28/09/2015	0.243	1.157	1.400	
13	GM-03-A-10	DETACHED/SEMI	MANCHESTER	29	Wednesday	12/10/2011	0.172	1.207	1.379	
14	CH-03-A-08	DETACHED	CHESTER	11	Tuesday	22/05/2012	0.182	1.182	1.364	
15	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK	37	Thursday	30/05/2013	0.324	1.000	1.324	
16	WL-03-A-02	SEMI DETACHED	SWINDON	27	Thursday	22/09/2016	0.407	0.852	1.259	
17	SH-03-A-04	TERRACED	SHREWSBURY	108	Thursday	11/06/2009	0.407	0.843	1.250	
18	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tuesday	17/09/2013	0.254	0.986	1.240	
19	DV-03-A-01	TERRACED HOUSES	TORQUAY	37	Wednesday	30/09/2015	0.189	1.000	1.189	
20	CH-03-A-09	TERRACED HOUSES	MACCLESFIELD	24	Monday	24/11/2014	0.333	0.833	1.166	
21	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	805	Thursday	02/03/2017	0.202	0.904	1.106	
22	SH-03-A-03	DETACHED	SHREWSBURY	10	Friday	26/06/2009	0.300	0.800	1.100	
23	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	180	Tuesday	20/05/2014	0.189	0.889	1.078	
24	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	52	Monday	16/09/2013	0.327	0.750	1.077	
25	TW-03-A-02	SEMI-DETACHED	GATESHEAD	16	Monday	07/10/2013	0.438	0.625	1.063	
26	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	24	Friday	14/06/2013	0.250	0.792	1.042	
27	SY-03-A-01	SEMI DETACHED HOUSES	DONCASTER	54	Wednesday	18/09/2013	0.074	0.944	1.018	
28	PS-03-A-02	DETACHED/SEMI-DETACHED	WELSHPOOL	28	Monday	11/05/2015	0.357	0.643	1.000	
29	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tuesday	29/11/2016	0.113	0.887	1.000	
30	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thursday	24/09/2015	0.212	0.727	0.939	
31	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLN	30	Monday	29/06/2015	0.300	0.633	0.933	
32	CB-03-A-04	SEMI DETACHED	WORKINGTON	82	Friday	24/04/2009	0.207	0.695	0.902	
33	NY-03-A-13	TERRACED HOUSES	CATTERICK GARRISON	10	Wednesday	10/05/2017	0.200	0.700	0.900	
34	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thursday	23/01/2014	0.268	0.606	0.874	
35	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	7	Tuesday	22/05/2012	0.286	0.571	0.857	
36	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tuesday	16/10/2012	0.296	0.556	0.852	
37	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	28	Monday	24/03/2014	0.357	0.464	0.821	
38	NY-03-A-08	TERRACED HOUSES	YORK	21	Monday	16/09/2013	0.048	0.762	0.810	
39	NF-03-A-02	HOUSES & FLATS	NORWICH	98	Monday	22/10/2012	0.173	0.633	0.806	
40	SH-03-A-05	SEMI-DETACHED/TERRACED	TELFORD	54	Thursday	24/10/2013	0.222	0.574	0.796	
41	FA-03-A-02	MIXED HOUSES	FALKIRK	161	Wednesday	29/05/2013	0.186	0.602	0.788	
42	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tuesday	18/09/2012	0.091	0.682	0.773	
43	PS-03-A-01	MIXED HOUSES	WELSHPOOL	16	Monday	11/05/2015	0.375	0.375	0.750	
44	ES-03-A-02	PRIVATE HOUSING	PEACEHAVEN	37	Friday	18/11/2011	0.108	0.622	0.730	
45	NY-03-A-06	BUNGALOWS & SEMI DET.	BOROUGHBRIDGE	115	Friday	14/10/2011	0.157	0.539	0.696	
46	WS-03-A-05	TERRACED & FLATS	SHOREHAM BY SEA	48	Wednesday	18/04/2012	0.167	0.521	0.688	
47	DV-03-A-02	HOUSES & BUNGALOWS	HONITON	116	Friday	25/09/2015	0.129	0.534	0.663	
48	NY-03-A-12	TOWN HOUSES	NORTHALLERTON	47	Tuesday	27/09/2016	0.213	0.447	0.660	
49	WS-03-A-04	MIXED HOUSES	HORSHAM	151	Thursday	11/12/2014	0.172	0.457	0.629	
50	SF-03-A-05	DETACHED HOUSES	BURY ST EDMUNDS	18	Wednesday	09/09/2015	0.167	0.444	0.611	
51	NE-03-A-02	SEMI DETACHED & DETACHED	SCUNTHORPE	432	Monday	12/05/2014	0.079	0.507	0.586	
52	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tuesday	28/03/2017	0.080	0.260	0.340	
53	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	125	Monday	27/03/2017	0.064	0.240	0.304	
54	NF-03-A-03	DETACHED HOUSES	THETFORD	10	Wednesday	16/09/2015	0.200	0.100	0.300	
55	WK-03-A-01	TERRACED/SEMI/DET.	LEAMINGTON SPA	6	Friday	21/10/2011	0.000	0.167	0.167	
56	SH-03-A-06	BUNGALOWS	SHREWSBURY	16	Thursday	22/05/2014	0.000	0.125	0.125	
							Arrivals	Departures	2-Way	
							85th percentile	0.407	1.205	1.537
							Mean	0.213	0.742	0.955
							Median	0.213	0.739	1.000
							Difference between mean and median	0.001	0.004	-0.045
								0.2%	0.5%	-4.7%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are not being unduly biased by low or high trip generation sites in the sample.

TRICS 7.4.3
Trip Rate Number of dwellings

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Ranking Type: TOTALS Time Range: 17:00-18:00
85th Percentile = no. 9

Rank	Site Ref	Description	Town/City	DWELLS	Day	Date	Arrivals	Departures	Totals	
1	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wednesday	11/05/2011	1.444	1.194	2.638	
2	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	7	Tuesday	22/05/2012	1.429	0.571	2.000	
3	ST-03-A-06	SEMI-DET. & TERRACED	WOLVERHAMPTON	17	Friday	09/05/2014	1.118	0.824	1.942	
4	VG-03-A-01	SEMI-DETACHED & TERRACED	BARRY	12	Monday	08/05/2017	0.750	1.083	1.833	
5	CH-03-A-09	TERRACED HOUSES	MACCLESFIELD	24	Monday	24/11/2014	0.958	0.625	1.583	
6	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wednesday	18/09/2013	1.304	0.261	1.565	
7	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	24	Friday	14/06/2013	0.958	0.500	1.458	
8	WL-03-A-02	SEMI DETACHED	SWINDON	27	Thursday	22/09/2016	0.815	0.519	1.334	
9	SH-03-A-03	DETACHED	SHREWSBURY	10	Friday	26/06/2009	0.700	0.600	1.300	
10	CA-03-A-05	DETACHED HOUSES	PETERBOROUGH	28	Monday	17/10/2016	0.714	0.571	1.285	
11	SH-03-A-04	TERRACED	SHREWSBURY	108	Thursday	11/06/2009	0.833	0.426	1.259	
12	HI-03-A-13	HOUSING	INVERNESS	9	Thursday	21/05/2009	0.556	0.667	1.223	
13	CA-03-A-04	DETACHED	PETERBOROUGH	9	Tuesday	18/10/2011	1.000	0.222	1.222	
14	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLN	30	Monday	29/06/2015	0.567	0.533	1.100	
15	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	52	Monday	16/09/2013	0.827	0.269	1.096	
16	CH-03-A-08	DETACHED	CHESTER	11	Tuesday	22/05/2012	0.818	0.273	1.091	
17	WS-03-A-05	TERRACED & FLATS	SHOREHAM BY SEA	48	Wednesday	18/04/2012	0.729	0.333	1.062	
18	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tuesday	16/10/2012	0.778	0.259	1.037	
19	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wednesday	23/03/2016	0.650	0.325	0.975	
20	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thursday	24/09/2015	0.667	0.303	0.970	
21	DV-03-A-02	HOUSES & BUNGALOWS	HONITON	116	Friday	25/09/2015	0.603	0.362	0.965	
22	DV-03-A-03	TERRACED & SEMI DETACHED	HONITON	70	Monday	28/09/2015	0.757	0.186	0.943	
23	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tuesday	17/09/2013	0.803	0.113	0.916	
24	FA-03-A-02	MIXED HOUSES	FALKIRK	161	Wednesday	29/05/2013	0.528	0.385	0.913	
25	NY-03-A-13	TERRACED HOUSES	CATTERICK GARRISON	10	Wednesday	10/05/2017	0.300	0.600	0.900	
26	SF-03-A-05	DETACHED HOUSES	BURY ST EDMUNDS	18	Wednesday	09/09/2015	0.667	0.222	0.889	
27	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	805	Thursday	02/03/2017	0.568	0.311	0.879	
28	TW-03-A-02	SEMI-DETACHED	GATESHEAD	16	Monday	07/10/2013	0.625	0.250	0.875	
29	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tuesday	29/11/2016	0.581	0.258	0.839	
30	CB-03-A-04	SEMI DETACHED	WORKINGTON	82	Friday	24/04/2009	0.561	0.244	0.805	
31	NY-03-A-12	TOWN HOUSES	NORTHALLERTON	47	Tuesday	27/09/2016	0.596	0.191	0.787	
32	GM-03-A-10	DETACHED/SEMI	MANCHESTER	29	Wednesday	12/10/2011	0.621	0.138	0.759	
33	MS-03-A-03	DETACHED	LIVERPOOL	15	Friday	21/06/2013	0.467	0.267	0.734	
34	ES-03-A-02	PRIVATE HOUSING	PEACEHAVEN	37	Friday	18/11/2011	0.703	0.027	0.730	
35	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	180	Tuesday	20/05/2014	0.406	0.322	0.728	
36	SF-03-A-04	DETACHED & BUNGALOWS	LOWESTOFT	7	Tuesday	23/10/2012	0.571	0.143	0.714	
37	NY-03-A-06	BUNGALOWS & SEMI DET.	BOROUGHBRIDGE	115	Friday	14/10/2011	0.417	0.270	0.687	
38	NF-03-A-02	HOUSES & FLATS	NORWICH	98	Monday	22/10/2012	0.480	0.204	0.684	
39	DV-03-A-01	TERRACED HOUSES	TORQUAY	37	Wednesday	30/09/2015	0.405	0.270	0.675	
40	NY-03-A-08	TERRACED HOUSES	YORK	21	Monday	16/09/2013	0.524	0.143	0.667	
41	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK	37	Thursday	30/05/2013	0.459	0.189	0.648	
42	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tuesday	18/09/2012	0.455	0.182	0.637	
43	SH-03-A-05	SEMI-DETACHED/TERRACED	TELFORD	54	Thursday	24/10/2013	0.370	0.259	0.629	
44	PS-03-A-01	MIXED HOUSES	WELSHPOOL	16	Monday	11/05/2015	0.375	0.250	0.625	
45	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thursday	23/01/2014	0.465	0.155	0.620	
46	NE-03-A-02	SEMI DETACHED & DETACHED	SCUNTHORPE	432	Monday	12/05/2014	0.368	0.241	0.609	
47	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tuesday	28/03/2017	0.440	0.120	0.560	
48	SY-03-A-01	SEMI DETACHED HOUSES	DONCASTER	54	Wednesday	18/09/2013	0.426	0.111	0.537	
49	WS-03-A-04	MIXED HOUSES	HORSHAM	151	Thursday	11/12/2014	0.331	0.185	0.516	
50	NF-03-A-03	DETACHED HOUSES	THETFORD	10	Wednesday	16/09/2015	0.500	0.000	0.500	
51	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	28	Monday	24/03/2014	0.214	0.179	0.393	
52	PS-03-A-02	DETACHED/SEMI-DETACHED	WELSHPOOL	28	Monday	11/05/2015	0.179	0.107	0.286	
53	SH-03-A-06	BUNGALOWS	SHREWSBURY	16	Thursday	22/05/2014	0.000	0.250	0.250	
54	WK-03-A-01	TERRACED/SEMI/DET.	LEAMINGTON SPA	6	Friday	21/10/2011	0.167	0.000	0.167	
55	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	125	Monday	27/03/2017	0.128	0.016	0.144	
56	WK-03-A-02	BUNGALOWS	COVENTRY	17	Thursday	17/10/2013	0.000	0.000	0.000	
							Arrivals	Departures	2-Way	
							85th percentile	0.825	0.562	1.296
							Mean	0.534	0.282	0.816
							Median	0.570	0.259	0.857
							Difference between mean and median	-0.035	0.024	-0.041
								-6.6%	8.3%	-5.0%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are not being unduly biased by low or high trip generation sites in the sample.

Local Plan Employment Trip Generation (Deliverable Scenario)

Analysis of 2011 Census Data: 2001 Travel to Work Definitions

2011 MSOA Names	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)													
	All People	Not currently working	Currently Working	Work From Home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	6,388	2,858	3,530	438	0	7	77	8	2,353	233	22	65	317	10
E02005836 : Bassetlaw 002	5,723	2,327	3,396	684	2	10	19	5	2,252	182	26	69	132	15
E02005837 : Bassetlaw 003	5,664	2,610	3,054	729	0	12	62	1	1,877	130	23	67	138	15
E02005838 : Bassetlaw 004	4,583	2,377	2,206	332	1	7	53	4	1,406	150	19	39	184	11
E02005839 : Bassetlaw 005	4,366	1,642	2,724	194	2	14	44	2	1,837	146	26	145	308	6
E02005840 : Bassetlaw 006	3,516	1,869	1,647	342	2	12	26	9	966	97	5	22	164	2
E02005842 : Bassetlaw 008	4,838	2,243	2,595	348	2	23	92	6	1,356	134	13	99	516	6
E02005843 : Bassetlaw 009	6,833	1,441	5,392	269	3	19	145	21	3,686	576	59	207	392	15
E02005844 : Bassetlaw 010	5,107	1,891	3,216	285	0	24	83	3	1,991	160	11	106	541	12
E02005846 : Bassetlaw 012	4,862	2,082	2,780	159	3	14	121	10	1,794	242	13	60	356	8
E02005847 : Bassetlaw 013	6,858	1,719	5,139	293	4	40	334	24	3,251	329	33	100	722	9
E02005848 : Bassetlaw 014	8,040	1,855	6,185	338	5	32	189	23	4,042	913	85	213	320	25
E02005849 : Bassetlaw 015	8,957	2,518	6,439	792	2	26	62	5	4,748	352	63	95	274	20
E02006903 : Bassetlaw 016	6,585	3,059	3,526	322	5	32	75	15	2,413	193	13	35	422	1
District Average	5,880	2,178	3,702	395	2	19	99	10	2,427	274	29	94	342	11

	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
District Average	0.07%	0.59%	2.98%	0.29%	73.37%	8.29%	0.89%	2.86%	10.34%	0.33%	100.00%

Definitions:

The workday population in area A is defined as all people that are in area A during a normal workday. It includes all people that work in area A, whether residents or non-residents in the area, plus all residents in the area not in work, i.e. it is the sum of the workplace population and residents not in work.

Trip Rate and Modal Split Summary - B1 Business Parks

Person trips per 100sqm employment floor area are estimated from data obtained from the following trip rates obtained from the TRICS database.

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
1.983	0.195	2.178	0.158	1.472	1.630

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.4.3 Mean trip rates for 'B1 Business Parks'.

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.00%	0.23%	2.49%	0.26%	76.10%	7.54%	0.71%	2.10%	10.25%	0.32%	100.00%
E02005836 : Bassetlaw 002	0.07%	0.37%	0.70%	0.18%	83.04%	6.71%	0.96%	2.54%	4.87%	0.55%	100.00%
E02005837 : Bassetlaw 003	0.00%	0.52%	2.67%	0.04%	80.73%	5.59%	0.99%	2.88%	5.94%	0.65%	100.00%
E02005838 : Bassetlaw 004	0.05%	0.37%	2.83%	0.21%	75.03%	8.00%	1.01%	2.08%	9.82%	0.59%	100.00%
E02005839 : Bassetlaw 005	0.08%	0.55%	1.74%	0.08%	72.61%	5.77%	1.03%	5.73%	12.17%	0.24%	100.00%
E02005840 : Bassetlaw 006	0.15%	0.92%	1.99%	0.69%	74.02%	7.43%	0.38%	1.69%	12.57%	0.15%	100.00%
E02005842 : Bassetlaw 008	0.09%	1.02%	4.09%	0.27%	60.35%	5.96%	0.58%	4.41%	22.96%	0.27%	100.00%
E02005843 : Bassetlaw 009	0.06%	0.37%	2.83%	0.41%	71.95%	11.24%	1.15%	4.04%	7.65%	0.29%	100.00%
E02005844 : Bassetlaw 010	0.00%	0.82%	2.83%	0.10%	67.93%	5.46%	0.38%	3.62%	18.46%	0.41%	100.00%
E02005846 : Bassetlaw 012	0.11%	0.53%	4.62%	0.38%	68.45%	9.23%	0.50%	2.29%	13.58%	0.31%	100.00%
E02005847 : Bassetlaw 013	0.08%	0.83%	6.89%	0.50%	67.09%	6.79%	0.68%	2.06%	14.90%	0.19%	100.00%
E02005848 : Bassetlaw 014	0.09%	0.55%	3.23%	0.39%	69.13%	15.61%	1.45%	3.64%	5.47%	0.43%	100.00%
E02005849 : Bassetlaw 015	0.04%	0.46%	1.10%	0.09%	84.08%	6.23%	1.12%	1.68%	4.85%	0.35%	100.00%
E02006903 : Bassetlaw 016	0.16%	1.00%	2.34%	0.47%	75.31%	6.02%	0.41%	1.09%	13.17%	0.03%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per 100sqm:

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
1.509	0.148	1.657	0.120	1.120	1.240
1.647	0.162	1.809	0.131	1.222	1.354
1.601	0.157	1.758	0.128	1.188	1.316
1.488	0.146	1.634	0.119	1.104	1.223
1.440	0.142	1.581	0.115	1.069	1.184
1.468	0.144	1.612	0.117	1.090	1.207
1.197	0.118	1.314	0.095	0.888	0.984
1.427	0.140	1.567	0.114	1.059	1.173
1.347	0.132	1.479	0.107	1.000	1.107
1.357	0.133	1.491	0.108	1.008	1.116
1.330	0.131	1.461	0.106	0.988	1.094
1.371	0.135	1.506	0.109	1.018	1.127
1.667	0.164	1.831	0.133	1.238	1.371
1.493	0.147	1.640	0.119	1.109	1.228

Multiplying the TRICS person trip rates by the percentage of persons Driving a Car or Van' provides vehicle trip generation rates per 100sqm.

