

# Somerset County Council

## Transport Policies

### CONSULTATION AND ASSESSMENT



[WWW.SOMERSET.GOV.UK](http://WWW.SOMERSET.GOV.UK)



March 2011



**1. INTRODUCTION 2**

---

**2. PHASE 1  
CONSULTATION ON  
GOALS AND  
CHALLENGES 2**

---

**3. PHASE 2  
CONSULTATION ON  
DRAFT STRATEGY 7**

---

**4. ASSESSMENT OF  
THE STRATEGY 15**

---

## 1 Introduction

**1.1** In developing our strategy, we have involved formally recognised stakeholders, the public, including disability groups, and County Council elected members, to give advice on how our transport strategy should be developed. In Winter 2009, we spoke to a number of groups to discuss their own priorities, that would help us determine our goals and challenges. This was referred to as Phase 1 of the consultation and the results of this are discussed in more detail in 'Somerset County Council Transport Policies: Evidence, Goals and Challenges' where we present the findings of this work and relate it to our goals and challenges. Phase 2 of the consultation process was to see whether the people of Somerset and our stakeholders support the Strategy we are proposing. Also outlined below is our approach to the various statutory assessments that we need to undertake during the development of our strategy and the consultations we have undertaken on those. These include a Strategic Environmental Assessment, a Habitats Regulation Assessment, a Health Impact Assessment and an Equalities Impact Assessment.

## 2 Phase 1 Consultation on Goals and Challenges

**2.1** During the development of our strategy, we have sought to engage with as many people and groups as our resources would allow. As a result, we have spoken to:

- Members of the Public;
- County Councillors;
- Parish Councils; and
- District Councils.

**2.2** The following information details the discussions we have had with these different groups and gives an outline of the views and opinions they gave us.

### Parish Councils

**2.3** In October 2009, we wrote to every Parish and Town Council in Somerset. We asked them to provide us with their top transport issues, either from their Parish or Town Plans, or just based on local knowledge.

**2.4** We received over 230 separate issues from more than 80 Parish and Town Councils. The following are the top ten issues highlighted during this exercise.

1. Improve frequency, value and information of public transport
2. Traffic calming in villages
3. Better parking control and enforcement
4. More footpaths in rural areas
5. Freight/HGV routing
6. Footpath maintenance
7. Better cycle networks and cycle paths
8. More car parking

9. Car-sharing schemes in rural areas
10. Equal – i) Better signage and ii) Road safety

## **Members of the Public**

### Focus Groups

**2.5** In December 2009, three focus groups were held – one in each of three areas (Taunton, Bridgwater and Yeovil). Each group contained a mix of respondents (based on age, gender and primary transport used). The objective of the sessions was to get an idea of the ‘key transport issues’ within the groups and to gain an idea of how they saw the 5 Government Transport Goals<sup>(1)</sup> in terms of priority.

**2.6** The Key Transport Issues were summarised as follows:

- Narrow roads in towns & villages cause bottlenecks as roads and streets are unable to support parking, cars, lorries and buses;
- Road safety for pedestrians and cyclists;
- Unreliability, cost and infrequency of buses;
- Commuters and those making short journey trips in cars cause congestion; and
- Towns and villages being ‘through-routes’ for other destinations.

**2.7** In terms of the 5 Government Transport Goals, no one goal was deemed to have priority over another with the general feeling that many initiatives supported other objectives and many could not be achievable without the other.

### On-Street Surveys

**2.8** 1,122 face to face on-street interviews were undertaken across 12 locations – representing the five districts of the county of Somerset:

- West Somerset (Minehead, Dulverton and Williton)
- Taunton Deane (Taunton and Wellington)
- Sedgemoor (Bridgwater and Burnham-on-sea)
- South Somerset (Yeovil and Crewkerne)
- Mendip (Wells, Frome and Glastonbury)

**2.9** Interviews were undertaken with a representative spread of Somerset residents (by age and gender). Research was undertaken from 25th January to 18th February 2010.

## **Research Objectives**

- To identify the relative importance of the five Government Transport Goals outlined in our strategy development.

---

1 1. Tackle Climate Change 2. Supporting The Economy 3. Promote Equality of Opportunity 4. Contribute to Better Safety, Health and Security 5. Improve Quality of Life and a Healthy Natural Environment



- To look at a number of initiatives associated with each individual objective and to have the public determine how 'effective' they deem each initiative will be in helping us to meet its target goal.
- To additionally probe for 'other' key initiatives which respondents feel are of vital importance to meet the target goal.
- Finally to record any particular travel/transport issues each respondent has with regards travelling in Somerset.

**2.10** Those participating were first asked to rank the five Government Transport Goals (as noted above) in order of importance to them. Then for each goal, a number of key initiatives were presented as examples of what could be done to assist with the delivery of each of the goals. For each initiative, people were asked to rate how effective they considered each initiative would be in helping to achieve each goal?

### Summary of the Findings

**2.11** There was a clearly defined priority goal in this exercise 'Contributing to better security, safety and health' rated the priority objective by 4 in 10 respondents.

**2.12** Encouragingly, all of the supporting proposed initiatives for each goal were deemed to be 'at least' of average effectiveness – with the following three initiatives deemed to be the 'quite effective':

- Make Public Transport more reliable, affordable and of a high standard
- Identify where transport can reach in rural areas to increase opportunities to employment etc.
- Promote walking, cycling, bus, rail and car-sharing schemes

**2.13** It is perhaps no surprise to see the highest rated initiative being an improvement to the Public Transport system – this is supported within this study by the majority of unprompted 'initiatives' and improvements concerning buses and the Public Transport system.

**2.14** Ratings of 'effectiveness' may often be intention of 'desire/need' – as is the case with an improved Public Transport system – however, this should not be interpreted as an intent to change 'behaviour' – i.e. the ratings for all initiatives were consistent regardless of the main form of transport used.

**2.15** One could infer that it has 'universal' approval for our strategy and its supporting goals as there were few differentials by age, gender, main method of transport used or location – with the following exceptions:

- Higher rating of importance assigned to 'Promote equality of opportunity' amongst 16-24 year olds
- Consistently muted ratings for all initiatives from residents of West Somerset

**2.16** Although there was little room for qualitative evaluation, spontaneous comments suggested that an improved (cheaper) Public Transport system and improved road-maintenance were still top of residents list of concerns.

## Disability Groups

**2.17** In December 2009, we approached the Somerset Access and Inclusion Network (SAIN) in order to understand the transport priorities for disabled people in Somerset. 42 people attended 2 Focus Groups during February 2010. Those present at each meeting represented a range of impairments; Hearing, Visual, Physical, Learning Difficulties and Mental Health.

**2.18** We provided the same questionnaire we had used for the On-Street Surveys.

**2.19** Each two hour meeting started with an overview of the purpose of the consultation followed by facilitators working with smaller focus groups to discuss the goals and initiatives that had been provided.

**2.20** The key findings and priorities identified from the group consultations included:

- Road safety is very important, especially in villages;
- People parking on and obstructing access to pavements is a big issue, affecting the safety of disabled people when they cannot travel along pavements;
- Pavements and pathways need to be accessible and well maintained;
- There is a need to restrict HGVs passing through rural areas;
- Being able to access suitable public transport is high on the list of priorities for disabled people as well as the need to have manned train and bus stations with trained staff;
- New ways of updating information at bus stops (audio/visual) were also discussed;
- Changes in criteria for hospital transport have created more need for other forms of transport which are low in cost to get people to appointments;
- Inconsistencies exist with community transport and the Slinky service across the county in terms of the cost and the areas it covers;
- Greater control of blue badge parking is needed generally; and
- Congestion is an issue in more populated areas.

## **County Councillors**

**2.21** A workshop was held in January 2010 with Councillors to gain an idea of their priorities for transport as well as to provide Councillors with an overview of transport issues and the development programme for our strategy. The workshop was attended by 19 Councillors.

**2.22** After a presentation on the process and programme for developing the strategy, the Councillors were divided into groups. They were asked to debate among themselves 10 potential initiatives that could be used as part of a transport strategy before ranking them. The initiatives were selected to give a range of different options that could be used, and to see where priorities lay for the Councillors.

**2.23** The ten initiatives that were discussed were:

- **CLIMATE CHANGE AND CONGESTION:** Work with communities and businesses to reduce carbon emissions and congestion by encouraging travel reduction, shift to non-car modes, electric cars, home working etc
- **COMMUNITY TRANSPORT:** Increase where community transport can reach in rural areas to increase opportunities to employment, education, health and leisure
- **TRANSPORT INTERCHANGES:** Improve facilities at bus and rail stations, bus stops, cycle and car parks to reduce the fear of crime
- **TRANSPORT BOTTLENECKS:** Address bottlenecks in the transport network
- **PUBLIC TRANSPORT:** Make public transport services more reliable, affordable and of a high standard
- **MAINTENANCE:** Maintain transport assets across the county
- **IMPACT OF TRANSPORT:** Reduce the impact of HGVs and noise (where identified) on rural roads and communities
- **ACTIVE TRAVEL:** Provide opportunities and routes to make it easier for people to do more physically active travel
- **ROAD SAFETY:** Road safety schemes in areas where safety problems have been identified
- **RIGHTS OF WAY:** Develop and maintain footpaths, cycle routes and bridle paths

**2.24** After the discussion, those present were asked to rank them in terms of importance, where 10 was the highest ranked initiative. Figure 1.1 shows an aggregate of these rankings.

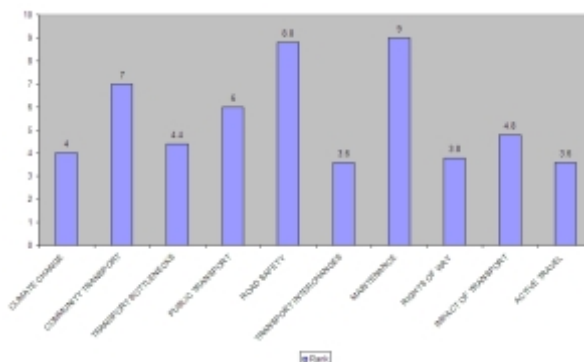


Figure 1.1 Aggregate ranking of the 10 initiatives discussed at the Councillor Workshop

## District Councils

**2.25** During April and May 2010, we visited Council Officers and Members from the five District Councils. Their views were sought on the local priorities for their areas, specifically looking to tie them in to the challenges we have identified for Somerset.



**2.26** The following table sets out the key messages from each District Council. There is also a detailed document outlining each District's issues in relation to the Challenges which is available on request.

District	Key Message
Mendip	Rural environment is important and has different needs to more urban areas. People need to be involved in deciding what the right solution for their area is. Consultation needs to include businesses and SCC should look to engage with the Mendip Business Leaders group.
Sedgemoor	Keep Hinkley at the forefront. Maintain the close links with the LDF process. Look at softer measures to educate people on their choices and actions. Use opportunities to get the message to young people as they are the future generation. Design-in future measures e.g. cycle parking, provision for electric vehicles, etc.
South Somerset	Encourage people to find local solutions. Maintenance – allow issues such as overgrowth clearing could be devolved to communities. Need to trial new initiatives to see how they might work. Use the existing communication streams, such as local government forum, area parish meetings etc to engage.
Taunton Deane	Communication is needed to explain why measures are being introduced in an area. The priority should be to increase cycling as it meets most of the challenges. Journey to school also ties in with a lot of the issues raised. As a growth point, the strategy to regenerate the town centre, including delivering the major transport schemes, is vital.
West Somerset	Rural proofing required. An integrated approach to design e.g. could a Right of Way be a swale as well. Consider the natural environment more within the challenges as well as access being for rural communities rather than to and from. Consider the needs of Exmoor.

## Other Work

**2.27** We have also given presentations to the following groups:

- Somerset Strategic Planning Conference
- Somerset Local Access Forum
- Somerset Public Transport Forum

## 3 Phase 2 Consultation on Draft Strategy

### Method of Consultation

**3.1** The consultation was simple as it has always been the intention of the Cabinet that engagement should be low cost. Consultation took the form of:

- Website link to document and associated Survey questionnaire;
- Reference Copies of the Document in Libraries and District/County Council Offices;
- Paper copies of questionnaire available with Reference Copies; and
- Email or letter to FTP Stakeholders including District and Parish Councils and any other members of the public that had registered their interest during previous transport strategy events.

**3.2** The FTP questionnaire was developed with assistance of the Council's Research & Consultation Manager and asked people to rank their top and bottom preferred policies of a group, along with some diversity questions. A number of longer technical supporting documents were available on the SCC website for our Stakeholders.

### Breakdown of Respondents

**3.3** The following stakeholders were invited to comment on the FTP:

- Bus and Community Transport operators
- Rail operators
- Public transport user groups
- Other Somerset-based transport forums and groups
- District Councils
- Highways Agency
- Disability Groups (under DDA 2005 legislation)
- Environmental Bodies (under SEA directive)

**3.4** Stakeholders that responded to the consultation were:

- Avon and Somerset Police, Berrow area
- Bellway Homes, The Abbey Manor Group and PFA Consulting
- Cyclist Touring Club
- English Heritage
- Exmoor National Park Authority
- Frome Vision
- Highways Agency
- Hydrock Byways and Highways (on behalf of Abbey Manor Capital Partners)
- Natural England
- NHS Somerset
- Railfuture Severnside
- RoadPeace
- SCC Rights of Way Team
- Sedgemoor District Council
- Somerset Freight Quality Partnership
- Somerset Local Access Forum
- South Somerset Association for Voluntary & Community Action Ltd (on behalf of South Somerset Community Transport, Mendip Community Transport, South

Somerset Community Accessible Transport (Wincanton CAT) and Atwest (Minehead)

- South Somerset District Council
- Sustrans
- Taunton Deane Borough Council
- 'The Ridings' community transport service

#### Parish and Town Councils

7 responses were received from Parish and Town Councils in Somerset.

These were:

- Berrow Parish Council
- Burnham and Highbridge Town Council
- Cranmore Parish Council
- Crewkerne Town Council
- Wells City Council
- West Camel Parish Council
- Yeovil Town Council

#### Members of the Public

**3.5** 136 responses were received from the public, consisting of 26 paper, 102 electronic surveys and 8 letters or emails. Details on location of respondents were not requested as part of the consultation. However, questions on travel habits and equal opportunities were asked through the paper and online surveys.

#### Late Responses

**3.6** A number of responses were received after the consultation deadline, comprising 2 Parish Councils and the remainder from Members of the Public. Due to the short timescale in collating this report, it was not possible to include these in the detailed responses to the FTP.

## Summary of Feedback

#### Written Responses

**3.7** 455 individual written comments were received. Each comment was assessed to determine whether it related to the FTP itself document or the supporting technical documents.

#### Main FTP document

**3.8** 32 individual comments were received about the FTP document, suggesting wording changes to the policies or changes to the layout. Most suggestions were looking to strengthen the wording of the policies. Each was considered on its merit against the original reasoning for wording the policies in the way they were. In light

of this, the specific policies were not amended as a result of the consultation. However, it was decided that the supporting text for the policies, as found in Technical Note (TN3), should be strengthened, where possible, to incorporate these suggestions.

#### Technical Documents

TN1 Consultation responses 2 comments

**3.9** There was suggestion that the consultation was not publicised enough.

TN2 Evidence base, goals and challenges 10 comments

**3.10** The general comment from this chapter was that there wasn't a clear enough link between the development of the goals and challenges and the FTP itself. There was also a request that the technical work, including the modal strategies, be made available to the public and stakeholders.

TN3 Schedule of Policies 374 comments (inc 2 general)

Making a Positive Contribution 23 comments (inc Annex A)

**3.11** There was support for the localism agenda and partnership working. It was also noted that there would need to be close working between the new national Public Health Service and SCC.

Living Sustainably 163 comments

**3.12** In relation to climate change, there was broad support for SCC's proposals and the recognition of 'peak oil', although some felt the measures suggested were not challenging enough to tackle the issue. There was concern from a large proportion of those that responded that bus and community transport services would suffer under future funding cuts. There was a feeling that this would increase rural deprivation and social exclusion. There was recognition that small walking and cycling schemes offer greater value for money as well as greater opportunities to deliver them through working in partnership with partners such as the NHS, Sustrans and other local authorities. There was support for emerging technologies, greater use of the waterways and a wider role for rights of way in supporting the economy and encouraging sustainable travel to education. There was also a request that opening of more railway stations and increased stopping at existing stations be encouraged.

