

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
1656935	Resident	Are there no plans to bring rail lines back to Harworth and Bircotes? We sit right in the centre of a large geographical circle that would largely benefit from having a rail link, yet nearest stations are all 20 minutes away. Presumably there is still some infrastructure remaining from the previous rail line that could be restored?	There are no plans to bring a rail service back to Harworth Bircotes within the Local Plan.
1660972	The British Horse Society	Horse riders are legally permitted to use only 22% of traffic-free public rights of way; carriage-drivers only 5%. Increasing pressure for development of houses and industry is making even fewer of those bridleways and byways available. Traffic increases with new development or change of use so roads become even less safe for riders and carriage-drivers (equestrians) to use to access any traffic-free routes there may be. Between 28 February 2019 and 29 Feb 2020 80 horses were killed on the road and one rider died (BHS, 2020). Riders are also increasingly excluded from verges by creation of foot-cycleways – segregated provision for other vulnerable non-motorised users but equestrians are excluded and forced into the carriageway. The Active travel agenda includes equestrians. Jesse Norman MP, Parliamentary Under –Secretary of State for Transport in a House of Commons debate on Road Safety, 5 November 2018 (1) stated: “We should be clear that the cycling and walking strategy may have that name but is absolutely targeted at vulnerable road users, including horse-riders.....Horse riders are vulnerable road users—there is no doubt about that, and there never has been—and they have been included in the work we are doing.”	Where opportunities exist, support will be given to the improvement of and the creation of new bridleways. However, the delivery of routes and safety is managed by Nottinghamshire County Council.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF040	Misterton Parish Council	<p>Page 167, section 11.1</p> <p>Misterton Parish Council would like to see a radical overhaul of bus services: residents should be able to book a bus trip with an 'on demand' service, like Call Connect in Lincolnshire. This would, it is hoped, reduce the number of empty or near-empty buses seen on rural routes.</p>	Other than where required by new development, Bus service provision is a matter for Nottinghamshire County Council and the bus operators.
REF068	Ranskill Parish Council	<p>Policy ST56 Transport Infrastructure does not include any details of improvements to rural travel infrastructure. Instead, it states that "Maintaining and improving access to rural services, through public transport and active travel modes will be supported by Policy ST2"</p> <p>However, details of rural travel infrastructure do not appear under policy ST2 either.</p>	The Bassetlaw Local Plan Transport Assessment identifies the current capacity and issues with the road network. Mitigation or improvements to the road network are only required where it is a direct impact from proposed development. Wider improvement measures may be detailed within the Nottinghamshire County Council Transport Plan.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF094	Network Rail	<p>Thank you for giving us the opportunity to comment on the above document. Our principal area of interest is the Bassetlaw Garden Village allocation, though we do have observations in relation to other proposed allocations.</p> <p>It is important that the policies within the Bassetlaw Local Plan reflect the aspirations of Network Rail and the wider rail industry as far as they are known at this stage, and that the plan provides suitable flexibility to support future growth of the railway for both passenger and freight services. The railway network is a vital element of the country's economy and a key component in the drive to deliver the Government's sustainable agenda. Passenger growth of 40% is predicted to 2030 and freight tonnage moved by rail is expected to double in the same period. In addition, Network Rail is a statutory undertaker responsible for maintaining, operating and developing the main railway network and its associated estate. Our aim is to protect and enhance the railway infrastructure; therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests will also need to be carefully considered.</p> <p>In relation to the overall plan, we note the policies of the transport chapter and the references in particular to the provision of a new station at Bassetlaw Garden Village, on which we comment separately below.</p>	Noted. Thank you for your comments.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF126	Retford Cycling Campaign	<p>Other enhancements to the Bassetlaw plan to help ensure more direct, safe, coherent, attractive and comfortable cycling and walking environments</p> <p>Schools</p> <ul style="list-style-type: none"> ● Amnesty on parent parking, trial scheme example in York, students also took part in surveys <p>working with urban planners, we would recommend that the councils engage with schools on piloting these ideas, especially to help tackle childhood obesity - https://www.sustrans.org.uk/our-blog/projects/2019/england/street-design-at-carr-junior-school-york</p> <ul style="list-style-type: none"> ● Routes to and from schools, we feel that all route to schools should have modern, safe cycle and walking routes, and strongly urge collaboration between the council and schools, and other relevant parties e.g. parent groups, cycling and walking groups to create a cross-working group to deliver better, safer, more connected, direct, cohesive and attractive means to getting to school, via healthy and sustainable transport. <p>Bike aid and or fix</p> <ul style="list-style-type: none"> ● We understand NCC has a bike aid scheme planned to help those need a bicycle the most, that is carers, people out of work, receive a bicycle, we also understand that BDC have a planned DR Bike, Bike Fix style sessions organised for Retford and Worksop - this is all to be 	Other than where required by new development, walking and cycling provision, including highway safety, is a matter for Nottinghamshire County Council.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
