

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST49-Transport Infrastructure			
1180212	Resident	At the moment it appears (I might be wrong) that attention to the development of adequate roads, public transport, town centre shops, schools and other public goods follow population and very significant housing growth. It seems to me that these public goods are required before significant housing development is begun. I therefore think it is very important for the Council to demonstrate to residents that required improvements are being addressed before intrusive housing developments begin. In Retofrd, for example, it would make sense to begin the North Road development as or after transport and all the other developments also begin to improve. As North Road provides many houses, it makes sense to allow that site to develop and not to build more houses in the town until adequate infrastructure is in place. At the moment I think it is very likely that many residents see housing development but no new employment, improvement to roads or transport or shops in the town centre.	When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Council's website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.
REF030	North Leverton Parish Council	There is a recognised risk of traffic accidents/incidents at the village crossroads. A petition is to be presented to NCC in the very near future asking for them to review the situation and provide a safer junction for both road users and in particular for children going to and from school. Until this situation is resolved BDC should acknowledge the current risk and the increased risk as a consequence of increased housing both in the village of North Leverton and indeed surrounding villages.	When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Council's website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.
REF198 (LAA)	Resident	Policy ST49 page 155 This section deals solely with projects for highway improvements. It does nothing to suggest there may be better forms of transport. It should because the next policy is all about sustainable transport. These 2 policies should be intertwined.	This should read in connection with other policies and evidence that forms the Local Plan.

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1196559	Resident	None of the proposals give concrete evidence of what Road Improvements are to be made, or indeed insisted upon by the developers. All too often it seems that the resultant works are inadequate and Developers are not taken to task or controlled to ensure that sufficient heed is paid to local residents concerns over increased traffic on already inadequate roadways in a very poor state of disrepair.	When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Councils website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable to new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.
REF282	National Trust	National Trust has significant concerns about the scope and scale of proposed transport upgrades along the A57 corridor. These have potential not only for significant disruption associated with road works in the medium-long term, but also a major change in the character of the surrounding area as a result of the cumulative impact of major development, transport upgrades, traffic increased, congestion and pollution.	The A57 is constrained and the Council is working with Highways England and Nottinghamshire Council on an A57 Improvement Plan which will detail how this stretch of road can be improved in the future.
1197223	Resident	The link road from the A60 to the B6045 would dramatically increase vehicle traffic on already congested roads. The construction of a new road will undermine the councils stated commitment to woodland coverage with the associated significant benefits in terms of biodiversity and air quality.	When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Councils website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable to new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.
REF327	Scrooby Parish	Sections 11.1 and 11.2 Providing Transport Infrastructure to Promote Growth and Sustainable These sections need a reference to the extremely limited provision of public transport to and from rural locations, including a zero service at the weekend. The arbitrary nominal requirement to increase housing in the rural settlements without the commensurate public transport will only serve to drive the increased use of private, personal, vehicles, electric or not.	The Council promotes the use and improvement to public transport. The Council is working with transport providers to make sure the larger new development have the capacity to incorporate public transport services.

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REF333	Resident	This submission OBJECTS to the draft LP's refusal to acknowledge the importance of the A631 and the relevance of links to South Yorkshire and Lincolnshire – other than in pictorial form at pg28. It must be demonstrated, in writing, with policies INCLUDING settlement hierarchy/allocations. This submission also contends that the Bassetlaw Local Plan will not be compliant with NPPF11 and the requirement to be “sufficiently flexible to adapt to rapid change”, if new government directives reference electric cars are not acknowledged. Since the drafting of the subject document and the voting in of the new government, targets for the removal of all internally combusting engines have been brought forward to 2040, just three years after the lifespan of the proposed Local Plan. This is not “rapid change” and the draft Bassetlaw Local Plan must REFLECT the reality of sooner-than-anticipated electric car use through policies connected to settlement hierarchy and allocations. Limiting development in locations where electric car use will become the norm, is not credible.	When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Councils website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable to new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.
1197287	Resident	The provision of transport section is too focussed on extending road access. 10 out of 12 of the proposals are around increasing road use. This is not in line with plans to be carbon neutral by 2050, and indicates that the plan needs to be more focused on developing sites with existing or viable public transport systems.	The Council promotes the use and improvement to public transport. The Council is working with transport providers to make sure the larger new development have the capacity to incorporate public transport services.
REF343	Gainsborough Town Council	The principle comments related to transport and the need for the plan to address issues relating to congestion on The Flood Road. Members would also welcome proposals for an additional bridge over the Trent to reduce congestion and traffic problems on both sides of the River Trent.	When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Councils website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable to new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.