Ensuring Economic Wellbeing 110 comments (inc Annex B)

**3.13** There was general support for the areas of growth in Somerset, although a question over whether SCC would support smaller road schemes outside of Taunton, Bridgwater and Yeovil. There was also conflicting comments surrounding Travel Plans between developers and the SCC/District Council position. Developers felt Travel Plan demands were too onerous whereas the District Councils felt the measures were appropriate and were supportive of them. Developers were also concerned that SCC and the Districts should not rely too heavily on developer funding for transport infrastructure as it may make developments unviable. Freight issues centred on encouraging more freight onto the railways and the impact HGVs have

in rural villages. On the subject of tourism, suggestions were made to include more reference to the National Cycle Network, Rights of Way and Exmoor National Park. Finally, there was a request for more maintenance of the transport network and more gritting in cold weather.

#### Enjoying and Achieving

5 comments

**3.14** There was broad support for our approach although there was a suggestion that it wasn't ambitious enough moving forward.

#### Staying Safe

55 comments

**3.15** There were requests for lower speed limits, particularly to 20mph in urban areas and also in rural areas where there was concern that vehicular speeds were inappropriately high. There was also a sizeable number of responses surrounding the support of a specific scheme (a footpath at Berrow on the Coast Road). Most responses were in support of this, including the local police.

#### Being Healthy

16 comments

**3.16** Generally, there was support for the inclusion of evidence showing the link between the health impact and cost of physical inactivity on society. It was noted that the shift in public health responsibility from the NHS to local authorities needed to be acknowledged. Comments were also made suggesting that access to healthcare by public transport needed improving. In terms of air quality, most comments expressed disappointment that no new measures seemed to be proposed.

#### TN4 Transport and Development

17 comments

**3.17** There was support for the SCC requirements for the proposed nuclear development at Hinkley. There was concern from both developers and District Councils that the reduction in public funding would lead to an over reliance on developer funding.

#### TN5 Aims, Targets & Implementation Context

13 comments

**3.18** There was a suggestion that the walking, cycling and public transport targets should be more stretching. There was also support for smarter choices and other initiatives with high cost/benefit ratios to be implemented due to their greater value for money. Most people responding in this chapter wanted to see more detail on the Implementation Plan.

#### Strategic Environmental Assessment

5 comments

**3.19** There was broad support for the SEA documentation. It was noted by English Heritage that the recommendations from the SEA regarding protecting the built environment needed strengthening in the Technical Notes.

#### Habitats Regulation Assessment

1 comment

**3.20** There was one comment of support for the HRA, from Natural England.



## Survey Responses

**3.21** A summary of the survey responses are as follows:

<b>The things we can help you do</b>	<b>Most important</b>	<b>Least important</b>	<b>Most %</b>	<b>Least %</b>
Community and partnership involvement	24	9	20.9%	8.7%
Smarter choices	7	37	6.1%	35.6%
School travel	4	13	3.5%	12.5%
Road safety	62	3	53.9%	2.9%
Active Travel	9	28	7.8%	26.9%
Access to Health	9	14	7.8%	13.5%
Totals	115	104	100.0%	100.0%

<b>The effects transport has</b>	<b>Most important</b>	<b>Least important</b>	<b>Most %</b>	<b>Least %</b>
Climate change	38	39	33.0%	36.4%
Noise	22	32	19.1%	29.9%
Landscapes and biodiversity	32	25	27.8%	23.4%
Air quality	23	11	20.0%	10.3%
Totals	115	107	100.0%	100.0%

<b>The things you need</b>	<b>Most important</b>	<b>Least important</b>	<b>Most %</b>	<b>Least %</b>
Rights of way	19	14	16.4%	13.5%
Emerging technologies	2	28	1.7%	26.9%
Sustainable development	33	1	28.4%	1.0%
Information and communication technology	6	25	5.2%	24.0%
Parking	20	12	17.2%	11.5%
Freight	3	22	2.6%	21.2%
Maintenance	33	2	28.4%	1.9%

Totals	116	104	100.0%	100.0%
--------	-----	-----	--------	--------

The ways you travel	Most important	Least important	Most %	Least %
Bus and community transport services	42	5	35.9%	4.7%
Cycling	20	4	17.1%	3.8%
Walking	18	6	15.4%	5.7%
Rail	1	18	0.9%	17.0%
Car and Taxi	36	17	30.8%	16.0%
Motorcycling	0	56	0.0%	52.8%
Totals	117	106	100.0%	100.0%

How do you usually travel for the activities listed below?	Work	Education	Shopping	Leisure	Other
Car/van	57.6%	35.6%	46.6%	29.9%	26.5%
Car/van Sharing	9.4%	6.8%	26.3%	19.7%	13.3%
Motor Cycle (125cc and under)	0.0%	0.0%	0.0%	0.9%	0.0%
Motor Cycle (over 125cc)	2.4%	0.0%	0.8%	0.0%	1.2%
Bus or coach	9.4%	25.4%	10.2%	7.7%	16.9%
Park & Ride	0.0%	0.0%	0.8%	0.0%	1.2%
Train	2.4%	3.4%	0.0%	0.0%	7.2%
Bicycle	9.4%	13.6%	7.6%	19.7%	12.0%
Walk/run	9.4%	15.3%	7.6%	22.2%	21.7%
Totals	100.0%	100.0%	100.0%	100.0%	100.0%

**3.22** Not everyone who responded chose to answer every question. In terms of the things we can help people do, respondents considered road safety to be the most important and smarter travel choices to be the least important. On the effect transport has, climate change was both the most important effect transport has and also the least important, suggesting a definite division of opinion on this subject. The second most important issue was seen as landscapes and biodiversity, while the second least important issue was noise.

**3.23** Out of the things people need, respondents thought sustainable development and maintenance were jointly the most important and emerging technologies was the least important. Respondents believed the most important ways they travel was by bus and community transport while the least important was motorcycle. When comparing this information with the ways people travel, we can see that car was the most used form of transport for all types of activity, whereas park and ride and motorcycling was the least used form of transport.

#### Equal Opportunities Questions

Gender	Female	Male	Trans- gender	Prefer not to say	Total					
	57	52	0	4	113					
	50.4%	46.0%	0.0%	3.5%	100.0%					
What age group do you fit into?	0 – 15	16 – 24	25 – 34	35 – 49	50 – 59	60 – 64	65 – 74	75+	Total	
	0	2	14	23	36	10	25	2	112	
	0.0%	1.8%	12.5%	20.5%	32.1%	8.9%	22.3%	1.8%	100%	
What is your ethnic group?	White	Mixed	Asian or Asian British	Black or Black British	Chinese or other ethnic group	Romany, Gypsy or Traveler	Total			
	104	3	0	1	0	0	108			
	96.3%	2.8%	0.0%	0.9%	0.0%	0.0%	100%			
Do you consider yourself to have a disability?	Yes	No	Total							
	15	95	110							
	13.6%	86.4%	100.0%							

If yes, how would you describe your disability?	Physical Disability	Visual Disability/Difficulty	Hearing Disability/Difficulty	Learning Disability/Difficulty	Mental Health/Mental Distress	Total
	8	1	1	0	1	11
	72.7%	9.1%	9.1%	0.0%	9.1%	100.0%

**3.24** Not all respondents chose to answer these questions. However, there was a fairly even gender split, the most comments were received by people aged between 50 and 59. No responses were received from those under the age of

**3.25** 16. 96.3% of all respondents classed themselves as white, while 13.6% said they had a disability. Of these, almost all (72.7%) stated they had a physical disability.

## Conclusions

**3.26** In conclusion, the majority of comments were made about Technical Note 3 and within that, most were around the 'Living Sustainably' chapter. Both public and stakeholder responses raised concern over potential cuts in bus and community transport services. Public responses also showed support for road safety, sustainable development and maintenance. Among stakeholders, there was recognition that partnership working would be important in delivering many of the FTP aspirations, although in some areas, it was considered that the plan was not ambitious enough to meet the goals and challenges.

## 4 Assessment of the Strategy

**4.1** Alongside the drafting of our strategy, we have been undertaking a Strategic Environmental Assessment (SEA), to ensure that sustainability issues are considered alongside the development of the main document. Figure 4.1 shows the close linkages between the SEA and our strategy development.

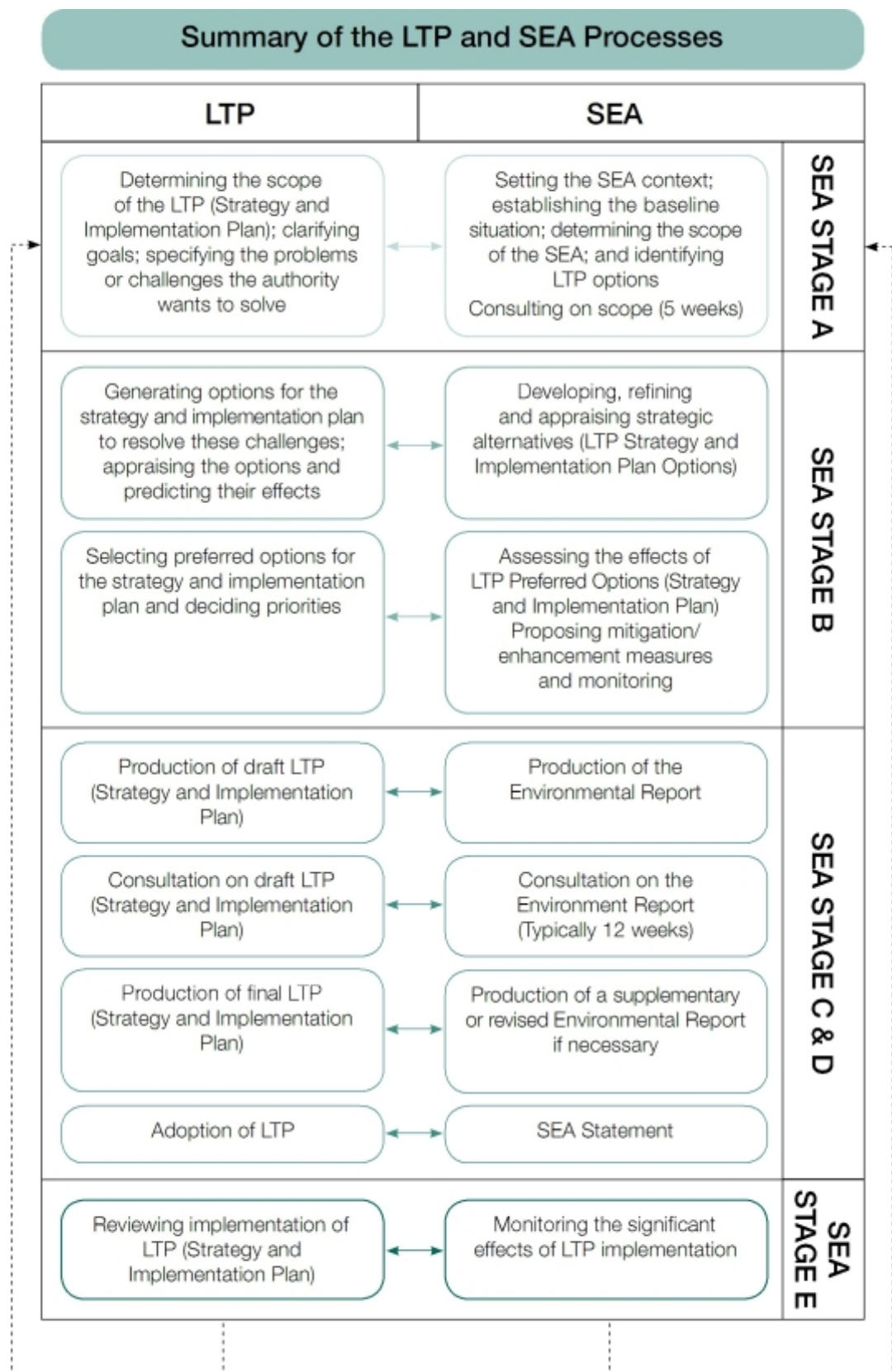


Figure 4.1 Link between SEA and our transport strategy (from DfT LTP Guidance, 2009)



**4.2** In September 2009, we published our SEA Scoping Report for Consultation to determine which issues are likely to be relevant to the SEA. The Scoping Report outlined six key areas for consideration, which are:

1. Improving health, incorporating Health Impact Assessment (HIA) requirements;
2. Supporting communities that meet people's needs;
3. Developing the economy in ways that meet people's needs;
4. Provide access to meet people's needs with least damage to communities and the environment
5. Maintain and improve environmental quality and assets, including any relevant Habitats Regulation Assessment (HRA); and
6. Minimising consumption of natural resources.

**4.3** The SEA Scoping Report consultation received one response, in support of the approach taken. Continuing on from this, work was undertaken to assess the different options being considered for our strategy. This includes work we have already done on the Taunton area and Yeovil Transport Strategy Reviews as well as all our revised strategies such as Public Transport and Freight. This work was done on parallel timescale to our strategy development to ensure that any SEA (and HRA) issues could be addressed before our work had progressed too far. The HRA document was submitted to Natural England prior to this consultation. Where options have been amended as a result of the SEA, HIA or HRA, these have been noted in the text. During Phase 2 of our consultation, the SEA Environmental Report and HRA Report were available for comment. They have now been updated and are available the Council website: [www.somerset.gov.uk/futuretransportplan](http://www.somerset.gov.uk/futuretransportplan)

**4.4** Similarly, we were also required to undertake an Equalities Impact Assessment (EQIA) of our strategy. This is a process to ensure that we take into consideration the context of the Equalities Act 2010 during the preparation of our strategy. The EQIA has been completed and is also available to view on the Council website.

# **Somerset Future Transport Plan Consultation Responses**

## **January 2011**

For more information please contact:

Nell Cruse, Transport Planning Team Leader: [NCruse@somerset.gov.uk](mailto:NCruse@somerset.gov.uk) or  
Stephen Walford, Transport Policy Manager: [SWalford@somerset.gov.uk](mailto:SWalford@somerset.gov.uk)