		<p>encouraged, and continued, we urge that this becomes a regular, not one off activity</p> <p>Parks and open spaces</p> <p>Kings Park, a segregated route along the perimeter of the park, from Chancery Lane, to the Bridgate Car Park, would provide access through the centre of town, being safer than the major roads (this has been submitted to the council previously and is supported by the Retford Civic Society and various elected representatives). We provide a walk-through video here: https://www.youtube.com/watch?v=sKjR-ut55AY</p> <p>Cemetery, North Road to Chesterfield Canal, the creation of a small segregated cycle route to connect the North Road cyclepath to the Chesterfield Canal would provide direct access to the greenway route, which is motor traffic free, to the centre of town and beyond. The “kissing gate” and other safety enhanced changes, which compliment the look and feel of the environment could be made. Contributions from developments on the North Road could potentially enable this route (and the canal) to be resurfaced and maintained as a safer commuting route for pedestrians, mobility scooters, carers and parents of those with disabilities.</p> <p>Connectivity and organisation - Transport integration</p> <p>Bus - a challenging thought, is that Retford Bus Station has no provision for cycle parking or storage, given the benefits this would bring, and the low costs. We would encourage the provision of cycle storage, such which has been used in Gainsborough and elsewhere. Train, making the coal-drops and Westfield road would provide much better access, and a choice of</p> <p>access for people of all modes of transport, it could be protected for cyclists, mobility scooters, and</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
		<p>walkers. Hybrid, promoting integration with the various transport options, making it easy to use and therefore providing an actual choice through better infrastructure, we are sure would bring benefits. Train, making the coal-drops and Westfield road would provide much better access, and a choice of access for people of all modes of transport, it could be protected for cyclists, mobility scooters, and walkers.</p> <p>Hybrid, promoting integration with the various transport options, making it easy to use and therefore providing an actual choice through better infrastructure, we are sure would bring benefits.</p>	
REF126	Retford Cycling Campaign	<p>Cycle parking and storage There are various options available for cycle parking and storage, to encourage uptake, and keep pedestrians and cyclists segregated. Such as the following company (https://www.cyclehoop.com/category/racks/), which we use as an example: Suggestions for new cycle storage (keeps cycles safe and secure) / parking (encourage it as transport) to protect cycles and encourage more visitors to our local economy are:</p> <ul style="list-style-type: none"> ● Retford town centre; ● Carolgate (e.g. either end to encourage cyclists to park and walk); ● Market Square; ● Bus Station with safe segregated ingress and egress routes for cyclists; ● Train station; ● Schools; 	<p>Where opportunities exist, provision will be made on new development sites for appropriate cycling parking and storage facilities. Wider provision of for cycle parking and storage is also being considered as part of the Worksop Central DPD and potentially through the Retford Neighbourhood Plan.</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
		<ul style="list-style-type: none"> ● Car parks (there are so many in the town centre) 1 car parking space = up to ten cycles (that's more shops, more people, more potential spend); and ● Improve supermarkets, we feel that cyclist parking, signage and road markings are not taken seriously at all, completely contradicting the ambitions for sustainability and healthy transport. <p>Routes and proposals from other groups and individuals We see much parity with our charitable aims, BDC's objectives, and some inspirational ideas from local residents with regards to better connecting the Sustrans network to Retford, as well as suggestions for much better use of the council owned land and green spaces through the town centre.</p> <p>Active Travel Fund - Randall Way - NCC's potentially significant contribution to Retford cycle and walking routes The proposed route on Randall Way, funded by central government, would be a very useful and necessary route, to provide segregated cycle and walking routes from the new north road neighbourhood and business estates, and the local high school. We hope that this will include considerations for improving the route, in any way possible, to the Elizabethan school as well. (At the time of writing, no details were released on this plan, due Jan/Feb 2021).</p> <p>Local people and organisations Two enterprising, knowledgeable, and very experienced retired professionals whom have been kind enough to produce and share their impressive ideas and valuable insights on improving our town for all - some really good innovative ideas, and hard work has been done to produce this work, for which we are happy to support and learn from, and grateful for their permission to share:</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
