

Subject area and comments	Actions taken
Partnership working	
Other transport authorities	
<ul style="list-style-type: none"> Some respondents expressed concern that Nottingham City and the County Council were producing separate local transport plans or even a LTP covering HMAs. There was, however, support for the Memorandum of Understanding (MoU) between the County Council, Nottingham City and Derbyshire County Council for the whole of the Nottingham Core HMA to help ensure effective cross-boundary working. Individual respondents stated that they would like greater mention/emphasis on joint working with SYPT; and a MoU between the County Council and Leicestershire/Leicester. Whilst one respondent stated that there was a lack of integration with other counties LTPs. Respondents emphasised the importance of continued dialogue between transport authorities to ensure effective delivery of joint ambitions. One respondent considered that more emphasis was required on complementing the work of HA. 	<ul style="list-style-type: none"> Noted. This was considered as part of the development of the LTP3 but it was decided with Nottingham City and Derbyshire not to pursue a joint LTP3 but to develop a MoU instead. No action required. Links with neighbouring authorities is included within Chapter 1 of the LTP3 strategy which details background information and was not included in the strategy consultation. Partnership working with neighbours and other transport providers is also included in section 3.1 of the implementation plan. No action required. Links with neighbouring authorities is included within Chapter 1 of the LTP3 strategy which details background information and was not included in the strategy consultation. No action required. Links with the Highways Agency is included within Chapter 1 of the LTP3 strategy which details background information and was not included in the strategy consultation. Partnership working with other transport providers is also included in section 3.1 of the implementation plan.
Implementation plans and schemes	
<ul style="list-style-type: none"> Several organisations would like the opportunity to comment on implementation plans and their contents. Similarly, several organisations offered support to deliver work programmes, such as transport studies, smarter choices, and infrastructure improvements. Close consultation on proposed improvements required with local cyclists. Would like reestablishment of cycle working groups. 	<ul style="list-style-type: none"> The implementation plan was available for comment between 18 February and 29 March 2011. Noted. The implementation plan was available for consultation and individual schemes are consulted upon in line with County Council procedures. Unfortunately resources do not allow for the re-establishment of individual district cycle working groups although it is intended that the joint working group with Nottingham City will continue.
Public transport	
<ul style="list-style-type: none"> Operators are keen to work continue working in partnership on PT issues including projects to provide access to employment and training; protect rural services; and concessionary fare re-imbursement. 	<ul style="list-style-type: none"> Noted.
General comments	
<ul style="list-style-type: none"> It is considered that the co-ordinated lobbying for transport improvements through the LEP will be important. A request was also received for assistance on the review of taxi licensing so that taxis can pick-up outside their registered local authority boundary. 	<ul style="list-style-type: none"> Noted. Whilst taxi licensing and its impacts are a district council function, this may be taken up as part of any proposed Taxi Quality Partnership currently being considered.

Funding issues	
<ul style="list-style-type: none"> • There are major concerns over the ability to deliver rural bus services if financial support is reduced by the County Council. LTP3 could further reference the affordability of bus projects in the light of funding reductions. • It was also considered that there are threats to the stability of the bus network due to the calculation of reimbursement for age concessionary fare pass journeys. Some respondents would like the County Council to lobby government to ensure sufficient reimbursement of concessionary fares. • There are also concerns over deliverability of a variety of transport improvements given budget and staff cuts. • Need to ensure transport investment supports economic growth as well as reducing costs for local businesses and their workers. Need to consider impacts of cost savings measures on local businesses. • Considered that the County Council need to prioritise value for money, cost effective transport improvements that deliver multiple benefits. • With reduced funding, delivery of smaller scale projects (such as cycling improvements) is vital. • Joint procurement across transport authorities needs to be explored. 	<ul style="list-style-type: none"> • Noted. Funding issues are highlighted within the implementation plan. • Noted. Funding issues are highlighted within the implementation plan. • Noted. Funding issues are highlighted within the implementation plan. • Noted. Supporting the economy is the County Council's highest priority in the short-term and this is reflected in both the LTP3 strategy and implementation plan. • Noted. Prioritisation mechanisms are highlighted within the implementation plan. • Noted. Prioritisation mechanisms are highlighted within the implementation plan. • Joint procurement of goods and services is already (and will continue to be) undertaken through the 3CAP Alliance and is detailed within the implementation plan.
