

# Workshop Central Area DPD Transport Plan – Highway Projects

Bassetlaw District Council  
June 2021

Prepared on Behalf of Tetra Tech Limited. Registered in England number: 01959704

# Document Control

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# 1 INTRODUCTION

## 1.1 BACKGROUND

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- 1.1.1 Tetra Tech (formally WYG) has been appointed by Bassetlaw District Council (BDC) to provide transport support for the emerging new Bassetlaw Local Plan.
- 1.1.2 Worksop town centre has been identified as a priority regeneration area and a draft masterplan that sets out a bold new vision for Worksop has been produced and consulted on.
- 1.1.3 In conjunction with the masterplan the District Council is also producing the Worksop Central Area Development Plan Document (DPD) which will form part of the Local Plan, defining planning policy for the centre of Worksop.
- 1.1.4 As part of the preparation of the Worksop Central Area DPD the District Council has undertaken a 'call for sites' to identify potential development sites for inclusion within the DPD.

## 1.2 SCOPE OF THIS REPORT

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- 1.2.1 Following the Masterplan consultation that was undertaken earlier this year feasibility work has been undertaken to examine possible new and improved transport infrastructure to serve future development in central Worksop and to help meet the Council's aspirations to transform the town.
- 1.2.2 This feasibility work is still at an early stage and as the quantum and location of development sites may change as a result of the DPD consultation, no detailed traffic capacity assessments have yet been undertaken. This will follow once potential development allocations within the Central Area have been firmed up.
- 1.2.3 This report therefore presents initial concept plans for possible highway and transport improvements within Worksop to assist with the Worksop Central Area DPD consultation process. The plans presented in this report should therefore be viewed within this context and may need to be modified as a result of the DPD consultation feedback and following detailed appraisal.

## 1.3 REPORT LAYOUT

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- 1.3.1 The structure of the report is as follows:
- Chapter 2 summarises the draft planning policy for the Worksop Central Area
  - Chapter 3 outlines development assumptions
  - Chapter 4 presents possible highway improvements
  - Chapter 5 summarises the report

## 2 PLANNING POLICY

### 2.1 INTRODUCTION

2.1.1 Policy ST6 'Worksop Central' of the draft Local Plan 2020 sets out the Council's vision for the Worksop Central Area. Worksop is defined as a Priority Regeneration Area, during the plan period and beyond.

### 2.2 WORKSOP CENTRAL AREA PRINCIPALS

2.2.1 The following text from the draft Local Plan 2020 explains the principles for Worksop:

1. *To create a vibrant area, focussed around seven distinct but interrelated neighbourhoods, which make the best use of available brownfield and underused land, buildings and spaces, and maximises potential for regeneration.*
2. *To reinvigorate and re-focus the Worksop Central economy by supporting enterprise, entrepreneurship, innovation and sustainable business growth, by focussing new commercial, business, cultural, retail and leisure growth and investment in the area, supported by good links with education and training providers to benefit local communities.*
3. *To promote a range of retail units and spaces to accommodate multiple retail and flexible formats, capable of adaption over time, to secure a quality and diverse town centre retail offer to meet the needs of the community, and national, independent and niche retailers.*
4. *To strengthen and diversify the cultural, visitor economy and community offer in Worksop Central, by promoting opportunities for performance space and schools, tourism and leisure uses, alongside a full events programme to provide an attractive centre for visitors both day and night.*
5. *To ensure diversity in the type, size and tenure of housing to deliver high quality urban living in Worksop Central for a range of households that are affordable, safe and energy efficient to meet local housing needs.*
6. *To transform the experience and perception of Worksop Central for developers and investors, residents, businesses and visitors by promoting sustainable development that is well integrated, well-connected, secure and that promotes positive, healthy activity with innovative, high quality design and architecture at the core.*
7. *To enhance healthy, active lifestyles by ensuring that everyone has good access to local shops and high quality health, leisure and community facilities, walking and cycling routes, green infrastructure and space for social interaction within proximity to their home.*
8. *To create a safe, welcoming, walkable environment that encourages positive use by a wide range of ages and abilities and reduces opportunities for crime and anti-social behaviour.*
9. *To protect and enhance the historic environment, its cultural and built heritage and the locally distinctive character of the area, and where appropriate, to foster that heritage to enhance Worksop Central's role as a visitor destination.*
10. *To create and enhance an attractive, safe and sustainable quality public realm, that is pleasant to use, capable of performing a wide range of functions; that supports movement, social engagement, green infrastructure, opportunities for growing local food, heritage interpretation, play and community events, which improves links along the river and canal, between Worksop Central and surrounding areas, whilst reinforcing the greening of the area.*
11. *To protect and enhance the Worksop Central natural environment, by promoting a linked network of green/blue infrastructure, comprising places and spaces which support biodiversity, vibrant ecologically functional corridors which also enhance local character and distinctiveness, provide sport and recreational opportunities, encourage the sustainable use of the waterways, and improve the visitor experience.*

12. *To enable the rediscovery of the River Ryton by increasing its visibility and returning it to a more natural green/blue landscape setting, by delivering a strategic flood management scheme that efficiently and effectively manages water from the river to reduce the risk of flooding within Worksop Central, and up and downstream, and which also manages surface water safely and appropriately.*
13. *To contribute to mitigating the causes and effects of climate change by shaping development to promote the highest standards of green living and working through sustainable construction, by promoting energy efficient design and water efficiency and management, by minimising waste generation, and by maximising sustainable travel choices and opportunities to develop innovative low carbon energy solutions which benefit local businesses and residents.*
14. *To ensure that Worksop Central is supported by an integrated transport system, by providing a network of safe, well-connected, permeable and direct path/cycleways and spaces, supported by convenient public transport, opportunities for electric and alternative fuel vehicles, the sustainable use of the waterways, and by enhancing permeability for vehicles to and through the central core.*
15. *In support of communities and local businesses, to provide a co-ordinated framework for investing in green, social and physical infrastructure to deliver planned levels of growth at the right time and to mitigate its impacts on existing communities and the environment.*



## 3.2 POTENTIAL DEVELOPMENT SCHEDULE

3.2.1 The District Council has provided the schedule below identifying the likely type and level of development that can be accommodated on each of the potential development sites identified in **Figure 1**. Most sites are identified for residential use with a handful for employment. For the purposes of this report the table focuses on residential development only. A total of circa 917 new dwellings could be accommodated on the sites identified within the Central Area.

**Table 1 – Schedule of Potential Residential Development**

Ref	Location	Existing Site Use Description	Proposed Use	Residential Dwellings
1	The WASH, Bridge Court	Currently a restaurant	Employment	0
3	Builders Yard Dock Road	Former builder's yard that is un-used	Residential	8
10	Newgate surgery	Health centre	Health Centre	0
11	Car Park, Gateford Road	Currently a car park	Residential	32
12	Priory Centre	Shopping Centre with car park	Residential	150
13	Gas Works Site, Canal Road, Worksop	Brownfield site that used to be a gas works	Residential	70
15	Warehouse, Priorswell Road	Site used to operate as a warehouse	Residential	60
17	Middletons	Retail with rear parking	Employment	0
19	Bus Station, Hardy Street	Currently used as a bus depot	Residential	42
20	Central Avenue Car Park	Site currently functions as a car park	Residential	75
21	Magistrates Court	Former Magistrates Court	Residential	25
23	Old Ship PH	Old public house, now vacant	Residential	2
24	The Mayfair Centre	Used to be a Poundstretcher	Residential	40
25	Creative Village Site 2	Industrial uses	Employment	0
30	Land off Turner Road, Worksop	Former Council tip site	Residential	200
31	Land off Carlton Road/Blyth Road	Vacant brownfield site	Residential	70
33	Former Fire Station Site	Former Fire Station site	Residential	15
35	Land south of Sandy Lane	Existing council housing estate	Residential	70
52	Land to south of Central Avenue Car Park	Brownfield site	Residential	15
53	Crown House, Newcastle Ave, Worksop	Currently an office block	Residential	10
54	Land west of Newgate Street South	Vacant land currently a car park	Residential	10
55	Town Hall and Market Square	Market square	Employment	0
56	Lead Hill Car Park	Currently a car park	Residential	15
59	Newcastle Avenue Garages	MOT Garage and car sales forecourt	Residential	6
60	Vets on Newcastle Avenue, Near Castle Hill	Vet and car park	Residential	2
<b>Total</b>				<b>917</b>

## 4 POSSIBLE HIGHWAY IMPROVEMENTS

### 4.1 INTRODUCTION

4.1.1 To help address existing highway and transport issues within the town and meet the needs of new development within the Central Area initial highway improvement options have been identified through consultation with the District Council. These are presented in **Figures 2 to 6** at the end of this report and are discussed in this chapter.