		<p>1. A cycle plan - David Backhouse - representative of a sustainable transport charity https://tinyurl.com/yyhqw8uz - with a view on wider connectivity; and</p> <p>2. Improvements to openspace, footpaths and cycleways in Retford - John Talbot - retired landscape architect https://tinyurl.com/yy5esm5p - with a view in summary of utilising our green spaces.</p> <p>Get Out and Get Active - GOGA - is a well known local charity encouraging walking for all. You can find more about them here: http://www.betterinbassetlaw.co.uk/get-active-bassetlaw/</p> <p>The NHS and GP's Surgeries - working together could encourage and refer people to cycling and walking. They are very busy with the local effort in tackling the pandemic, however, we would encourage engagement with healthcare organisations to support the Bassetlaws Plans, if it has not already been considered - especially as given the councils and government are encouraging walking and cycling - we need the infrastructure and other peripheral support to make this a reality.</p>	

REF126	Retford Cycling Campaign	<p>There are many others, and we are grateful for everyone's support and input into our responses and work.</p> <p>The Chesterfield Canal</p> <ul style="list-style-type: none"> ● Resurfacing could provide all year access and choices, that are traffic-free, protecting walkers and cyclists (this happens safely elsewhere in the country and along the Chesterfield Canal) also Nottingham Canal as a perfect example of modern thinking and partnership with the community; ● Funding could come all of the new housing estates in particular the North Road, Trinity Farm proposals, grants, and other charitable organisations; ● In particular if it could be considered, we would encourage contributions to links to the Chesterfield Canal (through the cemetery, and into town), and a foot/cycle bridge from the Trinity Hospital estate (with access to Babworth Woods and the Canal) to improve the surface as it is not attractive during winter; and ● With an increase in foot and cycle traffic, the potential for erosion will degrade the surface and likely lead to the route not being used, so we would encourage any support that could be given to the Canal Trust and Chesterfield Canal Trust to make this a reality. <p>Existing infrastructure - in use or "abandoned" in Retford</p> <p>We reference these in more detail in our presentation, which the reader can locate at https://trustee.retfordcyclingcampaign.org . We therefore don't detail these routes here.</p> <ul style="list-style-type: none"> ● The Coal Drops - https://www.youtube.com/watch?v=j8IACQ3dH28 ; ● The allotments (train station) - https://www.youtube.com/watch?v=vba4CiWKg_M ; ● Westfield Road - https://www.youtube.com/watch?v=kdoUeQEjpbQ ; ● Tenterfleet Walk; ● Tiln Lane; ● White houses; 	
--------	--------------------------	--	--

- London road - <https://www.youtube.com/watch?v=OpVp5aWfd0k> ; and
- Safety for pedestrians, mobility scooters, parents and carers with prams and buggies, and those of all abilities. Some examples of complaints raised with us
- Parking on cycle lanes (this discourages use, and waste the investment made);
- Cycle Routes not direct, connected, safe, convenient, cohesive or attractive (this does not encourage the uptake of cycling, and its use as a form of transport)
- Lack of maintenance of existing routes e.g. vegetation, ingress of soil, red tarmac eroded and not replaced (puts people, creates perception or reality of it not been safe form of transport);
- Lack of cycle storage as opposed to cycle parking (bikes are not cheap, transport needs protecting);
- Space on carolgate for those who have disabilities e.g. wheelchair users, mobility scooters; and
- Everything else referenced in our surveys. Maintenance
- These routes are described in our presentation made to elected representatives and other organisations in August 2020. It can be found here (slide 28 onwards): <https://tinyurl.com/y2wbwsn4> ; and
- It is essential that these proposed routes are maintained and kept usable, to encourage and maintain their use, this also helps to create choices for people who choose to cycle and walk, as well as potential employment opportunities for those who work for the route maintainers

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF126	Retford Cycling Campaign	<p>Benefits for the local economy, tourism and heritage We also talk about the potential benefits for our local economy too, you can find more about our thoughts here: Benefits for the local economy - cycling and walking.</p> <p>We clearly encourage developers and council(s), and associated third parties, to follow the LTN 1/20 design principles, as this will ensure that the infrastructure is equivalent to that which is foreseen, planned, forecasted outside the estate. Or for which guidance is provided from the government on expectations for cycling and walking infrastructure to be delivered outside the site and throughout the town over the years to come and benefiting the local community at all of their life stages - that is everyone from 8 to 80 and beyond. We also look forward to the public publishing and sharing of the WSG cycle audit for Retford. This was referenced in the Bassetlaw Draft Plan, but not available to review at the time of writing.</p> <p>Finally, we are grateful to everyone from the local community and beyond who has contributed to our knowledge and helped to support the charity in its pursuit of its objectives to benefit the community.</p>	Noted. Thank you for your comment.