Public transport services	
Rural bus services	
<ul style="list-style-type: none"> • The need to maintain bus links to rural areas/villages as a priority was emphasised. As was the need to address the lack of services to some rural areas. • Respondents would like to see more innovative approaches to delivering rural bus services. 	<ul style="list-style-type: none"> • No action required. This issue is one of the local transport objectives and is covered in detail within Chapters 3 and 6 of the LTP3 strategy. • Noted. Such approaches are being considered as part of the current 'Transport Transformation' programme and will be part of ongoing reviews of transport services as detailed within Chapters 3 and 6 of the LTP3 strategy.

Rail services	
<ul style="list-style-type: none"> • Lack of County Council position on NET. • One respondent considered that rail services/stations to the east of Nottingham have been allowed to be “decimated” in favour of other corridors (such as RHL) and faster trains to London • Rail journey time improvements between major centres and along RHL welcomed as long as they aren’t delivered to the detriment of Derbyshire stations. • Improving journey times to Manchester welcomed by STPTE but opposed if achieved through bypassing Sheffield. • No mention of East Coast Mainline. 	<ul style="list-style-type: none"> • The County Council’s position on NET has been added within Chapter 6 of the LTP3 strategy. • Noted. • Noted. • Noted. Text has been amended to further detail the County Council’s position. • No action required. East Coast Mainline is included within Chapters 3, 4 and 6 of the LTP3 strategy.
Community transport	
<ul style="list-style-type: none"> • Would like reference to support RCAN gives to community transport schemes. • No mention of vital role of community transport and its operators. 	<ul style="list-style-type: none"> • Noted. None of the organisations that provide community transport schemes have been listed in the strategy document although they are included within the evidence base. • No action required. Community transport is detailed within Chapters 3 and 6 of the LTP3 strategy.
Coach services	
<ul style="list-style-type: none"> • Would like more reference to coaches including drop off/pick up points; parking and signage. 	<ul style="list-style-type: none"> • Reference to coach parking and pick up facilities has been reviewed and included in the text as appropriate.
Comments on services to specific locations	
<ul style="list-style-type: none"> • The need for bus service improvements to rural areas, particularly access to Worksop; Bassetlaw hospital; and Doncaster. • Need to ensure public transport links to South Yorkshire are maintained and enhanced. • Would like improved cross-boundary bus services, particularly improvements between West Nottinghamshire/Derbyshire and East Nottinghamshire/Lincolnshire. • Better bus services along inter-urban links. 	<ul style="list-style-type: none"> • Noted. No action required, this issue is one of the local transport objectives and is covered in detail within Chapters 3 and 6 of the LTP3 strategy. • Noted. No action required, this issue is covered in detail within Chapters 3 and 6 of the LTP3 strategy. • Noted. No action required, this issue is covered in detail within Chapters 3 and 6 of the LTP3 strategy. • Noted. No action required, this issue is covered in detail within Chapters 3, 4 and 6 of the LTP3 strategy.
High speed rail	
<ul style="list-style-type: none"> • There was both support and concern about proposed HS2 services. Support recognised the economic benefits whilst concerns focussed on the impacts of the natural and built environment. • It was considered that any HS2 rail stop should connect to existing transport services, whilst concern was expressed over HSR station in Nottingham due to adverse impacts on built and historic environment. • It was also considered that further detail on collaborative working and lobbying was needed generally. 	<ul style="list-style-type: none"> • Text has been reviewed to reflect concerns about impacts to the built and natural environment. • Text has been reviewed to reflect concerns about impacts to the built and natural environment. • Noted.

Public transport marketing and information	
<ul style="list-style-type: none"> • Generally considered that targeted marketing and promotion of public transport (and particularly bus services) needs to be improved to encourage greater use of public transport. • Concern was expressed about quality and accuracy of existing literature produced; incorrect timetable information at bus stops, particularly in rural areas; a lack of publicity of bus services; and a need for improved communication of services. • The use of ATOC's train running information using web based system at key public locations was offered. • Would like to see extension of kangaroo ticket to wider geographical area. 	<ul style="list-style-type: none"> • Noted. No action required, this is included within Chapters 4 and 6 of the LTP3 strategy. • Noted, concerns passed to Travel and Transport Services which produce the literature/information. • Noted. • Plans to explore the possibility of enhanced, integrated ticketing are included within Chapters 3 and 6 of the LTP3 strategy.