### 4.2 POSSIBLE ROUNDABOUT AT VICTORIA SQUARE

4.2.1 The existing junction of Gateford Road / Carlton Road / Bridge Place / Eastgate is known locally as Victoria Square and is a four arm signal controlled junction with signal controlled pedestrian crossings on all arms. Immediately to the south of this junction Dock Road joins Bridge Place from the west via a priority T-junction.

4.2.2 As can be seen in **Image 2** below taken from Google street view the existing signal junction forms a wide expanse of tarmac which dominates this area of the town and isn't very appealing for pedestrians or cyclists.

**Image 2 – Existing Victoria Square Junction Looking North**



Image © Google 2021

- 4.2.3 The District Council was therefore keen to explore options to replace the existing signal junction with a roundabout junction which would offer opportunities to enhance pedestrian and cyclist movements and create a more visually appealing junction at a key location within the town.
- 4.2.4 However, delivering a roundabout at this location is very challenging due to the number of junction arms and the angle that the arms converge at the junction. In particular, the acute angle between Gateford Road and Carlton Road to the north and the limited separation between Carlton Road and Eastgate.
- 4.2.5 To seek to remove these constraints an option has therefore been developed that would require Carlton Road to be closed to traffic immediately north of Victoria Square. By removing the Carlton Road arm of the junction, it is feasible to provide a roundabout junction as shown in **Figure 2** at the end of this report and in **Image 3** below.

**Image 3 – Possible Roundabout Junction at Victoria Square**



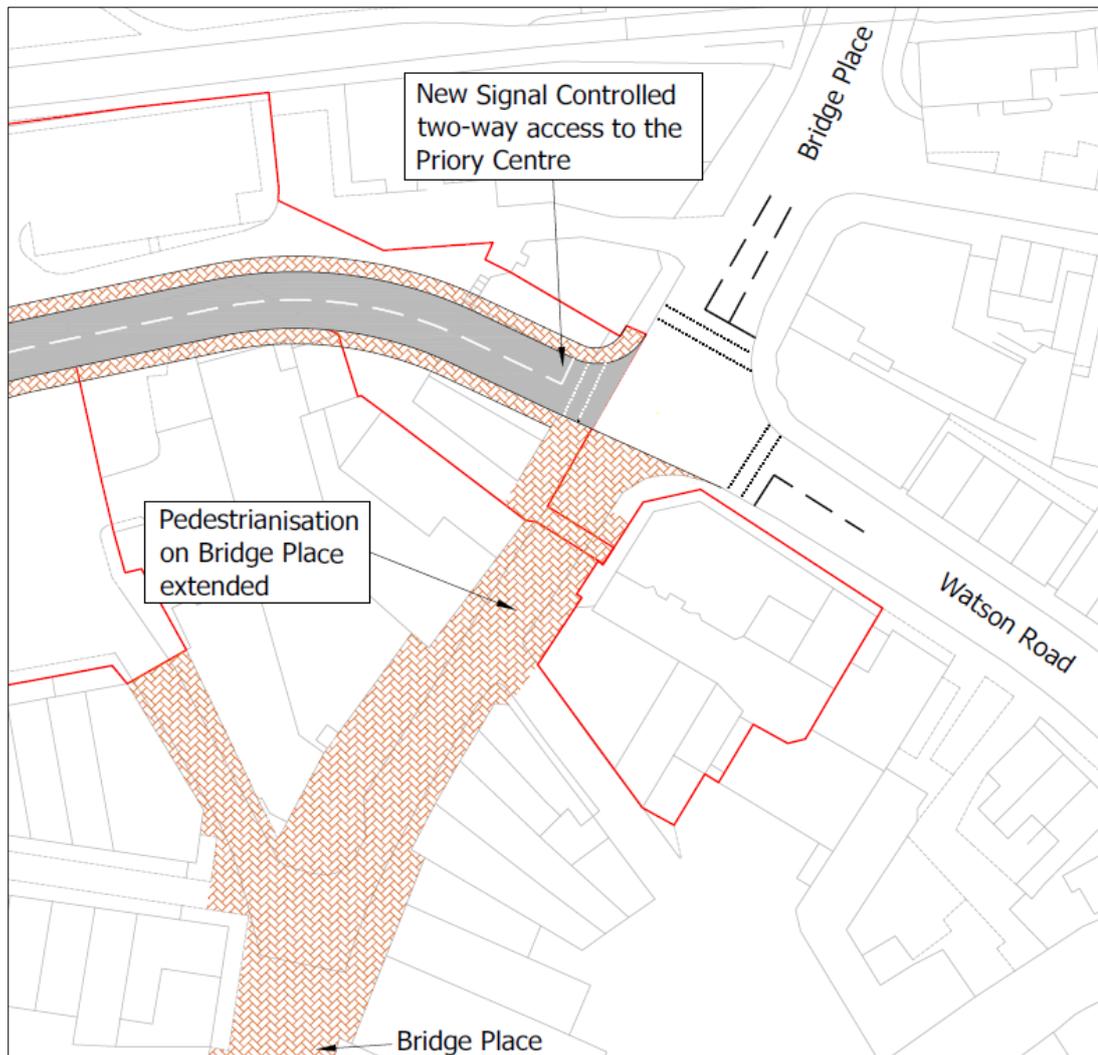
- 4.2.6 As can be seen from **Image 3** on the previous page Carlton Road would be closed to traffic immediately north of the junction. Carlton Road would become a cul-de-sac to allow vehicular access to premises, with a turning head provided at the end of the cul-de-sac. It would also be necessary to stop-up Dock Road immediately south of the Victoria Square junction due to its proximity to the new roundabout. Carlton Road and Dock Road would be closed to all motor vehicles at these points, but pedestrian and cycle movements would still be permitted.
- 4.2.7 Measures to address the existing vehicular use of Carlton Road and Dock Road and how these movements would be accommodated in the future are discussed later in this chapter.
- 4.2.8 Traffic capacity assessments have not been undertaken at this stage and this may identify that the illustrated junction requires modification to accommodate existing and forecast traffic flows. Likely modifications could include either providing a larger roundabout, widening of the entry arms, provision of signal control, or a combination of these options.
- 4.2.9 The indicated roundabout layout is largely accommodated within the existing highway boundary however some additional land would be required from the Matalan car park.
- 4.2.10 If modifications are required further land may be required which would most likely be taken from the Matalan car park, this could also provide an opportunity to improve the walking and cycling provision on the northern side of the Eastgate arm.

### 4.3 POSSIBLE TWO-WAY ACCESS TO THE PRIORY CENTRE

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- 4.3.1 Vehicular access to the Priory Centre shopping centre is currently taken from Bridge Place which is one way southbound from its junction with Watson Road. Egress from the Priory Centre is one-way onto Central Avenue / Ryton Street.
- 4.3.2 The possibility of providing a two-way access / egress to serve the Priory Centre site has been explored and a possible junction layout is shown in **Figure 3** at the end of this report and in **Image 4** on the next page.
- 4.3.3 The new access would be taken off the existing Bridge Place / Watson Road signal controlled junction and would form a fourth arm to the west of the junction. Bridge Place to the south would then become a pedestrianised street with vehicular access only permitted outside of core hours for deliveries and servicing etc and for essential access to premises.
- 4.3.4 To be able to create the new Priory Centre access the row of shops on Bridge Place opposite Watson Road would need to be demolished (i.e. The Allotment Cafe, the Déjà Vu Café, the Schoolwear Centre, a vacant unit and possibly also the Waddington Building). These buildings are shown as part of DPD site 12 (Priory Centre) on **Figure 1**.