REF142	Retford Branch Labour Party	<p>There is a mismatch with the ratios of 'dwellings required' to 'jobs created' when the figures for the whole of the District are compared to the Retford implications. Put simply, Retford town is expected in the Plan to carry about 10% of the total district's total 'New Build' through to the end of Plan, and imbalance is particularly distinct when the 'Employment sites' figure for Retford is just around 3%.</p> <p>This will create a huge challenge for people living in Retford and working elsewhere:</p> <ul style="list-style-type: none"> • The Plan will need to see a much more detailed 'commitment' to 	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
		<p>matched infrastructure and significant public transport enhancements which must be in place as new dwellings are constructed, and not at the tail-end of any significant development.</p> <ul style="list-style-type: none"> ● We expect “carmageddon” in Retford as those in new homes will need to commute to places of employment (on top of pressure within the town for shopping, school runs and leisure trips). <p>These issues will be exacerbated by the following measures:</p> <ul style="list-style-type: none"> ● No rail connection at the Garden Village which will put pressure on both the A1, A57 and connections between Retford and Worksop for commuters from the Garden Village to employment and schools in Retford/Worksop ● Serious doubts surrounding cycle provision from the new developments in Ordsall by local residents. Poor facilities for cyclists in the Town Centre. ● Overloading of key transport nodes - notably t he A638 roundabouts at Hallcroft and Whitehouses, and the A620 roundabout at Ordsall. <p>Suggested changes to the plan</p> <ul style="list-style-type: none"> ● If Bassetlaw District Council are expecting Retford to carry the burden of a disproportionate number of homes, then the Plan must immediately provide for enhanced transportation including better cycling, bus, rail and walking links. ● If the plan cannot provide these then the standard method of assessment for new homes must be followed. ● A development of a Retford wide cycling and walking strategy including consultation of key local groups such as Retford Cycling Campaign, the Town Centre Master Plan and Friends of Retford Station (to name just a few) ● Cycle routes along all major roads: 	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
		<ul style="list-style-type: none"> ○ Refurbishment of existing cycle paths and removal of bottlenecks. ○ Provision of off-street parking so that any new or present cycle paths are not restricted by parked cars. <ul style="list-style-type: none"> ● Requests for rail connections (which local campaigners can take to Network Rail and other groups) including: <ul style="list-style-type: none"> ○ Rail stations at all new development areas where a railway exists - such as the High Marnham development and the Garden Village ○ A direct rail service to Nottingham ● Cycling parking must be provided at all new places of employment and amenity. The requires a level (number of spaces per job) defined against national or international best practice. 	