Public transport infrastructure	
Bus	
<ul style="list-style-type: none"> • Operators would like to see more bus priority in urban areas to speed up journey times to reduce their running costs. • Operators are also looking to the County Council to provide infrastructure improvements to enhance quality of services along its routes. 	<ul style="list-style-type: none"> • Noted. Bus priority is included within Chapter 6 of the LTP3 strategy. • Noted. Bus infrastructure is included within Chapter 6 of the LTP3 strategy.
Rail	
<ul style="list-style-type: none"> • Clay Cross rail station not a priority for Derbyshire County Council due to its poor BCR. • The University of Nottingham is keen to explore possibility of rail station at Lenton (Faraday Road). • East Midlands Trains would like assistance from the County Council to fund help points; CCTV; real-time information; and waiting shelters at stations without (or with below-par) facilities. They also would support additional car parking at Newark and Beeston. • One respondent was keen for the County Council to be very proactive in preserving Retford station and to ensure high speed trains use the station. 	<ul style="list-style-type: none"> • No action required. It remains a Nottinghamshire long-term priority. • Noted. • Noted. • Noted, although the intended HS2 route does not pass through or near Retford.
Information and communications technology	
<ul style="list-style-type: none"> • Need to support use of technology (such as smartcard) to increase public transport use; and encourage ITSO smart card ticketing facilities by encouraging other operators to adopt ITSO technology across all public transport modes and across administrative boundaries. • Need to utilise bus priority, such as technological solutions where lack of road space doesn't allow reallocation of road space. 	<ul style="list-style-type: none"> • No action required. Plans to explore the possibility of enhanced, integrated ticketing are included within Chapters 3 and 6 of the LTP3 strategy. • No action required. Bus priority is included within Chapter 6 of the LTP3 strategy.

Highway infrastructure	
<ul style="list-style-type: none"> • Any large new infrastructure should include passenger transport interchange, walking and cycling improvements. • Helpful if road schemes that may be supported by the County Council are included in the document. • Would like LTP to recognise what they see as the strategic importance of SLR with regards to the delivery of the Newark Growth Point. • Opposition to the A453 being funded from local funding streams. If the improvement scheme is not progressed, use of intelligent transport systems to improve efficiency would be welcomed. • Keen that promotion of car sharing be accompanied by infrastructure to benefit car sharers (eg, car share lanes on strategic corridors). 	<ul style="list-style-type: none"> • Noted. • No action required. Significant and major schemes (including road schemes) that have safeguarded route are included as an appendix to the implementation plan. • No specific schemes are included within the LTP3 strategy document but are included or referenced within the implementation plan as necessary. • Noted. • Noted.
Signing	
<ul style="list-style-type: none"> • Would like NCC to commit to reducing street clutter including signage. • Would welcome a review of clarity and effectiveness of signage to reduce unnecessary travel. • Would like a review of signage to all rail stations in Nottinghamshire. 	<ul style="list-style-type: none"> • The County Council has a commitment to reducing street clutter and text has been amended to reflect this. • Noted. This work would be undertaken as part of the reduction of street clutter. • Noted.
Maintenance	
<ul style="list-style-type: none"> • Greater clarity required on the priority mechanisms for maintenance. • Would like a greater commitment to planned route maintenance and improvement rather than the current 'needs must' approach. • Little mention of winter maintenance. • Must include maintenance of cycleways as well as other highway infrastructure. 	<ul style="list-style-type: none"> • No action required. Priority mechanisms for maintenance are detailed within Chapter 4 of the LTP3 strategy. • No action required, priority mechanisms for maintenance are detailed within Chapter 4 of the LTP3 strategy. • No action required. Winter maintenance is detailed within Chapter 4 of the LTP3 strategy. • No action required. Priority mechanisms for maintenance are detailed within Chapter 4 of the LTP3 strategy.