Trip Rate and Modal Split Summary - B2 Industrial Estates

Person trips per 100sqm employment floor area are estimated from data obtained from the following trip rates obtained from the TRICS database.

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.724	0.370	1.094	0.210	0.571	0.781

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.4.3 Mean or Median trip rates for 'B2 Industrial Estates' (Highest rates applied)

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.00%	0.23%	2.49%	0.26%	76.10%	7.54%	0.71%	2.10%	10.25%	0.32%	100.00%
E02005836 : Bassetlaw 002	0.07%	0.37%	0.70%	0.18%	83.04%	6.71%	0.96%	2.54%	4.87%	0.55%	100.00%
E02005837 : Bassetlaw 003	0.00%	0.52%	2.67%	0.04%	80.73%	5.59%	0.99%	2.88%	5.94%	0.65%	100.00%
E02005838 : Bassetlaw 004	0.05%	0.37%	2.83%	0.21%	75.03%	8.00%	1.01%	2.08%	9.82%	0.59%	100.00%
E02005839 : Bassetlaw 005	0.08%	0.55%	1.74%	0.08%	72.61%	5.77%	1.03%	5.73%	12.17%	0.24%	100.00%
E02005840 : Bassetlaw 006	0.15%	0.92%	1.99%	0.69%	74.02%	7.43%	0.38%	1.69%	12.57%	0.15%	100.00%
E02005842 : Bassetlaw 008	0.09%	1.02%	4.09%	0.27%	60.35%	5.96%	0.58%	4.41%	22.96%	0.27%	100.00%
E02005843 : Bassetlaw 009	0.06%	0.37%	2.83%	0.41%	71.95%	11.24%	1.15%	4.04%	7.65%	0.29%	100.00%
E02005844 : Bassetlaw 010	0.00%	0.82%	2.83%	0.10%	67.93%	5.46%	0.38%	3.62%	18.46%	0.41%	100.00%
E02005846 : Bassetlaw 012	0.11%	0.53%	4.62%	0.38%	68.45%	9.23%	0.50%	2.29%	13.58%	0.31%	100.00%
E02005847 : Bassetlaw 013	0.08%	0.83%	6.89%	0.50%	67.09%	6.79%	0.68%	2.06%	14.90%	0.19%	100.00%
E02005848 : Bassetlaw 014	0.09%	0.55%	3.23%	0.39%	69.13%	15.61%	1.45%	3.64%	5.47%	0.43%	100.00%
E02005849 : Bassetlaw 015	0.04%	0.46%	1.10%	0.09%	84.08%	6.23%	1.12%	1.68%	4.85%	0.35%	100.00%
E02006903 : Bassetlaw 016	0.16%	1.00%	2.34%	0.47%	75.31%	6.02%	0.41%	1.09%	13.17%	0.03%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per 100sqm:

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.551	0.282	0.833	0.160	0.435	0.594
0.601	0.307	0.908	0.174	0.474	0.649
0.584	0.299	0.883	0.170	0.461	0.631
0.543	0.278	0.821	0.158	0.428	0.586
0.526	0.269	0.794	0.152	0.415	0.567
0.536	0.274	0.810	0.155	0.423	0.578
0.437	0.223	0.660	0.127	0.345	0.471
0.521	0.266	0.787	0.151	0.411	0.562
0.492	0.251	0.743	0.143	0.388	0.531
0.496	0.253	0.749	0.144	0.391	0.535
0.486	0.248	0.734	0.141	0.383	0.524
0.500	0.256	0.756	0.145	0.395	0.540
0.609	0.311	0.920	0.177	0.480	0.657
0.545	0.279	0.824	0.158	0.430	0.588

Multiplying the TRICS person trip rates by the percentage of persons Driving a Car or Van' provides vehicle trip generation rates per 100sqm.

Trip Rate and Modal Split Summary - B8 Commercial Warehouse

Person trips per 100sqm employment floor area are estimated from data obtained from the following trip rates obtained from the TRICS database.

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.191	0.074	0.265	0.022	0.119	0.140

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.4.3 Median trip rates for 'B8 Commercial Warehouses'.

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.00%	0.23%	2.49%	0.26%	76.10%	7.54%	0.71%	2.10%	10.25%	0.32%	100.00%
E02005836 : Bassetlaw 002	0.07%	0.37%	0.70%	0.18%	83.04%	6.71%	0.96%	2.54%	4.87%	0.55%	100.00%
E02005837 : Bassetlaw 003	0.00%	0.52%	2.67%	0.04%	80.73%	5.59%	0.99%	2.88%	5.94%	0.65%	100.00%
E02005838 : Bassetlaw 004	0.05%	0.37%	2.83%	0.21%	75.03%	8.00%	1.01%	2.08%	9.82%	0.59%	100.00%
E02005839 : Bassetlaw 005	0.08%	0.55%	1.74%	0.08%	72.61%	5.77%	1.03%	5.73%	12.17%	0.24%	100.00%
E02005840 : Bassetlaw 006	0.15%	0.92%	1.99%	0.69%	74.02%	7.43%	0.38%	1.69%	12.57%	0.15%	100.00%
E02005842 : Bassetlaw 008	0.09%	1.02%	4.09%	0.27%	60.35%	5.96%	0.58%	4.41%	22.96%	0.27%	100.00%
E02005843 : Bassetlaw 009	0.06%	0.37%	2.83%	0.41%	71.95%	11.24%	1.15%	4.04%	7.65%	0.29%	100.00%
E02005844 : Bassetlaw 010	0.00%	0.82%	2.83%	0.10%	67.93%	5.46%	0.38%	3.62%	18.46%	0.41%	100.00%
E02005846 : Bassetlaw 012	0.11%	0.53%	4.62%	0.38%	68.45%	9.23%	0.50%	2.29%	13.58%	0.31%	100.00%
E02005847 : Bassetlaw 013	0.08%	0.83%	6.89%	0.50%	67.09%	6.79%	0.68%	2.06%	14.90%	0.19%	100.00%
E02005848 : Bassetlaw 014	0.09%	0.55%	3.23%	0.39%	69.13%	15.61%	1.45%	3.64%	5.47%	0.43%	100.00%
E02005849 : Bassetlaw 015	0.04%	0.46%	1.10%	0.09%	84.08%	6.23%	1.12%	1.68%	4.85%	0.35%	100.00%
E02006903 : Bassetlaw 016	0.16%	1.00%	2.34%	0.47%	75.31%	6.02%	0.41%	1.09%	13.17%	0.03%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per 100sqm:

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.145	0.056	0.202	0.016	0.090	0.107
0.159	0.061	0.220	0.018	0.098	0.116
0.154	0.060	0.214	0.017	0.096	0.113
0.143	0.056	0.199	0.016	0.089	0.105
0.139	0.054	0.192	0.016	0.086	0.102
0.141	0.055	0.196	0.016	0.088	0.104
0.115	0.045	0.160	0.013	0.072	0.084
0.137	0.053	0.191	0.015	0.085	0.101
0.130	0.050	0.180	0.015	0.080	0.095
0.131	0.051	0.181	0.015	0.081	0.096
0.128	0.050	0.178	0.014	0.079	0.094
0.132	0.051	0.183	0.015	0.082	0.097
0.161	0.062	0.223	0.018	0.100	0.118
0.144	0.056	0.200	0.016	0.089	0.105

Multiplying the TRICS person trip rates by the percentage of persons Driving a Car or Van' provides vehicle trip generation rates per 100sqm.

Proposed Employment Development Sites

Settlement	MSOA the Settlement is Located in	Representative MSOA for Trip Generation/Distribution (see note below)	Gross Site Area (Ha)	Net Floor Area (sqm)	Net Floor Area (sqm) B1	Net Floor Area (sqm) B2	Net Floor Area (sqm) B8	Comments
Worksop	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	100.0	400,000	133,333	133,333	133,333	East of Worksop, between the railway line and the A57
Retford	E02005839 : Bassetlaw 005	E02005839 : Bassetlaw 005	10.7	42,800	14,267	14,267	14,267	LAA site west of North Road
		Total	110.7	442,800	147,600	147,600	147,600	

Employment AM Inbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Employment Floor Area - B1 (sqm)	Growth Scenario Employment Floor Area - B2 (sqm)	Growth Scenario Employment Floor Area - B8 (sqm)	Total AM Inbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	14,267	14,267	14,267	413	0	2	7	0	300	24	4	24	50	1
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005844 : Bassetlaw 010	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005846 : Bassetlaw 012	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	133,333	133,333	133,333	3,864	3	21	125	15	2,671	603	56	141	211	17
E02005849 : Bassetlaw 015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	147,600	147,600	147,600	4,277	4	23	132	16	2,971	627	60	164	262	18

Employment AM Outbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Employment Floor Area - B1 (sqm)	Growth Scenario Employment Floor Area - B2 (sqm)	Growth Scenario Employment Floor Area - B8 (sqm)	Total AM Outbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	14,267	14,267	14,267	91	0	1	2	0	66	5	1	5	11	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005844 : Bassetlaw 010	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005846 : Bassetlaw 012	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	133,333	133,333	133,333	852	1	5	28	3	589	133	12	31	47	4
E02005849 : Bassetlaw 015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	147,600	147,600	147,600	943	1	5	29	3	655	138	13	36	58	4

	Total Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Inbound	4,277	4	23	132	16	2,971	627	60	164	262	18
Outbound	943	1	5	29	3	655	138	13	36	58	4
2-Way	5,221	4	29	161	19	3,627	766	74	201	320	21

Employment Vehicle Trip Generation

Representative MSOA for Trip Generation/Distribution	Employment Floor Area (sqm) - B1	Employment Floor Area (sqm) - B2	Employment Floor Area (sqm) - B8	Vehicle Trips					
				AM			PM		
				Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
E02005835 : Bassetlaw 001	0	0	0	0	0	0	0	0	0
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	14,267	14,267	14,267	300	66	366	40	224	264
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	0	0	0	0	0	0	0	0	0
E02005844 : Bassetlaw 010	0	0	0	0	0	0	0	0	0
E02005846 : Bassetlaw 012	0	0	0	0	0	0	0	0	0
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	133,333	133,333	133,333	2,671	589	3,260	359	1,992	2,351
E02005849 : Bassetlaw 015	0	0	0	0	0	0	0	0	0
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0
Total	147,600	147,600	147,600	2,971	655	3,627	399	2,216	2,616

Employment Vehicle Trip Generation by Settlement

Settlement	Net Floor Area (sqm) - B1	Net Floor Area (sqm) - B2	Net Floor Area (sqm) - B8	Representative MSOA	AM			PM		
					Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Worksop	133,333	133,333	133,333	E02005848 : Bassetlaw 014	2,671	589	3,260	359	1,992	2,351
Retford	14,267	14,267	14,267	E02005839 : Bassetlaw 005	300	66	366	40	224	264
Totals	147,600				2,971	655	3,627	399	2,216	2,616

Employment Modal Trip Generation by Settlement

		AM Peak 2-Way Trips by Mode										
Settlements & Village Clusters	Representative MSOA	AM 2-Way Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Worksop	E02005848 : Bassetlaw 014	4,716	4	26	152	19	3,260	736	69	172	258	20
Retford	E02005839 : Bassetlaw 005	505	0	3	9	0	366	29	5	29	61	1
Totals		5,221	4	29	161	19	3,627	766	74	201	320	21

TRICS Methodology

TRICS data has been derived using the largest sample of 'Multi Modal' data available within TRICS 7.4.3 in order to be as representative as possible (TRICS Good Practice Guide recommends a minimum of 20 sites). The only sites that were excluded from the analysis were sites in Greater London, Northern Ireland and the Republic of Ireland as these were considered to be unrepresentative.

The trip generation methodology applies the total 'Person Trip' rates obtained from TRICS and estimates modal share using observed modal splits derived from 2011 Census data. Modal splits are applied for each Middle Super Output Area (MSOA).

The TRICS 'Person Trip' rates have been checked for robustness using the mean/median 'cross-testing' methodology advocated in the TRICS Good Practice Guide (see following worksheets for details). Where the test reveals differences the higher of the two rates has been applied.

The use of average/median trip rates as opposed to 85th %ile trip rates is considered appropriate for this strategic study because there is no reason to suggest that residential sites within the Bassetlaw area are likely to exhibit higher trip rates than the average trip rates extracted from the TRICS database. On this basis the applied rates are considered to be robust.

TRICS 7.4.3

Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:30	7	16134	0.173	7	16134	0.034	7	16134	0.207
07:30-08:00	7	16134	0.441	7	16134	0.043	7	16134	0.484
08:00-08:30	7	16134	0.832	7	16134	0.08	7	16134	0.912
08:30-09:00	7	16134	1.151	7	16134	0.115	7	16134	1.266
09:00-09:30	7	16134	0.609	7	16134	0.166	7	16134	0.775
09:30-10:00	7	16134	0.31	7	16134	0.151	7	16134	0.461
10:00-10:30	7	16134	0.215	7	16134	0.145	7	16134	0.36
10:30-11:00	7	16134	0.151	7	16134	0.135	7	16134	0.286
11:00-11:30	7	16134	0.206	7	16134	0.182	7	16134	0.388
11:30-12:00	7	16134	0.141	7	16134	0.185	7	16134	0.326
12:00-12:30	7	16134	0.198	7	16134	0.372	7	16134	0.57
12:30-13:00	7	16134	0.247	7	16134	0.322	7	16134	0.569
13:00-13:30	7	16134	0.292	7	16134	0.279	7	16134	0.571
13:30-14:00	7	16134	0.27	7	16134	0.251	7	16134	0.521
14:00-14:30	7	16134	0.225	7	16134	0.192	7	16134	0.417
14:30-15:00	7	16134	0.157	7	16134	0.19	7	16134	0.347
15:00-15:30	7	16134	0.113	7	16134	0.289	7	16134	0.402
15:30-16:00	7	16134	0.123	7	16134	0.276	7	16134	0.399
16:00-16:30	7	16134	0.124	7	16134	0.331	7	16134	0.455
16:30-17:00	7	16134	0.129	7	16134	0.496	7	16134	0.625
17:00-17:30	7	16134	0.082	7	16134	0.861	7	16134	0.943
17:30-18:00	7	16134	0.076	7	16134	0.611	7	16134	0.687
18:00-18:30	7	16134	0.038	7	16134	0.388	7	16134	0.426
18:30-19:00	7	16134	0.034	7	16134	0.187	7	16134	0.221
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			6.337			6.281			12.618

TRICS 7.4.3

Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Ranking Type: TOTALS Time Range: 08:00-09:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	
1	SH-02-B-04	BUSINESS PARK	TELFORD	10175	Thursday	24/10/2013	2.811	0.246	3.057	
2	HC-02-B-02	BUSINESS PARK	PORTSMOUTH	55000	Friday	18/10/2013	2.202	0.178	2.380	
3	FA-02-B-02	BUSINESS PARK	FALKIRK	16000	Friday	31/05/2013	2.125	0.181	2.306	
4	LN-02-B-02	BUSINESS PARK	LINCOLN	5000	Thursday	25/06/2015	1.600	0.600	2.200	
5	SH-02-B-03	BUSINESS CENTRE	TELFORD	1300	Tuesday	16/06/2009	1.385	0.308	1.693	
6	SC-02-B-03	BUSINESS PARK	FRIMLEY	20160	Tuesday	27/11/2012	1.374	0.124	1.498	
7	CF-02-B-04	BUSINESS PARK	CARDIFF	5300	Friday	05/05/2017	0.528	0.170	0.698	
							Arrivals	Departures	2-Way	
							85th percentile	2.263	0.337	2.448
							Mean	1.983	0.195	2.178
							Median	1.600	0.181	2.200
							Difference between mean and median	0.383	0.014	-0.022
								19.3%	7.2%	-1.0%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.4.3

Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Ranking Type: TOTALS Time Range: 17:00-18:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	
1	HC-02-B-02	BUSINESS PARK	PORTSMOUTH	55000	Friday	18/10/2013	0.167	1.669	1.836	
2	SH-02-B-04	BUSINESS PARK	TELFORD	10175	Thursday	24/10/2013	0.069	1.622	1.691	
3	SH-02-B-03	BUSINESS CENTRE	TELFORD	1300	Tuesday	16/06/2009	0.154	1.308	1.462	
4	CF-02-B-04	BUSINESS PARK	CARDIFF	5300	Friday	05/05/2017	0.377	1.038	1.415	
5	SC-02-B-03	BUSINESS PARK	FRIMLEY	20160	Tuesday	27/11/2012	0.144	1.265	1.409	
6	FA-02-B-02	BUSINESS PARK	FALKIRK	16000	Friday	31/05/2013	0.113	1.294	1.407	
7	LN-02-B-02	BUSINESS PARK	LINCOLN	5000	Thursday	25/06/2015	0.220	0.900	1.120	
							Arrivals	Departures	2-Way	
							85th percentile	0.236	1.627	1.706
							Mean	0.158	1.472	1.630
							Median	0.154	1.294	1.415
							Difference between mean and median			