REF169	Resident	<p>page 169, para 3 New and improved walking and cycling links: whilst identifying routes in the District's three main towns, potential links between them are (except for Worksop – Garden Village - Retford) excluded. Given the intended life-span of this Plan, some outline of identified desire lines for longer-distance routes should be included. These routes might include (i) Worksop – Carlton-in-Lindrick – Langold – Blyth – Harworth/Bawtry; and (ii) Retford – Sutton-cum-Lound – Ranskill – Bawtry. Sections of these routes might then be delivered as and when opportunities arise and funding becomes available.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF172	Elkesley Parish Council	<p>The A1 being an arterial route from the North to South of the Country is more commonly and widely used since the implementation of average speed cameras and constant roadworks along the M1. The A1 is poorly lit, road surfaces in need of update and suffers high or frequent issues with collisions and broken down vehicles. It is only two lanes, and soon backs up for miles during many incidents or emergency situations. We would like to see provision within the plan to address these issues as and when development is progressed to planning stage.</p> <p>We have 50 mph restricted speed limits on the A1 at Elkesley, we would like to see a policy within the Local Plan that outlines the requirement to complete any future changes to the access and egress at Elkesley, Ranby and Gamston, prior to works starting on any new development site. Some of these junctions are simply not fit for purpose, and an increase of vehicles and people will have a significant effect on noise, carbon and general wellbeing of local residents with regards noise pollution.</p> <p>As part of the “Garden Village” development the current route from Appleby Head (A1 junction) to Retford is proposed as being removed. This will create a catalogue of issues for not only the new village, but the existing road network. It will force commuters to use other, less substantial roads and routes (potentially through Ordsall, Morton, Jockey Lane and Gamston) and increase traffic flow in these areas.</p> <p>Some of these roads such as the small single track from Morton and the single carriageway from Ordsall to Elkesley are barely fit for purpose as things currently stand, with extra traffic and commuting these roads</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
		<p>would simply not cope. They already suffer major flooding, cracking and pot hole issues and white lines, lighting and general maintenance is already in decline. We believe there needs to be a specific policy within the plan on road infrastructure, to ensure any proposed developments are not compounding issues that have already been highlighted but not being resolved.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF175	Resident	<p>The new estates will increase the amount of traffic coming in and passing through Retford. Traffic on all the main roads leading into Retford are already busy and queues in all directions form at peak times of the day. It is a nightmare when there is an accident on the A1 and traffic diverts through Retford. I suppose this is something we have to live with and where possible avoid travelling at peak times.</p> <p>Another factor is that more and more drivers are taking short cuts along country lanes eg Botney Bay Road and Greenmile Road to get to the A620 and Mansfield Road (B6420). This will probably significantly increase once the Garden Village is built. Also, traffic has increased along Jockey House Lane leading to the A1 and Elkesley. Many drivers seem to have the need to get from A to B as quickly as possible ignoring national speed limits and road conditions. Many are impatient and intolerant of other road users. I used to ride my bike along these roads but no longer feel safe to do so. Whether driving or cycling it does not make for a pleasant experience. Entering/exiting the junction off the North Road (A638) on to Randall Way is difficult due to the constant flow of traffic.</p> <p>Entering/exiting the junction of Tiln Lane on to the A620 is very difficult due to the constant flow of traffic. Entering/exiting the staggard junction at Babworth/Mansfield Road is also difficult due to the constant flow of traffic. Exiting Welbeck Road, Ordsall onto Westhill Road, Ordsall is very difficult because (a) it is a staggard junction with Rufford Avenue and (b) visibility is obscured by parked vehicles on the corners and pathways on both sides of the road. The speed limit is not always adhered to. It is also a heavily pedestrianised area so crossing here for the elderly, those with pushchairs, young children and mobility issues is just as difficult as it is for drivers.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF178	Councillors, East Retford South, Bassetlaw District Council	<p>Retford Station provides a transport hub at the intersection of the ECML and the Sheffield-Lincoln line. However it ought to be noted that it is an approx. 45mins walk from the southern edge of site HS13 to the Station. Indeed, the option of using the proposed station at the proposed Morton Garden Village might prove more commuter friendly to residents of HS13 if an adequate direct road link could be developed. However, with an anticipated housing figure of only 500 units by the end of the plan period, it remains to be seen if this new station within the Garden Village is achievable.</p> <p>We are disappointed in the missed opportunity to future proof Retford's connection to the District-wide employment opportunities. This should be addressed by maximising the potential to design improved road links between the proposed Garden Village and Retford.</p> <p>In addition, although the emphasis within the plan on improving existing and developing additional footpaths, cycle ways and non-vehicular routes is welcome, there are high levels of concern about escalating traffic moving through Ordsall and on into Retford. Traffic is the primary concern of respondents, with twice as many residents listing it as a concern than any other issue. Ollerton Road, Ordsall Road and the Goosemoor Bridge were highlighted as being areas of particular concern. Further to this, there is a degree of scepticism that the planning system is able to deliver the promises made to the local community. The removal of previous a Planning Condition to improve the Ordsall/Babworth mini roundabout (item 3 in the plan's proposed list of local road</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