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	FTP	A detailed review of Technical Notes 3 Schedule of Policies and 4 Transport and Development (the main substantive policy elements of the FTP) is set out below with specific reference to the paragraph or section commented upon. Broadly the two documents' goals, policies and actions and justifications can and should be supported.	07/01/2011	Note support.	No change to FTP.
Linda Tucker, Planning Advisor (Natural England) ID:WR37	FTP	As far as transport issues are concerned, Natural England encourages an environmentally sustainable transport system that protects and enhances the natural environment, as well as delivering economic and social benefits. We would expect a transport strategy to cover the following areas in relation to the natural environment: Biodiversity, landscape, geodiversity and soils – through direct and indirect impacts from land take and traffic; Climate change and energy – through greenhouse gas emissions and the environmental challenges posed by biofuels; and Quality of life – through people's access to and experience of the natural environment, and through links between walking, cycling, health and well-being. We acknowledge that these three areas are broadly covered in the schedule of policies document.	07/01/2011	Note support.	No change to FTP.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	FTP	Bellway Homes, the Abbey Manor Group and PFA Consulting consider that the Future Transport Plan as it stands does not instil confidence that Somerset County Council will work with developers to deliver the best solutions for Somerset in transport terms.	07/01/2011	SCC would welcome Bellway Homes, the Abbey Manor Group and PFA Consulting to work with us to develop the best solutions for Somerset in transport terms.	No change to FTP.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Caroline Power (English Heritage) ID:WR39	FTP	English Heritage recommends that the preparation and review of the Local Transport Plans incorporates the following: A holistic approach to the historic environment encompassing designated and non-designated aspects, as well as the wider landscape and townscape; A clear understanding and recognition of locally significant aspects of the historic environment, in addition to national designations; A comprehensive appraisal of the potential direct, indirect and cumulative impacts on the historic environment; A consideration of the opportunities for measures to improve the conservation and future maintenance of the historic environment, as well as its use and enjoyment; A set of overarching design principles which seek to ensure that all programmes and schemes respect and reinforce local character and distinctiveness; and An integral programme on on-going liaison with local conservation officers and archaeological staff.	07/01/2011	Noted.	No change to FTP.
Member of Public ID:85877	FTP	I find it odd you use two photographs of farmers in tractors in the consultation document as a tractor is a tool of the trade not a form of transport even for a farmer. Farmers use Land Rovers for transport.	30/11/2010	Noted - the images used are for representative purposes only and do not set any policy intent.	Consider seeking alternative image.
Jeanne Warner, Clerk (Crewkerne Town Council) ID:WR16	FTP	Linking policies: whilst the document is a blueprint for the next 15 years there is little evidence that there are joined policies, in fact there are current contradictions in aspirations and current thinking by SCC councillors e.g. there is a commitment to reducing carbon dioxide emissions in the SFTP, but there are proposed cuts in services such as the closure of eight recycling centres which, if implemented, would force residents to travel further to recycle the multitude items that cannot be recycled in the Sort-it Plus initiative. The transport plan must be linked to the SSDC Local Development Framework.	06/01/2011	It is virtually impossible to ensure that policies do not conflict. The policies outline our aspirations for a number of different modes based on the needs that have been identified through our evidence gathering. These needs have been balanced as best as possible to ensure that no one mode of transport is too heavily biased.	No change to FTP.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	FTP	NHS Somerset notes that the duration of the FTP is 15 years. In view of the underlying short and medium term uncertainty with government policy with regard to public health and wellbeing we recommend a planned programmed review to ensure that the FTP meets requirements. First review would ideally be in 2 – 3 years time.	07/01/2011	Agreed. It is likely that the FTP and its Technical Notes will be reviewed within the plan period. This will also allow the FTP to reflect the outcomes of adopted District Core Strategies.	Amend to provide additional text regarding process for review in TN2.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	FTP	Overall, the Technical Notes contain a lot of information and background but are unfocused and difficult to follow. These and other supporting documents have a tendency to be too prescriptive in many areas. In contrast, Somerset's Future Transport Plan 2011-2026 is itself lacking detail and does not set out a clear vision for transport in Somerset over the next 15 years. The Transport Plan gives the impression that it has been prepared merely to comply with Somerset County Council's statutory duty and this impression is confirmed by the Officer Report to the Cabinet Member dated 26 November 2010 which says: "1.1 Somerset County Council is required to prepare a Local Transport Plan under the Transport Act 2000 and local Transport Act 2008. There are no proposals to amend these acts under the newly published legislative programme... 2.1 Options have been considered regarding how best to deliver the Council's statutory requirements and meet the needs of our local communities whilst at the same time reducing the amount of plan preparation activity that the Council view as being 'unnecessary' given the removal of national government requirements. 4.2 Adopting a Future Transport Plan and transport policies will be an important factor in securing any available public and private funding for transport investment.....Robust transport policies will be required to ensure we lever out as much private investment in transport as possible from development proposals such as Hinkley C and other large development areas."	07/01/2011	The FTP is designed to be public-focused and as such, has not been designed to be lengthy. The detail of the Officer Report merely states the facts of how the plan was developed. 1.1 the plan is a statutory requirement; 2.1 much of the plan was developed during a period of policy change brought forward by the Coalition government, meaning Officers were working with a lack of clarity for much of the development stage; 4.2 it is clear that going forward, SCC is unlikely to have the levels of funding for transport schemes or the staffing levels to deliver initiatives that it has historically had.	No change to FTP.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	FTP	P.8 'Combined Bus and Community Transport Services Policy': [ENPA supports this statement] Include "We will do what we can to maintain essential services in the early years of this plan and work to improve the way services work together and provide better bus information during its later years. We will aim to improve information at as soon as possible, look at ways of maximising the benefits to rural communities of transport to schools and colleges and work with partners to look at ways of maximising benefits to communities of other transport"	06/01/2011	The policy was developed specifically to allow greatest flexibility against a background of reduced spending. These suggestions will be incorporated in TN3 Schedule of Policies supporting text for policies. It is anticipated that the FTP and its Technical Notes will be reviewed within the plan period and these policies will be revisited then.	Amend TN3 supporting text for these policies.
Linda Tucker, Planning Advisor (Natural England) ID:WR37	FTP	Policies 2-4: Natural England believes that there is a need for an integrated approach to climate change, addressing both adaptation and mitigation. As well as including policies that reduce carbon emissions the Local Transport Plan should recognise the opportunities that the transport network has to assist the natural environment in adapting to climate change. Sound design principles for new transport infrastructure and innovative management of the existing transport network could achieve multiple benefits for both the natural environment and for network resilience.	07/01/2011	Noted.	No change to FTP.
Linda Tucker, Planning Advisor (Natural England) ID:WR37	FTP	Policies 7-8: Natural England supports sustainable alternatives to car based transport and we welcome the promotion of accessible walking and cycling routes. We would also encourage Somerset Future Transport Plan to include policies that will improve environmentally sustainable access to the natural environment for both local residents and visitors. More environmentally sustainable forms of access to the natural environment can deliver a range of benefits for people, the environment and the economy.	07/01/2011	Agreed.	Amend TN3 supporting text for these policies.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rupert Crosbee (Sustrans) ID:WR29	FTP	Policy 1 - The recognition that external funding and positive engagement with communities is not only necessary but desirable is welcomed. We would support the involvement of communities and the third sector in delivering transport interventions, but the council needs firstly to be prepared to be accepting of the communities' priorities and desires (rather than seeking their support for pre-determined policy) and to be realistic about what communities – often operating as unpaid volunteers - are capable of delivering.	07/01/2011	SCC is happy to work with communities to develop initiatives, where they are realistic and achievable within the limited funding framework we will have in the future.	No change to FTP.
Linda Tucker, Planning Advisor (Natural England) ID:WR37	FTP	Policy 1: Natural England believes that there is a need for an integrated approach to climate change, addressing both adaptation and mitigation. As well as including policies that reduce carbon emissions the Local Transport Plan should recognise the opportunities that the transport network has to assist the natural environment in adapting to climate change. Sound design principles for new transport infrastructure and innovative management of the existing transport network could achieve multiple benefits for both the natural environment and for network resilience.	07/01/2011	Noted.	No change to FTP.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	FTP	Policy 11 – Emerging Technologies relates to electric vehicles, responsibly sourced biofuels and other new technologies. However, it is at present by no means clear what role electric vehicles, which are still expensive, do not resolve congestion and have a relatively limited range, will be able to play in a rural county such as Somerset. The County Council should be wary of asking developers to devote significant resources to these technologies for the time being.	07/01/2011	It is clear from Government policy and guidance that emerging technologies will play a role in the future to de-carbonise transport. It would be short sighted to avoid this issue. Technology improvements, including hybrid technology, will see ranges of electric vehicles increase over the next decade.	No change to FTP.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rupert Crosbee (Sustrans) ID:WR29	FTP	Policy 11 - Emerging Technology – We are disappointed to see the support offered to electric and other low carbon motors. Previous gains in fuel efficiency have been offset by increases in traffic volumes and distances travelled. Switching to low carbon vehicles does nothing to address urban congestion, and such support as is offered transfer attention from the less glamorous but more cost effective investments in reducing the need to travel, and promoting genuinely low carbon modes like walking and cycling.	07/01/2011	The policies within the FTP have been balanced as best as possible to ensure that no one mode of transport is too heavily biased. Additionally, reducing carbon emissions of those who have no alternative to a car should be supported.	No change to FTP.
Poie Li (Exmoor National Park Authority) ID:WR22	FTP	Policy 13 Landscapes and Biodiversity: “We will protect Somerset’s landscapes and biodiversity by working to minimise the effect transport schemes have on them and by maximising opportunities to conserve and enhance the natural and built environment.”	06/01/2011	The policy was developed specifically to allow greatest flexibility against a background of reduced spending. These suggestions will be incorporated in TN3 Schedule of Policies supporting text for policies. It is anticipated that the FTP and its Technical Notes will be reviewed within the plan period and these policies will be revisited then.	Amend TN3 supporting text for these policies.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Linda Tucker, Planning Advisor (Natural England) ID:WR37	FTP	Policy 13: We are pleased to see this policy as Natural England considers that it is of paramount importance that the Local Transport Plan seeks to protect and where possible enhance the natural environment including biodiversity, landscape, geodiversity and soils. Transport can directly and indirectly affect the natural environment and people's experience of it in the following ways: Landtake by transport infrastructure, particularly roads, railways and airports, that causes loss of wildlife, habitats, natural features, landscape character and quality; Severance and fragmentation of habitat where a transport scheme creates a barrier and can also deter people from walking and cycling; Light and noise impacts on wildlife species and can reduce or destroy tranquillity; Emission of a wide range of air pollutants and the pollution of watercourses through run-off from roads; Wildlife mortalities; Use of non-renewable resources such as primary aggregates and land and fossil fuels; Traffic levels and congestion can undermine landscape character and quality. We would therefore expect the Future Somerset Transport Plan to take positive steps to avoid these impacts wherever possible.	07/01/2011	Noted.	No change to FTP.
Linda Tucker, Planning Advisor (Natural England) ID:WR37	FTP	Policy 13: We would strongly recommend that the transport plan should include coverage of the link between transport and delivering green infrastructure. Multi-functional green infrastructure can deliver a range of benefits for the natural environment and local communities, including health and recreation, climate change adaptation, flood alleviation and water management, sustainable transport and biodiversity. A green infrastructure network of existing and new RoW, quiet lanes and greenways, and other green spaces and corridors provides an essential framework for an effective non-motorised transport network threading through an urban area, linking homes to schools, places of employment, recreational areas and the countryside.	07/01/2011	Agreed.	Amend TN3 supporting text for these policies.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:85929	FTP	Policy 14: define 'improve'.	30/11/2010	Improvements can take a number of different forms, depending on the local site conditions.	No change to FTP.
Rupert Crosbee (Sustrans) ID:WR29	FTP	Policy 4 - Integrating Transport – Accessing the railway station by bike and combining bike and rail journeys are practical, and convenient ways of travelling over longer journeys. Somerset's policies should include improving access by cycle routes to railway stations, encouraging secure cycle parking at stations, and provision for cycle transport on trains. The policy for auditing walking routes to stations is welcomed, but, like cycling routes, improving coherent routes where necessary should be a stated policy to encourage access by these means.	07/01/2011	Policy 10 deals with many of these issues. Other measures, such as provision for cycles on trains, are largely out of SCC control, although we can (and do) lobby through statutory consultation processes.	No change to FTP.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rupert Crosbee (Sustrans) ID:WR29	FTP	<p>Policy 6 - Smarter Choices – We welcome the emphasis placed on ‘Smarter Choices’. Sustrans Travel Smart achieves reduction in car trips of 10% or more, with a benefit : cost ratio of 7.6:1 – that is a highly cost effective means of reducing private car traffic even without any interventions on infrastructure. We would suggest that greater impact from such measures will be secured through parallel development of demand management provisions, which could also be used to raise funds for transport interventions. Gains through Smarter Choices should also be locked in for the future by re-allocating road space to sustainable modes. A workplace parking levy could considerably help improve conditions for walking, public transport and cycling if the funds were ring-fenced for this purpose. Some of this reinvestment could be for public transport for rural services to improve accessibility. If there is to be a step change in the use of walking, cycling, and public transport then the availability of free workplace and retail parking has to end. Worldwide evidence shows that parking is an important measure alongside smarter choices and other measures to attract people to health promoting modes of travel. This can be through both cost and supply of parking spaces. While much of parking supply in urban areas is private the supply and price of on-street and Council operated car parks can influence demand. We believe it is essential to build on best evidence-based practice from experience elsewhere, as contained for example in Weinberger R et al. 2010 ‘US Parking Policies, An overview of Management Strategies’ Institute for transportation and Development Policy. In the current climate for funding, opportunities of partnership working with communities and other non-governmental bodies should be encouraged. Local communities, especially in rural areas, can be part of developing enterprising ways to reduce their carbon footprint due to travel while maintaining quality of life.</p>	07/01/2011	<p>SCC has done some provisional work on Workplace Parking Levies (WPL) but understands that political support nationally for this is not strong, and locally is less so. WPL and associated demand-restraint measures will be kept under review.</p>	No change to FTP.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:85929	FTP	Policy 8, all things being equal does policy support a junction improvement prioritising vehicles or pedestrians?	30/11/2010	Junction improvements would be designed with on a case-by-case basis and in line with local and national policy and advice.	No change to FTP.
Peter Hobley (SCC Rights of Way Team) ID:WR09	FTP	Policy 9 - Reword: 'We will work to maintain and improve where possible our Rights of Way network and improve the information available to help people use them.'	22/12/2010	The policy was developed specifically to allow greatest flexibility against a background of reduced spending. These suggestions will be incorporated in TN3 Schedule of Policies supporting text for policies. It is anticipated that the FTP and its Technical Notes will be reviewed within the plan period and these policies will be revisited then.	Amend TN3 supporting text for these policies.
Rupert Crosbee (Sustrans) ID:WR29	FTP	Policy 9 - Rights of Way – The high priority should be to maintain the rights of way network to a standard appropriate for their users. Sustrans welcomes the priority given to improving PRow on the urban fringe to key destinations. Many small settlements within easy walking and cycling distance of their nearest town, on which they depend for vital services, are isolated by busy roads which are unsafe / unpleasant for walking and cycling. Often footpaths or other PRow exist which could meet this need, and we suggest the priority is extended to include the urban fringe and, explicitly, nearby settlements.	07/01/2011	Noted.	No change to FTP.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Linda Tucker, Planning Advisor (Natural England) ID:WR37	FTP	Policy 9: Natural England is pleased that The Public Rights of Way (RoW) network is acknowledged as an integral part of the transport system. It provides a means of sustainable, active travel, particularly for short journeys, in both urban and rural areas, and can play a significant part in reducing traffic congestion and harmful emissions. Natural England encourages local transport planners to have early and continued dialogue with their RoW colleagues to ensure that the contribution the RoW network can make to Local Transport Plan priorities is fully embedded in the plan.	07/01/2011	Noted.	No change to FTP.
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	FTP	The addition of a cover picture containing active travel, such as walking or cycling	07/01/2011	Noted - the images used are for representative purposes only and do not set any policy intent.	Consider seeking alternative image.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	FTP	The FTP consultation document as published is somewhat confusing as the 'headline' document does not in itself contain a strategy. The evidence base is presented in a series of appendices, rather than in the (very brief) headline document on which people are being consulted. The material contained in the appendices provides essential justification for proposals and needs to form part of the Strategy. This should be clarified before the FTP is adopted.	05/01/2011	The FTP is designed to be public-focused and as such, has not been designed to be lengthy. This document contains the policies contained with the Schedule of Policies Technical Note. These are not considered as Appendices.	No change to FTP.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	FTP	The Future Transport Plan concentrates on encouraging sustainable travel and minimising the adverse impacts of transport, setting out a wish list of largely behavioural changes with no details of how these will be achieved. The emphasis on sustainable travel is sensible in the short term in view of both concerns about climate change and in the current economic circumstances; however the plan does cover a 15 year period to 2026, but contains no reference to any aspirational long-term schemes, public transport related or otherwise, appearing to focus on dealing with short term problems. In other words, the vision for the County over the next 15 years appears to be relatively limited.	07/01/2011	The FTP is designed to be public-focused and as such, has not been designed to be lengthy. The Technical Notes provide the aspirational detail at a high level. It will be for the Implementation Plan to provide the detail of delivery, based on levels of funding available to SCC.	No change to FTP.
Member of Public ID:FTP02	FTP	The plan should be clear and concise so that councillors can understand it and stand as one body behind it remember that the public deserves, requires a professional lasting proposition	21/12/2010	The plan is 10 pages long. We have worked to make it as clear and concise as possible. Councillors have been included in the plan development from the start of the project.	No change to FTP.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	FTP	The short public-focused document Somerset's Future Transport Plan 2011 – 2026 is attractive and well presented, although the document does not explain that it is a draft, and the footer, in contrast to the title page, states 'Somerset's Future Transport Plan 2010'.	07/01/2011	Regarding the date on the footer, it is standard SCC policy to print the date the document was published.	Amend date on FTP once final version is approved.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	FTP	This document is very brief and almost totally lacking in detail. Although it is supported by a number of draft Technical Notes providing more information for stakeholders, the lack of cross referencing makes the plan as a whole difficult to follow.	07/01/2011	It is the intention that the FTP should be a public-focused document, while the Technical Notes provide more detail for our Stakeholders. The reflects the recommendations of LTP Guidance from Department for Transport (2009) to make plans non-technical and short in length.	No change to FTP.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	FTP	We do consider that the replacement of the Local Transport Plan with the Future Transport Plan and the updating of the underpinning strategies requires more explanation in the consultation document.	07/01/2011	LTP2 and FTP are clearly dated with their respective timescales. There is not indication from Phase 1 or Phase 2 consultations that our public do not understand this process.	No change to FTP.
Linda Tucker, Planning Advisor (Natural England) ID:WR37	HRA	The Habitat Regulation Assessment report was sent to Natural England for consultation in June 2010 and October 2010 and our comments were noted. As the 'competent authority' under the Conservation of Habitats and Species Regulations 2010 (The Habitats Regulations) Somerset County Council has produced a document that has comprehensively detailed how the policies and infrastructure schemes in the transport plan could potentially affect the Natura 2000 sites in Somerset.	07/01/2011	Note support.	No change to HRA.
Member of Public ID:85929	SEA	I am concerned by the SEA's conclusions on accessibility, especially for rural areas, suggesting that this may suffer especially in the short term.	30/11/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect accessibility.	No change to SEA.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	SEA	SEA Appendix 1 (Topic Paper 1 Health): As described in Section 2 of this document, physical activity and obesity programmes will become the responsibility of local government. As such, the health appendix of the FTP needs to further address the challenge of increasing levels of obesity in Somerset. It is imperative that the FTP becomes a key document in addressing this major public health issue. The data used within this document has, since the publication of the FTP, become updated. Thereby, NHS Somerset requests that the document be updated to reflect the following findings contained within The Association of Public Health Observatories 2010 Health Profile for Somerset; Sport England's Local area estimates of adult participation in sport and active recreation (formerly NI8); National Child Measurement Programme Results 2009-10; Healthy Weighty Healthy Lives Adult Obesity Strategy (2010 – 2013) and Children and Young People Obesity Strategy (2010 – 2012).	07/01/2011	Clarification is being sought in amending topic papers (as to the impact on the statutory SEA process). If this is possible, the changes will be made.	Amend SEA if feasible.
Caroline Power (English Heritage) ID:WR39	SEA	Setting of Heritage Assets should be included within the SEA. "The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral."	07/01/2011	Clarification is being sought in amending topic papers. If this is possible, the changes will be made.	Amend SEA if feasible.
Caroline Power (English Heritage) ID:WR39	SEA	The issues relating to this topic should reflect the new language and concepts within PPS5. This would mean that the historic environment should refer to its component parts as being significant for historic, archaeological, architectural or artistic interest these being now known as heritage assets. It would be helpful therefore to update the SEA to reflect the PPS5.	07/01/2011	Noted. We would look to involve English Heritage at a later stage in this process once details of growth have been finalised.	Amend SEA if feasible.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Linda Tucker, Planning Advisor (Natural England) ID:WR37	SEA	We note that the issue of green infrastructure is covered well in the SEA. This document highlights the importance to protect, enhance and extend networks of green spaces and natural elements in Somerset. There are opportunities for GI in growth areas in Taunton, Yeovil and Bridgwater, perhaps connecting with other towns and villages. Natural England generally considers that the SEA has been carried out thoroughly and follows an accepted methodology. It covers Natural England's interests comprehensively and represents our main concerns of protecting and enhancing the natural environment.	07/01/2011	Note support.	No change to SEA.
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN1	This is an important policy document that affects the people of Wincanton directly; therefore it is deplorable that the only public consultation should be dealt with in a manner that is both undemocratic and unheard by the majority of the population who will have to suffer the effects of a rushed solution.	05/01/2011	There have been two Phases of consultation for this FTP, which has allowed not only the public but also our communities and partners to engage with us to formulate this document.	No change to TN1.
Tom Dougall (Sedgemoor District Council) ID:WR33	TN1	Your original consultation with Sedgemoor DC is reported at section 1.27 of Tech Note 1, 'Consultation Responses'. Although the Consultation Draft is light on detail the technical notes cover the points raised in the suggestions from Sedgemoor DC. We look forward to working with you to develop the transport plan into specific projects.	07/01/2011	Note support.	No change to TN1.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Eileen Shaw, Clerk (Burnham and Highbridge Town Council) ID:WR10	TN2	As the largest population centres, Taunton, Yeovil, Bridgwater and the up-coming developments at Hinkley Point form the centre of geographical recommendations. Towns and population centres below this level are scarcely mentioned. The policies contain more generic sections such as the transport of freight, effects on habitat and environment, improvements in public health etc... Evidence and the results of research are presented and used as a base for the County's proposals. It is difficult for a non-expert body to query these recommendations and a guarded response would be that there is little in the proposals that cannot be supported. However, for a body representing the fifth largest urban population in the County we do not think that mere acceptance is enough. What this Council needs is its own localised Transport Plan, feeding into and complementing that set out by County. Given the complexity of the County Proposals we have attempted a considerable simplification suggesting where, as a Town Council, we could work together to support the Highways provider in delivering an acceptable programme. We have therefore concentrated on the following three areas:- A IMPROVING ROAD SAFETY FOR PEDESTRIANS AND CYCLISTS. B MAXIMISING PARKING PROVISION FOR RETAIL, COMMERCIAL AND RESIDENTIAL PROPERTIES. C MAINTAINING AND IMPROVING THE STANDARDS OF PUBLIC TRANSPORT	05/01/2011	Support Burnham and Highbridge approach in determining its own transport needs. However, the FTP is designed to look at mainly high-level work and as such only addresses transport issues at a strategic level. The county support local development of transport ideas and concepts and is happy to discuss these with local representative bodies.	No change to TN2.
Caroline Power (English Heritage) ID:WR39	TN2	It follows that as there is little indication of the distinctive part played by the historic environment within the first section of the document that there will be little reference to it in later sections. We would be more encouraged by this document if there was mention of the historic environment within the initial section on Evidence Base, Goals and Challenges especially in terms of the *Quality of Life section above. This is also born out in the lack of recognition of the role that the historic environment plays in shaping the significance of tourism in Somerset.	07/01/2011	Agreed.	Amend evidence base in TN2.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:FTP02	TN2	It should NOT repeat or interprets existing Government guidelines. Planning officers spend much time 'cut and pasting' from 'other' authorities. If they can make a worthwhile contribution let us see it in the draft plan.	21/12/2010	The plan has been developed to reflect local aspirations alongside Government guidance and legislation.	No change to TN2.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN2	Para 1.10 – 1.11 identifies six local goals developed through the Sustainable Community Strategy for Somerset, and these form the basis of the grouping of the policies in Tech Note 3 – Schedule of Policies. However, these six aims are mentioned nowhere within the Future Transport Plan.	07/01/2011	The FTP is designed to be public-focused and in determining the content of the FTP, it was felt that the public would benefit from information being given in a way that was relevant to them, rather than through traditional recycling of what was in the technical work. This approach aligns with the requirements of the DfT Guidance on LTP3 (FTP).	No change to TN2.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN2	Para 2.2 explains that a number of strategies and plans fed into the Future Transport Plan. These strategies and plans include modal strategies (motorcycling, parking, active travel, public transport, freight, and road safety), area strategies (Taunton and Yeovil), a rights of way improvement plan and network management and transport asset management plans. However, none of these are referenced in the Future Transport Plan itself. The omission of the proposals for Taunton and Yeovil from the public consultation document seems to be a particular flaw.	07/01/2011	The FTP is designed to be public-focused and non-technical. The majority of the public are not interested in technical work, although it was made available for them if they wanted it. Proposals for Taunton and Yeovil were summarised in TN3 Annex B.	No change to TN2.
Member of Public ID:FTP02	TN2	The Council is acting for equal opportunities and no more needs to be said on that equal opportunity includes the elderly and infirm. Parents have a responsibility for their children. Schools have responsibility for pupils and where necessary, managing travel and traffic levels.	21/12/2010	These obligations are well understood by Council officers and the issues have been fully addressed in the plan development.	No change to TN2.
Jacqui Ashman (Highways Agency) ID:WR08	TN2	The Public Consultation document is fairly high level but still manages to give a clear message about how Somerset will achieve its goals.	16/12/2010	Note support.	No change to TN2.
Member of Public	TN2	The transport plan must state and focus on Council's legal	21/12/2010	The plan has been developed with	No change to