**Image 4 – Possible Two-Way Access to Priory Centre Site**

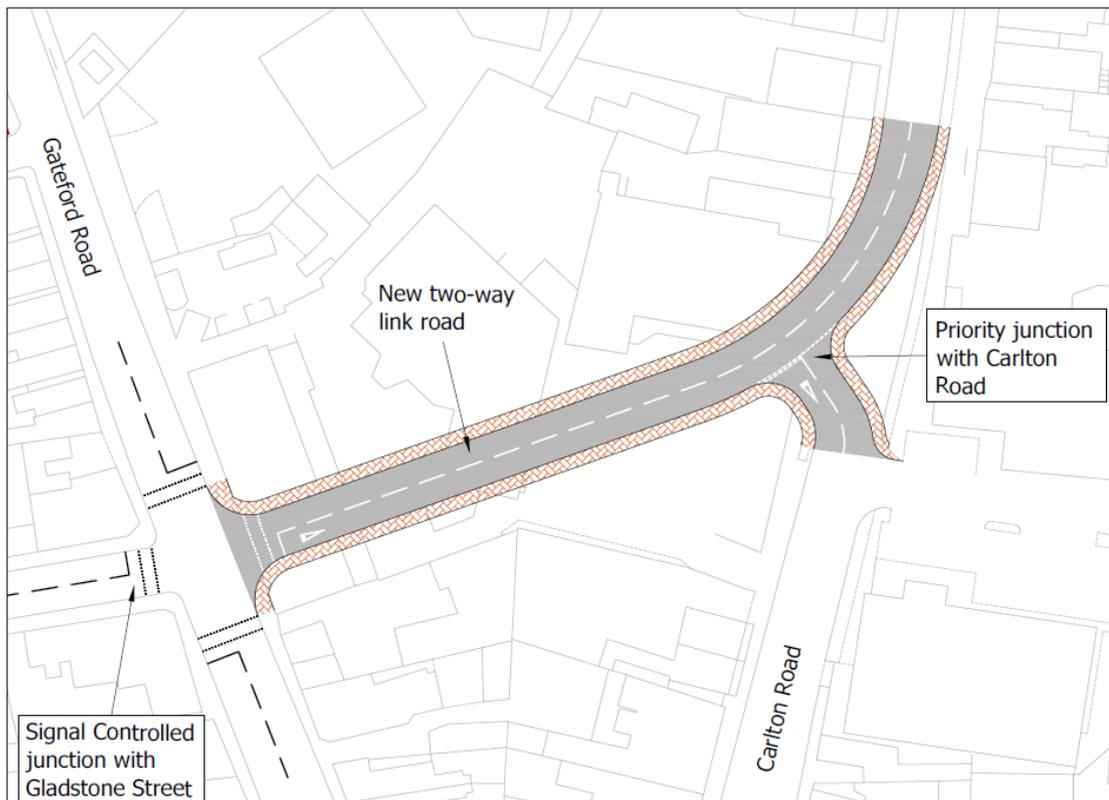


- 4.3.5 Due to the nature of the current one-way traffic circulation, traffic departing the Priory Centre puts additional pressure on Ryton Street between the Priory Centre egress and its junction with Watson Road and also on Watson Road between Ryton Street and Bridge Place for drivers who wish to leave towards the north.
- 4.3.6 Providing a two-way access to serve the Priory Centre site would help to reduce this circulation by allowing drivers to turn left out of the site directly onto Bridge Place northbound. It would also enable Bridge Place south of Watson Road to be pedestrianised, as mentioned earlier.
- 4.3.7 The Priory Centre is currently being considered for possible redevelopment for residential use and if this were to happen the new access road would extend through the site to join Central Avenue / Ryton Street. If the Priory Centre remains as a shopping centre the two-way access could still be delivered subject to reconfiguration of the internal car park layout.

## 4.4 POSSIBLE NEW LINK BETWEEN GATEFORD ROAD AND CARLTON ROAD

- 4.4.1 To facilitate the closure of Carlton Road immediately north of the Victoria Square junction (as discussed in Section 4.2) a new link road joining Gateford Road and Carlton Road has been investigated as shown on **Figure 4** at the end of this report and in **Image 5** below.

**Image 5 – Possible Link Road between Gateford Road and Carlton Road**

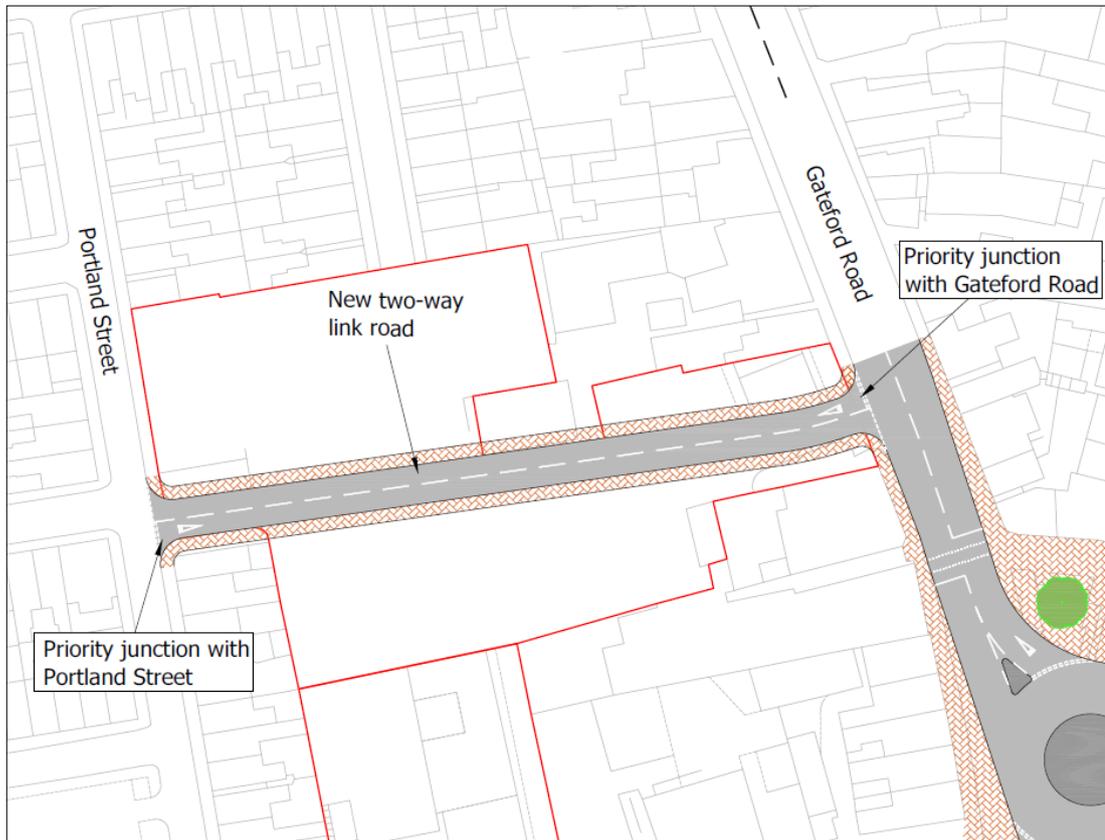


- 4.4.2 Traffic traveling from Carlton Road north to the centre of Worksop would need to use the new link road to connect to Gateford Road with the reverse when travelling in the opposite direction. The cul-de-sac section of Carlton Road that would be created by stopping up Carlton Road at Victoria Square would be accessed via a simple priority T-junction onto the new link road. A turning head would be provided at the southern end of Carlton Road, immediately north of Victoria Square (see **Image 3** on page 10). The junction between the new link road and Gateford Road and Gladstone Street is shown as a signal controlled crossroads.
- 4.4.3 Traffic capacity assessments have not been undertaken at this stage and this may identify that the illustrated junctions require modification to accommodate existing and forecast traffic flows.
- 4.4.4 To be able to deliver the new link road it would be necessary to demolish several buildings including the former Regal Theatre which is now vacant. the Miners Welfare Institute building and at least half of the terraced row of shops on Gateford Road opposite the junction with Gladstone Street.

## 4.5 POSSIBLE NEW LINK BETWEEN GATEFORD ROAD AND PORTLAND STREET

- 4.5.1 To facilitate the closure of Dock Road immediately south of the Victoria Square junction (as discussed in Section 4.2) a new link road joining Gateford Road and Portland Street has been investigated as shown on **Figure 5** at the end of this report and in **Image 6** below.