		improvements) is an example frequently cited by residents as where the planning system has failed to deliver for the local community.	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF184	Doncaster Council	<p>Growth at Harworth and the impact on the local highway network in Doncaster</p> <p>Due to the duty to cooperate issue regarding the impact of growth at Harworth and its impact on the local highway network (as assessed through the Doncaster Local Plan Statement of Common Ground) it is considered that that Policy ST49 – Transport Infrastructure and Improvement Schemes (or at least its explanatory text) should also include the required junction improvement/mitigation measures in Doncaster as well as Bassetlaw junctions listed. This would reflect the work undertaken in the White Young and Green Junctions Assessment Report.</p> <p>Due to past and on-going duty to cooperate discussions regarding the impact of development at Harworth/Bircotes on traffic junctions within Doncaster as well as transport modelling results (undertaken by AMEC for the Bassetlaw Local Plan and part funded by Doncaster Council), it is considered that Section 11.1 should also refer to the A631 corridor, particularly since paragraph 11.1.7 identifies a need to increase capacity along the A57 corridor.</p>	The Council has, and will continue to, worked with Doncaster metropolitan Borough Council on Strategic Transport issues through the Local Plan process.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF197	Resident	<p>a. North Notts & Lincs Community Rail Partnership (NNLCRP) is the community rail partnership covering the line and stations in Bassetlaw – should it be included on discussions?</p> <p>b. Is there a need for a joined-up public transport initiative with tickets usable on buses and trains? – perhaps a subsidised (season) ticket plan – working with SYPTE perhaps?</p> <p>a. 2c Bus interchange should be a bus/rail interchange.</p> <p>b. 3c including a regular service to the railway station.</p> <p>c. 3d including a Sunday bus connection from the railway to the bus station.</p> <p>d. 4 Conduct a feasibility study for a railway station at Misterton, including a bus interchange, car park with EV chargers and potentially a commercial or health site. This line serves the Doncaster to Lincoln Line and also the alternative Doncaster to London route. The site is disused (cleared) industrial on a designated flood plain.</p>	The Council has consulted the rail partnerships and other rail authorities and operators through the process. It will continue to do so as the plan proceeds to its next stage.
REF211	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 Bassetlaw Transport Assessment recognises that there needs to be future improvements to the A57. However, this is a strategic issue as it also includes traffic from other authority areas including Rotherham. Any improvements will need to be developed through a collective approach between relevant authorities and bodies.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
1666086	Resident	<p>I find the Bassetlaw Plan's list of traffic improvements woefully inadequate. Someone with 'imagination' needs to look at Retford as a 'whole' and come up with a long vision as to how road infrastructure and connectivity can be improved. We do not need any traffic passing through our town that is only 'passing through'.</p> <p>What Retford needs urgently is more bus services that allow people to use its services without the need for a car. An additional doctors surgery in the south of the town with more large open spaces to be enjoyed by all and a new community facility to the south of the town centre.</p> <p>We do not need more and more houses without 'major' improvements to road infrastructure, school and health provision.</p>	<p>The Bassetlaw Transport Assessment only assess the impacts of the proposed growth on the highway network. It does not provide solutions that are not a direct result of planned growth through the Local Plan. Other wider improvement measures will be dealt with through Nottinghamshire County Councils Transport Plan.</p>
REF052	Councillor, Bassetlaw District Council	<p>Page 167, section 11.1</p> <p>I would like to see a radical overhaul of bus services: residents should be able to book a bus trip with an 'on demand' service, like Call Connect in Lincolnshire. This would, it is hoped, reduce the number of empty or near-empty buses seen on rural routes.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF054	Councillor, Bassetlaw District Council	<p>re transport and traffic across the whole of Retford London Road and goosemoor lane area are already congested and this will become much more congested due to new developments. This area of Retford, coming from the A1 I feel needs more work from NCC. Moorgate hill area</p> <p>Concerns about this area of Retford and the need for work at the low bridge to mitigate the need for HGVs to access Carr hill school area. The developments around here will impact the area and the transport flow undoubtedly and I would have liked to see more visionary work taking place re the bridge. I would have hoped the plan could have been more imaginative about sorting out this long standing issue. Concerns about the roundabout on North road near west Retford is a concern, already congested most days even before the developments as outlined in the plan are built. We also have the ambulance station located on North road which needs consideration. I have concerns about traffic using Randall way and the route past the high school and beyond into town will take place giving concerns about safety of school children, and there will still be the issues of accessing the roundabout.</p>	
REF063	Resident	<p><i>In reference to the Garden Village</i></p> <p>I have read the document and although it goes into great depth of the actual development I can't see anything about the road leading up to it. I live on the very dangerous "s" bend from the Retford side and has many accidents already with the amount of traffic and I feel with all the extra traffic that this development will bring, I feel that the number of accidents can only increase. I also know that the dog sanctuary is very worried about the volume of traffic on the same stretch of road at the level crossing.</p>	The Bassetlaw Local Plan Transport Assessment identifies potential improvement measures for Mansfield Road, including the improvements to the Babworth/A620 and the realignment of Mansfield road from the A1 to the level crossing at Mansfield Road.