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
ID:FTP02		obligation. It should establish where in the County it fails to comply and outline the Council's plan.		due consideration to the Council's statutory obligations.	TN2.
Jacqui Ashman (Highways Agency) ID:WR08	TN2	We are pleased to see that the LTP3 fully deals with the five key transport goals to: reduce carbon emissions; support economic growth; promote equality of opportunity; contribute to better safety, security and health; and improve quality of life and a healthy natural environment. Reducing the need to travel and providing alternatives to the private car, including smarter choices, are particularly welcome as this should bring benefits for the local road network and the Strategic Road Network.	16/12/2010	Note support.	No change to TN2.
Jacqui Ashman (Highways Agency) ID:WR08	TN2	We are pleased to see the close alignment of your LTP3 with the Somerset Sustainable Community Strategy.	16/12/2010	Note support.	No change to TN2.
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	TN3	It is understood that the updating of the various underpinning strategies would provide more detail. Will developers and transport consultants be given the opportunity of commenting on these revised and updated strategy documents?	07/01/2011	An adoption process for subsequent modal strategy revisions has not yet been agreed.	To ensure that industry has an opportunity to comment on relevant technical work going forward.
Member of Public ID:WR35	TN3	There still isn't enough detail in the technical work. It reads more like a wish-list than a plan.	07/01/2011	The plan is designed to be a high level, aspirational document that does not go into detail on specific schemes.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Annex A	P.71. Bus and Coach Improvements. Devon and Somerset. [ENPA supports as there is a need for rural services particularly along A39 all year round and across Exmoor. We would also propose that the FTP considers joint procurement of bus services in appropriate cross boundary situations e.g. with Devon County Council to serve Exmoor area. Need to look at cross boundary bus service linkages between key local service centre's such as Dulverton (in Somerset) with larger towns such as Tiverton and Exeter (in Devon) ensuring that timetables link where a change of bus service e.g. at Tiverton to get to Exeter) to enable commuting/access to key services by public transport and reduce private car use. We consider that it is important to improve bus time information including at bus stops and design of bus stops to make bus use more attractive.	06/01/2011	Noted. We will ensure that this information is shared with Devon County Council.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Annex A	P.71. Walk/Cycle Routes. Devon: [ENPA supports this statement – we also suggest the need to consider cross boundary links with West Somerset and North Devon]	06/01/2011	Noted. We will ensure that this information is shared with Devon County Council.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Annex A	P.72. Access to Regional Hospitals: including in Devon (and other smaller hospitals serving rural areas such as Minehead, Lynton and Tiverton - particularly important given long distances from e.g. parts of Exmoor (Exford for example is approx 35 miles from Taunton). The closest hospitals may be in Devon for some parts of Exmoor). [We also recommend that the FTP considers access to all health facilities including GPs]	06/01/2011	Our accessibility work included access to hospitals outside of Somerset.	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Annex B	Annex B Yeovil Transport Strategy and Review a scant summary of 12 bullet points on non highways improvements is set out and a further 13 highways improvements schemes are set out reflecting the eastern and western corridor studies (see above). This is not detailed enough for an effective response and there is an inconsistency in western corridor schemes being listed when the scheme overall is not earmarked for public investment.	07/01/2011	The technical notes set out the current work done to date (of which SSDC will be aware). As the FTP is a long-term strategy it is set to guide future investment opportunities as well as set out present funding.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	TN3 Annex B	For instance, under the Yeovil transport strategy one of SCC's priorities is to create a cycle in on A37 between Ilchester and Yeovilton. We believe that this should read Ilchester to Yeovil as the A37 does not link Ilchester to Yeovilton. If this is the case the costs of providing a cycle link between Yeovil and Ilchester along the A37 (6.0km in length) are likely to be significantly disproportionate to the predicted usage of such a scheme. We would therefore recommend that schemes are carefully assessed so that they do provide 'good value for money', particularly given the current financial climate.	07/01/2011	Error noted. Any development of the schemes listed in the FTP or technical notes would be subject to the appropriate assessments and scheme appraisal processes to ensure they deliver sufficient value in helping us meet our transport challenges.	Amend text in TN3.
Caroline Power (English Heritage) ID:WR39	TN3 Annex B	On the Yeovil Transport Strategy, we are aware that the growth area for this town is still subject to debate and to this end we would ask that we are directly consulted on the Transport Strategy when the growth area has been finalised. We are, however, concerned about any growth that may impact upon highly significant heritage assets to the west and south of the town, including new roads and other infrastructure.	07/01/2011	Noted. We would look to involve English Heritage at a later stage in this process once details of growth have been finalised.	No change to TN3.
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	TN3 Annex B	Recent press articles suggest that given the projected public spending cuts, there will be significantly less funding available for infrastructure projects. Therefore, where such infrastructure improvements are proposed it is important that they deliver value for money. We note the list of initiatives and improvements identified in Annex B - Taunton Area and Yeovil Transport Measures, detailed within the Schedule of Policies. While many of these measures are welcome to reduce congestion and to encourage the use of more sustainable modes of transport, it is assumed that any capital schemes would be the subject of a cost/benefit ratio.	07/01/2011	All schemes developed by SCC since 2006 have been the subject of a cost/benefit ratio assessment process. This will continue.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Caroline Power (English Heritage) ID:WR39	TN3 Annex B	We are broadly in support of the Transport Strategy that has been put forward for Bridgwater, Taunton and Wellington, and especially welcome the proposal to control retail parking on the edges of town centres. However, we envisage specific sensitivities in all cases where new roads and other major infrastructure are proposed in terms of potential archaeological interest. In addition, we would make it clear that the issue of setting of heritage assets needs to be more fully comprehended and considered in respect of many of these proposed initiatives.	07/01/2011	Noted. We would look to involve English Heritage when details of growth have been finalised.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 2	Close partnership working between the Borough and County Councils has been reflected in the evolving LDF Core Strategy and the accompanying IDP. The future transport needs of Taunton Deane are thus reasonably well understood. It would however be helpful if the previous TDBC/SCC member-officer working group on transport could be resurrected.	05/01/2011	This is an operational issue within SCC and will need to be considered in light of reduced staffing levels in the future.	No change to TN3.
Alex Malcolm (Member of the Public) ID:WR15	TN3 Chapter 2	Given the general vagueness of this “plan” in terms of goals and objectives, I would say that there is not enough emphasis on transport integration in order to ease road congestion by improving integration between road, rail, air, canal and sea port networks that provides a superior fully integrated county and national transport system that optimizes use of existing transport networks as recommended by Freight by Water in their report 2008 Vision for UK Freight. Planning Authorities throughout UK need to have a joined up approach to this requiring considerably more collaboration between them than is apparent today. This could also mean making better use of local roads for daily short haul local delivery of goods and services and railways for over-night long haul delivery of container cargoes to local depots using, for example – “the CargoBeamer, a new German trans-shipment technology designed to shift more truck freight to the railways. The innovative system could ease congestion on the roads and help the environment.”	06/01/2011	The policies within the FTP have been balanced as best as possible to ensure that no one mode of transport is too heavily biased. There is much collaboration and sharing of ideas between Local Authorities. However, this does not always mean that Authorities are in a position to implement best practice due to various externalities. Moving freight onto rail would need to be commercially driven to be successful. It is not something that SCC can directly influence as the rail network is outside our control.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Jacqui Ashman (Highways Agency) ID:WR08	TN3 Chapter 2	Growth and infrastructure provision could impact on both the local and strategic road networks. It is important therefore for the local authorities and the Highways Agency to continue close working to ensure that local and national economies are not harmed by their actions. To this end we look forward to continuing our co-operative working to address issues together, where possible.	16/12/2010	Note support.	No change to TN3.
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 2	Joint working between the new national Public Health Service and Somerset County Council to be a fundamental element	07/01/2011	Noted.	No change to TN3.
Sally Vickery (Somerset Local Access Forum) ID:WR23	TN3 Chapter 2	Nationally the Coalition supports and encourages the idea of localism. This is something the Forum supports strongly. Some Parish Councils already take on rights of way work and the Forum will continue to work to expand the role of those parishes and other voluntary groups who wish to contribute to the maintenance and improvement of their local routes. The Rights of Way Parish Path Liaison Officers (PPLO) scheme has an 85% take up within the county and could be used as a blueprint for encouraging local people to determine the local demand for their transport network and then contribute to what they want to see. There is potential for parishes to take on further Rights of Way maintenance responsibilities as parishes can precept for Rights Of Way expenditure and take on much more of the day to day management. County routes, such as The West Somerset Coast path and The Coleridge Way should remain within the responsibility (and budget) of County Hall.	06/01/2011	Support the proactive measures taken by local groups. It is hoped that Somerset County Council can facilitate this activity where possible.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 2	P.3. 'Our Transport Challenges to reach this Goal' Bullet 2: "To encourage and work with local communities..."	06/01/2011	Challenges were signed off during Phase 1 of the Consultation (Spring 2010) and not open for revision.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 2	P.3. Include the role of Somerset County Council in 'Our Goal for 2026'. Somerset County Council has a pivotal role in leading and providing for transport for the public good and should continue this role to ensure resources are forthcoming.	06/01/2011	The Goals are high-level from the Somerset Sustainable Community Strategy and not open for revision.	No change to TN3.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 2	Para 2.2 bullet point 4 says "(we will:) seek opportunities to find the funding we need to fulfil our transport aspirations from public and private sources". This appears out of place under this policy.	07/01/2011	It is not clear from the comment why it is felt this bullet point appears out of place. One of the many facets of partnership working is to make the best use of available funds, often from a variety of sources.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 2	Para 2.2. Bullet 1: "Engage the local community and other organisations who work with the community in discussions about the type of things we could do in their area" [ENPA supports this statement]	06/01/2011	Agreed.	Amend as suggested.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 2	Para 2.2. Bullet 2: "Look at ways to help communities help themselves by supporting and encouraging volunteering, providing advice and support for groups and communities to bring about changes"	06/01/2011	Agreed.	Amend as suggested.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 2	Para 2.2. Bullet 6: [ENPA supports this statement]	06/01/2011	Noted.	No change to TN3.
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 2	Partnership work with public health specialists to develop a robust Local Sustainable Transport Fund bid by March in order to fund many of the sustainable transport measures identified in the FTP and this consultation response.	07/01/2011	A short list of potential projects is being prepared although we await the guidance on the LSTF to see which ones will be the best to proceed with.	No change to TN3.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 2	Partnership Working: With the current emphasis under the Coalition Government on 'localism' and working with communities Sustrans urges the Council to work with local partners. This is	07/01/2011	Agreed. It is the intention of SCC to work with partners to deliver much of the plan.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
		often an effective and economically beneficial way of achieving significant gains for sustainable transport.			
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 2	Recognition of the shift of responsibility for public health from the NHS to local authorities, and the consequent requirement for local transport policies and programmes needing to demonstrate their contribution to the health and wellbeing of local people	07/01/2011	Agreed. The changes to the NHS had not been outlined in detail during the initial development stage.	Amend TN3 to reflect this change in approach.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 2	There is much in the draft LTP that Sustrans endorses, especially the clear recognition of the links between transport policy and public health, and the encouragement given to active travel in policy. It is the implementation of policies which gives cause for concern, as the current situation in the County suggests that few policies will be brought forward for delivery for some years, and that existing services and support will come under pressure and be withdrawn. We hope that the County will be able to develop strong partnerships with public health bodies and the third sector to move on some of the policies, and, especially, secure funding through working in such partnerships.	07/01/2011	Agreed. It is the intention of SCC to work with partners to deliver much of the plan.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Clive Parkinson (South Somerset Association for Voluntary & Community Action Ltd, on behalf of South Somerset Community Transport, Mendip Community Transport, South Somerset Community Accessible Transport (Wincanton CAT) and Atwest (Minehead)) ID:WR06	TN3 Chapter 2	Unless there is a dedicated officer's) within Transporting Somerset who have the required knowledge and experience within the community and voluntary transport field, we are concerned that this partnership working will not take place in any meaningful manner. It is also important that someone suitably qualified is able to attend the South West Community Transport Benchmarking Group' along with CT officers from the other councils in the region.	13/12/2010	Staff capacity in light of necessary reductions is an operational issue within SCC that will need to be addressed internally.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Clive Parkinson (South Somerset Association for Voluntary & Community Action Ltd, on behalf of South Somerset Community Transport, Mendip Community Transport, South Somerset Community Accessible Transport (Wincanton CAT) and Atwest (Minehead)) ID:WR06	TN3 Chapter 2	We agree with the areas of potential development for community and voluntary transport. However we have concerns over how these areas could be developed, bearing in mind the recent budget constraints and consequent officer reductions. As stated above, we, as community transport providers, are willing to work with officers to develop and improve services and are keen to enter meaningful dialogue with the relevant officers to achieve this.	13/12/2010	Note support.	No change to TN3.
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	TN3 Chapter 2	We appreciate the difficult economic circumstances within which the Council operates and are keen to work in partnership with the Local Highway Authority in order to deliver schemes which meet the requirements of our developer clients and the community at large.	07/01/2011	Noted.	No change to TN3.
Member of Public ID:FTP01	TN3 Chapter 2	Will there be bus service reductions? If it were possible it would be good to create communities from the ground up, which collectively supported all needs of a community. Another climate change conference that will not come together no matter the necessity for co-operation.	15/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
				We cannot therefore say yet how this will affect bus services.	
Member of Public ID:93226	TN3 Chapter 2	Yes. this is a simplistic survey - the choices in Q2 are particularly facile. The policy itself is not bad , but too reactive: there needs to be leadership from the county to move to more sustainable transport patterns, not just questions! YOU know what needs to be done - less road transport, more public transport, more reminders to share transport, combine journeys, or make your recreation at home. And there's a thought: better laid out developments give areas for play and socialising - so remove the need to travel to meet those human needs. So a more proactive requirement on developers than you outlined in vital. also: get a grip on the 'Signs and Lines' people within Highways. They are destroying the beauty of Somerset with their facile and ultimately de-sensitising signage. This Council got elected on a policy of reducing the sign clutter - I see no sign (sorry!) of it yet. so much more I could add... Be BOLD!	06/01/2011	The consultation is a statutory requirement of developing the FTP.	No change to TN3.
Dr Jonathan Sladden (Local representative of the CTC and local cycle organisations) ID:WR03	TN3 Chapter 3	1. The plan is good on aspirations but poor on detail; 2. To make the plan have any meaning you need to have specific objectives:- e.g. for cycling By April 2012 we will have identified the key cycle routes (urban/corridor) and cycle crossing points which need improvement By April 2013 we will have implemented X Km of cycle paths, Y crossings will have been improved and Z number of cycle projects will be in place; 3. The aspirations of the County Council appear to increase in inverse proportion to the delivery of useful cycle related projects. (e.g. targets for building cycle paths reduce year on year despite them being highly cost effective form of investment in local transport infrastructure)	04/12/2010	It is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. It is therefore unlikely that we could commit to such a stretching target.	No change to TN3.