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.4.3
Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:30	24	11144	0.146	24	11144	0.034	24	11144	0.18
07:30-08:00	24	11144	0.326	24	11144	0.11	24	11144	0.436
08:00-08:30	24	11144	0.36	24	11144	0.175	24	11144	0.535
08:30-09:00	24	11144	0.339	24	11144	0.195	24	11144	0.534
09:00-09:30	24	11144	0.261	24	11144	0.193	24	11144	0.454
09:30-10:00	24	11144	0.239	24	11144	0.179	24	11144	0.418
10:00-10:30	24	11144	0.243	24	11144	0.227	24	11144	0.47
10:30-11:00	24	11144	0.19	24	11144	0.192	24	11144	0.382
11:00-11:30	24	11144	0.195	24	11144	0.187	24	11144	0.382
11:30-12:00	24	11144	0.224	24	11144	0.221	24	11144	0.445
12:00-12:30	24	11144	0.244	24	11144	0.242	24	11144	0.486
12:30-13:00	24	11144	0.248	24	11144	0.27	24	11144	0.518
13:00-13:30	24	11144	0.235	24	11144	0.249	24	11144	0.484
13:30-14:00	24	11144	0.265	24	11144	0.203	24	11144	0.468
14:00-14:30	24	11144	0.214	24	11144	0.225	24	11144	0.439
14:30-15:00	24	11144	0.229	24	11144	0.206	24	11144	0.435
15:00-15:30	24	11144	0.206	24	11144	0.257	24	11144	0.463
15:30-16:00	24	11144	0.184	24	11144	0.259	24	11144	0.443
16:00-16:30	24	11144	0.212	24	11144	0.309	24	11144	0.521
16:30-17:00	24	11144	0.176	24	11144	0.294	24	11144	0.47
17:00-17:30	24	11144	0.131	24	11144	0.348	24	11144	0.479
17:30-18:00	24	11144	0.079	24	11144	0.223	24	11144	0.302
18:00-18:30	24	11144	0.06	24	11144	0.134	24	11144	0.194
18:30-19:00	24	11144	0.028	24	11144	0.076	24	11144	0.104
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			5.034			5.008			10.042

TRICS 7.4.3

Trip Rat: Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Ranking Type: TOTALS Time Range: 08:00-09:00

85th Percentile = no. 5

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	WY-02-D-07	INDUSTRIAL ESTATE	CASTLEFORD	3191	Monday	15/05/2017	2.256	1.786	4.042
2	CA-02-D-02	IND. ESTATE	CAMBRIDGE	2063	Monday	19/10/2009	1.163	1.212	2.375
3	ES-02-D-07	INDUSTRIAL ESTATE	BRIGHTON	6625	Thursday	16/10/2014	1.570	0.755	2.325
4	CA-02-D-04	INDUSTRIAL ESTATE	PETERBOROUGH	4133	Tuesday	02/12/2014	1.379	0.750	2.129
5	MS-02-D-06	INDUSTRIAL EST.	LIVERPOOL	4800	Thursday	09/09/2010	1.167	0.958	2.125
6	CA-02-D-03	IND. ESTATE	PETERBOROUGH	4425	Thursday	22/10/2009	1.424	0.520	1.944
7	CM-02-D-03	WORKSHOPS	AMMANFORD	2900	Tuesday	14/10/2014	1.000	0.759	1.759
8	HI-02-D-03	IND. ESTATE & BUS. PARK	FORT WILLIAM	35000	Monday	39951	1.091	0.589	1.680
9	VG-02-D-01	INDUSTRIAL ESTATE	BARRY	13091	Monday	42863	1.092	0.382	1.474
10	WY-02-D-05	INDUSTRIAL ESTATE	CASTLEFORD	1776	Monday	42877	0.901	0.563	1.464
11	ES-02-D-06	INDUSTRIAL ESTATE	EASTBOURNE	7525	Monday	41568	1.116	0.292	1.408
12	WL-02-D-02	INDUSTRIAL ESTATE	SWINDON	10000	Tuesday	42633	0.790	0.300	1.090
13	CW-02-D-03	IND. ESTATE	NEAR PENZANCE	36500	Monday	40819	0.658	0.430	1.088
14	FA-02-D-02	INDUSTRIAL ESTATE	FALKIRK	21250	Thursday	41424	0.485	0.471	0.956
15	HE-02-D-02	BUSINESS PARK	HEREFORD	5214	Tuesday	41569	0.479	0.269	0.748
16	CB-02-D-04	INDUSTRIAL ESTATE	BRAMPTON	17708	Wednesday	40163	0.469	0.265	0.734
17	TW-02-D-08	INDUSTRIAL ESTATE	SUNDERLAND	8310	Tuesday	42829	0.566	0.120	0.686
18	WM-02-D-02	INDUSTRIAL ESTATE	BIRMINGHAM	23480	Wednesday	41220	0.405	0.166	0.571
19	KC-02-D-02	INDUSTRIAL ESTATE	DEAL	10715	Wednesday	41241	0.429	0.047	0.476
20	WY-02-D-06	INDUSTRIAL ESTATE (PART)	CASTLEFORD	4328	Tuesday	42878	0.347	0.116	0.463
21	BR-02-D-05	INDUSTRIAL ESTATE	BRISTOL	18128	Friday	41607	0.265	0.177	0.442
22	BR-02-D-04	INDUSTRIAL ESTATE	BRISTOL	18018	Friday	41607	0.266	0.000	0.266
23	FA-02-D-03	INDUSTRIAL ESTATE	FALKIRK	1250	Friday	41425	0.080	0.160	0.240
24	LC-02-D-05	INDUSTRIAL ESTATE	BLACKBURN	7020	Tuesday	41429	0.142	0.085	0.227

	Arrivals	Departures	2-Way
85th percentile	1.284	0.757	2.127
Mean	0.699	0.370	1.069
Median	0.724	0.341	1.089

Difference between mean and median	-0.025	0.029	-0.020
	-3.6%	7.8%	-1.9%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are not being biased by low or high trip generation sites in the sample. However the highest have been applied.

TRICS 7.4.3

Trip Rat: Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Ranking Type: TOTALS Time Range: 17:00-18:00

85th Percentile = no. 5

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	CA-02-D-03	IND. ESTATE	PETERBOROUGH	4425	Thursday	22/10/2009	0.497	1.401	1.898
2	CA-02-D-04	INDUSTRIAL ESTATE	PETERBOROUGH	4133	Tuesday	02/12/2014	0.653	1.210	1.863
3	WY-02-D-07	INDUSTRIAL ESTATE	CASTLEFORD	3191	Monday	15/05/2017	0.658	1.160	1.818
4	VG-02-D-01	INDUSTRIAL ESTATE	BARRY	13091	Monday	08/05/2017	0.695	0.947	1.642
5	CA-02-D-02	IND. ESTATE	CAMBRIDGE	2063	Monday	19/10/2009	0.291	1.212	1.503
6	CM-02-D-03	WORKSHOPS	AMMANFORD	2900	Tuesday	14/10/2014	0.517	0.828	1.345
7	ES-02-D-06	INDUSTRIAL ESTATE	EASTBOURNE	7525	Monday	21/10/2013	0.266	1.023	1.289
8	WY-02-D-05	INDUSTRIAL ESTATE	CASTLEFORD	1776	Monday	42877	0.450	0.732	1.182
9	HI-02-D-03	IND. ESTATE & BUS. PARK	FORT WILLIAM	35000	Monday	39951	0.251	0.929	1.180
10	HE-02-D-02	BUSINESS PARK	HEREFORD	5214	Tuesday	41569	0.211	0.652	0.863
11	FA-02-D-02	INDUSTRIAL ESTATE	FALKIRK	21250	Thursday	41424	0.344	0.504	0.848
12	WL-02-D-02	INDUSTRIAL ESTATE	SWINDON	10000	Tuesday	42633	0.190	0.560	0.750
13	FA-02-D-03	INDUSTRIAL ESTATE	FALKIRK	1250	Friday	41425	0.320	0.400	0.720
14	ES-02-D-07	INDUSTRIAL ESTATE	BRIGHTON	6625	Thursday	41928	0.151	0.543	0.694
15	CW-02-D-03	IND. ESTATE	NEAR PENZANCE	36500	Monday	40819	0.132	0.507	0.639
16	CB-02-D-04	INDUSTRIAL ESTATE	BRAMPTON	17708	Wednesday	40163	0.192	0.401	0.593
17	WM-02-D-02	INDUSTRIAL ESTATE	BIRMINGHAM	23480	Wednesday	41220	0.085	0.498	0.583
18	BR-02-D-04	INDUSTRIAL ESTATE	BRISTOL	18018	Friday	41607	0.100	0.372	0.472
19	TW-02-D-08	INDUSTRIAL ESTATE	SUNDERLAND	8310	Tuesday	42829	0.096	0.349	0.445
20	LC-02-D-05	INDUSTRIAL ESTATE	BLACKBURN	7020	Tuesday	41429	0.199	0.214	0.413
21	KC-02-D-02	INDUSTRIAL ESTATE	DEAL	10715	Wednesday	41241	0.019	0.345	0.364
22	WY-02-D-06	INDUSTRIAL ESTATE (PART)	CASTLEFORD	4328	Tuesday	42878	0.000	0.231	0.231
23	MS-02-D-06	INDUSTRIAL EST.	LIVERPOOL	4800	Thursday	40430	0.021	0.146	0.167
24	BR-02-D-05	INDUSTRIAL ESTATE	BRISTOL	18128	Friday	41607	0.011	0.083	0.094

	Arrivals	Departures	2-Way
85th percentile	0.508	1.098	1.579
Mean	0.210	0.571	0.781
Median	0.205	0.525	0.735

Difference between mean and median	0.005	0.046	0.046
	2.4%	8.1%	5.9%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are not being biased by low or high trip generation sites in the sample. However, the highest have been applied.

TRICS 7.4.3

Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	2950	0	1	2950	0	1	2950	0
05:30-06:00	1	2950	0.203	1	2950	0	1	2950	0.203
06:00-06:30	1	2950	0.034	1	2950	0	1	2950	0.034
06:30-07:00	1	2950	0.271	1	2950	0.034	1	2950	0.305
07:00-07:30	2	17625	0.014	2	17625	0	2	17625	0.014
07:30-08:00	2	17625	0.057	2	17625	0.014	2	17625	0.071
08:00-08:30	2	17625	0.043	2	17625	0.017	2	17625	0.06
08:30-09:00	2	17625	0.054	2	17625	0.006	2	17625	0.06
09:00-09:30	2	17625	0.028	2	17625	0.017	2	17625	0.045
09:30-10:00	2	17625	0.077	2	17625	0.02	2	17625	0.097
10:00-10:30	2	17625	0.026	2	17625	0.028	2	17625	0.054
10:30-11:00	2	17625	0.006	2	17625	0.011	2	17625	0.017
11:00-11:30	2	17625	0.014	2	17625	0.026	2	17625	0.04
11:30-12:00	2	17625	0.006	2	17625	0.011	2	17625	0.017
12:00-12:30	2	17625	0.023	2	17625	0.023	2	17625	0.046
12:30-13:00	2	17625	0.02	2	17625	0.011	2	17625	0.031
13:00-13:30	2	17625	0.051	2	17625	0.017	2	17625	0.068
13:30-14:00	2	17625	0.074	2	17625	0.023	2	17625	0.097
14:00-14:30	2	17625	0.003	2	17625	0.099	2	17625	0.102
14:30-15:00	2	17625	0.011	2	17625	0.017	2	17625	0.028
15:00-15:30	2	17625	0.017	2	17625	0.017	2	17625	0.034
15:30-16:00	2	17625	0.003	2	17625	0.034	2	17625	0.037
16:00-16:30	2	17625	0.009	2	17625	0.037	2	17625	0.046
16:30-17:00	2	17625	0.009	2	17625	0.071	2	17625	0.08
17:00-17:30	2	17625	0.006	2	17625	0.034	2	17625	0.04
17:30-18:00	2	17625	0.006	2	17625	0.014	2	17625	0.02
18:00-18:30	2	17625	0.017	2	17625	0.077	2	17625	0.094
18:30-19:00	2	17625	0.011	2	17625	0.009	2	17625	0.02
19:00-19:30	1	2950	0.203	1	2950	0.102	1	2950	0.305
19:30-20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136
20:00-20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068
20:30-21:00	1	2950	0.068	1	2950	0.102	1	2950	0.17
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			1.432			1.007			2.439

TRICS 7.4.3

Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Ranking Type: TOTALS Time Range: 08:00-09:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	
1	CB-02-F-01	DOMINO'S PIZZA	PENRITH	2950	Tuesday	10/06/2014	0.305	0.136	0.441	
2	LN-02-F-01	BOOK SERVICE	GRANTHAM	32300	Monday	29/11/2010	0.077	0.012	0.089	
							Arrivals	Departures	2-Way	
							85th percentile	0.271	0.117	0.388
							Mean	0.097	0.023	0.120
							Median	0.191	0.074	0.265
							Difference between mean and median			
							-0.094	-0.051	-0.145	
							-96.9%	-221.7%	-120.8%	

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.4.3

Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Ranking Type: TOTALS Time Range: 17:00-18:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	
1	CB-02-F-01	DOMINO'S PIZZA	PENRITH	2950	Tuesday	10/06/2014	0.034	0.203	0.237	
2	LN-02-F-01	BOOK SERVICE	GRANTHAM	32300	Monday	29/11/2010	0.009	0.034	0.043	
							Arrivals	Departures	2-Way	
							85th percentile	0.030	0.178	0.208
							Mean	0.012	0.048	0.060
							Median	0.022	0.119	0.140
							Difference between mean and median			
							-0.010	-0.071	-0.080	
							-79.2%	-146.9%	-133.3%	

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

Local Plan Residential Trip Generation (Maximum Scenario)

Analysis of 2011 Census Data: 2001 Travel to Work Definitions

2011 MSOA Names	Census 2011: Usual Residence Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)													
	All People	Not currently working	Currently Working	Work From Home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	7,379	2,858	4,521	438	3	29	186	15	3,051	318	31	82	351	17
E02005836 : Bassetlaw 002	6,637	2,327	4,310	684	5	39	61	3	3,107	169	26	61	132	23
E02005837 : Bassetlaw 003	6,133	2,610	3,523	729	2	37	52	2	2,342	144	20	29	145	21
E02005838 : Bassetlaw 004	6,003	2,377	3,626	332	3	23	208	4	2,492	265	36	44	200	19
E02005839 : Bassetlaw 005	4,380	1,642	2,738	194	3	25	41	3	1,820	140	17	115	367	13
E02005840 : Bassetlaw 006	6,649	1,869	4,780	342	3	80	67	21	3,332	363	36	122	404	10
E02005842 : Bassetlaw 008	6,276	2,243	4,033	348	3	53	51	8	2,526	234	28	131	638	13
E02005843 : Bassetlaw 009	4,745	1,441	3,304	269	4	43	90	10	2,287	253	21	87	229	11
E02005844 : Bassetlaw 010	5,513	1,891	3,622	285	1	59	73	7	2,379	206	28	147	426	11
E02005846 : Bassetlaw 012	4,635	2,082	2,553	159	0	33	110	22	1,281	294	18	146	481	9
E02005847 : Bassetlaw 013	4,937	1,719	3,218	293	0	32	64	11	2,039	284	24	89	367	15
E02005848 : Bassetlaw 014	5,038	1,855	3,183	338	4	37	52	4	2,118	248	19	80	275	8
E02005849 : Bassetlaw 015	6,838	2,518	4,320	792	1	34	52	5	2,894	183	24	59	253	23
E02006903 : Bassetlaw 016	8,142	3,059	5,083	322	3	59	121	30	3,316	445	46	128	605	8
District Average	5,950	2,178	3,772	395	3	42	88	10	2,499	253	27	94	348	14
District Total	83,305	30,491	52,814	5,525	35	583	1,228	145	34,984	3,546	374	1,320	4,873	201

	Census 2011: Usual Residence Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
District Average	0.07%	1.23%	2.60%	0.31%	73.98%	7.50%	0.79%	2.79%	10.30%	0.43%	100.00%

Definitions:

The usual residence population in area A is defined as the population residing in area A. It is an estimate of all individuals that live in area A, irrespective of whether they work or where they work.

Trip Rate and Modal Split Summary

Person trips per household are estimated from data obtained from the following tip rates obtained from the TRICS database.

AM			PM			13,399
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way	2,847
0.213	0.739	0.951	0.570	0.259	0.828	9,895
						12,742
						7,631
						3,464

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00
Data Source: TRICS 7.4.3 Median trip rates for 'Residential - Houses Privately Owned'.