REF077	Carlton in Lindrick Parish Council	<p>You will recall that in our original submission observations were made on the possibility of increased and potentially dangerous usage being made of Hundred Acre Lane, Tinkers Hill and Greenway both for access to the village and for access to the A60 highway.</p> <p>I would like to expand our views on that particular issue.</p> <p>It is appreciated that the new road is designed in part to encourage residents on the Peaks Hill Farm Development to gain access to the A57 highway, the M1 motorway at Aston and to other commuter areas in Sheffield and South Yorkshire. In addition, there is an assumption that residents on the new development will travel to Doncaster via Blyth joining the A1 or proceeding to Doncaster via Bawtry.</p> <p>In normal circumstances the assumptions on traffic flow would not seem unreasonable, however the Parish Council would welcome views on the following.</p> <p>At peak periods of travel time, commuters to and from work along with others travelling to and from larger shopping centres in Sheffield and Doncaster with some attending leisure facilities in those areas, there could be a significant number of residents who wish to avoid the hectic travel conditions on the recommended routes via trunk roads preferring instead to access the A60 via Hundred Acre Lane and Greenway, then proceeding to Sheffield, the M1 and South Yorkshire via Rotherham Baulk in the Village or to Doncaster via the A60 through Langold and Oldcotes.</p> <p>The routes described would certainly be preferential to those wishing to avoid the trauma of heavy traffic at Blyth (to Doncaster and the A1) and the A57 at Gateford/Worksop (to Sheffield, South Yorkshire and the M1 motorway). In terms of journey 'time' the routes through the village of Carlton in Lindrick could well be preferable at peak periods.</p>	
--------	------------------------------------	--	--

If you add the above potential to the increased volume of traffic generating from approved housing developments in the village on the eastern side of the A60 and at Firbeck Colliery and in Langold, there is, in our view, an identified potential for increased road usage in areas within the village which are already subject to public concern at the foot of Long Lane at its junction with the A60, in addition to the extremely narrow highway access to the village through Greenway via Hundred Acre Lane in the midst of a much valued Conservation Area.

Whilst I have no doubt that extensive highway expertise has been applied to the Local Plan proposals, the Parish Council would be pleased to receive further views on the highway concerns being expressed at this stage and what measures can be included within the Plan to negate the described concerns.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF109	Resident	<p>11.1.1 & 11.1.2 Due to a potential 440 houses being built on the Trinity Farm site, Retford, North Road and Hallcroft roundabout will not be able to sustain the increase in vehicles. Traffic congestion will increase not decrease regardless of any changes made to the traffic infrastructure. The plans show that the developers anticipate that every household will have 2 cars which would increase the traffic by approximately 400 vehicles from the first phase and 880 vehicles if the second phase is also approved. The majority of the people purchasing the proposed houses will already have jobs and use their car to travel to work. In addition, there will be increased HGV traffic from the planned industrial units. Adding a few cycle lanes and improving footpaths and public transport will not reduce the volume of traffic significantly to allow the traffic to flow.</p> <p>The current road infrastructure already struggles and during peak times it can back up from Hallcroft roundabout, sometimes all the way to Randall Way (opposite the new development site) and it is often difficult to join from the existing side roads. With no proposals as to how the current road layout can be adapted to reduce the build up of traffic, this building scheme will contribute towards major hold-ups and could also contribute towards an increase in the number of road traffic accidents. When the A1 is closed, this is used as a main diversion route before re-joining the A1 and traffic is at a standstill to Sutton and beyond. The Hallcroft estate could also see an increase in cars as drivers seek alternative routes to cut their journey times. Hallcroft Road also backs up from Hallcroft roundabout at peak times.</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF110	Resident	Has the transport policy provided to your team taken in to consideration the effect of the A1 being closed either North or Southbound in their calculations ?	No, the Transport Assessment looks at the strategic network flows over a period of time – including AM and PM flows and impacts.