Louise Webster, Sustainable Development Manager, Public Health (NHS	TN3 Chapter 3	A commitment to improving access to services for people who have the poorest access and who currently make the least number of journeys per head	07/01/2011	Accessibility to key services is assessed using a combination of factors. It is based on the ability of residents to access services using public transport within a pre-	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Somerset) ID:WR28				determined time scale and is a recognised standard which there are no plans to change at present.	
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 3	Accessibility: NHS Somerset would strongly recommend the inclusion of detail as to how accessibility will be improved, or at least maintained at the same level in the areas identified as having the lowest level of accessibility, under budgetary constraints. Clearly, affordable public transport as well as walking and cycling are all part of a solution.	07/01/2011	Precise levels of forward funding for transport have not yet been determined, however it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We are not clear how this affects specific bus services.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 3	Addressing the challenge of climate change is a corporate priority for the Borough Council. The Climate Change Act 2008 set legally binding emission reduction targets for 2020 (reduction of 34 percent in greenhouse gas emissions from 1990 levels) and for 2050 (reduction of at least 80 percent in greenhouse gas emissions from 1990 levels), and introduced five-yearly carbon budgets to help ensure those targets are met. Transport accounts for nearly 30% of greenhouse gas emissions in the South West, but the Strategy does not indicate in detail how this sector will contribute to emissions reduction.	05/01/2011	Policy 2 is derived from a SCC Climate Change Strategy (and subsequent annual Action Plans) which transport feeds into. The detail of transport's contribution will be held within these documents.	No change to TN3.
Les Stevens, Clerk (West Camel Parish Council) ID:WR38	TN3 Chapter 3	As a basic requirement I think a once a week service to Yeovil allowing a 3 hour stay before return should be seen as a minimum requirement.	07/01/2011	Precise levels of forward funding for transport have not yet been determined, however it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We are not clear how this affects specific bus services.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rita Taylor (RoadPeace) ID:WR07	TN3 Chapter 3	As a member of the public who has chosen not to have a car now no longer working, for those who have a disability that stops them being able to drive (e.g. low vision etc), public transport is an absolute necessity! People with no cars are in the main completely isolated on Sundays (even train services on some lines are almost non-existent on winter Sundays.) Many fetes, exhibitions etc are held on summer Sundays and unless they are aware there is a railway station (and decent service) many people are deprived of the ability to get.	15/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Member of Public ID:FTP08	TN3 Chapter 3	As a single pensioner I prefer not to run a car and use public transport for all my travelling. I am concerned about the threatened reduction in bus services, which I see as counter-productive. Bus services have slowly improved over the last decade and they help to reduce traffic congestion, the number of cars on the road, and hence air quality and the effects of global warming. If, as is threatened, evening and Sunday services are withdrawn, I will either faced losing over 70% of my leisure and social activities, or be forced into buying another car-which I cannot really afford to do. Whatever cuts need to be made to the transport budget, bus services should be retained.	30/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Alex Malcolm (Member of the Public) ID:WR15	TN3 Chapter 3	As the ramifications of Peak Oil become prevalent over the period 2011-2026, there will be a greater need to store local agricultural produce in strategic locations for local distribution that mitigates the high vulnerability of our "just in time" food supply chain as identified in the recent Lloyds and Chatham House SUSTAINABLE ENERGY SECURITY report.	06/01/2011	Noted. Plan discusses the issues surrounding Peak Oil.	No change to TN3.
Member of Public ID:FTP05	TN3 Chapter 3	As we don't have a car-we travel by public transport and we hope not to have too many reductions in any services in the Mendip area.	23/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:92882	TN3 Chapter 3	As with all multiple choice questions, you rarely receive an accurate answer. I combine shopping with work travel. I believe foot passengers should have ;recognised; precedence over vehihicular etc.	05/01/2011	Noted.	No change to TN3.
Les Stevens, Clerk (West Camel Parish Council) ID:WR38	TN3 Chapter 3	At a time of sharp increases in fuel prices, people on fixed incomes living in isolated communities will suffer as a result of reduced public transport.	07/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 3	Bus and Community Transport: NHS Somerset is delighted to see the commitment to improving the integration of rail and bus services in the FTP. Due to the location of the railway stations in Yeovil, it is disappointingly unfeasible to walk or cycle to the NHS Somerset headquarters on the Lufton Trading Estate. Therefore, improving the connectivity of bus and rail services through timetabling alterations would increase the feasibility of employees and visitors utilising rail as a regular mode of travel. NHS Somerset would also recommend an increase in the frequency of bus services from railway stations in Yeovil to the town centre and Lufton Trading Estate.	07/01/2011	The plan is designed to be a high level, aspirational document that does not go into detail on specific bus services or routes.	No change to TN3.
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 3	Bus and Community Transport: We are also pleased to see the commitment to implementing a 'limited stop' Quality Bus Partnership route between Taunton and Yeovil. The Trust regularly completes employee travel surveys as part of its sustainability agenda and this route is identified as a well used employee commuter route. The need for a frequent, direct and reliable bus service along this route has also been highlighted amongst employees as a potential motivator for initiating a modal shift away from the car.	07/01/2011	Noted.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:FTP01	TN3 Chapter 3	Bus passes will continue or not?	15/12/2010	This is a decision that will be made by the Government. We understand that there is no intention at present for bus passes to be removed.	No change to TN3.
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 3	Buses: There is still a great deal of confusion over which buses stop at which stop in the market towns. The general time table is designed round children and shoppers, and very little is done to encourage travel to work by bus. The provision of express services between towns would be helpful, as would central exchange points. For example the bus from Wincanton to Yeovil goes to the bus station, but buses to the trading estate leave from the town centre. As a non-driver I could not travel to Taunton from Wincanton to attend meetings by public transport; a fact that has been pointed out to the county council on a number of occasions.	05/01/2011	We work closely with the bus companies to improve information at bus stops. This is an area targeting for greater progress in our plan.	No change to TN3.
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 3	Canals: The Bridgwater canal and the river are recreation areas that need to be looked at with a view to extending the usage. This is particularly relevant if the Somerset Levels need to be flooded. It would seem logical to examine this before the event itself takes charge.	05/01/2011	SCC has been in discussions with British Waterways and hopes to continue these discussions with its successor in the future.	No change to TN3.
Member of Public ID:93138	TN3 Chapter 3	Car features largely because bus services are generally poor or inconvenient, or if not so then way too expensive (I speak generally, as I have a bus pass)	05/01/2011	Noted. Cost of public transport is determined largely by bus operators.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 3	Climate Change and Peak Oil: NHS Somerset is reassured to see that the FTP considers the effect of climate change upon transportation, both in terms of adaptation and mitigation. Reducing carbon emissions is essential; but adaptation is particularly critical for transportation in order to maintain the functionality of the highway network. Some climate change is now inevitable and unless urgent, concerted global action is taken to reduce greenhouse gas emissions, further changes to our climate may become unavoidable. This means that preparing for and adapting to the changes is not an alternative strategy to reducing greenhouse gas emissions, but a parallel, complementary and highly necessary one. We are pleased to see that peak oil as an issue has been mentioned (Evidence Base, goals and challenges, p7). It is not an issue now of fringe or minority concern. Rather, it is an issue now in the Board rooms of many major international institutions. We can only conclude that a precautionary principle is necessary in order to create the resources and resilience given the weight of evidence that we most likely have reached peak oil now or that this will be the case during this first decade of the FTP.	07/01/2011	Noted.	No change to TN3.
Member of Public ID:90494	TN3 Chapter 3	Coast road footpath urgently required between Berrow and Brean. Increased number of holiday makers mean more vehicles using this narrow road which is used by pedestrians and cyclists. Suggest you visit during the summer, especially at weekends.	28/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:86073	TN3 Chapter 3	Community transport is what keeps many of our older residents mobile and able to continue to live safely at home. This must have support from local authorities.	01/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We are not clear how this affects community transport services.	No change to TN3.
Member of Public ID:FTP04	TN3 Chapter 3	Cyclists and light electric vehicles separated from HGVs and faster traffic by means of dedicated like vehicle byways such as the one between Weymouth and Dorchester.	22/12/2010	Many of these routes already exist in Somerset although allowing electric vehicles onto shared pedestrian and cycleways would require a change in the law.	No change to TN3.
Les Stevens, Clerk (West Camel Parish Council) ID:WR38	TN3 Chapter 3	Dare we mention a joined up strategy - or the complete lack of one!	07/01/2011	The policies within the FTP have been balanced as best as possible to ensure that no one mode of transport is too heavily biased.	No change to TN3.
Felicity White, Clerk (Wells City Council) ID:WR30	TN3 Chapter 3	Dial-a-Ride Service: Mendip Dial-a-Ride service is of significant assistance to the elderly and/or disabled; it is important that this vital service is continued and expanded.	07/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We are not clear how this affects specific community transport services.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Clive Parkinson (South Somerset Association for Voluntary & Community Action Ltd, on behalf of South Somerset Community Transport, Mendip Community Transport, South Somerset Community Accessible Transport (Wincanton CAT) and Atwest (Minehead)) ID:WR06	TN3 Chapter 3	Disappointment at the comments in 3.18 that there is "dissatisfaction with access opportunities amongst disabled people" and that "enthusiasm for Somerset's bus services and community transport is generally lukewarm." We would like to see evidence of this as it is not a widely held view of the service users of our schemes.	13/12/2010	Data taken from the National Highways and Transport Public Satisfaction Survey <a href="http://nhtsurvey.econtrack.co.uk/">http://nhtsurvey.econtrack.co.uk/</a>	No change to TN3.
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 3	Do we not have any figures on cycleways achieved through planning gain that can be included under the 'achievements' bit?	22/12/2010	We do not have this data available at present.	No change to TN3.
Member of Public ID:FTP24	TN3 Chapter 3	Don't own a car, so not that troubled by parking. Please grit bus routes, people would feel less trapped even if they were car owners.	06/01/2011	We carry out salting in anticipation of frost, snow or ice on our precautionary salting network. We aim to salt these roads in advance of ice or frost forming on the road surface. Only the busiest roads are salted, most are not as we do not have the capacity to do this. Details	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
				of the salting network can be found at <a href="http://www.somerset.gov.uk">www.somerset.gov.uk</a>	
Felicity White, Clerk (Wells City Council) ID:WR30	TN3 Chapter 3	Footpaths and Cycle Routes: the new multi-user Paths to Haybridge, and to South Horrington, are of substantial benefit to local residents, school-children, etc. A similar Path between Wells and Coxley is urgently required, and the long-awaited Haybridge to Cheddar link needs to be similarly progressed without delay.	07/01/2011	It is our aspiration to complete the Strawberry Line multi-user path. We will look to work with our partners to secure funding for this.	No change to TN3.
Member of Public ID:85877	TN3 Chapter 3	For my purposes I have no choice but to use a car all the time, the public transport is too infrequent and doesn't go where I want to go	30/11/2010	Noted.	No change to TN3.
Member of Public ID:87517	TN3 Chapter 3	Frome is not mentioned in the Local Transport Plan 2006-2011 even though it is the 4th largest town in Somerset. We need a better bus service and more facilities for cyclists and walkers.	14/12/2010	The plan is designed to be a high level, aspirational document that does not go into detail on specific schemes or places outside of the main areas of growth. We are working closely with District partners to ensure that transport infrastructure in areas such as Frome are delivered through partner-funded mechanisms.	No change to TN3.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 3	Generally, we welcome the recognition of the value of reducing the need to travel and encouraging short journeys on foot and cycle as contributing to addressing climate change. We would urge the Council to use its substantial influence with employees, suppliers and contractors to encourage such actions.	07/01/2011	We already encourage Travel Plans both voluntarily and through the planning process. We are working to secure support from our District partners on our draft SPD on Travel Plans, which will enable further progress in this area.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 3	Given that the FTP is a long term document, there should be a commitment to developing a business case for the operation of regular passenger services into Taunton on the West Somerset Railway, together with any necessary infrastructure improvements.	05/01/2011	The aims set out in the rail section of TN3 are purposefully focussed on improving the existing network. Given the continued focus within national and rail industry policy on the existing network, schemes such as this would not be expected to become a priority for funding within the plan period. Therefore, the relatively large investment required to produce such a study (greater than the total cost of many of the other options included for improving rail travel) is not considered as good value for money. Instead smaller improvements to the existing network (as listed in TN3) have been prioritised within the plan as the best way to deliver the our objectives.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 3	Helping individuals make Smarter Travel Choices: With limited funds Somerset County Council and NHS Somerset will need to ensure that value for money is a top priority. As such, in line with the Eddington Transport Study there should be a focus on small scale investments which generate high Benefit to Cost Ratios (BCRs). NHS Somerset support the identification in the FTP that in cost-benefit terms the economic benefits of walking and cycling interventions are highly significant, and these average 19:1. Environmental and other interventions to facilitate increased physical activity through cycling and walking is likely to be a 'best buy' for the road transport sector, for public health, and the NHS at large in terms of cost savings. We recommend that investment in new transport infrastructure such as walking or cycling routes, or new transport services is complemented by investment in soft measures aimed to change people's transport behaviour. Smart measures should also be used to a greater extent to modify or reduce the demand for travel on the road network.	07/01/2011	Noted. Precise levels of forward funding for transport have not yet been determined, however it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. However, schemes with high cost/benefit ratios will be sought after.	No change to TN3.
Member of Public ID:FTP04	TN3 Chapter 3	I am sure there are many more things that can be done. The emphasis should be to make Somerset a thriving and stress are free place to work and play with clear rewards for those that play their part. The threat of global meltdown might just melt away.	22/12/2010	There is strong scientific evidence to show that climate change has already had an impact on our weather and will continue to do so. Increases in global temperature have a lag of 50 years, suggesting that it is vital that climate change is addressed now on a global, national and local scale.	No change to TN3.
Member of Public ID:89313	TN3 Chapter 3	I believe that hospital transport for the elderly on low incomes is crucial in rural areas to maintain their health and wellbeing.	17/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:FTP04	TN3 Chapter 3	I believe the transport plan should concentrate on developing a transport infrastructure that is tailored to Somerset's rural circumstances and not worry about sea levels in 80 to 100 years time. Do the public care?	22/12/2010	There is strong scientific evidence to show that climate change has already had an impact on our weather and will continue to do so. Increases in global temperature have a lag of 50 years, suggesting that it is vital that climate change is addressed now on a global, national and local scale.	No change to TN3.
Member of Public ID:86004	TN3 Chapter 3	I don't like the idea that you can remove shoppers car parks and call it sustainability! If you want to encourage sustainable travel, force ALL businesses to have a travel plan AND actually update it but leave shopping and residential spaces alone. People without cars have to pay a fortune for ineffective public transport (rail/coach) to get to other areas of the UK so people should be encouraged to have a eco friendly car for leisure use and given space at home to store a bike, you should make this a policy requirement that new dwellings have cycle storage.	01/12/2010	Determining car parking levels is a District function, which SCC can only advise on. SCC cannot force all businesses to have a Travel Plan. These can only be requested through the planning process or be encouraged voluntarily. Cycle storage is already a policy requirement of new dwellings.	No change to TN3.