Safety	
<ul style="list-style-type: none"> • Would like to see early intervention with school children through more road safety and cycle training. • Lower, better enforced speed limits including area-wide 20mph zones, including across whole areas on all roads except on arterial routes. • Safety should have its own specific strategic goal. • Would like higher priority given to pedestrian infrastructure and safety in rural areas. 	<ul style="list-style-type: none"> • Noted. No action required, cycle training is currently provided free of charge to schools (primary and secondary) and includes off-road (for younger pupils) and on-road training. • Noted. This will be considered as part of the review of speed limits in the county and 'pilot' projects are planned. • The strategic transport goals were identified through consultation and it did not identify safety as requiring its own strategic goal. • Noted. Safety improvements are prioritised on a history of injury accidents and are detailed within Chapter 5 of the LTP3 strategy. Similarly the provision of active travel infrastructure is detailed within Chapter 5 of the LTP3 strategy.
Parking	
<ul style="list-style-type: none"> • Parking policy should encourage the use of sustainable transport. • Newark & Sherwood District Council would welcome the County Council's advice in developing new parking standards for new development. • Car parking at train stations should not be constrained by parking policies as car parking provision is an enabler of shift from car to train. • Review the location and time periods of controlled zone parking. • The County Council may need to respond to negative impacts of the Workplace Parking Levy on surrounding areas in the county. • Consideration of additional Park and Ride facilities would be welcomed. East Midlands Trains support the inclusion of EM Parkway as an unofficial P&R site but would welcome better signing to it and classification as official P&R site. 	<ul style="list-style-type: none"> • No action required. Parking policy, including to encourage the use of sustainable transport is included within Chapter 4 of the LTP3 strategy. • Noted. Request passed to the Development Control team for action. • Text has been reviewed to reflect comments on car parking at rural rail stations. • No action required. Controlled zone parking and its review is included within Chapter 4 of the LTP3 strategy. • Noted. No action required, chapter 4 of the LTP3 strategy includes comment on this issue. • Noted. No action required, existing and future Park and Ride facilities are included within Chapters 3, 4 and 6 of the LTP3 strategy.
Spatial planning	
<ul style="list-style-type: none"> • LTP3 should further emphasise the connection between spatial planning and the need to travel. • More careful planning of developments is required to ensure close to established public transport routes. • The need to secure developer contributions for sustainable transport improvements. 	<ul style="list-style-type: none"> • No action required. Chapter 4 of the LTP3 strategy (as well as references in other chapters) includes the connection between spatial planning and the need to travel. • No action required. Chapter 4 of the LTP3 strategy includes the need to locate development along existing public transport networks. • No action required. Chapters 4, 5 and 6 of the LTP3 strategy include the need to secure developer contributions for sustainable transport improvements.

Accessibility	
<ul style="list-style-type: none"> No mention of combating rural isolation, transport for the elderly or disabled. Consideration should be given to non-motorised access to the countryside for leisure and fitness best achieved through safe and convenient footpath links from new and existing developments. Need to improve speed, quality and robustness of broadband connectivity in rural areas. Would like to see improved access through cycling and walking measures. 	<ul style="list-style-type: none"> No action required. Combating rural isolation and transport for the elderly or disabled is included within Chapter 6 of the LTP3 strategy. No action required. Accessibility improvements through cycling and walking are included within Chapters 5 and 6 of the LTP3 strategy. No action required, whilst this is not primarily a transport issue, it is included within the 'smarter choices' measures. No action required. Accessibility improvements through cycling and walking are included within Chapters 5 and 6 of the LTP3 strategy.
Climate change/carbon reduction	
<ul style="list-style-type: none"> Would like greater links to Low Emissions Strategy Partnership good practice guide. Would like greater emphasis on 20mph zones in CO₂ emissions section. Nottingham Campaign for Better Transport does not support the 'carry on driving' approach through electric vehicles/bio fuels. 	<ul style="list-style-type: none"> Text has been reviewed to include reference to Low Emissions Strategy Partnerships in Chapter 7 of the LTP3 strategy. Noted.