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REF346	Doncaster Council	<p>2. Growth at Harworth and the impact on the local highway network in Doncaster It is considered that that Policy ST49 – Transport Infrastructure should also include the required junction improvement/mitigation measures in Doncaster as well as Bassetlaw junctions listed. This would reflect the junctions listed in the White Young and Green Mitigation Strategy for Junctions. Para 8.4.1 of the Strategy states “This study identifies the nature and scale of highway improvements required at key junctions to mitigate the cumulative traffic effects of possible Local Plan development. It is beyond the scope of this study to identify all locations where improvements will be required and further assessment will be required as developments come forward through the planning process.” Para 8.4.3 states that, “The above mitigation measures (which include the Doncaster junctions) will assist in ensuring that existing transport infrastructure does not constrain plans for Local Plan development.”</p>	<p>When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Councils website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable to new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.</p>
REF346	Doncaster Council	<p>Paragraph 11.1.3 – Doncaster Council welcomes the commitment to work closely with neighbouring authorities to develop transport infrastructure to support delivery of the Local Plan. Paragraph 11.1.6 – Doncaster Council supports this paragraph which states that a Transport Assessment will be required to accompany a planning application. It further states that an Assessment should be agreed with the relevant authorities. Does this include neighbouring authorities? If so, it should be stated explicitly and should include Doncaster Council to reflect the duty to cooperate conversations and correspondence which have taken place regarding the Doncaster Local Plan. Paragraph 11.1.7 – this paragraph identifies a need to increase capacity along the A57 corridor. In light of the transport modelling results (undertaken by AMEC for the Bassetlaw Local Plan and part funded by Doncaster Council), this section (11.1) should also refer to A631 corridor.</p>	<p>When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Councils website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable to new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.</p>
REF347	NJL Consulting	<p>9.8 The overall ambitions of ST49 are supported where they improve access and accessibility in and around Bassetlaw. We also welcome the acceptance in ST49 that infrastructure delivery will require a co-ordinated approach which should not be left solely to individual developers. 9.9 As we outlined in the context of ST6, ST8 and SEM1, it is important that the policy does not place the full infrastructure burden on any one individual development as such an approach would be unreasonable and unviable. Similarly, development should not be unnecessarily held back through phasing if there is no infrastructure constraint. 9.10 ST49 should therefore be clear on these points.</p>	<p>Viability of new infrastructure for sites is factored into the deliverability of the Local Plan. In some cases infrastructure will require both private sector and public sector contributions where there is a benefit to the wider area and it secures the delivery of the scheme.</p>

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REF361	Councillor, Bassetlaw District Council and Notts CC	The minor country roads serving the villages and Parishes throughout Bassetlaw but especially in the East were developed from horsetracks and agricultural traffic accesses. There is an abundance of dangerous corners and awkward junctions. A risk assessment has not been carried out as part of this draft plan, so the exact risk to the existing communities and proposed influxes has not been assessed. Just because it has not been tackled in this draft, does not mean the proposals of this scheme are not complicit in the deaths and injuries which follow. Over the years the proposal of the draft, and in particular the 20% increase in planning permissions in rural areas with unsuitable dangerous roads, or at least more dangerous than the main road alternatives, could cause as many deaths on Bassetlaw roads as the Grenfell tower disaster. The injury and risk of death per mile and per person using these parish and rural minor roads is much greater than the A roads and other improved routes. Notts County Council is and has, spent considerable sums on road safety. The return per pound spent on reducing deaths and injuries, is so much greater on the A roads where, for instance, many expensive speed monitoring camera schemes have been installed in the last few years. The cost to install these cash demanding schemes cannot be justified on the minor roads at present, even though many measures have been included by the CC on the minor roads, the safety cannot come near to the ideals aimed for on the busier A roads where more lives can be saved and accidents reduced per pound spent. Average speed cameras have been introduced on the Claborough Bole road. The Markham Moor to Retford old Great North road. Retford to Barnby Moor and Grinley to Everton road. It appears therefore that the Bassetlaw District Plan is ignoring safety to achieve building targets and jettisoning responsibility for the rural well being. If the populations proposed, and the industrial and commercial additions were restricted to the main towns and thus to the majority using improved main roads, many accidents, injuries and deaths could statistically and then into reality be prevented. The expensive technology improvements installed would then reap a double dividend, of existing users, and the influx expected to use the monitored and improved roads. Concentrate people on these monitored and improved roads, save lives.	When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Council's website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.
REF378		I am concerned about bus services in town. Town is dead at 6pm. Some areas (Tiln lane) non-existent. I am concerned about removal of allotments in Hallcroft and for people to use cars to travel to wherever you choose to send them. Retford travel by car in and around Retford is horrendous. Takes me sometimes 20 minutes to travel through town from one end to the other. I am also concerned where A1 traffic will be sent via Retford when there is an accident on the A1. Why are lorries sent via Tiln Lane to avoid low bridge before Claborough? Why not lower the road under the bridge? Tremendous long traffic on Tiln Lane via the local school. Some lorries would obviously fit under the bridge. I would like a better rail link to Nottingham, please.	The Council promotes the use and improvement to public transport. The Council is working with transport providers to make sure the larger new development has the capacity to incorporate public transport services.
REF387	Resident	Transport Infrastructure to be built upon for Retford Station and area behind station for repairs and infrastructure upgrade for main line with cross over of Sheffield/Lincoln line.	Thank you for your comments
REF401	East Markham Parish Council	EMPC recognises the need for better transport infrastructure but would question BDC's ability to deliver. At the time of the plan, East Markham has plans for 59 houses in and around the Mark Lane / Beckland hill area with little evidence of any thought as to how to provide safe routes in and out of the village for residents.	Thank you for your comments