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel. This is considered to be a good approximation of the modal split of all residential trips as the majority of trips made during the AM and PM peak hours will be work related.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Resident Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.07%	0.71%	4.56%	0.37%	74.72%	7.79%	0.76%	2.01%	8.60%	0.42%	100.00%
E02005836 : Bassetlaw 002	0.14%	1.08%	1.68%	0.08%	85.69%	4.66%	0.72%	1.68%	3.64%	0.63%	100.00%
E02005837 : Bassetlaw 003	0.07%	1.32%	1.86%	0.07%	83.82%	5.15%	0.72%	1.04%	5.19%	0.75%	100.00%
E02005838 : Bassetlaw 004	0.09%	0.70%	6.31%	0.12%	75.65%	8.04%	1.09%	1.34%	6.07%	0.58%	100.00%
E02005839 : Bassetlaw 005	0.12%	0.98%	1.61%	0.12%	71.54%	5.50%	0.67%	4.52%	14.43%	0.51%	100.00%
E02005840 : Bassetlaw 006	0.07%	1.80%	1.51%	0.47%	75.08%	8.18%	0.81%	2.75%	9.10%	0.23%	100.00%
E02005842 : Bassetlaw 008	0.08%	1.44%	1.38%	0.22%	68.55%	6.35%	0.76%	3.55%	17.31%	0.35%	100.00%
E02005843 : Bassetlaw 009	0.13%	1.42%	2.97%	0.33%	75.35%	8.34%	0.69%	2.87%	7.55%	0.36%	100.00%
E02005844 : Bassetlaw 010	0.03%	1.77%	2.19%	0.21%	71.29%	6.17%	0.84%	4.41%	12.77%	0.33%	100.00%
E02005846 : Bassetlaw 012	0.00%	1.38%	4.59%	0.92%	53.51%	12.28%	0.75%	6.10%	20.09%	0.38%	100.00%
E02005847 : Bassetlaw 013	0.00%	1.09%	2.19%	0.38%	69.71%	9.71%	0.82%	3.04%	12.55%	0.51%	100.00%
E02005848 : Bassetlaw 014	0.14%	1.30%	1.83%	0.14%	74.45%	8.72%	0.67%	2.81%	9.67%	0.28%	100.00%
E02005849 : Bassetlaw 015	0.03%	0.96%	1.47%	0.14%	82.03%	5.19%	0.68%	1.67%	7.17%	0.65%	100.00%
E02006903 : Bassetlaw 016	0.06%	1.24%	2.54%	0.63%	69.65%	9.35%	0.97%	2.69%	12.71%	0.17%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per dwelling:

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.159	0.552	0.711	0.426	0.193	0.619
0.182	0.633	0.815	0.488	0.222	0.709
0.178	0.619	0.797	0.477	0.217	0.694
0.161	0.559	0.719	0.431	0.196	0.626
0.152	0.528	0.680	0.407	0.185	0.592
0.160	0.554	0.714	0.428	0.194	0.622
0.146	0.506	0.652	0.390	0.177	0.568
0.160	0.556	0.717	0.429	0.195	0.624
0.151	0.526	0.678	0.406	0.184	0.590
0.114	0.395	0.509	0.305	0.138	0.443
0.148	0.515	0.663	0.397	0.180	0.577
0.158	0.550	0.708	0.424	0.192	0.616
0.174	0.606	0.780	0.467	0.212	0.679
0.148	0.514	0.662	0.397	0.180	0.577

Multiplying the TRICS person trip rates by the percentage of persons Driving a Car or Van' provides vehicle trip generation rates per dwelling

Proposed Residential Development Sites

Settlements & Village Clusters	MSOA the Settlement is Located in	Representative MSOA for Trip Generation/Distribution (see note below)	Proposed Dwellings	Comments
Worksop	E02005846 : Bassetlaw 012	E02005846 : Bassetlaw 012	500	Town Centre Regeneration - centred on Worksop Railway Station
Worksop	E02005848 : Bassetlaw 014	E02006903 : Bassetlaw 016	4,000	Large Scale Urban Extension - East of Worksop, centred on Kilton Golf Course. Expected that this would include a new link road.
Worksop	E02005846 : Bassetlaw 012	E02005846 : Bassetlaw 012	1,000	Other Housing Sites - Spread across LAA sites
Retford	E02005844 : Bassetlaw 010	E02005844 : Bassetlaw 010	1,500	Other Housing Sites - Spread across LAA sites
Harworth & Bircotes	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	250	Other Housing Sites - Spread across LAA sites
Markham Moor	E02005849 : Bassetlaw 015	E02005846 : Bassetlaw 012	3,000	New Garden Village Multiple sites being considered, but suggest centring on A1 Markham Moor junction for the purposes of the Study.
Harworth & Bircotes Cluster				
Ranskill	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	122	
Blyth	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	111	
Scrooby	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	30	
Torworth	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	23	
Carlton & Langold Cluster				
Carlton-in-Lindrick	E02005838 : Bassetlaw 004	E02005838 : Bassetlaw 004	520	
Styrrup with Oldcotes	E02005835 : Bassetlaw 001	E02005835 : Bassetlaw 001	59	
Hodsock	E02005838 : Bassetlaw 004	E02005838 : Bassetlaw 004	227	
Worksop & Villages Cluster				
Shireoaks	E02005843 : Bassetlaw 009	E02005843 : Bassetlaw 009	124	
Rhodesia	E02005843 : Bassetlaw 009	E02005843 : Bassetlaw 009	84	
South West Cluster				
Cuckney	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	21	
Holbeck	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	19	
Norton	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	14	
Nether Langwith	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	42	
Retford & Villages Cluster				
Hayton	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	32	
Clarborough and Welham	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	99	
Sutton-cum-Lound	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	65	
Lound	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	43	
Barnby Moor	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	24	
Babworth	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	53	
Tuxford & Markham Cluster				
Tuxford	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	246	
Askham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	16	
East Markham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	103	
West Markham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	15	
South East Cluster				
Normanton	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	15	
Marnham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	31	
Trent Corridor Cluster				
North Leverton with Hablethorpe	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	93	
Stokeham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	4	
Laneham	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	34	
North Wheatley	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	44	
South Wheatley	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	9	
South Leverton	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	43	
Sturton-le-Steeple	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	42	
Cottam	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	9	
Treswell	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	21	
Rampton	E02005849 : Bassetlaw 015	E02005849 : Bassetlaw 015	75	
North East Cluster				
Gringley-on-the-Hill	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	69	
Misterton	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	192	
Wakeringham	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	96	
Beckingham	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	109	
West Stockwith	E02005836 : Bassetlaw 002	E02005836 : Bassetlaw 002	31	
Everton & Mattersey Cluster				
Everton	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	74	
Mattersey	E02005837 : Bassetlaw 003	E02005837 : Bassetlaw 003	66	
		Total	13,399	

Notes:

Where significant new residential development is proposed in areas of the district that are currently rural the existing modal splits for that MSOA will not be representative of the completed development. Therefore modal splits from a more representative MSOA to the completed development have been applied.

Residential AM Inbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Dwellings	AM Inbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	450	96	0	1	4	0	71	7	1	2	8	0
E02005836 : Bassetlaw 002	747	159	0	2	3	0	136	7	1	3	6	1
E02005837 : Bassetlaw 003	539	115	0	2	2	0	96	6	1	1	6	1
E02005838 : Bassetlaw 004	747	159	0	1	10	0	120	13	2	2	10	1
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	208	44	0	1	1	0	33	4	0	1	3	0
E02005844 : Bassetlaw 010	1,500	319	0	6	7	1	227	20	3	14	41	1
E02005846 : Bassetlaw 012	4,500	956	0	13	44	9	512	117	7	58	192	4
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	96	20	0	0	0	0	15	2	0	1	2	0
E02005849 : Bassetlaw 015	612	130	0	1	2	0	107	7	1	2	9	1
E02006903 : Bassetlaw 016	4,000	850	1	11	22	5	592	79	8	23	108	1
Total	13,399	2,847	1	37	95	16	1,910	262	24	107	385	10

Residential AM Outbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Dwellings	AM Outbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	450	332	0	2	15	1	248	26	3	7	29	1
E02005836 : Bassetlaw 002	747	552	1	6	9	0	473	26	4	9	20	3
E02005837 : Bassetlaw 003	539	398	0	5	7	0	334	21	3	4	21	3
E02005838 : Bassetlaw 004	747	552	1	4	35	1	417	44	6	7	33	3
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	208	154	0	2	5	1	116	13	1	4	12	1
E02005844 : Bassetlaw 010	1,500	1,108	0	20	24	2	790	68	9	49	141	4
E02005846 : Bassetlaw 012	4,500	3,323	0	46	153	31	1,778	408	25	203	668	12
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	96	71	0	1	1	0	53	6	0	2	7	0
E02005849 : Bassetlaw 015	612	452	0	4	7	1	371	23	3	8	32	3
E02006903 : Bassetlaw 016	4,000	2,954	2	37	75	19	2,057	276	29	79	375	5
Total	13,399	9,895	4	127	331	55	6,637	912	83	372	1,338	36

	Total	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Inbound	2,847	1	37	95	16	1,910	262	24	107	385	10
Outbound	9,895	4	127	331	55	6,637	912	83	372	1,338	36
2-Way	12,742	6	163	426	71	8,546	1,174	107	479	1,723	46

2-Way

Representative MSOA for Trip Generation/Distribution	Growth Scenario Dwellings	AM 2-Way Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	450	428	0	3	19	2	320	33	3	9	37	2
E02005836 : Bassetlaw 002	747	710	1	8	12	1	609	33	5	12	26	5
E02005837 : Bassetlaw 003	539	513	0	7	10	0	430	26	4	5	27	4
E02005838 : Bassetlaw 004	747	710	1	5	45	1	537	57	8	9	43	4
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	208	198	0	3	6	1	149	16	1	6	15	1
E02005844 : Bassetlaw 010	1,500	1,427	0	25	31	3	1,017	88	12	63	182	5
E02005846 : Bassetlaw 012	4,500	4,280	0	59	197	39	2,290	526	32	261	860	16
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	96	91	0	1	2	0	68	8	1	3	9	0
E02005849 : Bassetlaw 015	612	582	0	6	9	1	477	30	4	10	42	4
E02006903 : Bassetlaw 016	4,000	3,804	2	47	97	24	2,649	356	37	102	483	6
Total	13,399	12,742	6	163	426	71	8,546	1,174	107	479	1,723	46

Residential Vehicle Trip Generation

Representative MSOA for Trip Generation/Distribution	Proposed Dwellings	Vehicle Trips					
		AM			PM		
		Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
E02005835 : Bassetlaw 001	450	71	248	320	192	87	278
E02005836 : Bassetlaw 002	747	136	473	609	365	165	530
E02005837 : Bassetlaw 003	539	96	334	430	257	117	374
E02005838 : Bassetlaw 004	747	120	417	537	322	146	468
E02005839 : Bassetlaw 005	0	0	0	0	0	0	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	208	33	116	149	89	41	130
E02005844 : Bassetlaw 010	1,500	227	790	1,017	609	276	885
E02005846 : Bassetlaw 012	4,500	512	1,778	2,290	1,371	622	1,994
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	96	15	53	68	41	18	59
E02005849 : Bassetlaw 015	612	107	371	477	286	130	416
E02006903 : Bassetlaw 016	4,000	592	2,057	2,649	1,587	720	2,307
Total	13,399	1,910	6,637	8,546	5,118	2,323	7,441

Residential Vehicle Trip Generation by Settlement

Settlements & Village Clusters	Dwelling Numbers	Representative MSOA	AM			PM		
			Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Workshop	500	E02005846 : Bassetlaw 012	57	198	254	152	69	222
Workshop	4,000	E02006903 : Bassetlaw 016	592	2,057	2,649	1,587	720	2,307
Workshop	1,000	E02005846 : Bassetlaw 012	114	395	509	305	138	443
Retford	1,500	E02005844 : Bassetlaw 010	227	790	1,017	609	276	885
Harworth & Bircotes	250	E02005835 : Bassetlaw 001	40	138	178	106	48	155
Markham Moor	3,000	E02005846 : Bassetlaw 012	341	1,185	1,527	914	415	1,329
Harworth & Bircotes Cluster								
Ranskill	122	E02005837 : Bassetlaw 003	22	76	97	58	26	85
Blyth	111	E02005835 : Bassetlaw 001	18	61	79	47	21	69
Scrooby	30	E02005835 : Bassetlaw 001	5	17	21	13	6	19
Torworth	23	E02005837 : Bassetlaw 003	4	14	18	11	5	16
Carlton & Langold Cluster								
Carlton-in-Lindrick	520	E02005838 : Bassetlaw 004	84	291	374	224	102	326
Styrrup with Oldcotes	59	E02005835 : Bassetlaw 001	9	33	42	25	11	37
Hodsock	227	E02005838 : Bassetlaw 004	36	127	163	98	44	142
Workshop & Villages Cluster								
Shireoaks	124	E02005843 : Bassetlaw 009	20	69	89	53	24	77
Rhodesia	84	E02005843 : Bassetlaw 009	13	47	60	36	16	52
South West Cluster								
Cuckney	21	E02005848 : Bassetlaw 014	3	12	15	9	4	13
Holbeck	19	E02005848 : Bassetlaw 014	3	10	13	8	4	12
Norton	14	E02005848 : Bassetlaw 014	2	8	10	6	3	9
Nether Langwith	42	E02005848 : Bassetlaw 014	7	23	30	18	8	26
Retford & Villages Cluster								
Hayton	32	E02005836 : Bassetlaw 002	6	20	26	16	7	23
Clarborough and Welham	99	E02005836 : Bassetlaw 002	18	63	81	48	22	70
Sutton-cum-Lound	65	E02005837 : Bassetlaw 003	12	40	52	31	14	45
Lound	43	E02005837 : Bassetlaw 003	8	27	34	21	9	30
Barnby Moor	24	E02005837 : Bassetlaw 003	4	15	19	11	5	17
Babworth	53	E02005837 : Bassetlaw 003	9	33	42	25	11	37
Tuxford & Markham Cluster								
Tuxford	246	E02005849 : Bassetlaw 015	43	149	192	115	52	167
Askham	16	E02005849 : Bassetlaw 015	3	10	12	7	3	11
East Markham	103	E02005849 : Bassetlaw 015	18	62	80	48	22	70
West Markham	15	E02005849 : Bassetlaw 015	3	9	12	7	3	10
South East Cluster								
Normanton	15	E02005849 : Bassetlaw 015	3	9	12	7	3	10
Marnham	31	E02005849 : Bassetlaw 015	5	19	24	14	7	21
Trent Corridor Cluster								
North Leverton with Habbleshorpe	93	E02005836 : Bassetlaw 002	17	59	76	45	21	66
Stokeham	4	E02005849 : Bassetlaw 015	1	2	3	2	1	3
Laneham	34	E02005849 : Bassetlaw 015	6	21	27	16	7	23
North Wheatley	44	E02005836 : Bassetlaw 002	8	28	36	21	10	31
South Wheatley	9	E02005836 : Bassetlaw 002	2	6	7	4	2	6
South Leverton	43	E02005849 : Bassetlaw 015	7	26	34	20	9	29
Sturton-le-Steeple	42	E02005836 : Bassetlaw 002	8	27	34	20	9	30
Cottam	9	E02005849 : Bassetlaw 015	2	5	7	4	2	6
Treswell	21	E02005849 : Bassetlaw 015	4	13	16	10	4	14
Rampton	75	E02005849 : Bassetlaw 015	13	45	59	35	16	51
North East Cluster								
Gringley-on-the-Hill	69	E02005837 : Bassetlaw 003	12	43	55	33	15	48
Misterton	192	E02005836 : Bassetlaw 002	35	121	156	94	43	136
Walkeringham	96	E02005836 : Bassetlaw 002	17	61	78	47	21	68
Beckingham	109	E02005836 : Bassetlaw 002	20	69	89	53	24	77
West Stockwith	31	E02005836 : Bassetlaw 002	6	20	25	15	7	22
Everton & Mattersey Cluster								
Everton	74	E02005837 : Bassetlaw 003	13	46	59	35	16	51
Mattersey	66	E02005837 : Bassetlaw 003	12	41	53	32	14	46
Totals	13,399		1,910	6,637	8,546	5,118	2,323	7,441

Residential Modal Trip Generation by Settlement

Settlements & Village Clusters	Dwelling Numbers	Representative MSOA	AM 2-Way Person Trips	AM Peak 2-Way Trips by Mode									
				Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Worksop	500	E02005846 : Bassetlaw 012	476	0	7	22	4	254	58	4	29	96	2
Worksop	4,000	E02006903 : Bassetlaw 016	3,804	2	47	97	24	2,649	356	37	102	483	6
Worksop	1,000	E02005846 : Bassetlaw 012	951	0	13	44	9	509	117	7	58	191	4
Worksop Total	5,500	-	5,231	2	67	162	37	3,413	531	47	189	770	12
Retford	1,500	E02005844 : Bassetlaw 010	1,427	0	25	31	3	1,017	88	12	63	182	5
Harworth & Bircotes	250	E02005835 : Bassetlaw 001	238	0	2	11	1	178	19	2	5	20	1
Markham Moor	3,000	E02005846 : Bassetlaw 012	2,853	0	39	131	26	1,527	350	21	174	573	11
Harworth & Bircotes Cluster													
Ranskill	122	E02005837 : Bassetlaw 003	116	0	2	2	0	97	6	1	1	6	1
Blyth	111	E02005835 : Bassetlaw 001	106	0	1	5	0	79	8	1	2	9	0
Scrooby	30	E02005835 : Bassetlaw 001	29	0	0	1	0	21	2	0	1	2	0
Torworth	23	E02005837 : Bassetlaw 003	22	0	0	0	0	18	1	0	0	1	0
Carlton & Langold Cluster													
Carlton-in-Lindrick	520	E02005838 : Bassetlaw 004	495	0	3	31	1	374	40	5	7	30	3
Styrrup with Oldcotes	59	E02005835 : Bassetlaw 001	56	0	0	3	0	42	4	0	1	5	0
Hodssock	227	E02005838 : Bassetlaw 004	216	0	2	14	0	163	17	2	3	13	1
Worksop & Villages Cluster													
Shireoaks	124	E02005843 : Bassetlaw 009	118	0	2	3	0	89	10	1	3	9	0
Rhodesia	84	E02005843 : Bassetlaw 009	80	0	1	2	0	60	7	1	2	6	0
South West Cluster													
Cuckney	21	E02005848 : Bassetlaw 014	20	0	0	0	0	15	2	0	1	2	0
Holbeck	19	E02005848 : Bassetlaw 014	18	0	0	0	0	13	2	0	1	2	0
Norton	14	E02005848 : Bassetlaw 014	13	0	0	0	0	10	1	0	0	1	0
Nether Langwith	42	E02005848 : Bassetlaw 014	40	0	1	1	0	30	3	0	1	4	0
Retford & Villages Cluster													
Hayton	32	E02005836 : Bassetlaw 002	30	0	0	1	0	26	1	0	1	1	0
Clarlborough and Welham	99	E02005836 : Bassetlaw 002	94	0	1	2	0	81	4	1	2	3	1
Sutton-cum-Lound	65	E02005837 : Bassetlaw 003	62	0	1	1	0	52	3	0	1	3	0
Lound	43	E02005837 : Bassetlaw 003	41	0	1	1	0	34	2	0	0	2	0
Barnby Moor	24	E02005837 : Bassetlaw 003	23	0	0	0	0	19	1	0	0	1	0
Babworth	53	E02005837 : Bassetlaw 003	50	0	1	1	0	42	3	0	1	3	0
Tuxford & Markham Cluster													
Tuxford	246	E02005849 : Bassetlaw 015	234	0	2	3	0	192	12	2	4	17	2
Askham	16	E02005849 : Bassetlaw 015	15	0	0	0	0	12	1	0	0	1	0
East Markham	103	E02005849 : Bassetlaw 015	98	0	1	1	0	80	5	1	2	7	1
West Markham	15	E02005849 : Bassetlaw 015	14	0	0	0	0	12	1	0	0	1	0
South East Cluster													
Normanton	15	E02005849 : Bassetlaw 015	14	0	0	0	0	12	1	0	0	1	0
Marnham	31	E02005849 : Bassetlaw 015	29	0	0	0	0	24	2	0	0	2	0
Trent Corridor Cluster													
North Leverton with Habbleshthorpe	93	E02005836 : Bassetlaw 002	88	0	1	1	0	76	4	1	1	3	1
Stokeham	4	E02005849 : Bassetlaw 015	4	0	0	0	0	3	0	0	0	0	0
Laneham	34	E02005849 : Bassetlaw 015	32	0	0	0	0	27	2	0	1	2	0
North Wheatley	44	E02005836 : Bassetlaw 002	42	0	0	1	0	36	2	0	1	2	0
South Wheatley	9	E02005836 : Bassetlaw 002	9	0	0	0	0	7	0	0	0	0	0
South Leverton	43	E02005849 : Bassetlaw 015	41	0	0	1	0	34	2	0	1	3	0
Sturton-le-Steeple	42	E02005836 : Bassetlaw 002	40	0	0	1	0	34	2	0	1	1	0
Cottam	9	E02005849 : Bassetlaw 015	9	0	0	0	0	7	0	0	0	1	0
Treswell	21	E02005849 : Bassetlaw 015	20	0	0	0	0	16	1	0	0	1	0
Rampton	75	E02005849 : Bassetlaw 015	71	0	1	1	0	59	4	0	1	5	0
North East Cluster													
Gringley-on-the-Hill	69	E02005837 : Bassetlaw 003	66	0	1	1	0	55	3	0	1	3	0
Misterton	192	E02005836 : Bassetlaw 002	183	0	2	3	0	156	9	1	3	7	1
Walkeringham	96	E02005836 : Bassetlaw 002	91	0	1	2	0	78	4	1	2	3	1
Beckingham	109	E02005836 : Bassetlaw 002	104	0	1	2	0	89	5	1	2	4	1
West Stockwith	31	E02005836 : Bassetlaw 002	29	0	0	0	0	25	1	0	0	1	0
Everton & Mattersey Cluster													
Everton	74	E02005837 : Bassetlaw 003	70	0	1	1	0	59	4	1	1	4	1
Mattersey	66	E02005837 : Bassetlaw 003	63	0	1	1	0	53	3	0	1	3	0
Totals	13,399		12,742	6	163	426	71	8,546	1,174	107	479	1,723	46

TRICS Methodology

TRICS data has been derived using the largest sample of 'Multi Modal' data available within TRICS 7.4.3 in order to be as representative as possible (TRICS Good Practice Guide recommends a minimum of 20 sites). The only sites that were excluded from the analysis were sites in Greater London, Northern Ireland and the Republic of Ireland as these were considered to be unrepresentative.