Member of Public ID:88102	TN3 Chapter 3	I feel that some rural areas could have a more regular transport service for the elderly residents. The likes of the 'Nippy' bus are a brilliant idea and more should be available in other areas.	15/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Member of Public ID:93248	TN3 Chapter 3	I live in Langport and cannot rely upon busses to get me to work in street for 8.15 or take me home when I finish at 5pm. RIDICULOUS!!! If we want to improve all the issues listed here, e.g. quality of air etc, having a practical public transport service would be a good place to start. Also promoting lift share schemes.	07/01/2011	Over 92% of Somerset's bus services are currently subsidised. Precise levels of forward funding for transport have not yet been determined, however it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We are not clear how this affects specific bus services.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:93224	TN3 Chapter 3	i think the council should encourage the use of public transport and bicycles above all else. it should also keep bus passes for students and pensioners as transport for the low income is unaffordable otherwise	06/01/2011	The policies within the FTP have been balanced as best as possible to ensure that no one mode of transport is too heavily biased.	No change to TN3.
Member of Public ID:93272	TN3 Chapter 3	I try to cycle to work from Bridgwater to Taunton and find the A38 very dangerous, as this is a main route can anything be done to increase the security and safety of cyclists on this road. I would also appreciate any help in encouraging employers to provide showering facilities in offices and encouraging greener transport to work!!!	07/01/2011	One of SCC's major scheme proposals is an improved corridor between Taunton and Bridgwater, which will improve conditions for cyclists. We will continue to lobby Government for funding towards this scheme.	No change to TN3.
Member of Public ID:86201	TN3 Chapter 3	I would like to see commitment to linking up existing key locations and amenity services. e.g. Regular public transport from rural access to employment centres in Taunton, Weston & Bristol e.g. Cyclepath from Bridgwater to Minehead and the SWest coast path e.g. Cyclepaths to senior schools in Bridgwater from villages within 5 miles radius.	01/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:FTP12	TN3 Chapter 3	I would really like to do more cycling - rather than just have to drive to cycle paths with my family before we can go cycling, but where I live is really, really safe at the moment. Too many fast cars, and those paths we have don't go anywhere!	04/01/2011	We recognise the need for improved cycle networks. However, forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels.	No change to TN3.
Member of Public ID:86146	TN3 Chapter 3	In a rural area such as this, Public transport hardly exists at all - if you don't have your own transport, you don't go!	01/12/2010	Noted.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Nigel Bray (Railfuture Severnside) ID:WR31	TN3 Chapter 3	In view of the growth planned in the Bridgwater / Taunton / Wellington corridor and the current Firepool development close to Taunton station, we believe there is a strong case for reopening Wellington station and stopping more trains at Bridgwater. Wellington is one of the largest towns in the South West without a station but could be served by expanding the Exeter- Paddington semi-fast service which calls at a number of much smaller settlements. These trains could also serve reopened stations at Langport and Somerton, giving these towns much faster journeys to / from Taunton than is possible by bus. With adequate car parking these stations could attract motorists from a considerable area to help reduce car journeys into urban areas.	07/01/2011	We have discussed the reopening of Wellington Station with Network Rail and First Great Western. We anticipate this being included within the Taunton Deane Infrastructure Delivery Plan. Increased stopping at other stations would require agreement with the relevant train operators.	No change to TN3.
Member of Public ID:87736	TN3 Chapter 3	Include adults with Learning disabilities in consultation that relates to their specific needs e.g. accessible timetables	15/12/2010	SCC already runs initiatives to do this.	No change to TN3.
Member of Public ID:FTP10	TN3 Chapter 3	It appears that many ' travel options' are only available if you are young and fit. I believe that this consultation should have had more ' exposure' to the older generation i.e. sent to nursing homes and sheltered accommodation. An Englishman's home maybe his castle but it shouldn't become his prison when the bus services are removed.	30/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Caroline Power (English Heritage) ID:WR39	TN3 Chapter 3	It is noted that whilst there is a clear understanding of the needs of the natural environment within the document, there does not appear to be the same indication of the role and impact that the historic environment also plays in Somerset. We strongly advise you to reconsider the interpretation made of environment in order to better reflect the SEA that does recognise the difference between natural and historic environment. This is important in order to accord with the policy guidance inherent within PPS5 as already mentioned in the generic advice above.	07/01/2011	Agreed.	Amend text in TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Charles Wood (Frome Vision) ID:WR34	TN3 Chapter 3	It should also be noted that as part of the community consultation that generated the Frome Community Plan 2008 -2028 there was an aspiration to improve mainline services to the town, with a possible second station on the outskirts enabling the mainline trains to London and to Taunton and beyond to serve Frome directly. This could also offer the possibility of much improved integration of freight with the rail system, a need which will ultimately apply throughout the county/region as road haulage costs and effects take their toll. Better freight integration, with modern technology development, over the longer term period covered by the plan will bring benefits in several other areas including fuel use and carbon emission reduction (relevant to climate change) and preservation of our roads both for efficient movement, reduction in maintenance, and less need for capital expenditure. At the least a study of pros and cons of such a second station for Frome should be undertaken (within the category of rail service improvement), related to the town's economic development and the needs of the area's residents.	07/01/2011	It would be up to Network Rail and the train operating companies to determine the feasibility of this aspiration. Furthermore, moving freight onto rail would need to be commercially driven to be successful. It is not something that SCC can directly influence as the rail network is outside our control.	No change to TN3.
Member of Public ID:89995	TN3 Chapter 3	Less draughty bus stops would be wonderful - and having timetables at each of the stages.	21/12/2010	Bus infrastructure improvements are an aspiration of the plan.	No change to TN3.
Member of Public ID:FTP04	TN3 Chapter 3	Locally sourced biofuels (a slurry, straw waste, will open and see which). The County could identify lead authority such as the power supply company or water company to develop the required infrastructure.	22/12/2010	This is not an issue that can be addressed within the Future Transport Plan.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 3	Low Carbon, Active Travel Exemplar for the County: A vision for how Yeovil could be transformed from a car-based community to one where walking, cycling and greater use of public transport are the norm, was prepared during 2009 and 2010. We recommend that this study is acknowledged and supported in the FTP and a plan for its funding and implementation prepared. This work in Yeovil may be very attractive to the aims of the Local Sustainable Transport Fund so that an application to the LSTF could be a way to attain funding for a highly innovative scheme when funding is otherwise restricted.	07/01/2011	Agreed. This document was still in draft when the Technical Note was being prepared.	Amend TN3 to reflect this research.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 3	Maximising Smarter Choices: 'Smarter Choices' help people choose to reduce their car use by providing high quality, accurate and accessible information, incentivising and enhancing the attractiveness of the alternatives to driving alone. 'Smarter choices' options are low cost, high return options for delivering modal shift and behaviour change. Sustrans supports the delivery of 'smarter choices' measures that deliver modal shift to sustainable transport modes. A focus should be on the most effective measures and we particularly support the widespread application of Personalised Travel Planning. Our own, pioneering PTP approach, TravelSmart, has consistently delivered 10-14% reductions in car trips as driver. This approach is highly cost effective and meets all DASTS goals, with for example the cost of delivering TravelSmart to the whole of Birmingham being equal to the cost of a quarter of a mile of new motorway. A widespread PTP should be complemented by other 'smarter choices' measures that are focussed on proven delivery of modal shift.	07/01/2011	Noted. Precise levels of forward funding for transport have not yet been determined, however it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. However, schemes with high cost/benefit ratios will be sought after.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:WR35	TN3 Chapter 3	Merely wanting to maintain essential bus services shows a disappointing lack of ambition. The potential public transport user must be given appropriate incentives. And why wait until 'later years' to provide better user information?	07/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Member of Public ID:FTP16	TN3 Chapter 3	More cycle paths please, especially in the Bridgwater and Sedgemoor area where cycling is quickly becoming a young man's game and I'm finding it harder to keep up with the traffic. I still enjoy cycling though and hope to do so for a long time yet!	04/01/2011	We recognise the need for improved cycle networks. However, forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels.	No change to TN3.
Member of Public ID:91108	TN3 Chapter 3	Need to consider rural issues and access to services by older people without transport. Ensuring access to transport and therefore services is a preventative approach, enabling people to stay independent for longer, and reduces costs in the long run - both to local gov and the NHS.	30/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus and community transport services.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:93215	TN3 Chapter 3	Need to improve/reform inter-Somerset rail connections & make good what Beecham did wrong. Fuel prices are escalating - the rural communities will suffer the most especially as the bus services are currently poor to connect to other communities easily - impossible to use for work or college as times don't fit in with 9am starts - either way too early or too late. Buses should be extended NOT reduced & a complementing train service would be even better. Road conditions are still bad from last winter & with the harshest winter for 100 years they are going to be even worse. More affordable & frequent bus & train services through out the county would relieve congestion & put less strain on the roads & our pockets! A methane powered public transport system would be brilliant - using our food & garden waste to produce the methane fuel saving money & CO2. Stop building houses away from amenities so people can walk to their shops/school/libraries (if there aren't all being axed!)	06/01/2011	SCC does not have direct control of the railways but works closely with the relevant partners to bring about rail improvements in Somerset. Precise levels of forward funding for transport have not yet been determined, however it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We are not clear how this affects specific bus services.	No change to TN3.
Member of Public ID:FTP09	TN3 Chapter 3	Not everyone can cycle. But those who are fit enough, and whose journeys are short enough should, just to keep the roads and parking spaces clear that those people who have no option to use private cars or taxis.	30/12/2010	SCC cannot force people to use particular mode of travel. It is up to each individual how they choose to travel.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 3	Not increasing road capacity & re-allocating road space: The underlying emphasis of the draft LTP3 is to increase modal share and the number of journeys made by sustainable means, whether that be by foot, bike or public transport. Sustrans fully supports this emphasis, however in order to lock in these benefits it is clear from past experience that increasing road capacity to enable quicker journeys by car achieves entirely the opposite and attracts people to use their cars as it is perceived to be the easiest option for them. Sustrans therefore consider that a stated principle of not increasing road capacity should be included within the LTP, this must be central to locking in the benefits of sustainable transport improvements and providing good value for money. It would be a financial waste to invest in sustainable transport options and then undermine them through increasing road capacity. A clear, stated direction needs to be followed if the objectives of the LTP3 are to be met. Indeed road space should be re-allocated to sustainable transport options.	07/01/2011	There is little capacity in the existing network to increase road space. However, the policies within the FTP have been balanced as best as possible to ensure that no one mode of transport is too heavily biased.	No change to TN3.
Member of Public ID:FTP03	TN3 Chapter 3	Over the years my bus route in Sedgemoor have got worse rather than better. For example when I worked Bank Holidays I had to rely on my employers allowing me to start work at 11am-the first bus out of Burnham on Sea. This hasn't improved. Conversely Taunton is an important shopping destination yet on Bank Holidays you cannot get to there till late morning, then your time is limited in returning. In Wellingborough Bank Holidays the services are hourly to Northampton-the equivalent.	21/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	P.5. 'Our Goal for 2026': Include conservation and enhancing Somerset's high quality environment for its own sake and as an economic asset. "Everyone is aware of the impact of climate change on the county and of the importance of reducing and managing its effects. They use less energy and are proud of our local production. The energy required by highway infrastructure and transport is minimised and opportunities to conserve and enhance the natural and built environment are maximised including through reductions in signage and street lighting. Somerset's countryside is treasured and valued for what it adds to the quality of people's lives. People walk and cycle more and take public and community transport whenever they can. Homes are of good quality, affordable and sustainable. Residents can reach jobs, shops, schools and medical care easily as new communities are planned in a way that reduces the need to travel and in rural areas new homes to meet local needs are prioritised to sustain their social and economic networks and maximise opportunities for community transport and car sharing. Transport, roads and new technology links are effective. Communities work well together, are forward looking and known for their self-reliance. The County Council continues to provide support where it is needed to ensure that access to communities and those without access to a private car can access services and facilities. Somerset's environment including its landscape, wildlife and cultural heritage is conserved and enhanced and valued for what it adds to the quality of people's lives."	06/01/2011	The Goals are high-level from the Somerset Sustainable Community Strategy and not open for revision.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	P.5. Our Transport Challenges to reach this Goal, bullet 2: "To minimise the adverse impact of transport on quality of life and the natural and built Environment and enhance them where opportunities arise";	06/01/2011	Challenges were signed off during Phase 1 of the Consultation (Spring 2010) and not open for revision.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 3	Para 3.1 – second sentence seems to be questioning whether climate change is man made or natural – there is very strong scientific evidence that man made emissions are causing climate change (see Intergovernmental Panel on Climate Change reports). Although it is recognised that Somerset is largely rural where there may be little alternative to the car, it should be made clear that sustainable travel modes will be prioritised in the urban areas –	07/01/2011	Agreed.	Amend as suggested.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.1. (end of Para): .... other factors include quality of life issues such as noise, reductions in light pollution, enhancing the natural and built environment or how communities can be divided by roads; known as severance.	06/01/2011	Agree in part.	Amend to '.. other factors include quality of life issues such as noise, light pollution, enhancing the natural and built environment ...'
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.16. "Somerset is predominantly rural in character with a population widely dispersed across a number of medium sized town centres, and smaller rural settlements, hamlets and farmsteads...."	06/01/2011	Agreed.	Amend as suggested.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.17: [This presents a challenge to Somerset County Council. It will be important to look at this issue as resources are likely to be required to meet the goals in this plan]	06/01/2011	Noted.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.18: [The County will need to lead on looking at the reasons for this and to help seek solutions]	06/01/2011	We will need to work with our partners who deliver the services.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 3	Para 3.20 in the supporting text says that "in the areas where new developments are proposed it will be essential to ensure that the developments are fully served by accessible bus services and attractive facilities for bus users. These will include park and ride services...." Bellway Homes, the Abbey Manor Group and PFA Consulting believe that the scale and type of development should be taken into account.	07/01/2011	Agreed.	Amend to 'These may include park and ride services...'
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 3	Para 3.22 – support policy and action to integrate bus and community transport policy and note and support particularly encouragement for more slinky services and community transport schemes. Mention of the budget cuts for public transport should be made however which clearly (with the scale of cuts proposed) flies in the face of the positive proposals here	07/01/2011	This is a 15-year aspirational Strategy. Budget cuts will be addressed through the development of the Implementation Plan.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.22. Bullet 3: "Work with the community voluntary sector and education transport providers so more of the local bus services they provide can carry the general public"; [ENPA supports this statement] [Consider minimum provision of year round services e.g. along main routes in rural areas with linkages through community transport and other solutions to communities that are not currently served by public transport services.	06/01/2011	Noted.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.22. Bullet 4: [ENPA supports this statement - however there is an apparent need for greater capacity required including parishes around Porlock]	06/01/2011	Noted.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.22. Bullet 5: [Develop more community car schemes, 'to support and improve publicity and booking arrangements']	06/01/2011	Agree in part.	Amend to '...and work to understand how publicity and booking arrangements could be improved'