**Image 6 – Possible Link Road between Gateford Road and Portland Street**

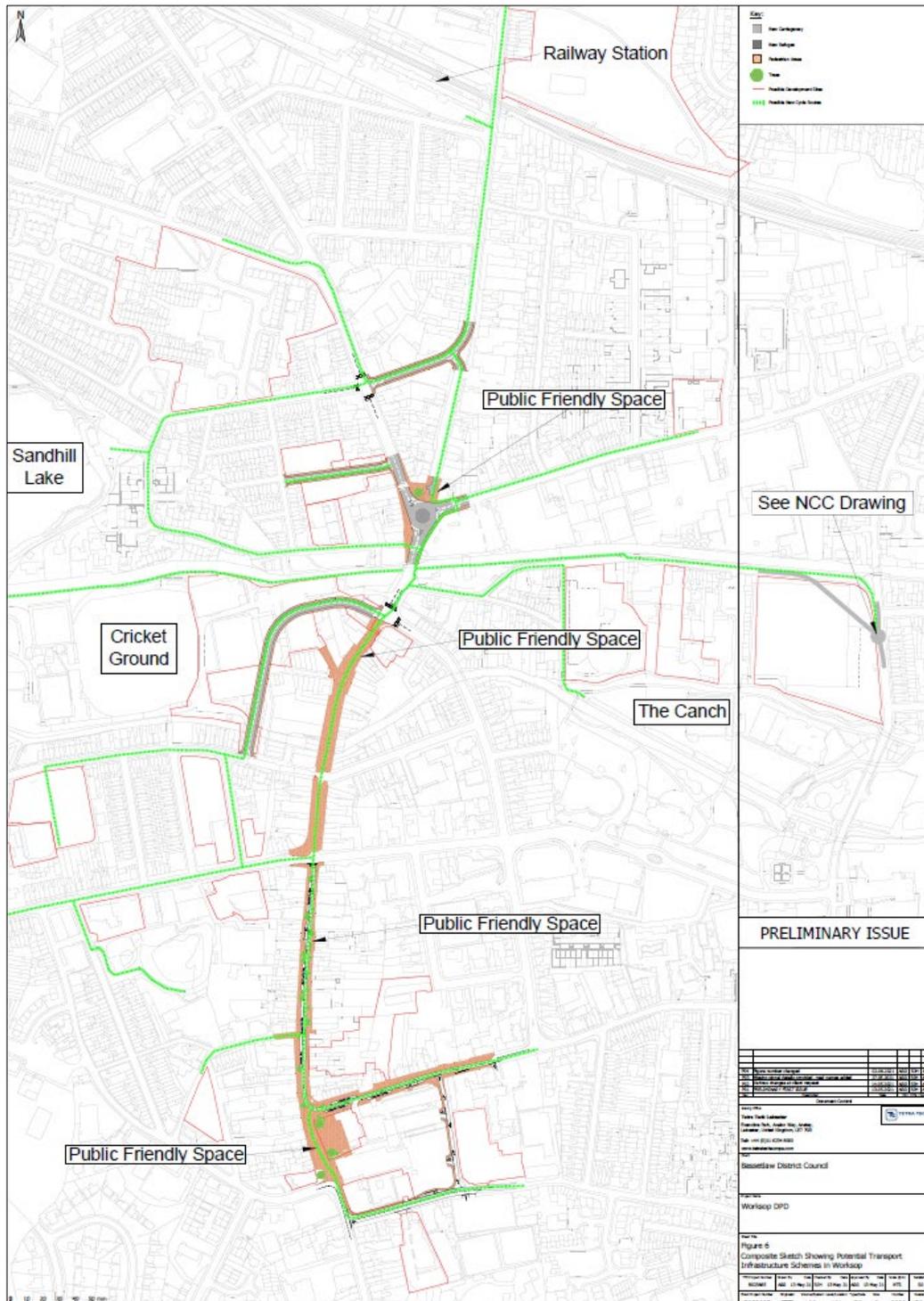


- 4.5.2 The new link road would cross what is currently a car park between Gateford Road and Portland Street. This site is identified as DPD site 11 on **Figure 1** at the end of this report and the site is identified for potential residential development. The new link road would join Gateford Road and Portland Street at simple priority T-junctions and would provide access to new development on site 11 as well as providing an alternative access route to Portland Street and Dock Road, if the junction of Dock Road / Bridge Place is closed to traffic as discussed in Section 4.2.
- 4.5.3 Traffic capacity assessments have not been undertaken at this stage and this may identify that the illustrated junctions may require modification to accommodate existing and forecast traffic flows.

## 4.6 COMPOSITE PLAN

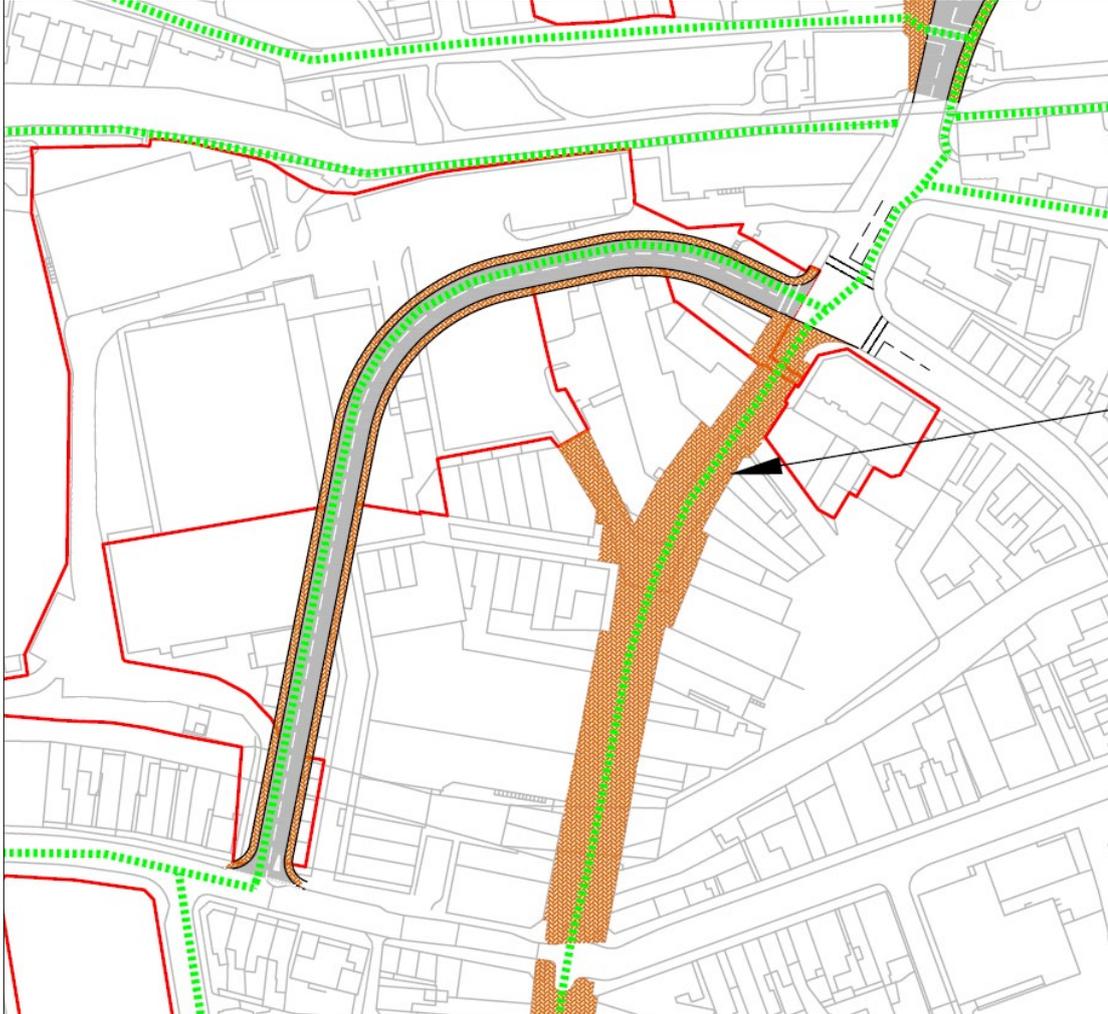
4.6.1 A composite plan is presented as **Figure 6** at the end of this report and in **Image 7** below. This shows all the possible highway modifications discussed in this report in the context of the wider area. This plan also shows (in green) a conceptual network of improved walking and cycling routes which would serve new development and provide better connections to and through the town.