Environment	
<ul style="list-style-type: none"> Strategy could include a policy on how we will manage historic transport structures (eg bridges). Climate change and pollution sections (5.1, 5.2 and 5.4) could make reference to impact on physical and setting of historic environment. More explicit reference could be made on public realm improvements with historic places and conservation areas. Commitment could be included that sensitive design and quality materials continue to be used in conservation areas and other sensitive locations despite reduced funding levels. Third strategic goal is unnecessarily negative would like it altered to 'Seek to minimise negative and maximise positive impacts on the environment'. Need to pursue positive impacts on the environment (eg, potential to raise the wildlife value of parts of the highway network is not detailed). Needs more information on Landscape Character to express the wider setting of heritage assets. The Sherwood Forest area landscape might justify a sub-strategy for this particular area. Would like greater emphasis on 20mph zones in air quality, noise, and the physical environment sections. 	<ul style="list-style-type: none"> No action required. Policy on such issues is included within the Highways Network Management Plan. Text reviewed to make references. Text reviewed. Text reviewed. Third strategic goal amended to reflect the comment. Text reviewed. Text has been reviewed to include consideration of sub-strategy for Sherwood Forest SPA once it has been declared. Noted. Reference to potential included in text on 'pilot' 20mph zones.

Surface water management	
<ul style="list-style-type: none"> Consider surface water management plan for Greater Nottingham in LTP3. Support for use of SuDS in new transport infrastructure but also retrofitting in existing highways. 	<ul style="list-style-type: none"> Noted. Noted.
Green infrastructure	
<ul style="list-style-type: none"> Needs more information on the role of Green Infrastructure. 	<ul style="list-style-type: none"> Role of green infrastructure included in Chapter 5 of the LTP3 strategy and cross-referenced in other relevant chapters (already included within the implementation plan).
Smarter choices/behavioural change	
<ul style="list-style-type: none"> Importance of behavioural change should be more prominent and should come before economic objectives. Needs greater reference to work with organisations (district councils, interest groups and operators) to promote new and enhanced services or facilities (walking, cycling and PT). Would like to see low cost promotion to businesses of mobile working/technology plus guides on how to implement. Explore the possibility of developing a computer system for planning travel. Explore the potential for water (river and canal) transport in travel planning. Needs reference to station travel plans at rail stations in Nottinghamshire. 	<ul style="list-style-type: none"> Smarter choices measures to encourage behaviour change are not an objective in themselves. They make up part of a package of measures to address congestion and health objectives. Text has been reviewed to make reference of working with partners to promote new and enhanced services. No action required. Promotion of 'smarter working' practices is included within Chapter 4 of the LTP3 strategy. No action required. Journey planning tools are included within Chapter 4 of the LTP3 strategy. Text amended to include reference to potential for water transport in travel planning. No action required. Reference to developing travel plans with organisations encompasses station travel plans.
Active travel	
<ul style="list-style-type: none"> Need for cycling and walking improvements to rural areas. Would like higher priority given to pedestrian infrastructure and safety in rural areas. Promotion of cycling is vital to delivery of strategic goals and challenges Identifies lack of cycling infrastructure and signage in urban areas as a challenge Active travel contributes positively towards regeneration and connectivity goals Prioritising gaps in the cycling network where active travel levels are low or facilities poor Would like greater emphasis on 20mph zones in active healthy travel. 	<ul style="list-style-type: none"> No action required. Active travel facilities etc. is included within Chapter 5 of the LTP3 strategy. No action required. Active travel promotion is included within Chapters 4 and 5 of the LTP3 strategy. No action required. Active travel facilities etc. is included within Chapter 5 of the LTP3 strategy. Noted. No action required. Prioritising gaps in the network is identified as key feature in prioritisation of improvements within Chapter 5 of the LTP3 strategy and the implementation plan. Noted. Reference to potential included in text on 'pilot' 20mph zones.

Integration	
<ul style="list-style-type: none"> Options for integrating cycling with public transport and convenient cycle parking required. Need better rail connections at key junctions. 	<ul style="list-style-type: none"> No action required. Integrating cycling with public transport and convenient cycle parking is included within Chapter 5 of the LTP3 strategy and the implementation plan. No action required. Rail improvements are already included within Chapters 4 and 6 of the LTP3 strategy.