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.24. [ENPA supports this statement – we suggest that this paragraph should note the particular challenges of such linkages in rural areas]	06/01/2011	Agreed.	Amend to 'integrating services between settlements, particularly in rural areas, ..'
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 3	Para 3.25 - 2nd bullet point – shouldn't cycle routes be audited as well	22/12/2010	Agreed.	Amend as suggested.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 3	Para 3.25 – support public transport initiatives and in particular the continuing Quality bus partnerships and the proposed limited stoop QBP for Taunton – Yeovil (as long as existing service connecting smaller places en route is not unduly affected). Consideration of park and ride with parking charge changes would need to be done in Yeovil in partnership with SSDC. County wide Smart technology is strongly supported. All actions in Para 3.28 and 3.30 promoting wider use of information technology is supported	07/01/2011	Note support.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.25. Bullet 1: "Improve the integration of rail and bus services at railway stations, through the actual facilities available and the way timetables fit together. Including at railway stations in neighbouring counties where they service communities in Somerset e.g. Tiverton Parkway"	06/01/2011	The plan is designed to be a high level, aspirational document that does not go into detail on specific schemes.	No change to TN3.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 3	Para 3.26 suggests that bus priority should be provided through the planning process. Bellway Homes, the Abbey Manor Group and PFA Consulting consider that the provision of bus priority should be part of the wider remit of Somerset County Council, and not the responsibility of developers.	07/01/2011	If a development is likely to trigger a threshold that will place a burden on an existing bus route or require a new one, it should be for the development to provide such facilities.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.26. [This however should not preclude provision of local needs affordable housing in rural areas where the overall sustainability of communities should be considered in line with the findings of 'The Taylor Report' and not just transport in isolation.]	06/01/2011	Agreed. This point has been made to the District Councils by SCC in our Core Strategy responses.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.28. Bullet 6: [Consider appropriately designed shelters particularly in more exposed locations in rural areas where waiting times may be long]	06/01/2011	Noted. This is an operational issue.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.30. Bullet 1: [ENPA strongly supports this statement]	06/01/2011	Noted.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.30. Bullet 3: [ENPA supports this statement]	06/01/2011	Noted.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.30. Bullet 6: [ENPA supports this statement]	06/01/2011	Noted.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.31. Bullet 1: [Also need to ensure services are maintained]	06/01/2011	Agreed, where resources allow.	No change to TN3.
Andy Foyné, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 3	Para 3.33 – identification of least accessible areas for public transport including Castle Cary areas should be associated with positive ideas to address the situation	07/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus and community transport services.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.33. [It would be useful if detailed information on where accessibility problems exist and potential solutions were provided. ENPA has information on community views on this in Exmoor parishes, information also available at <a href="http://www.exmoor-nationalpark.gov.uk/index/living_in/planning/your_future_exmoor.htm">http://www.exmoor-nationalpark.gov.uk/index/living_in/planning/your_future_exmoor.htm</a> ]	06/01/2011	We have collected this information and have a number of very detailed documents looking at accessibility in different areas of Somerset. While we can provide this on request, it was not appropriate to put this much information in the FTP.	No change to TN3.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 3	Para 3.34 to 3.52 Lack of information is still a big reason why some have not been able to make the change to more sustainable means of travel (Para 3.42) and only about 20% of people in Somerset recognise the Moving Forward name and logo (Para 3.45). This suggests that the County Council should be wary of relying too heavily on the website.	07/01/2011	Agreed. Other measures are also planned through campaigns etc, as noted in these paragraphs.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.38. [Please to refer for ENP Management Plan 2007-2012 which sets out the agreed approach within Exmoor including the role of the National Park in providing opportunities for outdoor activity and transport to enable this to happen. Refer to Exmoor Rover and summer Lynmouth to Dulverton bus service, details of which can be found on the Explore Moor website <a href="http://www.exploremoor.co.uk">www.exploremoor.co.uk</a> ]	06/01/2011	Noted. This is an operational issue.	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 3	Para 3.39 – ref to adopting the manual for travel plans as SPD and that Local Planning Authorities including SSDC have agreed to adopt is incorrect and indeed much of the travel plan manual as it currently exists is drafted into the Council's Core Strategy to form part of the development plan in due course. A commitment to an SPD for SSDC must await the LDS review, which is due in May of 2011.	07/01/2011	Noted.	Amend wording '.. , which we are working with our District Partners to incorporate into their Local Development Frameworks'.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 3	Para 3.46 states that Personal Travel Planning offers a better value for money approach to tackling congestion than highway capacity improvements and paragraph 3.49 explains that cycling and walking is likely to be a 'best buy' for the road transport sector. The County Council should have regard to this when seeking contributions from developers.	07/01/2011	Personal travel planning is not always a viable option as it is dependent on a critical mass to be successful. SCC does not advocate a 'one-size-fits-all' approach. Each development site should be assessed on its own merit.	No change to TN3.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 3	Para 3.49 suggests that for every £1 spent on walking and cycling interventions, the financial benefit to the community is £11.50. The implication is that such measures will be self-financing and will not therefore require private funding (see 2.1 above).	07/01/2011	Initiatives still require funding at the outset and the financial benefit is not normally recouped by the original investor, since the benefit is to the community.	Strengthen wording to avoid further misinterpretation of this issue.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.5 [ENPA supports this statement]	06/01/2011	Noted.	No change to TN3.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 3	Para 3.50 goes on to say that "we need to engage businesses and other organisations and communities in developing travel plans to manage their own travel" (our underlining). Bellway Homes, the Abbey Manor Group and PFA Consulting are aware that Somerset County Council are developing a number of documents such as the Manual for Travel Plans and the Draft SPD Enabling Smarter Travel Through Travel Planning in Somerset. Policy 1 quoted above begins "We will help communities to help themselves". The emphasis on choice, together with the developing Localism agenda, suggests that the County Council in developing its guidance and responding to travel plans should guard against being too prescriptive, and should allow businesses, communities and other organisations to develop initiatives that meet their own needs.	07/01/2011	While we support businesses and organisations developing initiatives that meet their own needs, these need to be realistic, effective and not simply a token effort towards sustainability, which would in the long-term be detrimental to the community. The Travel Plan guidance is there to provide a framework for what is proportionally suitable for each development.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 3	Para 3.50 refers to the Strategy for Smarter Travel Choices, but there is no indication where this strategy is to be found. The lack of cross referencing to strategies is a general criticism of the plan and supporting documents.	07/01/2011	An adoption process for subsequent modal strategy revisions has not yet been agreed.	To ensure that industry has an opportunity to comment on relevant technical work going forward.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 3	Para 3.51 suggests that the County Council could develop a 'One Stop Shop' for transport information and advice across all modes of travel. The County Council should consider whether it is necessary to create its own One Stop Shop, or whether existing initiatives such as Traveline or Transport Direct can fulfil this role, saving resources for other schemes.	07/01/2011	Traveline and Transport Direct are predominantly public transport based and do not provide wider local information on travelling in Somerset.	No change to TN3.
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 3	Para 3.53 – 3.68 - I think both the Cycling and Walking sections need to be reviewed with a view to including some references to the rights of way network and the role it can play – happy to discuss if need be. Rights of Way can also be mentioned as a supporting policy under the Cycling section.	22/12/2010	Agreed.	Amend to improve links between walking, cycling and Rights of Way in text.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.54. [Please refer to the ENP Management Plan 2007-2012 with regard to opportunities for cycling on Exmoor – including by visitors. We suggest the FTP should also consider alternative uses of the private car for visitors, e.g. bringing bikes to Exmoor National Park Authority]	06/01/2011	Noted. This is an operational issue.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.57. [Relative low investment towards small scale changes to roads in rural areas include Exmoor's Rural Centres of Dulverton and Porlock could enable improved walking and cycling opportunities for residents and benefits to the local environment]	06/01/2011	The plan is designed to be a high level, aspirational document that does not go into detail on specific schemes.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 3	Para 3.61 – strongly support development of gap analysis of cycling networks and getting development to ensure access to networks but need more detail on how	07/01/2011	Noted. This is an operational issue and does not need to be included in the Technical Note.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.63. [We would suggest that all settlements in the county should be considered, as Somerset is rural in nature. Smaller communities like Dulverton and Porlock provide facilities and services for a wide rural hinterland and opportunities need to be maximised e.g. trialling shared streets and provision of pedestrian/cycle river crossings to improve quality of life and maximise opportunities for cycling and walking.	06/01/2011	Noted although forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.64. “In the market towns, and other services centres, safe and....”	06/01/2011	Agreed.	Amend to 'in the market towns, and other services centres, safe and....'
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 3	Para 3.67 – support proposals to promote pedestrian use of roads and footways but want more detail on re allocation of road space to pedestrian at expense of car traffic	07/01/2011	This would need to be addressed on a scheme by scheme basis, not in a high-level policy document.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.67. Bullet 1: “Raise the level of priority given to pedestrians and reinforce pedestrian rights in the urban environment...” [We suggest that ‘urban’ should be omitted from this sentence]	06/01/2011	It is unrealistic to expect this to occur in areas where pedestrian traffic is lower than vehicular traffic.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.67. Bullet 2 [Also develop some shared space schemes to improve the walking, cycling and quality of the built environment]	06/01/2011	Implicit in the bullet point already.	No change to TN3.
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 3	Para 3.69 - Replace 2nd sentence with 'One of the ways we can do this is by continuing to open up the existing network of routes to improve accessibility.' The RoWIP2 draft is not yet available for comment!	22/12/2010	Agreed.	Amend as suggested and revise wording regarding RoWIMP2.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.69. [Exmoor National Park Authority has an extensive and well maintained Rights of Way network and we recognise that it is important to continue working with Somerset County Council to improve linkages with the National Park and adjoining areas to maximise opportunities for walking, cycling and horse riding.	06/01/2011	Noted.	No change to TN3.
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 3	Para 3.73 - 5th bullet – replace 'an' with 'the'. It is also a medium priority action so should therefore be moved into 3.74.	22/12/2010	Agreed.	Amend as suggested.
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 3	Para 3.74 - 1st bullet – please reword to: 'Ensure that emerging Local Development Frameworks have regard for the RoWIP'.	22/12/2010	Agreed.	Amend as suggested.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 3	Para 3.85 –looking to encourage more rail use says little of substance re how rail will be enhanced within Somerset. Need to include some detail on how much potential there is to re-open train stations in Somerset (e.g. Chard Junction)	07/01/2011	It would be inappropriate to list the status of all options for improving rail in the Technical Note, which is focused on those policies which form our preferred strategy for rail. However, the Rail Strategy currently being developed will provide greater clarity on stakeholder aspirations such as this.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 3	Para 3.89 – support emerging technologies to be developed for lower carbon vehicles	07/01/2011	Noted	No change to TN3.
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 3	Para 3.9 - Shouldn't there be reference to providing and improving the infrastructure to enable 'promotion of sustainable transport choices'	22/12/2010	Agree.	Add/amend bullet points to strengthen point about providing alternative measures to the private car.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 3	Para 3.9 – strongly support all proposed actions to mitigate climate change and consider the lack of specific aspirational modal shift targets to be sensible and give Authorities room to manoeuvre	07/01/2011	Noted.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.9. Bullet 2 [...residential developments, and ensuring that services are funded to provide alternatives to the private car]	06/01/2011	Agree in part.	Add/amend bullet points to strengthen point about providing alternative measures to the private car.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.94: "Throughout the development of this plan, we have tried to ensure that our proposals will have the least impact on the environment. Through working with our partners and across our various departments, we make sure that these issues are considered when developing new initiatives. We will consider all opportunities to conserve and enhance the natural and built environment of the county including in protected areas."	06/01/2011	Agreed.	Amend as suggested.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.95. Bullet 1: "Continue to raise awareness and understanding of the importance of biodiversity among our contractors and require contractors to adhere to contractual standards and protocols, our partners and the general public"	06/01/2011	Agreed.	Amend as suggested.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.95. Bullet 2: "Provide specific habitat and species action plans and meet targets within them that are relevant to our work..."	06/01/2011	Agreed.	Amend as suggested.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.95. Bullet 3: "Ensure our work does not damage Somerset's landscapes or biodiversity and seek opportunities to conserve and enhance landscapes and biodiversity as well as the built environment"	06/01/2011	Agreed.	Amend as suggested.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.95. Bullet 4: "Consider landscape character in the preparation of schemes and maintenance in order to minimise degradation and integrate new measures appropriately into the local surroundings to maintain and enhance local distinctiveness"	06/01/2011	Agreed.	Amend as suggested.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 3	Para 3.95. Bullet 5: "Consider the impacts of our work on the local urban or built environment and avoid adverse impacts and maximise opportunities for enhancement <del>minimize or mitigate the impacts accordingly</del> ; adopt manual for streets approach to ensure all schemes respect local distinctiveness"	06/01/2011	Agreed.	Amend as suggested.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 3	Policy 12 - Noise - the impact of noise pollution on public health is often under-estimated and we would urge action under LTP3 to reduce noise, especially as experienced in residential areas, by introducing and enforcing wide-spread 20mph speed limits and using low noise surface materials in road construction and repair.	07/01/2011	As we move towards a likely reduction in enforcement it is increasingly important that speed limits are largely self-enforcing and therefore must be seen as appropriate by the general public. It is acknowledged that there are locations where 20mph is an appropriate speed, however it is also acknowledged that the prevailing speed limit is not a target to be achieved. Therefore travelling at 20mph within existing residential limits is entirely appropriate when drivers exercise their judgement accordingly.	