REF144	Resident	<p>One aspect about the evolving growth of Worksop and its surrounds is that much of the housing development has been occurring on the North of the town, whereas the major traffic route is the A57 which itself is supporting many of the major employment facilities on the South of the town - resulting in the need for a large number of local residents to travel across town each day ! This is not an easy task as there is no well developed route for that traffic (and even the Ashes Park Road was not constructed as a suitable dual carriageway to help alleviate that growing problem !).</p> <p>The allocation of land on the A57 opposite the Wilko factory for industrial use is surely going to add to that problem</p>	The Bassetlaw Transport Assessment recognises that there needs to be future improvements to the A57. However, this is a strategic issue as it also includes traffic from other authority areas including Rotherham. Any improvements will need to be developed through a collective approach between relevant authorities and bodies.
REF216	Derek Kitson Architectural Technologist Ltd	<p>Policy ST56: Transport Infrastructure and Improvement Schemes Reference to the Bassetlaw Garden Village should be reassessed if, as I suggest, the housing is to be relocated.</p> <p>Improvement and expansion of bus services, particularly throughout the rural areas, has to be a priority.</p> <p>This policy fails miserably in addressing what is currently a woeful service. It needs serious investment and assistance and, who knows, we may be able to tempt more people to use it particularly if the service is frequent, buses are new and small and the routes are interconnecting.</p>	Where bus services can be improved through planned growth then this will be supported through investment in infrastructure. However, the decisions about general bus services, particularly those within the rural area taken by the County Council and Public Transport providers.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF224	Sheffield City Region	<p>Transport policies in the Draft Plan, for both rail and active travel, support key planks of our own work in South Yorkshire, helping to improve connectivity and sustainable travel modes whilst tackling issues like poor health and air quality. Importantly, the Garden Village proposal includes provision for a new public transport facility including a rail station on the Sheffield to Lincoln line. This will complement other initiatives in SCR as well as strengthen rail connections to Sheffield from the east. The SCR Integrated Rail Plan (July 2019) provides more detail on how we see these services developing in the future.</p>	Noted. Thank you for your comment.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
REF117 Ordsall South	Barton Wilmore on behalf of land owners	<p>6.71 Policy ST56 is a district-wide transport strategy which aims to mitigate the impacts of traffic growth as a result of the delivery of the whole Local Plan. Having a district-wide mitigation strategy is something that is encouraged to demonstrate the holistic approach undertaken in relation to transport. Policy ST56 provides strategic connectivity improvements by non-car modes of transport. These non-car improvements have the opportunity to encourage sustainable mode share from the individual allocations, as well as increased sustainable mode share from the surrounding communities who will also benefit from them. This approach helps to reduce reliance on the private car across the district, leading to reduced reliance on the private car and, consequently, reducing the scale of highway interventions which are likely to be required. 6.72 As set out in Paragraph 11.1.5 of the Local Plan, schemes required to mitigate individual allocations are set out in the site-specific policies, with the detailed requirements to be determined as each allocation is advanced to planning submission. The transport requirements pertaining to Site HS13 are discussed within the Transport</p>	Noted. Thank you for your comment.

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
		<p>Technical Note (forming part of this submission).</p>	
REF225	Sheffield City Council	<p>We note that the Plan acknowledges impacts on parts of the A57 as well as noting existing transport and traffic flow issues on parts of the strategic A57, which feeds into and out of Sheffield, however we welcome the policies promoting sustainable transport (ST57), and acknowledgment of the potential role of the rail corridor in future (ST56).</p>	<p>The Bassetlaw Transport Assessment recognises that there needs to be future improvements to the A57. However, this is a strategic issue as it also includes traffic from other authority areas including Rotherham. Any improvements will need to be developed through a collective</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST56 - TRANSPORT INFRASTRUCTURE AND IMPROVEMENT			
			<p>approach between relevant authorities and bodies.</p>
REF170	A&D Architecture	<p>12) Policy ST56 and ST57 should be modified to safeguard pedestrians against inappropriate cyclist speeds on shared networks by modifying the text of subsection BI (Policy ST56) and B7(Policy ST57) as follows: Policy ST56: "B 1 Measures to facilitate and encourage safe access by cycle and foot including measures to calm cycle speeds where these might otherwise endanger pedestrians"</p>	<p>Noted. Thank you for your comment.</p>