**Image 7 – Composite Plan Showing all Possible Measures**



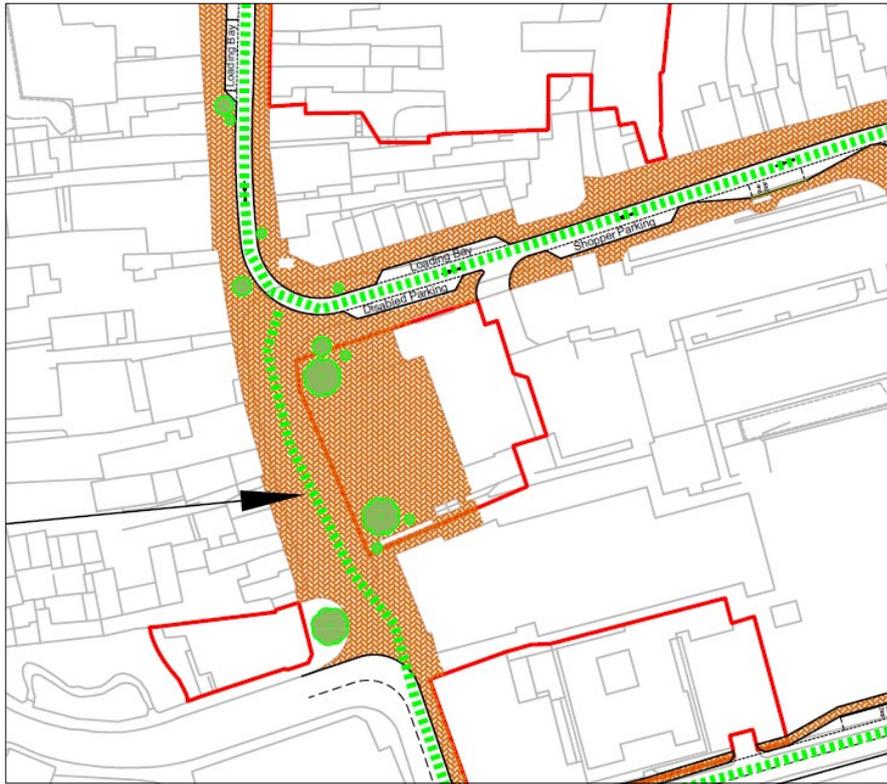
- 4.6.2 Enlarged areas of this plan are presented in the following images. **Image 8** below shows the possible link road through the Priory Centre site joining Bridge Place to Central Avenue / Ryton Street. This would provide access to new residential development on the Priory Centre site.

**Image 8 – Possible Link Road through the Priory Centre**

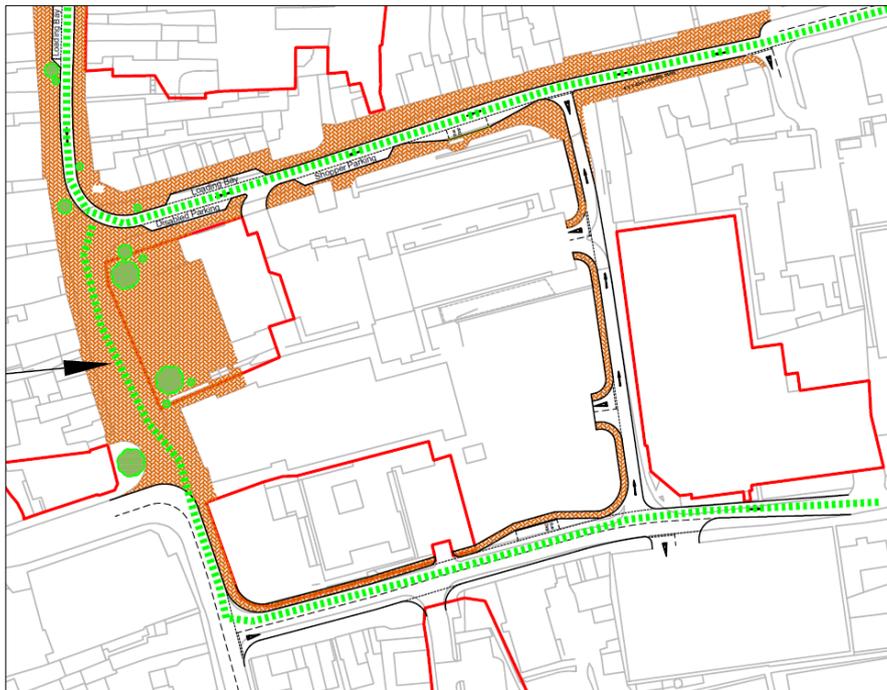


- 4.6.3 **Image 9** on the next page show possible changes to the Old Market Square area at the southern end of Bridge Place. The image shows the potential closure to traffic of Bridge Place between Potter Street and Westgate. This would facilitate the creation of an extended pedestrianised area and an enlarged Market Square for events.
- 4.6.4 To enable the closure to traffic of this section of Bridge Place a new one-way link road is indicated between Newgate Street and Potter Street. This is shown in **Image 10** on the next page. Potter Street would also become one-way westbound between the police station building and Bridge Place and Bridge Place between Potter Street and Newcastle Avenue would be opened up for one-way traffic northbound.

**Image 9 – Old Market Square Area**

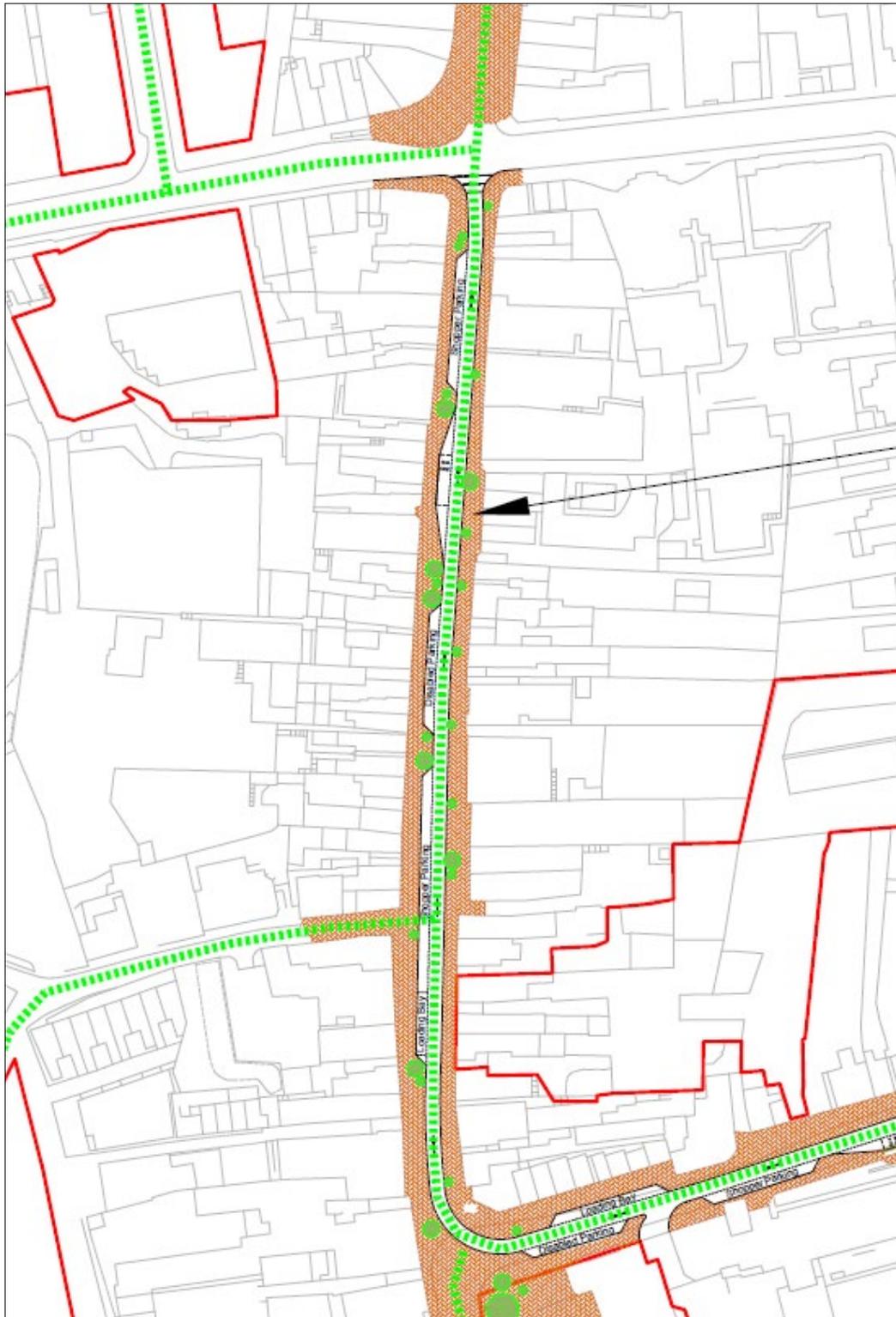


**Image 10 – Link between Newgate Street and Potter Street**



- 4.6.5 Opening Bridge Place to one-way traffic as shown in **Image 11** below would improve vehicular access for disabled and elderly drivers, with on-street parking bays provided, as well as allowing for more efficient bus circulation around this part of the town, linking to the bus station on Newcastle Avenue.