The trip generation methodology applies the total 'Person Trip' rates obtained from TRICS and estimates modal share using observed modal splits derived from 2011 Census data. Modal splits are applied for each Middle Super Output Area (MSOA).

The TRICS 'Person Trip' rates have been checked for robustness using the mean/median 'cross-testing' methodology advocated in the TRICS Good Practice Guide (see following worksheets for details). The test reveals that the 2-way median trip rates are slightly higher than the average rates so Median rates have therefore been applied.

The use of average/median trip rates as opposed to 85th %ile trip rates is considered appropriate for this strategic study because there is no reason to suggest that residential sites within the Bassetlaw area are likely to exhibit higher trip rates than the average trip rates extracted from the TRICS database. On this basis the applied rates are considered to be robust.

TRICS 7.4.3

Trip Rate Parameter: Number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	56	66	0.115	56	66	0.423	56	66	0.538
08:00-09:00	56	66	0.213	56	66	0.742	56	66	0.955
09:00-10:00	56	66	0.216	56	66	0.278	56	66	0.494
10:00-11:00	56	66	0.208	56	66	0.256	56	66	0.464
11:00-12:00	56	66	0.217	56	66	0.241	56	66	0.458
12:00-13:00	56	66	0.253	56	66	0.252	56	66	0.505
13:00-14:00	56	66	0.245	56	66	0.259	56	66	0.504
14:00-15:00	56	66	0.254	56	66	0.302	56	66	0.556
15:00-16:00	56	66	0.537	56	66	0.298	56	66	0.835
16:00-17:00	56	66	0.49	56	66	0.288	56	66	0.778
17:00-18:00	56	66	0.534	56	66	0.282	56	66	0.816
18:00-19:00	56	66	0.384	56	66	0.261	56	66	0.645
19:00-20:00	1	7	0	1	7	0	1	7	0
20:00-21:00	1	7	0	1	7	0	1	7	0
21:00-22:00	1	7	0	1	7	0	1	7	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			3.666			3.882			7.548

TRICS 7.4.3
Trip Rate Number of dwellings

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Ranking Type: TOTALS Time Range: 08:00-09:00
85th Percentile = no. 9

Rank	Site Ref	Description	Town/City	DWELLS	Day	Date	Arrivals	Departures	Totals	
1	WK-03-A-02	BUNGALOWS	COVENTRY	17	Thursday	17/10/2013	1.706	1.765	3.471	
2	HI-03-A-13	HOUSING	INVERNESS	9	Thursday	21/05/2009	1.000	2.333	3.333	
3	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wednesday	11/05/2011	1.111	1.472	2.583	
4	MS-03-A-03	DETACHED	LIVERPOOL	15	Friday	21/06/2013	0.667	1.267	1.934	
5	VG-03-A-01	SEMI-DETACHED & TERRACED	BARRY	12	Monday	08/05/2017	0.583	1.333	1.916	
6	SF-03-A-04	DETACHED & BUNGALOWS	LOWESTOFT	7	Tuesday	23/10/2012	0.714	1.143	1.857	
7	ST-03-A-06	SEMI-DET. & TERRACED	WOLVERHAMPTON	17	Friday	09/05/2014	0.824	1.000	1.824	
8	CA-03-A-05	DETACHED HOUSES	PETERBOROUGH	28	Monday	17/10/2016	0.321	1.464	1.785	
9	CA-03-A-04	DETACHED	PETERBOROUGH	9	Tuesday	18/10/2011	0.000	1.556	1.556	
10	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wednesday	18/09/2013	0.130	1.348	1.478	
11	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wednesday	23/03/2016	0.225	1.200	1.425	
12	DV-03-A-03	TERRACED & SEMI DETACHED	HONITON	70	Monday	28/09/2015	0.243	1.157	1.400	
13	GM-03-A-10	DETACHED/SEMI	MANCHESTER	29	Wednesday	12/10/2011	0.172	1.207	1.379	
14	CH-03-A-08	DETACHED	CHESTER	11	Tuesday	22/05/2012	0.182	1.182	1.364	
15	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK	37	Thursday	30/05/2013	0.324	1.000	1.324	
16	WL-03-A-02	SEMI DETACHED	SWINDON	27	Thursday	22/09/2016	0.407	0.852	1.259	
17	SH-03-A-04	TERRACED	SHREWSBURY	108	Thursday	11/06/2009	0.407	0.843	1.250	
18	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tuesday	17/09/2013	0.254	0.986	1.240	
19	DV-03-A-01	TERRACED HOUSES	TORQUAY	37	Wednesday	30/09/2015	0.189	1.000	1.189	
20	CH-03-A-09	TERRACED HOUSES	MACCLESFIELD	24	Monday	24/11/2014	0.333	0.833	1.166	
21	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	805	Thursday	02/03/2017	0.202	0.904	1.106	
22	SH-03-A-03	DETACHED	SHREWSBURY	10	Friday	26/06/2009	0.300	0.800	1.100	
23	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	180	Tuesday	20/05/2014	0.189	0.889	1.078	
24	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	52	Monday	16/09/2013	0.327	0.750	1.077	
25	TW-03-A-02	SEMI-DETACHED	GATESHEAD	16	Monday	07/10/2013	0.438	0.625	1.063	
26	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	24	Friday	14/06/2013	0.250	0.792	1.042	
27	SY-03-A-01	SEMI DETACHED HOUSES	DONCASTER	54	Wednesday	18/09/2013	0.074	0.944	1.018	
28	PS-03-A-02	DETACHED/SEMI-DETACHED	WELSHPOOL	28	Monday	11/05/2015	0.357	0.643	1.000	
29	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tuesday	29/11/2016	0.113	0.887	1.000	
30	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thursday	24/09/2015	0.212	0.727	0.939	
31	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLN	30	Monday	29/06/2015	0.300	0.633	0.933	
32	CB-03-A-04	SEMI DETACHED	WORKINGTON	82	Friday	24/04/2009	0.207	0.695	0.902	
33	NY-03-A-13	TERRACED HOUSES	CATTERICK GARRISON	10	Wednesday	10/05/2017	0.200	0.700	0.900	
34	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thursday	23/01/2014	0.268	0.606	0.874	
35	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	7	Tuesday	22/05/2012	0.286	0.571	0.857	
36	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tuesday	16/10/2012	0.296	0.556	0.852	
37	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	28	Monday	24/03/2014	0.357	0.464	0.821	
38	NY-03-A-08	TERRACED HOUSES	YORK	21	Monday	16/09/2013	0.048	0.762	0.810	
39	NF-03-A-02	HOUSES & FLATS	NORWICH	98	Monday	22/10/2012	0.173	0.633	0.806	
40	SH-03-A-05	SEMI-DETACHED/TERRACED	TELFORD	54	Thursday	24/10/2013	0.222	0.574	0.796	
41	FA-03-A-02	MIXED HOUSES	FALKIRK	161	Wednesday	29/05/2013	0.186	0.602	0.788	
42	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tuesday	18/09/2012	0.091	0.682	0.773	
43	PS-03-A-01	MIXED HOUSES	WELSHPOOL	16	Monday	11/05/2015	0.375	0.375	0.750	
44	ES-03-A-02	PRIVATE HOUSING	PEACEHAVEN	37	Friday	18/11/2011	0.108	0.622	0.730	
45	NY-03-A-06	BUNGALOWS & SEMI DET.	BOROUGHBRIDGE	115	Friday	14/10/2011	0.157	0.539	0.696	
46	WS-03-A-05	TERRACED & FLATS	SHOREHAM BY SEA	48	Wednesday	18/04/2012	0.167	0.521	0.688	
47	DV-03-A-02	HOUSES & BUNGALOWS	HONITON	116	Friday	25/09/2015	0.129	0.534	0.663	
48	NY-03-A-12	TOWN HOUSES	NORTHALLERTON	47	Tuesday	27/09/2016	0.213	0.447	0.660	
49	WS-03-A-04	MIXED HOUSES	HORSHAM	151	Thursday	11/12/2014	0.172	0.457	0.629	
50	SF-03-A-05	DETACHED HOUSES	BURY ST EDMUNDS	18	Wednesday	09/09/2015	0.167	0.444	0.611	
51	NE-03-A-02	SEMI DETACHED & DETACHED	SCUNTHORPE	432	Monday	12/05/2014	0.079	0.507	0.586	
52	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tuesday	28/03/2017	0.080	0.260	0.340	
53	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	125	Monday	27/03/2017	0.064	0.240	0.304	
54	NF-03-A-03	DETACHED HOUSES	THETFORD	10	Wednesday	16/09/2015	0.200	0.100	0.300	
55	WK-03-A-01	TERRACED/SEMI/DET.	LEAMINGTON SPA	6	Friday	21/10/2011	0.000	0.167	0.167	
56	SH-03-A-06	BUNGALOWS	SHREWSBURY	16	Thursday	22/05/2014	0.000	0.125	0.125	
							Arrivals	Departures	2-Way	
							85th percentile	0.407	1.205	1.537
							Mean	0.213	0.742	0.955
							Median	0.213	0.739	1.000
							Difference between mean and median	0.001	0.004	-0.045
								0.2%	0.5%	-4.7%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are not being unduly biased by low or high trip generation sites in the sample.

TRICS 7.4.3
Trip Rate Number of dwellings

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Ranking Type: TOTALS Time Range: 17:00-18:00
85th Percentile = no. 9

Rank	Site Ref	Description	Town/City	DWELLS	Day	Date	Arrivals	Departures	Totals	
1	PK-03-A-01	DETAC. & BUNGALOWS	PERTH	36	Wednesday	11/05/2011	1.444	1.194	2.638	
2	AG-03-A-01	BUNGALOWS/DET.	ARBROATH	7	Tuesday	22/05/2012	1.429	0.571	2.000	
3	ST-03-A-06	SEMI-DET. & TERRACED	WOLVERHAMPTON	17	Friday	09/05/2014	1.118	0.824	1.942	
4	VG-03-A-01	SEMI-DETACHED & TERRACED	BARRY	12	Monday	08/05/2017	0.750	1.083	1.833	
5	CH-03-A-09	TERRACED HOUSES	MACCLESFIELD	24	Monday	24/11/2014	0.958	0.625	1.583	
6	NY-03-A-11	PRIVATE HOUSING	BOROUGHBRIDGE	23	Wednesday	18/09/2013	1.304	0.261	1.565	
7	LC-03-A-30	SEMI-DETACHED	BLACKPOOL	24	Friday	14/06/2013	0.958	0.500	1.458	
8	WL-03-A-02	SEMI DETACHED	SWINDON	27	Thursday	22/09/2016	0.815	0.519	1.334	
9	SH-03-A-03	DETACHED	SHREWSBURY	10	Friday	26/06/2009	0.700	0.600	1.300	
10	CA-03-A-05	DETACHED HOUSES	PETERBOROUGH	28	Monday	17/10/2016	0.714	0.571	1.285	
11	SH-03-A-04	TERRACED	SHREWSBURY	108	Thursday	11/06/2009	0.833	0.426	1.259	
12	HI-03-A-13	HOUSING	INVERNESS	9	Thursday	21/05/2009	0.556	0.667	1.223	
13	CA-03-A-04	DETACHED	PETERBOROUGH	9	Tuesday	18/10/2011	1.000	0.222	1.222	
14	LN-03-A-04	DETACHED & SEMI-DETACHED	LINCOLN	30	Monday	29/06/2015	0.567	0.533	1.100	
15	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	52	Monday	16/09/2013	0.827	0.269	1.096	
16	CH-03-A-08	DETACHED	CHESTER	11	Tuesday	22/05/2012	0.818	0.273	1.091	
17	WS-03-A-05	TERRACED & FLATS	SHOREHAM BY SEA	48	Wednesday	18/04/2012	0.729	0.333	1.062	
18	NF-03-A-01	SEMI DET. & BUNGALOWS	CAISTER-ON-SEA	27	Tuesday	16/10/2012	0.778	0.259	1.037	
19	HI-03-A-14	SEMI-DETACHED & TERRACED	INVERNESS	40	Wednesday	23/03/2016	0.650	0.325	0.975	
20	SM-03-A-01	DETACHED & SEMI	BRIDGWATER	33	Thursday	24/09/2015	0.667	0.303	0.970	
21	DV-03-A-02	HOUSES & BUNGALOWS	HONITON	116	Friday	25/09/2015	0.603	0.362	0.965	
22	DV-03-A-03	TERRACED & SEMI DETACHED	HONITON	70	Monday	28/09/2015	0.757	0.186	0.943	
23	NY-03-A-10	HOUSES AND FLATS	RIPON	71	Tuesday	17/09/2013	0.803	0.113	0.916	
24	FA-03-A-02	MIXED HOUSES	FALKIRK	161	Wednesday	29/05/2013	0.528	0.385	0.913	
25	NY-03-A-13	TERRACED HOUSES	CATTERICK GARRISON	10	Wednesday	10/05/2017	0.300	0.600	0.900	
26	SF-03-A-05	DETACHED HOUSES	BURY ST EDMUNDS	18	Wednesday	09/09/2015	0.667	0.222	0.889	
27	WS-03-A-06	MIXED HOUSES	WEST HORSHAM	805	Thursday	02/03/2017	0.568	0.311	0.879	
28	TW-03-A-02	SEMI-DETACHED	GATESHEAD	16	Monday	07/10/2013	0.625	0.250	0.875	
29	HC-03-A-18	HOUSES & FLATS	LIPHOOK	62	Tuesday	29/11/2016	0.581	0.258	0.839	
30	CB-03-A-04	SEMI DETACHED	WORKINGTON	82	Friday	24/04/2009	0.561	0.244	0.805	
31	NY-03-A-12	TOWN HOUSES	NORTHALLERTON	47	Tuesday	27/09/2016	0.596	0.191	0.787	
32	GM-03-A-10	DETACHED/SEMI	MANCHESTER	29	Wednesday	12/10/2011	0.621	0.138	0.759	
33	MS-03-A-03	DETACHED	LIVERPOOL	15	Friday	21/06/2013	0.467	0.267	0.734	
34	ES-03-A-02	PRIVATE HOUSING	PEACEHAVEN	37	Friday	18/11/2011	0.703	0.027	0.730	
35	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	180	Tuesday	20/05/2014	0.406	0.322	0.728	
36	SF-03-A-04	DETACHED & BUNGALOWS	LOWESTOFT	7	Tuesday	23/10/2012	0.571	0.143	0.714	
37	NY-03-A-06	BUNGALOWS & SEMI DET.	BOROUGHBRIDGE	115	Friday	14/10/2011	0.417	0.270	0.687	
38	NF-03-A-02	HOUSES & FLATS	NORWICH	98	Monday	22/10/2012	0.480	0.204	0.684	
39	DV-03-A-01	TERRACED HOUSES	TORQUAY	37	Wednesday	30/09/2015	0.405	0.270	0.675	
40	NY-03-A-08	TERRACED HOUSES	YORK	21	Monday	16/09/2013	0.524	0.143	0.667	
41	FA-03-A-01	SEMI-DETACHED/TERRACED	FALKIRK	37	Thursday	30/05/2013	0.459	0.189	0.648	
42	LN-03-A-03	SEMI DETACHED	LINCOLN	22	Tuesday	18/09/2012	0.455	0.182	0.637	
43	SH-03-A-05	SEMI-DETACHED/TERRACED	TELFORD	54	Thursday	24/10/2013	0.370	0.259	0.629	
44	PS-03-A-01	MIXED HOUSES	WELSHPOOL	16	Monday	11/05/2015	0.375	0.250	0.625	
45	SC-03-A-04	DETACHED & TERRACED	BYFLEET	71	Thursday	23/01/2014	0.465	0.155	0.620	
46	NE-03-A-02	SEMI DETACHED & DETACHED	SCUNTHORPE	432	Monday	12/05/2014	0.368	0.241	0.609	
47	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	50	Tuesday	28/03/2017	0.440	0.120	0.560	
48	SY-03-A-01	SEMI DETACHED HOUSES	DONCASTER	54	Wednesday	18/09/2013	0.426	0.111	0.537	
49	WS-03-A-04	MIXED HOUSES	HORSHAM	151	Thursday	11/12/2014	0.331	0.185	0.516	
50	NF-03-A-03	DETACHED HOUSES	THETFORD	10	Wednesday	16/09/2015	0.500	0.000	0.500	
51	DC-03-A-08	BUNGALOWS	BOURNEMOUTH	28	Monday	24/03/2014	0.214	0.179	0.393	
52	PS-03-A-02	DETACHED/SEMI-DETACHED	WELSHPOOL	28	Monday	11/05/2015	0.179	0.107	0.286	
53	SH-03-A-06	BUNGALOWS	SHREWSBURY	16	Thursday	22/05/2014	0.000	0.250	0.250	
54	WK-03-A-01	TERRACED/SEMI/DET.	LEAMINGTON SPA	6	Friday	21/10/2011	0.167	0.000	0.167	
55	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	125	Monday	27/03/2017	0.128	0.016	0.144	
56	WK-03-A-02	BUNGALOWS	COVENTRY	17	Thursday	17/10/2013	0.000	0.000	0.000	
							Arrivals	Departures	2-Way	
							85th percentile	0.825	0.562	1.296
							Mean	0.534	0.282	0.816
							Median	0.570	0.259	0.857
							Difference between mean and median	-0.035	0.024	-0.041
								-6.6%	8.3%	-5.0%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are not being unduly biased by low or high trip generation sites in the sample.

