

## **BASSETLAW LOCAL PLAN EXAMINATION**

### **RESPONSE OF NOTTINGHAMSHIRE COUNTY COUNCIL TO THE INSPECTORS' MATTERS, ISSUES AND QUESTIONS**

#### **Matter 13 Transport and Connectivity**

*Issue 13 – Does the Plan set out a positively prepared strategy and policies for transport and connectivity which is justified, effective and consistent with national policy?*

*13.1 a) Is there robust evidence to demonstrate that the likely significant impacts on the road network arising from the development proposed in the Plan have been adequately assessed. Is there robust evidence that these can be effectively mitigated to an acceptable degree and that, if required, such mitigation can be delivered?*

#### **Response of Nottinghamshire County Council**

**The Bassetlaw Transport Study (BTS) contains a cumulative high level link study of 'A' and 'B' class roads in Bassetlaw following the predicted level of future housing and employment Local Plan development within the district. However, the County Council's stance from the outset has been that the study needed to be supported with detailed Transport Assessments for the two major towns in Bassetlaw: Retford and Worksop.**

**The BTS approach in assessing the future highway network performance has focused on Congestion Reference Flow values (CRF) which can provide a simple indication as to whether a road is stressed from a capacity perspective. Where those roads have been identified as being susceptible to stress (unable to accommodate the predicted growth in traffic volumes), an assessment of the junctions on those links has also been undertaken. Where junction and link capacity issues have been identified within the scope of the assessment, a means of mitigation is proposed.**

**The BTS is not sufficiently detailed to consider the capacity of junctions that are on links that have not been identified as being susceptible to stress or where the junctions are not on 'A' or 'B' class roads. Nor has link capacity been considered on other roads. In the main conurbations likely to experience growth (Retford and Worksop), the Highway Authority is expecting the impact of traffic growth on local roads to be addressed by supplementary Transport Assessments for Retford and Worksop.**

**The District Council and their transport consultants were provided with detailed comments on the Retford Transport Assessment on the 18<sup>th</sup> February 2022 (Issue 4 RTA) and on the 29<sup>th</sup> June 2022 (RTA May 2022 Issue 1). The RTA fails to demonstrate that appropriate means of mitigation are achievable to deal with the predicted levels of traffic growth in and around Retford. The**

**RTA has therefore not demonstrated that the objectives of Policy ST54 are achievable.**

**The Worksop Central Area Transport Assessment being prepared in support of the Worksop allocations is yet to be finalised.**

**An A57 Project Group has been established and met for the first time in February 2022. The programme to complete the necessary preliminary designs, cost estimate and implementation strategy is not expected until 2024/25. Assuming an improvement scheme is feasible for the A57, there is no secured or assured funding mechanism to deliver such a project.**

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*13.2 a) Are the requirements for major developments in ST55(2) justified?*

**Response of Nottinghamshire County Council**

**The County Council strongly supports this policy to provide a general development management policy which assists in the wider promotion of sustainable transport, carbon reduction and active forms of travel.**

*b) Does the Policy provide effective framework to achieve sustainable transport and active travel?*

**Response of Nottinghamshire County Council**

**The County Council responds actively to the need to secure and support developer provision of transport initiatives and travel plans for major development and will respond to and monitor development in support of this policy.**