**Image 11 – Bridge Place between Potter Street and Newcastle Avenue**





## 5 SUMMARY

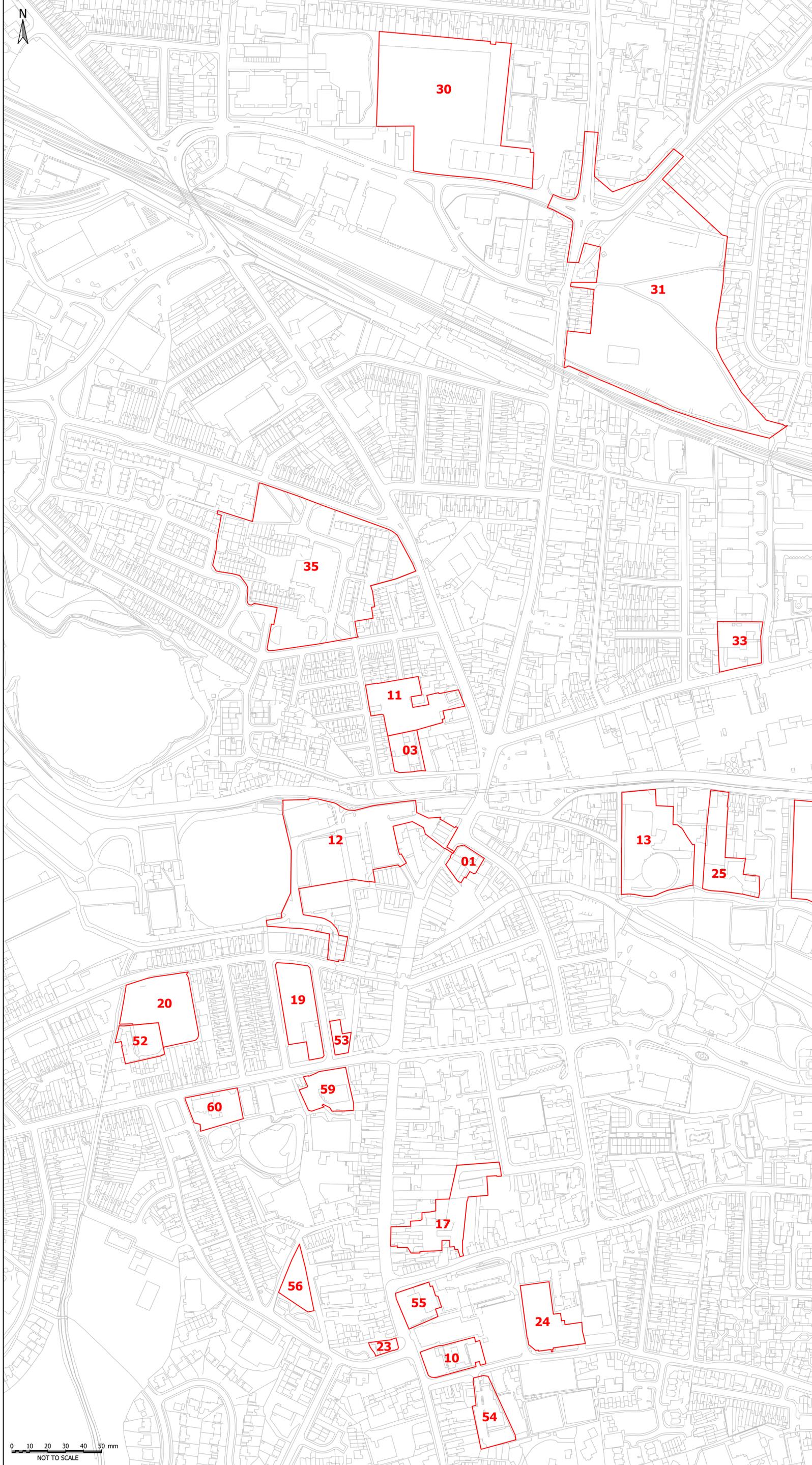
### 5.1 SUMMARY

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- 5.1.1 This report has presented initial concept plans for possible highway and transport improvements within Worksop to assist with the Worksop Central Area DPD consultation process.
- 5.1.2 The feasibility work that sits behind the concept plans is still at an early stage. Because the quantum and location of development sites may change as a result of the DPD consultation, traffic capacity assessments have not been undertaken at this stage.
- 5.1.3 Detailed assessments will follow once potential development allocations within the Central Area have been firmed up and this may identify that the junction layouts presented in this report require modification to accommodate existing and forecast traffic flows.

## FIGURES

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**Key:**  
— Possible Development Sites

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**Tetra Tech Leicester**  
 Executive Park, Avalon Way, Anstey,  
 Leicester, United Kingdom, LE7 7GR  
 Tel: +44 (0)11 6234 8000  
 www.tetrateteurope.com  
 Client:

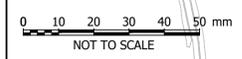


**Bassetlaw District Council**

Project Name:  
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Sheet Title:  
**Figure 1  
 Potential Development Sites**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
B023665	ASG	2 June 21	RJH	2 June 21	ASG	2 June 21	NTS	S0
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
B023665	TTE	- 00	- XX	- SK	- 0	- 0001	P01	







New Signal Controlled two-way access to the Priory Centre

Pedestrianisation on Bridge Place extended

Bridge Place

Bridge Place

Watson Road

Key:

-  New Carriageway
-  Pedestrian Areas
-  Possible Development Sites

PRELIMINARY ISSUE

P03	Figure number changed	02.06.2021	ASG	RJH	ASG
P02	Kerblines Altered	13.05.2021	ASG	RJH	ASG
P01	PRELIMINARY FIRST ISSUE	11.05.2021	ASG	RJH	ASG

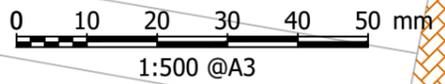
**Tetra Tech Leicester**  
 Executive Park, Avalon Way, Anstey,  
 Leicester, United Kingdom, LE7 7GR  
 Tel: +44 (0)11 6234 8000  
 www.tetratetechnology.com