Local Plan Employment Trip Generation (Maximum Scenario)

Analysis of 2011 Census Data: 2001 Travel to Work Definitions

2011 MSOA Names	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)													
	All People	Not currently working	Currently Working	Work From Home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	6,388	2,858	3,530	438	0	7	77	8	2,353	233	22	65	317	10
E02005836 : Bassetlaw 002	5,723	2,327	3,396	684	2	10	19	5	2,252	182	26	69	132	15
E02005837 : Bassetlaw 003	5,664	2,610	3,054	729	0	12	62	1	1,877	130	23	67	138	15
E02005838 : Bassetlaw 004	4,583	2,377	2,206	332	1	7	53	4	1,406	150	19	39	184	11
E02005839 : Bassetlaw 005	4,366	1,642	2,724	194	2	14	44	2	1,837	146	26	145	308	6
E02005840 : Bassetlaw 006	3,516	1,869	1,647	342	2	12	26	9	966	97	5	22	164	2
E02005842 : Bassetlaw 008	4,838	2,243	2,595	348	2	23	92	6	1,356	134	13	99	516	6
E02005843 : Bassetlaw 009	6,833	1,441	5,392	269	3	19	145	21	3,686	576	59	207	392	15
E02005844 : Bassetlaw 010	5,107	1,891	3,216	285	0	24	83	3	1,991	160	11	106	541	12
E02005846 : Bassetlaw 012	4,862	2,082	2,780	159	3	14	121	10	1,794	242	13	60	356	8
E02005847 : Bassetlaw 013	6,858	1,719	5,139	293	4	40	334	24	3,251	329	33	100	722	9
E02005848 : Bassetlaw 014	8,040	1,855	6,185	338	5	32	189	23	4,042	913	85	213	320	25
E02005849 : Bassetlaw 015	8,957	2,518	6,439	792	2	26	62	5	4,748	352	63	95	274	20
E02006903 : Bassetlaw 016	6,585	3,059	3,526	322	5	32	75	15	2,413	193	13	35	422	1
District Average	5,880	2,178	3,702	395	2	19	99	10	2,427	274	29	94	342	11

	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
District Average	0.07%	0.59%	2.98%	0.29%	73.37%	8.29%	0.89%	2.86%	10.34%	0.33%	100.00%

Definitions:

The workday population in area A is defined as all people that are in area A during a normal workday. It includes all people that work in area A, whether residents or non-residents in the area, plus all residents in the area not in work, i.e. it is the sum of the workplace population and residents not in work.

Trip Rate and Modal Split Summary - B1 Business Parks

Person trips per 100sqm employment floor area are estimated from data obtained from the following trip rates obtained from the TRICS database.

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
1.983	0.195	2.178	0.158	1.472	1.630

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.4.3 Mean trip rates for 'B1 Business Parks'.

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.00%	0.23%	2.49%	0.26%	76.10%	7.54%	0.71%	2.10%	10.25%	0.32%	100.00%
E02005836 : Bassetlaw 002	0.07%	0.37%	0.70%	0.18%	83.04%	6.71%	0.96%	2.54%	4.87%	0.55%	100.00%
E02005837 : Bassetlaw 003	0.00%	0.52%	2.67%	0.04%	80.73%	5.59%	0.99%	2.88%	5.94%	0.65%	100.00%
E02005838 : Bassetlaw 004	0.05%	0.37%	2.83%	0.21%	75.03%	8.00%	1.01%	2.08%	9.82%	0.59%	100.00%
E02005839 : Bassetlaw 005	0.08%	0.55%	1.74%	0.08%	72.61%	5.77%	1.03%	5.73%	12.17%	0.24%	100.00%
E02005840 : Bassetlaw 006	0.15%	0.92%	1.99%	0.69%	74.02%	7.43%	0.38%	1.69%	12.57%	0.15%	100.00%
E02005842 : Bassetlaw 008	0.09%	1.02%	4.09%	0.27%	60.35%	5.96%	0.58%	4.41%	22.96%	0.27%	100.00%
E02005843 : Bassetlaw 009	0.06%	0.37%	2.83%	0.41%	71.95%	11.24%	1.15%	4.04%	7.65%	0.29%	100.00%
E02005844 : Bassetlaw 010	0.00%	0.82%	2.83%	0.10%	67.93%	5.46%	0.38%	3.62%	18.46%	0.41%	100.00%
E02005846 : Bassetlaw 012	0.11%	0.53%	4.62%	0.38%	68.45%	9.23%	0.50%	2.29%	13.58%	0.31%	100.00%
E02005847 : Bassetlaw 013	0.08%	0.83%	6.89%	0.50%	67.09%	6.79%	0.68%	2.06%	14.90%	0.19%	100.00%
E02005848 : Bassetlaw 014	0.09%	0.55%	3.23%	0.39%	69.13%	15.61%	1.45%	3.64%	5.47%	0.43%	100.00%
E02005849 : Bassetlaw 015	0.04%	0.46%	1.10%	0.09%	84.08%	6.23%	1.12%	1.68%	4.85%	0.35%	100.00%
E02006903 : Bassetlaw 016	0.16%	1.00%	2.34%	0.47%	75.31%	6.02%	0.41%	1.09%	13.17%	0.03%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per 100sqm:

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
1.509	0.148	1.657	0.120	1.120	1.240
1.647	0.162	1.809	0.131	1.222	1.354
1.601	0.157	1.758	0.128	1.188	1.316
1.488	0.146	1.634	0.119	1.104	1.223
1.440	0.142	1.581	0.115	1.069	1.184
1.468	0.144	1.612	0.117	1.090	1.207
1.197	0.118	1.314	0.095	0.888	0.984
1.427	0.140	1.567	0.114	1.059	1.173
1.347	0.132	1.479	0.107	1.000	1.107
1.357	0.133	1.491	0.108	1.008	1.116
1.330	0.131	1.461	0.106	0.988	1.094
1.371	0.135	1.506	0.109	1.018	1.127
1.667	0.164	1.831	0.133	1.238	1.371
1.493	0.147	1.640	0.119	1.109	1.228

Multiplying the TRICS person trip rates by the percentage of persons Driving a Car or Van' provides vehicle trip generation rates per 100sqm.

Trip Rate and Modal Split Summary - B2 Industrial Estates

Person trips per 100sqm employment floor area are estimated from data obtained from the following trip rates obtained from the TRICS database.

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.724	0.370	1.094	0.210	0.571	0.781

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.4.3 Mean or Median trip rates for 'B2 Industrial Estates' (Highest rates applied)

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.00%	0.23%	2.49%	0.26%	76.10%	7.54%	0.71%	2.10%	10.25%	0.32%	100.00%
E02005836 : Bassetlaw 002	0.07%	0.37%	0.70%	0.18%	83.04%	6.71%	0.96%	2.54%	4.87%	0.55%	100.00%
E02005837 : Bassetlaw 003	0.00%	0.52%	2.67%	0.04%	80.73%	5.59%	0.99%	2.88%	5.94%	0.65%	100.00%
E02005838 : Bassetlaw 004	0.05%	0.37%	2.83%	0.21%	75.03%	8.00%	1.01%	2.08%	9.82%	0.59%	100.00%
E02005839 : Bassetlaw 005	0.08%	0.55%	1.74%	0.08%	72.61%	5.77%	1.03%	5.73%	12.17%	0.24%	100.00%
E02005840 : Bassetlaw 006	0.15%	0.92%	1.99%	0.69%	74.02%	7.43%	0.38%	1.69%	12.57%	0.15%	100.00%
E02005842 : Bassetlaw 008	0.09%	1.02%	4.09%	0.27%	60.35%	5.96%	0.58%	4.41%	22.96%	0.27%	100.00%
E02005843 : Bassetlaw 009	0.06%	0.37%	2.83%	0.41%	71.95%	11.24%	1.15%	4.04%	7.65%	0.29%	100.00%
E02005844 : Bassetlaw 010	0.00%	0.82%	2.83%	0.10%	67.93%	5.46%	0.38%	3.62%	18.46%	0.41%	100.00%
E02005846 : Bassetlaw 012	0.11%	0.53%	4.62%	0.38%	68.45%	9.23%	0.50%	2.29%	13.58%	0.31%	100.00%
E02005847 : Bassetlaw 013	0.08%	0.83%	6.89%	0.50%	67.09%	6.79%	0.68%	2.06%	14.90%	0.19%	100.00%
E02005848 : Bassetlaw 014	0.09%	0.55%	3.23%	0.39%	69.13%	15.61%	1.45%	3.64%	5.47%	0.43%	100.00%
E02005849 : Bassetlaw 015	0.04%	0.46%	1.10%	0.09%	84.08%	6.23%	1.12%	1.68%	4.85%	0.35%	100.00%
E02006903 : Bassetlaw 016	0.16%	1.00%	2.34%	0.47%	75.31%	6.02%	0.41%	1.09%	13.17%	0.03%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per 100sqm:

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.551	0.282	0.833	0.160	0.435	0.594
0.601	0.307	0.908	0.174	0.474	0.649
0.584	0.299	0.883	0.170	0.461	0.631
0.543	0.278	0.821	0.158	0.428	0.586
0.526	0.269	0.794	0.152	0.415	0.567
0.536	0.274	0.810	0.155	0.423	0.578
0.437	0.223	0.660	0.127	0.345	0.471
0.521	0.266	0.787	0.151	0.411	0.562
0.492	0.251	0.743	0.143	0.388	0.531
0.496	0.253	0.749	0.144	0.391	0.535
0.486	0.248	0.734	0.141	0.383	0.524
0.500	0.256	0.756	0.145	0.395	0.540
0.609	0.311	0.920	0.177	0.480	0.657
0.545	0.279	0.824	0.158	0.430	0.588

Multiplying the TRICS person trip rates by the percentage of persons Driving a Car or Van' provides vehicle trip generation rates per 100sqm.

Trip Rate and Modal Split Summary - B8 Commercial Warehouse

Person trips per 100sqm employment floor area are estimated from data obtained from the following trip rates obtained from the TRICS database.

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.191	0.074	0.265	0.022	0.119	0.140

Note: AM = 08:00 - 09:00, PM = 17:00 - 18:00

Data Source: TRICS 7.4.3 Median trip rates for 'B8 Commercial Warehouses'.

Census 2011 'Travel to Work' modal splits have then been used to estimate trips made by each mode of travel.
Trip rates for each MSOA have been calculated and applied.

MSOA	Census 2011: Workday Population (2011 Super Middle Output Areas) - Method of Travel to Work (Persons)										
	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total
E02005835 : Bassetlaw 001	0.00%	0.23%	2.49%	0.26%	76.10%	7.54%	0.71%	2.10%	10.25%	0.32%	100.00%
E02005836 : Bassetlaw 002	0.07%	0.37%	0.70%	0.18%	83.04%	6.71%	0.96%	2.54%	4.87%	0.55%	100.00%
E02005837 : Bassetlaw 003	0.00%	0.52%	2.67%	0.04%	80.73%	5.59%	0.99%	2.88%	5.94%	0.65%	100.00%
E02005838 : Bassetlaw 004	0.05%	0.37%	2.83%	0.21%	75.03%	8.00%	1.01%	2.08%	9.82%	0.59%	100.00%
E02005839 : Bassetlaw 005	0.08%	0.55%	1.74%	0.08%	72.61%	5.77%	1.03%	5.73%	12.17%	0.24%	100.00%
E02005840 : Bassetlaw 006	0.15%	0.92%	1.99%	0.69%	74.02%	7.43%	0.38%	1.69%	12.57%	0.15%	100.00%
E02005842 : Bassetlaw 008	0.09%	1.02%	4.09%	0.27%	60.35%	5.96%	0.58%	4.41%	22.96%	0.27%	100.00%
E02005843 : Bassetlaw 009	0.06%	0.37%	2.83%	0.41%	71.95%	11.24%	1.15%	4.04%	7.65%	0.29%	100.00%
E02005844 : Bassetlaw 010	0.00%	0.82%	2.83%	0.10%	67.93%	5.46%	0.38%	3.62%	18.46%	0.41%	100.00%
E02005846 : Bassetlaw 012	0.11%	0.53%	4.62%	0.38%	68.45%	9.23%	0.50%	2.29%	13.58%	0.31%	100.00%
E02005847 : Bassetlaw 013	0.08%	0.83%	6.89%	0.50%	67.09%	6.79%	0.68%	2.06%	14.90%	0.19%	100.00%
E02005848 : Bassetlaw 014	0.09%	0.55%	3.23%	0.39%	69.13%	15.61%	1.45%	3.64%	5.47%	0.43%	100.00%
E02005849 : Bassetlaw 015	0.04%	0.46%	1.10%	0.09%	84.08%	6.23%	1.12%	1.68%	4.85%	0.35%	100.00%
E02006903 : Bassetlaw 016	0.16%	1.00%	2.34%	0.47%	75.31%	6.02%	0.41%	1.09%	13.17%	0.03%	100.00%

Note: People working from home are ignored in the calculation because these are excluded from the TRICS person trip rates.

Vehicle trip generation per 100sqm:

AM			PM		
Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
0.145	0.056	0.202	0.016	0.090	0.107
0.159	0.061	0.220	0.018	0.098	0.116
0.154	0.060	0.214	0.017	0.096	0.113
0.143	0.056	0.199	0.016	0.089	0.105
0.139	0.054	0.192	0.016	0.086	0.102
0.141	0.055	0.196	0.016	0.088	0.104
0.115	0.045	0.160	0.013	0.072	0.084
0.137	0.053	0.191	0.015	0.085	0.101
0.130	0.050	0.180	0.015	0.080	0.095
0.131	0.051	0.181	0.015	0.081	0.096
0.128	0.050	0.178	0.014	0.079	0.094
0.132	0.051	0.183	0.015	0.082	0.097
0.161	0.062	0.223	0.018	0.100	0.118
0.144	0.056	0.200	0.016	0.089	0.105

Multiplying the TRICS person trip rates by the percentage of persons Driving a Car or Van' provides vehicle trip generation rates per 100sqm.