Freight	
<ul style="list-style-type: none"> No reference to rail freight in the rail section. No reference to transfer of freight from road to rail or water. Lack of detail on freight issues and how strategy will help grow the logistics industry. 	<ul style="list-style-type: none"> Text reviewed. No action necessary. Transfer of freight to rail or water is included within Chapter 7 of the LTP3 strategy. No action necessary. Further detail will be included within the Freight Strategy.
Indicators	
<ul style="list-style-type: none"> Need to ensure that cumulative impacts on a number of priorities are recognised when monitoring/ measuring progress; as well as allocating resources. Would like stretching targets for increasing cycling to work. Need targets related to obesity, school travel and LTP3 contribution to reducing carbon emissions. 	<ul style="list-style-type: none"> Noted. Whilst overall cycling levels will be monitored, cycling to work will not be included as a LTP3 indicator due to resources required to undertake this and value for money considerations. Targets relating to health, school travel and reducing transport's carbon emissions are proposed.
General comments, including suggested text amendments/updates	
General	
<ul style="list-style-type: none"> Cautious over gap between theory (which they support) and putting it into practice (due to withdrawal from NET, opening Gedling bus plug, axing Sherwood Forester). LTP3 is Nottingham centred and insufficient consideration of rural areas, particularly on extremities of the county. Would like the following aim added "All communities should have a minimum of one regular public transport link to their nearest public transport node". Would like stronger emphasis on cross-boundary working in improving connectivity section. 	<ul style="list-style-type: none"> Noted. No action required. Countywide LTP3 has been developed to help avoid this issue and also accessibility of rural areas is a key strategic goal and local transport objective. No action required. Considered that the local transport objectives adequately cover this aim and were selected by the majority of consultees. Greater reference to cross-boundary partnership working added to relevant section in Chapter 4 of the LTP3 strategy.

Text updates	
<ul style="list-style-type: none"> • Would like to see reference to access to employment in the transport vision. • Amend references to Rural Community Council to RCAN. • Update reference to CIL to take account of further progressions of it. • Page 6 para. 6 - Bassetlaw LDF hasn't yet been to examination in public. • Page 8 para. 2 - PPS6 superceded by PPS4. • Page 14 para. 6 - Reference to LTP should be LTP3. • Para. 1.4.1 does not include methodology for business cases for inclusion in a new rail franchises. • Para. 1.4.2 refers to 2104 but should be 2014. • Para 2.2.3 could include reference to working with neighbouring TAs on improving and promoting RoW and GI; as well as East Derbys Greeways Strategy • Page 43 para. 8 (para. 2.4.1) - Reference to Central Trains should be East Midlands Trains (EMT). • Para 4.1.1 duplication with other sections (eg Clay Cross). • Network Rail made several comments on text included in the draft. • Would like EM airport included on the maps of Nottinghamshire. • Statement about peak oil be strengthened. • Make reference to bus and coach industry's 'Greener Journeys' campaign. • Relationships with neighbouring authorities be put into context. • Detail how the strategy has been arrived at from 3 strategic goals. Links between transport goals and vision and the rest of the strategy are unclear as they do not specifically coincide with the number of chapters or chapter headings – may give undue importance to PT over other modes. A matrix relating the goals to the objectives may help. • Land use sections in each of the chapters need to be cross-referenced. 	<ul style="list-style-type: none"> • No action required. Considered that the transport vision adequately covers access to employment. • Text amended. • Text amended to reflect progress since draft LTP3 published. • Text amended. • Text amended. • Text amended. • No action required. It is not considered that inclusion of the methodology for engagement is required. • Text amended. • Text amended. • Text amended. • Text on rail section amended. • Text reviewed in light of comments and amended as necessary. • Maps amended. • No action required. Considered that sufficient information is included within Chapter 3 of the LTP3 strategy. • No action required. Each individual campaign is not listed in the strategy and partnership working on smarter choices measures is already included within Chapter 4 of the LTP3 strategy. • No action required. Relationships with neighbouring authorities is included within Chapter 1 of the LTP3 strategy which details background information and was not included in the strategy consultation. • No action required. Links between the strategic goals and vision are included within Chapter 2 of the LTP3 strategy which was only summarised for the strategy consultation. • Cross-references have been checked and amended as necessary.