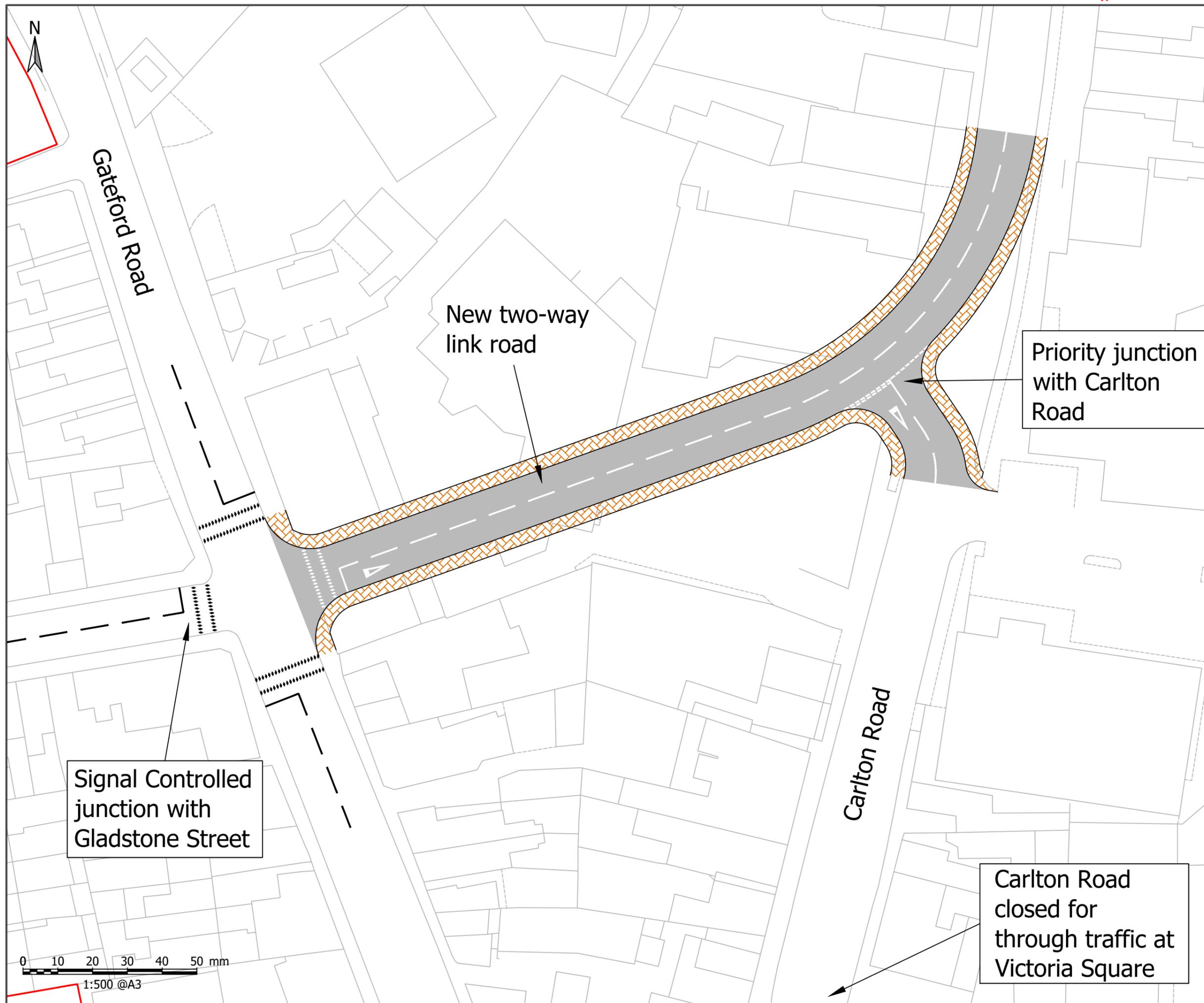
Bassetlaw District Council

Workshop DPD

Figure 3  
Possible Two-Way Access to Priory Centre



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**Key:**

- New Carriageway
- New Footway
- Possible Development Sites

Signal Controlled junction with Gladstone Street

New two-way link road

Priority junction with Carlton Road

Carlton Road closed for through traffic at Victoria Square

**PRELIMINARY ISSUE**

P03	Figure number changed	02.06.2021	ASG	RJH	ASG
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**Tetra Tech Leicester**  
 Executive Park, Avalon Way, Anstey, Leicester, United Kingdom, LE7 7GR  
 Tel: +44 (0)11 6234 8000  
 www.tetratechleicester.com



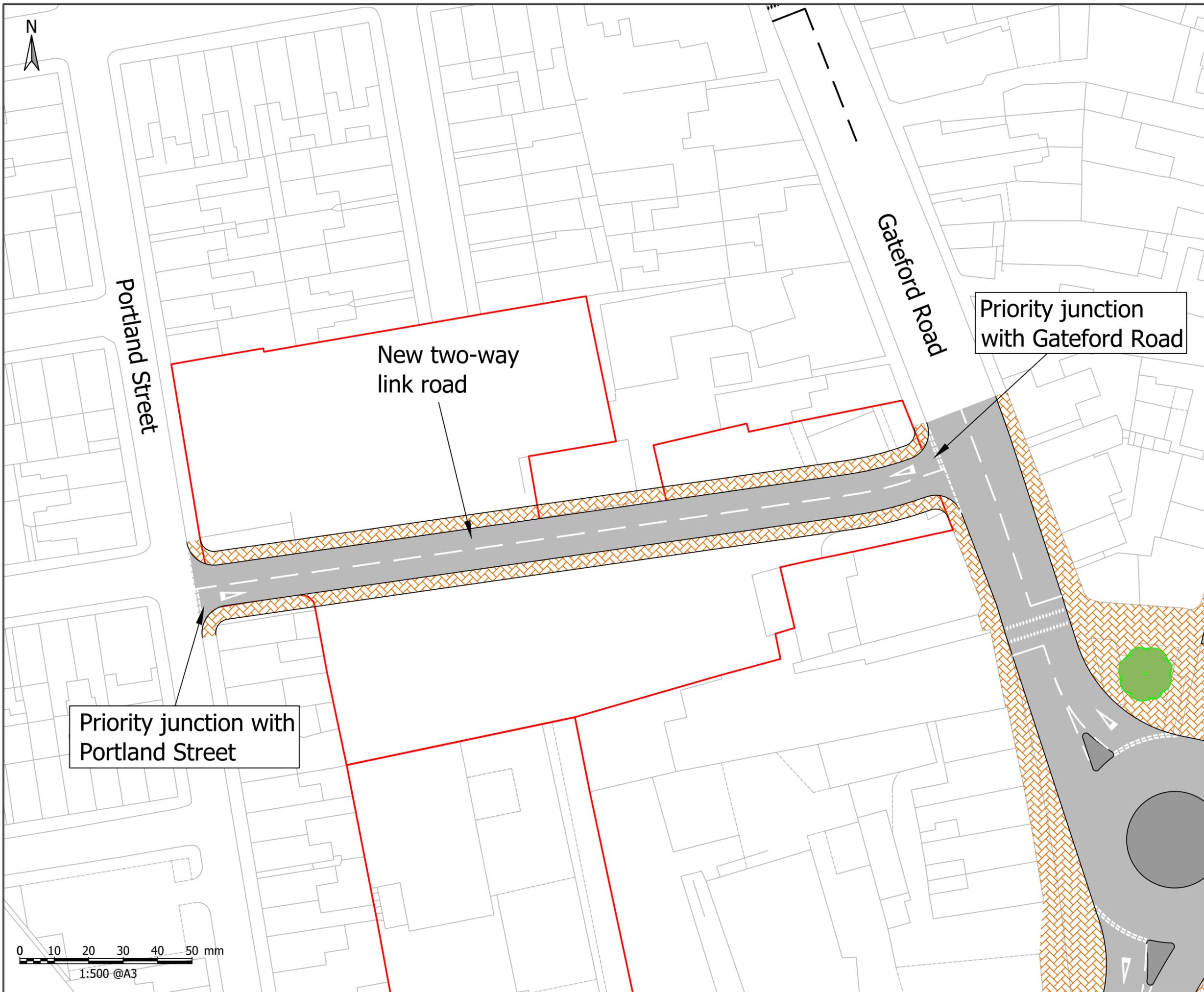
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Workshop DPD

Figure 4  
Possible New Link Road between Gateford Road and Carlton Road

B023665	ASG	11 May 21	RH	11 May 21	ASG	11 May 21	1:500	SO
B023665	TTE	00	XX	SK	O	0004	P03	

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**Key:**

-  New Carriageway
-  New Footway
-  Possible Development Sites
-  Existing Tree

Priority junction with Gateford Road

New two-way link road

Priority junction with Portland Street

PRELIMINARY ISSUE

P03	Figure number changed	02.06.2021	ASG	RJH	ASG
P02	Missing signal details added. Road names added.	27.05.2021	ASG	RJH	ASG
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**Tetra Tech Leicester**  
 Executive Park, Avalon Way, Anstey,  
 Leicester, United Kingdom, LE7 7GR  
 Tel: +44 (0)11 6234 8000  
 www.tetrateteurope.com