Proposed Employment Development Sites

Settlement	MSOA the Settlement is Located in	Representative MSOA for Trip Generation/Distribution (see note below)	Gross Site Area (Ha)	Net Floor Area (sqm)	Net Floor Area (sqm) B1	Net Floor Area (sqm) B2	Net Floor Area (sqm) B8	Comments
Worksop	E02005848 : Bassetlaw 014	E02005848 : Bassetlaw 014	100.0	400,000	133,333	133,333	133,333	East of Worksop, between the railway line and the A57
Retford	E02005839 : Bassetlaw 005	E02005839 : Bassetlaw 005	10.7	42,800	14,267	14,267	14,267	LAA site west of North Road
		Total	110.7	442,800				

Employment AM Inbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Employment Floor Area - B1 (sqm)	Growth Scenario Employment Floor Area - B2 (sqm)	Growth Scenario Employment Floor Area - B8 (sqm)	Total AM Inbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	14,267	14,267	14,267	413	0	2	7	0	300	24	4	24	50	1
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005844 : Bassetlaw 010	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005846 : Bassetlaw 012	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	133,333	133,333	133,333	3,864	3	21	125	15	2,671	603	56	141	211	17
E02005849 : Bassetlaw 015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	147,600	147,600	147,600	4,277	4	23	132	16	2,971	627	60	164	262	18

Employment AM Outbound Trip Generation by Mode of Transport

Representative MSOA for Trip Generation/Distribution	Growth Scenario Employment Floor Area - B1 (sqm)	Growth Scenario Employment Floor Area - B2 (sqm)	Growth Scenario Employment Floor Area - B8 (sqm)	Total AM Outbound Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
E02005835 : Bassetlaw 001	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	14,267	14,267	14,267	91	0	1	2	0	66	5	1	5	11	0
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005844 : Bassetlaw 010	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005846 : Bassetlaw 012	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	133,333	133,333	133,333	852	1	5	28	3	589	133	12	31	47	4
E02005849 : Bassetlaw 015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	147,600	147,600	147,600	943	1	5	29	3	655	138	13	36	58	4

	Total Person Trips	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Inbound	4,277	4	23	132	16	2,971	627	60	164	262	18
Outbound	943	1	5	29	3	655	138	13	36	58	4
2-Way	5,221	4	29	161	19	3,627	766	74	201	320	21

Employment Vehicle Trip Generation

Representative MSOA for Trip Generation/Distribution	Employment Floor Area (sqm) - B1	Employment Floor Area (sqm) - B2	Employment Floor Area (sqm) - B8	Vehicle Trips					
				AM			PM		
				Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
E02005835 : Bassetlaw 001	0	0	0	0	0	0	0	0	0
E02005836 : Bassetlaw 002	0	0	0	0	0	0	0	0	0
E02005837 : Bassetlaw 003	0	0	0	0	0	0	0	0	0
E02005838 : Bassetlaw 004	0	0	0	0	0	0	0	0	0
E02005839 : Bassetlaw 005	14,267	14,267	14,267	300	66	366	40	224	264
E02005840 : Bassetlaw 006	0	0	0	0	0	0	0	0	0
E02005842 : Bassetlaw 008	0	0	0	0	0	0	0	0	0
E02005843 : Bassetlaw 009	0	0	0	0	0	0	0	0	0
E02005844 : Bassetlaw 010	0	0	0	0	0	0	0	0	0
E02005846 : Bassetlaw 012	0	0	0	0	0	0	0	0	0
E02005847 : Bassetlaw 013	0	0	0	0	0	0	0	0	0
E02005848 : Bassetlaw 014	133,333	133,333	133,333	2,671	589	3,260	359	1,992	2,351
E02005849 : Bassetlaw 015	0	0	0	0	0	0	0	0	0
E02006903 : Bassetlaw 016	0	0	0	0	0	0	0	0	0
Total	147,600	147,600	147,600	2,971	655	3,627	399	2,216	2,616

Employment Vehicle Trip Generation by Settlement

Settlement	Net Floor Area (sqm) - B1	Net Floor Area (sqm) - B2	Net Floor Area (sqm) - B8	Representative MSOA	AM			PM		
					Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Worksop	133,333	133,333	133,333	E02005848 : Bassetlaw 014	2,671	589	3,260	359	1,992	2,351
Retford	14,267	14,267	14,267	E02005839 : Bassetlaw 005	300	66	366	40	224	264
Totals	147,600				2,971	655	3,627	399	2,216	2,616

Employment Modal Trip Generation by Settlement

Settlements & Village Clusters	Representative MSOA	AM 2-Way Person Trips	AM Peak 2-Way Trips by Mode									
			Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Worksop	E02005848 : Bassetlaw 014	4,716	4	26	152	19	3,260	736	69	172	258	20
Retford	E02005839 : Bassetlaw 005	505	0	3	9	0	366	29	5	29	61	1
Totals		5,221	4	29	161	19	3,627	766	74	201	320	21

TRICS Methodology

TRICS data has been derived using the largest sample of 'Multi Modal' data available within TRICS 7.4.3 in order to be as representative as possible (TRICS Good Practice Guide recommends a minimum of 20 sites). The only sites that were excluded from the analysis were sites in Greater London, Northern Ireland and the Republic of Ireland as these were considered to be unrepresentative.

The trip generation methodology applies the total 'Person Trip' rates obtained from TRICS and estimates modal share using observed modal splits derived from 2011 Census data. Modal splits are applied for each Middle Super Output Area (MSOA).

The TRICS 'Person Trip' rates have been checked for robustness using the mean/median 'cross-testing' methodology advocated in the TRICS Good Practice Guide (see following worksheets for details). Where the test reveals differences the higher of the two rates has been applied.

The use of average/median trip rates as opposed to 85th %ile trip rates is considered appropriate for this strategic study because there is no reason to suggest that residential sites within the Bassetlaw area are likely to exhibit higher trip rates than the average trip rates extracted from the TRICS database. On this basis the applied rates are considered to be robust.

TRICS 7.4.3

Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:30	7	16134	0.173	7	16134	0.034	7	16134	0.207
07:30-08:00	7	16134	0.441	7	16134	0.043	7	16134	0.484
08:00-08:30	7	16134	0.832	7	16134	0.08	7	16134	0.912
08:30-09:00	7	16134	1.151	7	16134	0.115	7	16134	1.266
09:00-09:30	7	16134	0.609	7	16134	0.166	7	16134	0.775
09:30-10:00	7	16134	0.31	7	16134	0.151	7	16134	0.461
10:00-10:30	7	16134	0.215	7	16134	0.145	7	16134	0.36
10:30-11:00	7	16134	0.151	7	16134	0.135	7	16134	0.286
11:00-11:30	7	16134	0.206	7	16134	0.182	7	16134	0.388
11:30-12:00	7	16134	0.141	7	16134	0.185	7	16134	0.326
12:00-12:30	7	16134	0.198	7	16134	0.372	7	16134	0.57
12:30-13:00	7	16134	0.247	7	16134	0.322	7	16134	0.569
13:00-13:30	7	16134	0.292	7	16134	0.279	7	16134	0.571
13:30-14:00	7	16134	0.27	7	16134	0.251	7	16134	0.521
14:00-14:30	7	16134	0.225	7	16134	0.192	7	16134	0.417
14:30-15:00	7	16134	0.157	7	16134	0.19	7	16134	0.347
15:00-15:30	7	16134	0.113	7	16134	0.289	7	16134	0.402
15:30-16:00	7	16134	0.123	7	16134	0.276	7	16134	0.399
16:00-16:30	7	16134	0.124	7	16134	0.331	7	16134	0.455
16:30-17:00	7	16134	0.129	7	16134	0.496	7	16134	0.625
17:00-17:30	7	16134	0.082	7	16134	0.861	7	16134	0.943
17:30-18:00	7	16134	0.076	7	16134	0.611	7	16134	0.687
18:00-18:30	7	16134	0.038	7	16134	0.388	7	16134	0.426
18:30-19:00	7	16134	0.034	7	16134	0.187	7	16134	0.221
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			6.337			6.281			12.618

TRICS 7.4.3

Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Ranking Type: TOTALS Time Range: 08:00-09:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	
1	SH-02-B-04	BUSINESS PARK	TELFORD	10175	Thursday	24/10/2013	2.811	0.246	3.057	
2	HC-02-B-02	BUSINESS PARK	PORTSMOUTH	55000	Friday	18/10/2013	2.202	0.178	2.380	
3	FA-02-B-02	BUSINESS PARK	FALKIRK	16000	Friday	31/05/2013	2.125	0.181	2.306	
4	LN-02-B-02	BUSINESS PARK	LINCOLN	5000	Thursday	25/06/2015	1.600	0.600	2.200	
5	SH-02-B-03	BUSINESS CENTRE	TELFORD	1300	Tuesday	16/06/2009	1.385	0.308	1.693	
6	SC-02-B-03	BUSINESS PARK	FRIMLEY	20160	Tuesday	27/11/2012	1.374	0.124	1.498	
7	CF-02-B-04	BUSINESS PARK	CARDIFF	5300	Friday	05/05/2017	0.528	0.170	0.698	
							Arrivals	Departures	2-Way	
							85th percentile	2.263	0.337	2.448
							Mean	1.983	0.195	2.178
							Median	1.600	0.181	2.200
							Difference between mean and median	0.383	0.014	-0.022
								19.3%	7.2%	-1.0%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.4.3

Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Ranking Type: TOTALS Time Range: 17:00-18:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	
1	HC-02-B-02	BUSINESS PARK	PORTSMOUTH	55000	Friday	18/10/2013	0.167	1.669	1.836	
2	SH-02-B-04	BUSINESS PARK	TELFORD	10175	Thursday	24/10/2013	0.069	1.622	1.691	
3	SH-02-B-03	BUSINESS CENTRE	TELFORD	1300	Tuesday	16/06/2009	0.154	1.308	1.462	
4	CF-02-B-04	BUSINESS PARK	CARDIFF	5300	Friday	05/05/2017	0.377	1.038	1.415	
5	SC-02-B-03	BUSINESS PARK	FRIMLEY	20160	Tuesday	27/11/2012	0.144	1.265	1.409	
6	FA-02-B-02	BUSINESS PARK	FALKIRK	16000	Friday	31/05/2013	0.113	1.294	1.407	
7	LN-02-B-02	BUSINESS PARK	LINCOLN	5000	Thursday	25/06/2015	0.220	0.900	1.120	
							Arrivals	Departures	2-Way	
							85th percentile	0.236	1.627	1.706
							Mean	0.158	1.472	1.630
							Median	0.154	1.294	1.415
							Difference between mean and median			

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.4.3
Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:30	24	11144	0.146	24	11144	0.034	24	11144	0.18
07:30-08:00	24	11144	0.326	24	11144	0.11	24	11144	0.436
08:00-08:30	24	11144	0.36	24	11144	0.175	24	11144	0.535
08:30-09:00	24	11144	0.339	24	11144	0.195	24	11144	0.534
09:00-09:30	24	11144	0.261	24	11144	0.193	24	11144	0.454
09:30-10:00	24	11144	0.239	24	11144	0.179	24	11144	0.418
10:00-10:30	24	11144	0.243	24	11144	0.227	24	11144	0.47
10:30-11:00	24	11144	0.19	24	11144	0.192	24	11144	0.382
11:00-11:30	24	11144	0.195	24	11144	0.187	24	11144	0.382
11:30-12:00	24	11144	0.224	24	11144	0.221	24	11144	0.445
12:00-12:30	24	11144	0.244	24	11144	0.242	24	11144	0.486
12:30-13:00	24	11144	0.248	24	11144	0.27	24	11144	0.518
13:00-13:30	24	11144	0.235	24	11144	0.249	24	11144	0.484
13:30-14:00	24	11144	0.265	24	11144	0.203	24	11144	0.468
14:00-14:30	24	11144	0.214	24	11144	0.225	24	11144	0.439
14:30-15:00	24	11144	0.229	24	11144	0.206	24	11144	0.435
15:00-15:30	24	11144	0.206	24	11144	0.257	24	11144	0.463
15:30-16:00	24	11144	0.184	24	11144	0.259	24	11144	0.443
16:00-16:30	24	11144	0.212	24	11144	0.309	24	11144	0.521
16:30-17:00	24	11144	0.176	24	11144	0.294	24	11144	0.47
17:00-17:30	24	11144	0.131	24	11144	0.348	24	11144	0.479
17:30-18:00	24	11144	0.079	24	11144	0.223	24	11144	0.302
18:00-18:30	24	11144	0.06	24	11144	0.134	24	11144	0.194
18:30-19:00	24	11144	0.028	24	11144	0.076	24	11144	0.104
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			5.034			5.008			10.042

TRICS 7.4.3

Trip Rat: Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Ranking Type: TOTALS Time Range: 08:00-09:00

85th Percentile = no. 5

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	WY-02-D-07	INDUSTRIAL ESTATE	CASTLEFORD	3191	Monday	15/05/2017	2.256	1.786	4.042
2	CA-02-D-02	IND. ESTATE	CAMBRIDGE	2063	Monday	19/10/2009	1.163	1.212	2.375
3	ES-02-D-07	INDUSTRIAL ESTATE	BRIGHTON	6625	Thursday	16/10/2014	1.570	0.755	2.325
4	CA-02-D-04	INDUSTRIAL ESTATE	PETERBOROUGH	4133	Tuesday	02/12/2014	1.379	0.750	2.129
5	MS-02-D-06	INDUSTRIAL EST.	LIVERPOOL	4800	Thursday	09/09/2010	1.167	0.958	2.125
6	CA-02-D-03	IND. ESTATE	PETERBOROUGH	4425	Thursday	22/10/2009	1.424	0.520	1.944
7	CM-02-D-03	WORKSHOPS	AMMANFORD	2900	Tuesday	14/10/2014	1.000	0.759	1.759
8	HI-02-D-03	IND. ESTATE & BUS. PARK	FORT WILLIAM	35000	Monday	39951	1.091	0.589	1.680
9	VG-02-D-01	INDUSTRIAL ESTATE	BARRY	13091	Monday	42863	1.092	0.382	1.474
10	WY-02-D-05	INDUSTRIAL ESTATE	CASTLEFORD	1776	Monday	42877	0.901	0.563	1.464
11	ES-02-D-06	INDUSTRIAL ESTATE	EASTBOURNE	7525	Monday	41568	1.116	0.292	1.408
12	WL-02-D-02	INDUSTRIAL ESTATE	SWINDON	10000	Tuesday	42633	0.790	0.300	1.090
13	CW-02-D-03	IND. ESTATE	NEAR PENZANCE	36500	Monday	40819	0.658	0.430	1.088
14	FA-02-D-02	INDUSTRIAL ESTATE	FALKIRK	21250	Thursday	41424	0.485	0.471	0.956
15	HE-02-D-02	BUSINESS PARK	HEREFORD	5214	Tuesday	41569	0.479	0.269	0.748
16	CB-02-D-04	INDUSTRIAL ESTATE	BRAMPTON	17708	Wednesday	40163	0.469	0.265	0.734
17	TW-02-D-08	INDUSTRIAL ESTATE	SUNDERLAND	8310	Tuesday	42829	0.566	0.120	0.686
18	WM-02-D-02	INDUSTRIAL ESTATE	BIRMINGHAM	23480	Wednesday	41220	0.405	0.166	0.571
19	KC-02-D-02	INDUSTRIAL ESTATE	DEAL	10715	Wednesday	41241	0.429	0.047	0.476
20	WY-02-D-06	INDUSTRIAL ESTATE (PART)	CASTLEFORD	4328	Tuesday	42878	0.347	0.116	0.463
21	BR-02-D-05	INDUSTRIAL ESTATE	BRISTOL	18128	Friday	41607	0.265	0.177	0.442
22	BR-02-D-04	INDUSTRIAL ESTATE	BRISTOL	18018	Friday	41607	0.266	0.000	0.266
23	FA-02-D-03	INDUSTRIAL ESTATE	FALKIRK	1250	Friday	41425	0.080	0.160	0.240
24	LC-02-D-05	INDUSTRIAL ESTATE	BLACKBURN	7020	Tuesday	41429	0.142	0.085	0.227

	Arrivals	Departures	2-Way
85th percentile	1.284	0.757	2.127
Mean	0.699	0.370	1.069
Median	0.724	0.341	1.089

Difference between mean and median	-0.025	0.029	-0.020
	-3.6%	7.8%	-1.9%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are not being biased by low or high trip generation sites in the sample. However the highest have been applied.

TRICS 7.4.3

Trip Rat: Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Ranking Type: TOTALS Time Range: 17:00-18:00

85th Percentile = no. 5

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
1	CA-02-D-03	IND. ESTATE	PETERBOROUGH	4425	Thursday	22/10/2009	0.497	1.401	1.898
2	CA-02-D-04	INDUSTRIAL ESTATE	PETERBOROUGH	4133	Tuesday	02/12/2014	0.653	1.210	1.863
3	WY-02-D-07	INDUSTRIAL ESTATE	CASTLEFORD	3191	Monday	15/05/2017	0.658	1.160	1.818
4	VG-02-D-01	INDUSTRIAL ESTATE	BARRY	13091	Monday	08/05/2017	0.695	0.947	1.642
5	CA-02-D-02	IND. ESTATE	CAMBRIDGE	2063	Monday	19/10/2009	0.291	1.212	1.503
6	CM-02-D-03	WORKSHOPS	AMMANFORD	2900	Tuesday	14/10/2014	0.517	0.828	1.345
7	ES-02-D-06	INDUSTRIAL ESTATE	EASTBOURNE	7525	Monday	21/10/2013	0.266	1.023	1.289
8	WY-02-D-05	INDUSTRIAL ESTATE	CASTLEFORD	1776	Monday	42877	0.450	0.732	1.182
9	HI-02-D-03	IND. ESTATE & BUS. PARK	FORT WILLIAM	35000	Monday	39951	0.251	0.929	1.180
10	HE-02-D-02	BUSINESS PARK	HEREFORD	5214	Tuesday	41569	0.211	0.652	0.863
11	FA-02-D-02	INDUSTRIAL ESTATE	FALKIRK	21250	Thursday	41424	0.344	0.504	0.848
12	WL-02-D-02	INDUSTRIAL ESTATE	SWINDON	10000	Tuesday	42633	0.190	0.560	0.750
13	FA-02-D-03	INDUSTRIAL ESTATE	FALKIRK	1250	Friday	41425	0.320	0.400	0.720
14	ES-02-D-07	INDUSTRIAL ESTATE	BRIGHTON	6625	Thursday	41928	0.151	0.543	0.694
15	CW-02-D-03	IND. ESTATE	NEAR PENZANCE	36500	Monday	40819	0.132	0.507	0.639
16	CB-02-D-04	INDUSTRIAL ESTATE	BRAMPTON	17708	Wednesday	40163	0.192	0.401	0.593
17	WM-02-D-02	INDUSTRIAL ESTATE	BIRMINGHAM	23480	Wednesday	41220	0.085	0.498	0.583
18	BR-02-D-04	INDUSTRIAL ESTATE	BRISTOL	18018	Friday	41607	0.100	0.372	0.472
19	TW-02-D-08	INDUSTRIAL ESTATE	SUNDERLAND	8310	Tuesday	42829	0.096	0.349	0.445
20	LC-02-D-05	INDUSTRIAL ESTATE	BLACKBURN	7020	Tuesday	41429	0.199	0.214	0.413
21	KC-02-D-02	INDUSTRIAL ESTATE	DEAL	10715	Wednesday	41241	0.019	0.345	0.364
22	WY-02-D-06	INDUSTRIAL ESTATE (PART)	CASTLEFORD	4328	Tuesday	42878	0.000	0.231	0.231
23	MS-02-D-06	INDUSTRIAL EST.	LIVERPOOL	4800	Thursday	40430	0.021	0.146	0.167
24	BR-02-D-05	INDUSTRIAL ESTATE	BRISTOL	18128	Friday	41607	0.011	0.083	0.094

	Arrivals	Departures	2-Way
85th percentile	0.508	1.098	1.579
Mean	0.210	0.571	0.781
Median	0.205	0.525	0.735

Difference between mean and median	0.005	0.046	0.046
	2.4%	8.1%	5.9%

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are not being biased by low or high trip generation sites in the sample. However, the highest have been applied.