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REF428	Resident	<p>Why are you not considering and planning for improvements to help the flow of traffic in Retford? Improvements are necessary due to the large number of houses you have given permission to build in Retford. Rail Links More services are required on the main line. A service to Nottingham is needed from Retford. Policy ST49 Infrastructure Transport Why no planned improvements in Retford?</p>	<p>When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Councils website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable to new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.</p>
REF486	Councillor, Bassetlaw District Council	<p>I welcome the extension to 'infrastructure' to include CCG needs. This is in keeping with the wishes of local people and now features much more frequently in objector's comments at Committee. Yet, it's unclear if this is an additional ask or whether it will be accommodated through cutting the cake slices even thinner. If it's the latter then I oppose that as the result will be to cut affordable housing funding.</p> <p>Five specific comments here:</p> <ol style="list-style-type: none"> 1. The proposed new rail station is a great idea and 'ask'. It will be a direct link to the proposed new station for the AMP in Sheffield – a 25 minute journey. 2. Cottam – If, as we expect, people look in Lincoln for work and leisure we could argue for a cycle way across the Trent. This would connect to the Lincoln –Gainsborough bus route and, for the hardy, Saxilby rail station. 3. Shireoaks station car park. There are about 1500 houses with permission within two miles of the station. Peaks Hill will bring another 750 and another 1000 due in Carlton and Langold. Making that station more attractive with a car park and in due course additional stopping trains would alleviate pressure in Worksop station and A57 traffic. 4. Rail connection in Harworth. The freight only line from Worksop to Doncaster via Dinnington, Maltby, Tickhill and Rossington could become a passenger service again. A Tickhill/Harworth parkway station would certainly gain the support of Doncaster and SCR ought to be interested in opening the other locations. 5. Traffic flows across Worksop. One benefit to the redevelopment of the current warehouse site on Canal Road is a reduction of heavy traffic in the vicinity. To that end should we have a policy that supports businesses to move to a 'better' location if it reduces traffic in an otherwise residential environment. If Peppers moved from Blyth Road that would reduce traffic along Thievesdale/Raymouth lanes and High Hoes road; if Flying Fridges moved from the centre of Shireoaks that would ease traffic in the village and over a busy level crossing. 	<p>When planning for new development, it is important that there is an understanding of the capacity of existing transport infrastructure and what impact, if any, new development will have. Bassetlaw District Council commissioned a series of Transport Assessments either at a District or local level to assess the impacts to transport infrastructure from the proposed growth in the emerging Local Plan. These are available on the Councils website. Where there are impacts, proposed mitigation is recommended. The proposed mitigation is then costed and forms part of a requirement to the affected site or strategic policy. This will enable to new transport infrastructure to be delivered alongside the development identified in the Local Plan and contributing towards the delivery of sustainable development across the District.</p>