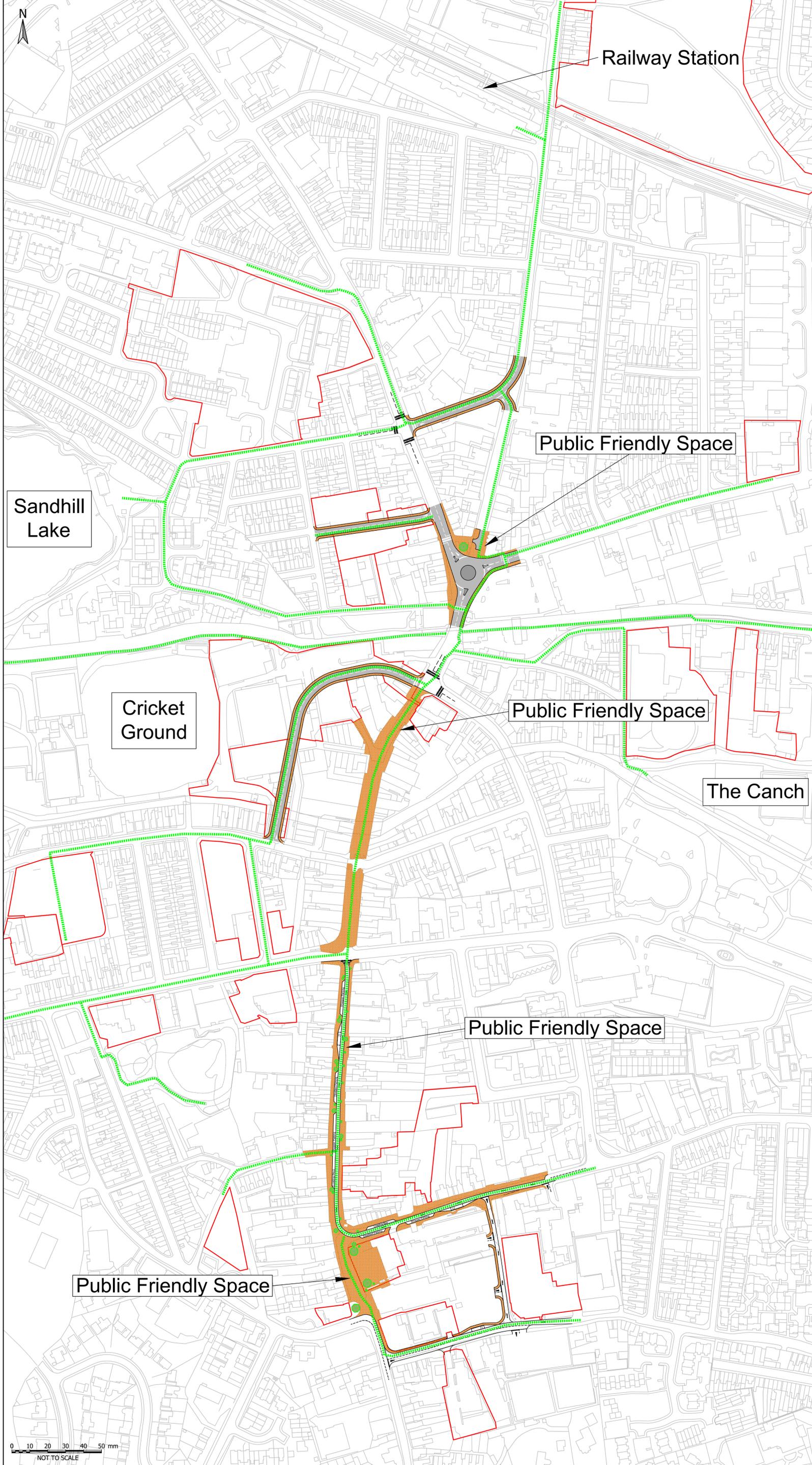
Bassetlaw District Council

Workshop DPD

Figure 5  
 Possible New Link Road between Gateford  
 Road and Portland Street

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B023665	TTE	00	XX	SK	O	0005	P03	

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 1:500 @A3



- Key:
- New Carriageway
  - New Refuges
  - Pedestrian Areas
  - Trees
  - Possible Development Sites
  - Possible New Cycle Routes

Sandhill Lake

Railway Station

Public Friendly Space

Cricket Ground

Public Friendly Space

The Canch

Public Friendly Space

Public Friendly Space

See NCC Drawing

### PRELIMINARY ISSUE

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Issuing Office:  
**Tetra Tech Leicester**  
 Executive Park, Avon Way, Anstey,  
 Leicester, United Kingdom, LE7 7GR



Tel: +44 (0)11 6234 8000  
 www.tetrateteurope.com

Client:  
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Project Name:  
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**Figure 6  
 Composite Sketch Showing Potential Transport  
 Infrastructure Schemes in Workshop**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
B023665	ASG	13 May 21	RJH	13 May 21	ASG	13 May 21	NTS	S0
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision	
B023665	TTE	- 00	- XX	- SK	- 0	- 0006	P04	

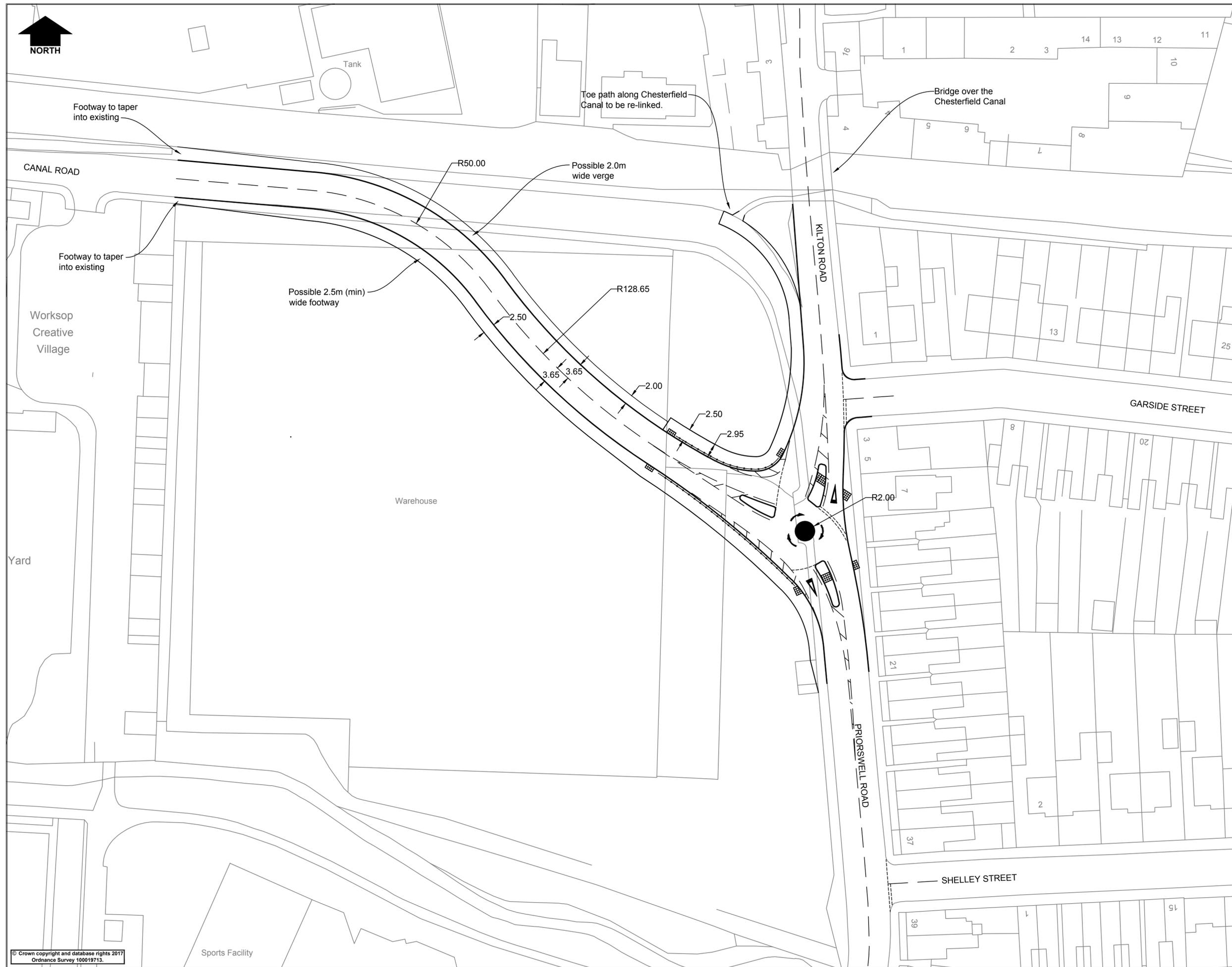
0 10 20 30 40 50 mm  
 NOT TO SCALE

## APPENDICES

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## APPENDIX A – VIAEM LAYOUT PLAN

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**Notes:**

1. Do not scale.
2. All measurements in meters, unless otherwise stated.
3. The status of the design within this drawing is 'Preliminary', and therefore must not be constructed.
4. The preliminary design illustrated within this drawing is based on Ordnance Survey information, which may contain discrepancies of up to 1.0m.
5. Preliminary design subject to Detail design.
6. Preliminary design subject to topographical survey information.
7. No appreciation has been given to existing underlying or overhead utility apparatus.
8. Preliminary design subject to Stage 1 and 2 Road Safety Audits. Stage 3 Road Safety Audit to be carried after construction phase.

Rev	Description	Drawn	Ch'kd	Auth	Date	mm/yy
Project: HW10670: Canal Road/ Priorswell Road, Worksop. Proposed Junction Improvements Feasibility.						
Status: Preliminary		Project No: HW10670				
Title: Proposed Junction Improvements: Mini-Roundabout (Skewed approach)						
Scale: 1: 500		Drawn: HG	Date: 24.01.18			
		Ch'kd: JJP	Date: 25.01.18			
		Auth:	Traced: HG			
Drawing No: HW10670/HG/SK05		Rev: N/A				

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