TRICS 7.4.3

Trip Rate Parameter: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									
01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30	1	2950	0	1	2950	0	1	2950	0
05:30-06:00	1	2950	0.203	1	2950	0	1	2950	0.203
06:00-06:30	1	2950	0.034	1	2950	0	1	2950	0.034
06:30-07:00	1	2950	0.271	1	2950	0.034	1	2950	0.305
07:00-07:30	2	17625	0.014	2	17625	0	2	17625	0.014
07:30-08:00	2	17625	0.057	2	17625	0.014	2	17625	0.071
08:00-08:30	2	17625	0.043	2	17625	0.017	2	17625	0.06
08:30-09:00	2	17625	0.054	2	17625	0.006	2	17625	0.06
09:00-09:30	2	17625	0.028	2	17625	0.017	2	17625	0.045
09:30-10:00	2	17625	0.077	2	17625	0.02	2	17625	0.097
10:00-10:30	2	17625	0.026	2	17625	0.028	2	17625	0.054
10:30-11:00	2	17625	0.006	2	17625	0.011	2	17625	0.017
11:00-11:30	2	17625	0.014	2	17625	0.026	2	17625	0.04
11:30-12:00	2	17625	0.006	2	17625	0.011	2	17625	0.017
12:00-12:30	2	17625	0.023	2	17625	0.023	2	17625	0.046
12:30-13:00	2	17625	0.02	2	17625	0.011	2	17625	0.031
13:00-13:30	2	17625	0.051	2	17625	0.017	2	17625	0.068
13:30-14:00	2	17625	0.074	2	17625	0.023	2	17625	0.097
14:00-14:30	2	17625	0.003	2	17625	0.099	2	17625	0.102
14:30-15:00	2	17625	0.011	2	17625	0.017	2	17625	0.028
15:00-15:30	2	17625	0.017	2	17625	0.017	2	17625	0.034
15:30-16:00	2	17625	0.003	2	17625	0.034	2	17625	0.037
16:00-16:30	2	17625	0.009	2	17625	0.037	2	17625	0.046
16:30-17:00	2	17625	0.009	2	17625	0.071	2	17625	0.08
17:00-17:30	2	17625	0.006	2	17625	0.034	2	17625	0.04
17:30-18:00	2	17625	0.006	2	17625	0.014	2	17625	0.02
18:00-18:30	2	17625	0.017	2	17625	0.077	2	17625	0.094
18:30-19:00	2	17625	0.011	2	17625	0.009	2	17625	0.02
19:00-19:30	1	2950	0.203	1	2950	0.102	1	2950	0.305
19:30-20:00	1	2950	0.034	1	2950	0.102	1	2950	0.136
20:00-20:30	1	2950	0.034	1	2950	0.034	1	2950	0.068
20:30-21:00	1	2950	0.068	1	2950	0.102	1	2950	0.17
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			1.432			1.007			2.439

TRICS 7.4.3

Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Ranking Type: TOTALS Time Range: 08:00-09:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	
1	CB-02-F-01	DOMINO'S PIZZA	PENRITH	2950	Tuesday	10/06/2014	0.305	0.136	0.441	
2	LN-02-F-01	BOOK SERVICE	GRANTHAM	32300	Monday	29/11/2010	0.077	0.012	0.089	
							Arrivals	Departures	2-Way	
							85th percentile	0.271	0.117	0.388
							Mean	0.097	0.023	0.120
							Median	0.191	0.074	0.265
							Difference between mean and median			
							-0.094	-0.051	-0.145	
							-96.9%	-221.7%	-120.8%	

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.

TRICS 7.4.3

Trip Rat Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Ranking Type: TOTALS Time Range: 17:00-18:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals	
1	CB-02-F-01	DOMINO'S PIZZA	PENRITH	2950	Tuesday	10/06/2014	0.034	0.203	0.237	
2	LN-02-F-01	BOOK SERVICE	GRANTHAM	32300	Monday	29/11/2010	0.009	0.034	0.043	
							Arrivals	Departures	2-Way	
							85th percentile	0.030	0.178	0.208
							Mean	0.012	0.048	0.060
							Median	0.022	0.119	0.140
							Difference between mean and median			
							-0.010	-0.071	-0.080	
							-79.2%	-146.9%	-133.3%	

Note: The mean/median 'cross-reference' test demonstrates that the average person trip rates are being biased by low or high trip generation sites in the sample. The highest have therefore been applied.



Appendix F – Potential Mitigation Summary

Summary of Recommended Junction and Link Mitigation

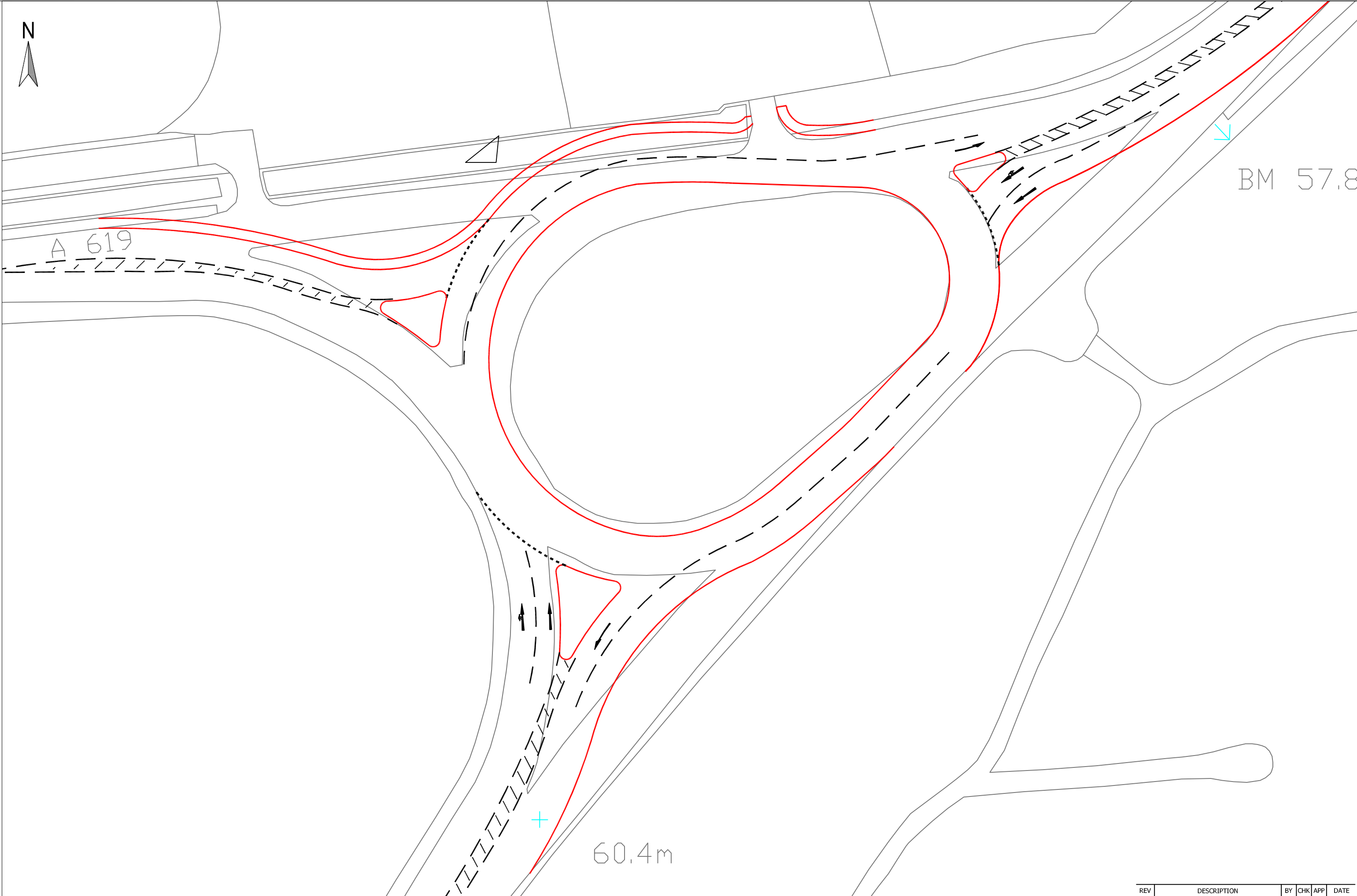
Links											
Ref	Description	Junction/Link Standard	Location	2016 Base	2032 Ref Case	2032 Ref Case + Deliv' LP	2032 Ref Case + Max' LP	Comments	Mitigation	Indicative CIL Costs (£m)	
L1	A60 between A619 & A57	Single carriageway	West of Worksop	85%	120%	152%	170%	All links are currently within capacity 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 account has been taken of the effects of 'peak spreading' 6. No allowance has been made of trip reassignment due to network delays/congestion 7. No allowance has been made of the benefits of Garden Communites 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 LEPdelivery			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 LEPdelivery			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			Manage development impacts through sustainable travel	£0	
J10	B6045 Watson Road/Bridge Place	Signal Crossroads	Worksop	L6	106%						
J11	Gateford Road/B6045 Carlton Road/Eastgate	4-Arm Signal Junction	Worksop	L6	106%						
J12	A60 Turner Road/Carlton Road/B6045 Blyth Road	Signal Crossroads	Worksop	L7	134%						
J13	B6045 Blyth Road/B6041 Kilton Hill	3-Arm Signal Junction	Worksop	L7	134%	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			Developer of major allocation at Kilton to address	£0	
J14	B6045 Blyth Road/Farmers Branch	3-Arm Priority Junction	Worksop	L7	134%						
J15	B6045 Blyth Road/Thievesdale Lane	3-Arm Priority Junction	Worksop	L7	134%						
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%						
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	



Appendix G – Sketch Junction Layouts

J1 - A60 Mansfield Road/A619

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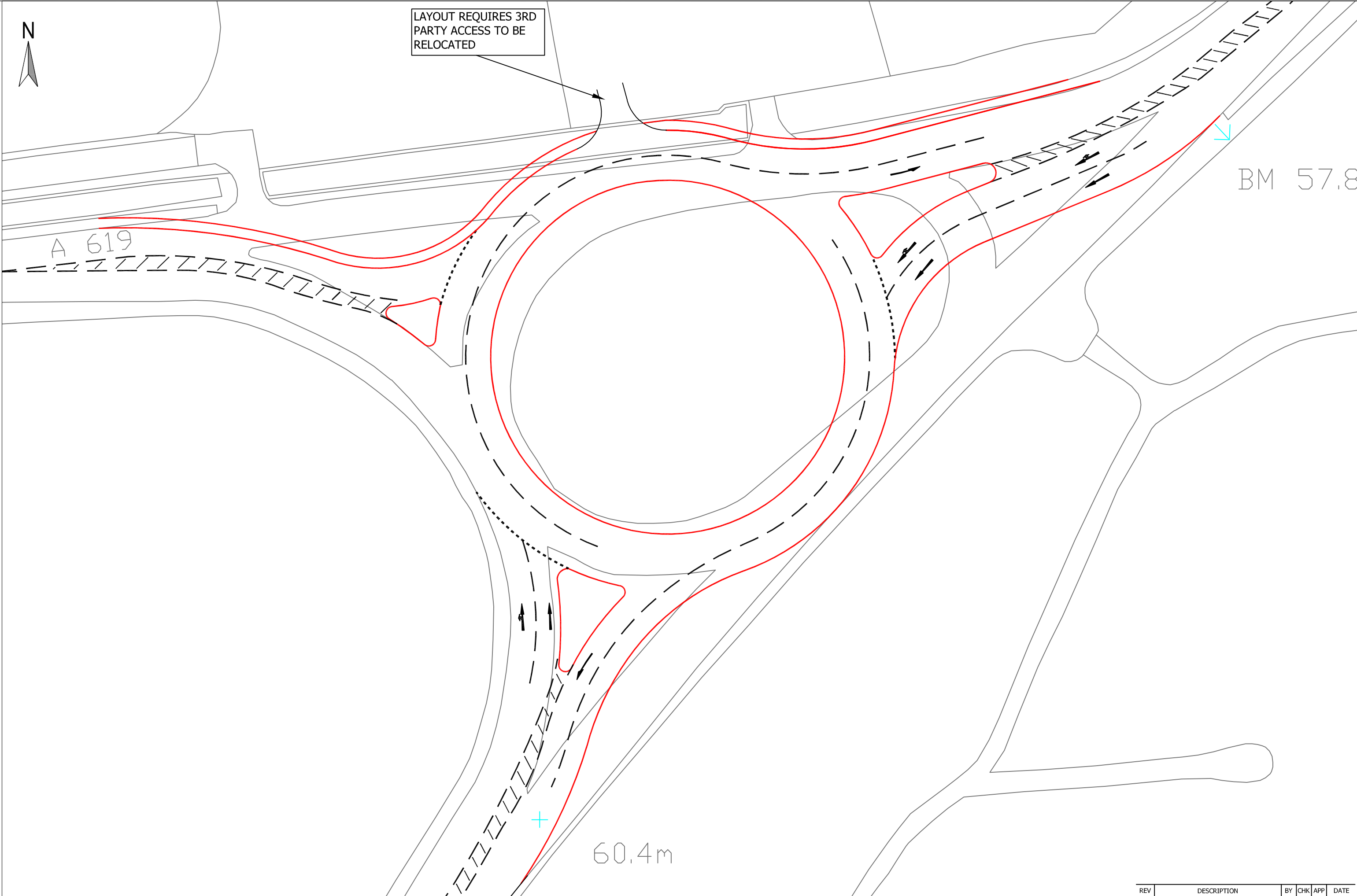
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Possible Improvements at the A60/A619 Roundabout
Option 1

REV	DESCRIPTION	BY	CHK	APP	DATE
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Project No. A078-85	Office 35	Type 18	Drawing No. 016	Revision -	

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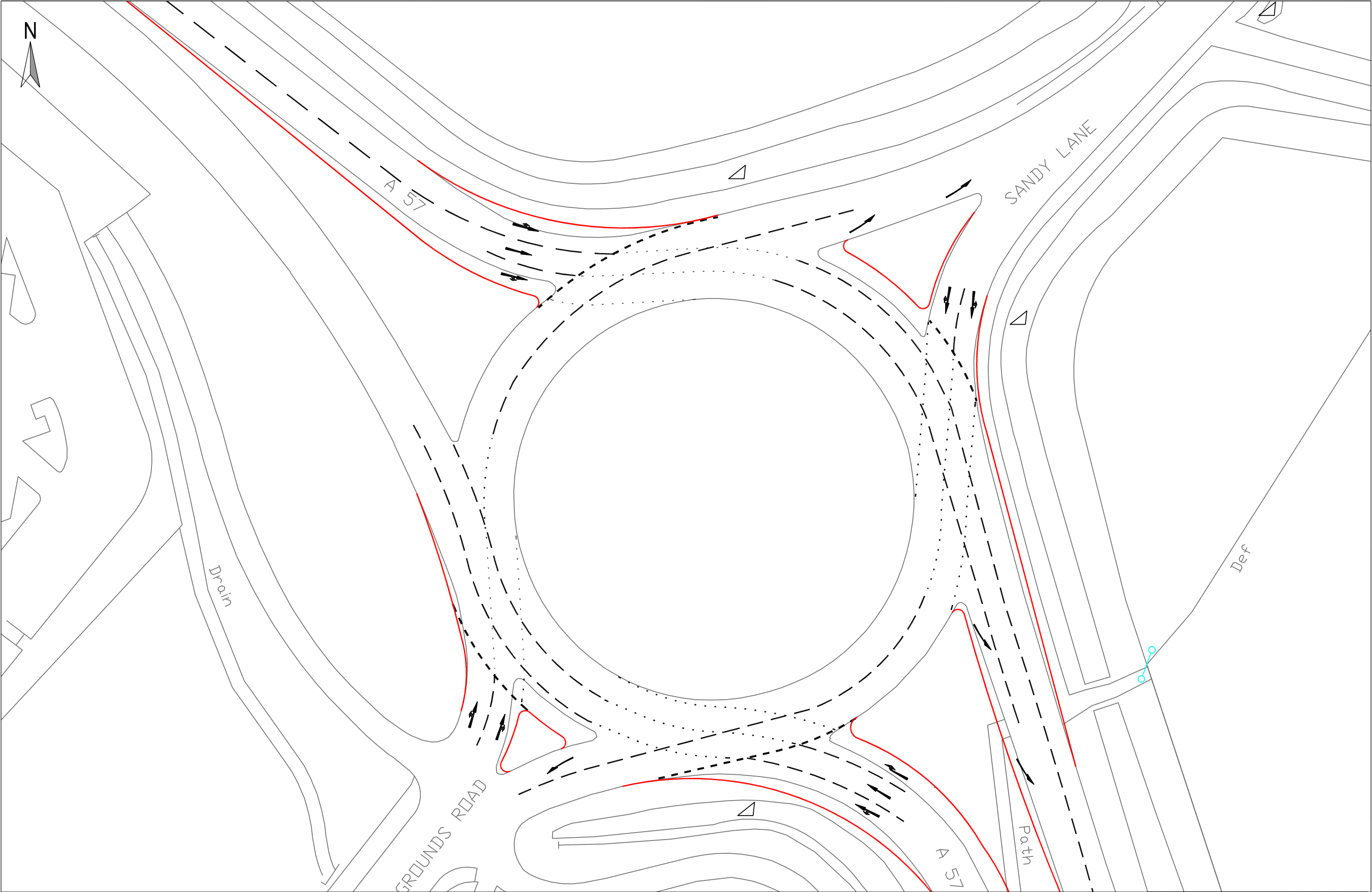
Drawing Title:

Possible Improvements at the A60/A619 Roundabout
Option 2

REV	DESCRIPTION						BY	CHK	APP	DATE
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	Project No. A078085	Office 35	Type 18	Drawing No. 017		Revision -				

J3 - A57/Sandy Lane

FILENAME : H:\PROJECTS\A078085 - BASSETLAW DC MODELLING\ACAD\DWGS\A078085-018 A57/A60-HIGHGROUNDS IMP.DWG | PLOTTED BY : ROBERT HOLLAND | PLOTTED DATE : 12 December 2012 15:24:49



REV		DESCRIPTION				BY	CHK	APP	DATE
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Project No. A078085		Office 35	Type 18	Drawing No. 018		Revision -			
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	<div> BASSETLAW DISTRICT COUNCIL NORTH NOTTINGHAMSHIRE</div>		Bassetlaw Transport Study		Possible Improvements at the A57/A60/ Sandy Lane/Highgrounds Road Roundabout		