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Charles Wood (Frome Vision) ID:WR34	TN3 Chapter 3	Policy 3, 4 and 5 - This does not deal with any objective to improve the services, both in coverage and cost, to enable better access and use by Somerset residents. Improved public transport is a key measures to meet the need to reduce car use in the light of rising fuel costs, and to meet the need to reduce use of fossil fuels and carbon emissions. It also better serves those in rural areas, and those in towns especially Frome with its network of hills, who find car use difficult due to physical or cost reasons. It does not fully reflect the detail in your Tech Note 3. Compare this with the section on Trains, which does want to improve services to SCC residents. This "Bus and Community Transport" policy is also quoted (in Tech Note 3) as including activity to promote better integration between bus and train services. This should be made explicit either referring to "rail services" in Bus policy, or "bus services" as part of the integration element in the rail policy above.	07/01/2011	Bus travel has a crucial role in encouraging people to travel sustainably and helping Somerset's residents access goods and services. The Future Transport Plan supports the need to maintain essential bus services and associated technical notes contain a number of measures to make bus travel more attractive. However, the unprecedented financial pressures we face make the considerable investment required to significantly increase services and / or reduce fares unfeasible. Nevertheless we will continue to work to make services more attractive and ensure the services provided make the best possible use of our existing resources. The wording of the policy was carefully chosen to balance the importance of bus services and our long term aims with the need for realism with regard to what we can afford now.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 3	<p>Policy 7 and 8 - Cycling and walking– The tone of the surveys reported in the draft mirrors Sustrans experience in the county; that there is a high level of latent demand for better cycling provision and widespread recognition of the health and environment benefits associated with this travel mode. We suspect that the levels of cycling to work reported in 2001 will be found to have fallen in the next census, and while the County's monitoring reveals gradual increases year on year, this has fallen below the current LTP targets, and well below what has been achieved through well targeted investment in the Cycling Demonstration Towns and Cities. Over the same period, usage of the National Cycle Network (NCN) nationally has grown at around 10% annually on a like for like basis, and it is noticeable that a high proportion of users are new or returning cyclists – the group that needs to be attracted if cycling is to grow as a proportion of all journeys. We would urge the Council to explicitly state in the LTP its support for the development and maintenance of the NCN in the County as an important part of the transport network. Sustrans would be a willing partner of the County in this, and we know of a number of communities across the county which could also be involved. Providing well for cycling (and walking) will encourage these modes and we would urge the County to bring into the maintenance programme routes which are well used for walking and cycling but currently fall outside Highway maintenance, for instance the traffic free path between Chard and Ilminster. Maintaining the quality of the highway so that pedestrians, cyclists as well as motorised transport users are able to have improved access opportunities is important if there is to be greater equality of opportunity. Evidence suggests that the presence of pavements or footpaths that are well maintained with good surfaces, cycle paths, and street lighting increase the number of walking and cycling trips. This then includes the first two metres from the footway edge into the carriageway where often the detritus</p>	07/01/2011	<p>Agreed. Support for the use of the NCN should be explicitly noted. No new responsibilities for maintenance are likely to be considered for a number of years due to the significant reductions in maintenance grant from central government. Where possible, Somerset will continue to work with Sustrans to encourage local 'adoption' of routes by volunteers or community groups to ensure that maintenance is carried out, but this is unlikely to be council funded.</p>	Amend text to reflect support for NCN.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
		including glass and waste accumulate. Clearing this area gives cyclists on the highway greater confidence that they won't get a puncture and that their needs are being considered. Similarly, the maintenance of footways and cycleways and being free from overhanging hedges etc. is important for pedestrian and cyclist ease of travel and perceptions of safety. Of particular significance for pedestrian access and quality of life, is the reduction in the dominance of motor car in urban areas. Widespread imposition of 20mph limits in urban areas, coupled with the encouragement of community based initiatives to create shared space, such as Sustrans DIY Streets, have the potential to create safer, more attractive communities, where children can play and travel independently.			
Felicity White, Clerk (Wells City Council) ID:WR30	TN3 Chapter 3	Public Transport: work with public transport providers and other agencies to improve the quality and frequency of services, according to local needs, thereby helping to reduce car-use by local residents.	07/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Nigel Bray (Railfuture Severnside) ID:WR31	TN3 Chapter 3	Railfuture recognises that not all towns which once had a train service are likely to be reconnected to the rail network within the Plan period. In the meantime there needs to be easier physical interchange between bus and train, eg extension of more local bus services to Taunton rail station, such as those serving Somerset College. We would like to see Chard Junction station reopen but accept that this would be primarily for east-west journeys and that people heading north from Chard and Ilminster would probably drive to Taunton to catch a train. In the short term it would make sense to extend bus services from these towns to Taunton station but consider there is a long term case for reopening the Taunton- Chard Junction railway. Most of the formation is intact and we would like it to be protected for possible future use, along with the former Somerset & Dorset line and what remains of the Curry Rivel- Yeovil trackbed. In the last mentioned case the westward expansion of Yeovil may justify a new station nearer to the town centre than is Pen Mill.	07/01/2011	Reopening of stations would require agreement with the relevant train operators and Network Rail, along with a strong business case for doing so.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Nigel Bray (Railfuture Severnside) ID:WR31	TN3 Chapter 3	Railfuture Severnside welcomes Somerset's Strategy for Rail ( Policy 10) and particularly the intention to research new services and how people perceive rail. We support the suggestion to develop timetables but believe that, sooner or later, improvements will require more capacity. For instance, the current Bristol- Weymouth service has no train in either direction reaching Yeovil Pen Mill between 08.00- 09.00 or 17.00-18.00. This disincentive to rail commuting has been pointed out by the Heart of Wessex Rail Partnership and is likely to become more acute with the growth in Yeovil's population and economy as proposed in the Plan. Whilst the 06.40 Weymouth could run later, this train is timed to cater for commuters into Bath. It may be necessary to run an additional train to cater for people working office hours in Yeovil. We believe there is also a case for redoubling the Castle Cary- Yeovil Pen Mill section of the route. Both these enhancements could be examined in a feasibility study by the County Council and the proposed Local Economic Partnership.	07/01/2011	We work closely with the rail companies to improve services but do not have any direct control over increasing train frequency.	No change to TN3.
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 3	Railway: We have the basis of a good railway system in this part of the county, but some of the system is being run down. The Waterloo to Exeter line could be an excellent commuter line with small sprinter trains, but first the two way traffic needs to be returned. The Bristol to Weymouth line has been allowed to decline whereas this could be a genuine rural system with the introduction of village halts like Sparkford.	05/01/2011	We work closely with the rail companies to improve services but do not have any direct control over increasing train frequency.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 3	Rural areas of the Borough are likely to be seriously affected by the County Council's proposed halving of revenue support to bus services. This will be particularly serious for those people who do not have access to a car, such as young people and the less well-off, and for people needing transport in the evenings where journeys currently are financially supported by the County Council.	05/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:86327	TN3 Chapter 3	Rural isolation must be addressed. Particularly community transport, both infrastructure and financial support, are critical to older people, youth, and other disadvantaged groups. They cannot continue to live in their homes without support for medical appointments, social gathering and basic shopping.	02/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Member of Public ID:FTP03	TN3 Chapter 3	Somerset has a great deal to offer yet if you use public transport this is limited or time-consuming. Trains also need to be sorted 4pm to 7pm Bristol to Burnham/Bridgwater is always overcrowded-not enough carriages on-which is getting worse.	21/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Member of Public ID:86809	TN3 Chapter 3	Somerset is a very rural community. There is little opportunity to use public transport. Distances restrict opportunities to walk or cycle.	09/12/2010	Noted.	No change to TN3.
Jeanne Warner, Clerk (Crewkerne Town Council) ID:WR16	TN3 Chapter 3	Somerset Rail Stations: contrary to information in the SFTP there is only limited access to the toilets and waiting room at Crewkerne Station because they are only accessible during the few hours when the station office is manned. This situation urgently needs improvement in view of the increased train timetable. In addition the car parking also need upgrading. Both should be achieved by working in partnership with Network Rail.	06/01/2011	Detailed information was not provided for any railway stations in the TN. We are aware of limitations at some of the stations and work with the train companies where we can to bring about improvements.	No change to TN3.
Member of Public ID:90247	TN3 Chapter 3	Somerset rural public transport network is appalling. Give up on large busses and go for a system of small vehicles responding to local needs.	22/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Charles Wood (Frome Vision) ID:WR34	TN3 Chapter 3	Specific to the draft, applying on a wider scale, the policy should explicitly identify rail/road transport integration as an important feature of the future freight needs of the county.	07/01/2011	Moving freight onto rail would need to be commercially driven to be successful. It is not something that SCC can directly influence as the rail network is outside our control.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 3	Tackling Deprivation and Sustainable Community Development – proposed reductions in bus service revenue support by the County Council could have a significant effect on the less well off (especially in rural areas), many of whom do not have access to a car, although this is not a direct result of the FTP.	05/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Clive Parkinson (South Somerset Association for Voluntary & Community Action Ltd, on behalf of South Somerset Community Transport, Mendip Community Transport, South Somerset Community Accessible Transport (Wincanton CAT) and Atwest (Minehead))	TN3 Chapter 3	The 'shopping list' of policies that could be undertaken (3.22) is something that we would support, although we question the capacity within the Transporting Somerset team to achieve this, bearing in mind the reduction in staffing within that team. We would welcome opportunities to explore the development of services such as Section 22 public service routes, the development and expansion of Slinky services and working in partnership to grow and strengthen the CT sector within Somerset. However the various CT schemes cannot do this on our own, but need to work with the County Council and other statutory agencies in order to achieve this.	13/12/2010	Staff capacity in light of necessary reductions is an operational issue within SCC that will need to be addressed internally.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
ID:WR06					
Member of Public ID:FTP03	TN3 Chapter 3	The 102 no longer takes in Brent so you cannot get a bus to Sanders Garden Centre, which we enjoyed doing	21/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Member of Public ID:FTP03	TN3 Chapter 3	The Cribbs bus that was always popular Wednesday from Burnham was removed now it's the train or a bus change at Weston-super-Mare taking the enjoyment out.	21/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Sally Vickery (Somerset Local Access Forum) ID:WR23	TN3 Chapter 3	The Forum is aware of how serious the financial position is, and that Rights of Way work will inevitably come off badly in any budget cuts. However, there appears to be lacking any longer term thinking, at every level of Government. If the budgetary cuts are successful the county and the country should emerge out of the current crisis in 4-5 years time. From the point of view of dealing with environmental issues (and farming is an excellent example of long term planning) this is no time at all. Landowners are used to thinking in terms of generations rather than years. Whilst we will not achieve what we want in the short term that does not preclude us from having a clear idea (vision) of the medium to long term, and planning for it. The reduced funding for sustainable transport needs to be intelligently targeted and prioritised so as not to squander the progress Somerset has made and to retain a platform from which future progress can be continued.	06/01/2011	This point is reflected in the fact that the Strategy is 15 years in length but the first Implementation Plan will be 3 years long. This should allow for greater progress in the medium to long term.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:FTP26	TN3 Chapter 3	The future of this country depends on a vastly improved and integrated transport system. There is too much reliance on personal motorised transport and roads, more needs to be spent on public transport and rail networks and lets get less cars on the roads not more! One of the biggest problems is the school run - parents take their children to school by car because they say that the roads are too dangerous for cycling/walking - yet they are making the roads dangerous by travelling by car! We need a different mindset!	07/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services. We do already work with schools to help reduce car trips to schools. However, the policy of school choice allows parents to send their children to schools that are not necessarily the closest, which increases the likelihood of car travel being used.	No change to TN3.
Clive Parkinson (South Somerset Association for Voluntary & Community Action Ltd, on behalf of South Somerset Community Transport, Mendip Community Transport, South Somerset Community Accessible Transport (Wincanton CAT) and Atwest	TN3 Chapter 3	The knowledge, experience and commitment of the various community transport schemes across the county must be harnessed by the Council in order for the sector to move forward and provide a wider range of transport services.	13/12/2010	Agreed.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
(Minehead)) ID:WR06					
Member of Public ID:FTP04	TN3 Chapter 3	The major nations China, India and the USA have an overwhelming influence compared with Somerset when it comes to greenhouse gas emissions. Somerset with its susceptibility to flooding and transport disruption is a victim not an influencer.	22/12/2010	It is not socially responsible to leave the issue of climate change to someone else. Increases in global temperature have a lag of 50 years, suggesting that it is vital that climate change is addressed now on a global, national and local scale.	No change to TN3.
Member of Public ID:FTP04	TN3 Chapter 3	The plan places are lots of emphasis on the need to combat climate change. I question whether this emphasis provides a useful forcing factor and resonance with the public.	22/12/2010	Unpredictable weather patterns are already being felt in Somerset. Our investigations to date suggest the public of Somerset is broadly aware of climate change.	No change to TN3.
Member of Public ID:86005	TN3 Chapter 3	The youth in rural areas not having free transport to college outside were they live, also access to larger towns for late night out 'Nippy busses for all is the best idea. MAKE IT EASIER FOR WORKERS, SCHOOL AGE TO TRAVEL WITHOUT USING CARS.	01/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Nigel Bray (Railfuture Severnside) ID:WR31	TN3 Chapter 3	The line between Yeovil Pen Mill and Junction stations, currently used only for diversions, may be a candidate for the Parry People Mover, which is operating successfully on the short Stourbridge Town branch line. The PPM could be a cost effective way of providing connections between all trains on the Exeter- Waterloo and Bristol- Weymouth lines. The existing bus link could be reconfigured to provide more journeys into the town centre, or the PPM could serve a restored line into central Yeovil (see Para. 5).	07/01/2011	A commercial bus service already runs between the two stations.	No change to TN3.
Member of Public ID:87079	TN3 Chapter 3	There is a gap in my walking plan, due to the absence of the final 0.5 mile of the Coast Road footpath in Berrow. Please prioritise to find the funds to complete this link.	10/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 3	There is a need to develop improved cycle connections between the main towns and nearby villages; for example, between Taunton and Ruishton, Bishops Lydeard and Cotford St Luke, and (mainly for recreational purposes) from Taunton to the Blackdown Hills and the Quantocks.	05/01/2011	The plan is designed to be a high level, aspirational document that does not go into detail on specific cycle routes.	No change to TN3.
Member of Public ID:WR35	TN3 Chapter 3	There is too much emphasis on Local Community action. The solution to some transport problems need a regional or national approach. For example, how are we going to get more freight carried on the railways?	07/01/2011	Localism is a central driver of current Government thinking and in a time of reduced funding, may be one solution to this problem. On the specific point, moving freight onto rail would need to be commercially driven to be successful.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:88937	TN3 Chapter 3	There seems nothing within the plan which considers the needs of older people and access to services like day care activities or Active Living opportunities. Currently the Community transport arrangements are patchy and not consistent around charges and use of bus passes. Also the Slinky bus seems to always be empty and cannot be booked for taking someone to an activity, like a lunch club or Active Living group.	16/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 3	There will need to be a major emphasis on developing walking, cycling and public transport networks, particularly within the main towns and new urban extensions, and to encourage modal shift for longer journeys that would otherwise be made on the strategic road network. Relatively little has yet been done towards this.	05/01/2011	Noted. SCC will need the support of its District partners to deliver much of this where growth takes place.	No change to TN3.
Les Stevens, Clerk (West Camel Parish Council) ID:WR38	TN3 Chapter 3	To get any bus service used in a sustainable way, we as a community need a stronger herd instinct to travel together and at a time that suits a majority.	07/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Member of Public ID:85929	TN3 Chapter 3	Transport related data (e.g. timetables, interactive mapping as discussed in the Schedule of Policies) should be available electronically in a shareable/reusable form (as per data.gov.uk). Also potentially supports economic wellbeing.	30/11/2010	This is an operational issue within SCC.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rita Taylor (RoadPeace) ID:WR07	TN3 Chapter 3	Very important are sensible timings of public transport services. Anyone who works in Taunton should be able to get there by public transport especially when travelling from a mainline railway station (Castle Cary is a good example as no one who lives here can possibly get to Taunton by train or bus in time for work)-this would also help drive down congestion around Taunton in the mornings and evenings. Trains and buses should be linked with shopping hours and where possible some evening transport for theatre, cinema visits etc.	15/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Sandrine Vaillant, Clerk (Cranmore Parish Council) ID:WR14	TN3 Chapter 3	Walking and Cycling - A footpath running along the west side of Piers Road is required to allow safe access but this would need agreement from the local farmer to use part of his land. The footpath from Tansey requires extending to Waterlip and through this hamlet to allow pedestrians safe access and there is a need for a footpath/cycle path from Dean to Cranmore.	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 3	Walking and Cycling/ Road Safety: Being safe is an important part of being healthy. NHS Somerset believes there is a need to promote various forms of physical activity, including active travel alongside injury prevention programmes, not in isolation. The current road environment is often perceived as too hostile by many who would be otherwise wish to walk or cycle for some of their travel needs. A key aspect of safety is the speed of motorised traffic and the need in urban areas to ensure that speeds are sufficiently low to enable greater walking and cycling.	07/01/2011	As we move towards a likely reduction in enforcement it is increasingly important that speed limits are largely self-enforcing and therefore must be seen as appropriate by the general public. It is acknowledged that there are locations where 20mph is an appropriate speed, however it is also acknowledged that the prevailing speed limit is not a target to be achieved. Therefore travelling at 20mph within existing residential limits is entirely appropriate when drivers exercise their judgement accordingly.	
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 3	Walking and Cycling/ Road Safety: NHS Somerset is aware of a growing trend towards 20mph as a default speed limit in residential streets. There are strong reasons for the FTP to embrace this as a policy with priority given to the poorest areas where the burdens of pedestrian injury are most severe. The Marmot Review – Fair Society, Healthy Lives (2010) – states that “targeting [20 miles per hour] limits in deprived residential areas would help lead to reductions in health inequalities”. The health outcome would also enable more walking and cycling and also increase young people’s outdoor play which could considerably help contribute to meeting the recommendation for children and young people to achieve one hour of physical activity on most days of the week.	07/01/2011	As we move towards a likely reduction in enforcement it is increasingly important that speed limits are largely self-enforcing and therefore must be seen as appropriate by the general public. It is acknowledged that there are locations where 20mph is an appropriate speed, however it is also acknowledged that the prevailing speed limit is not a target to be achieved. Therefore travelling at 20mph within existing residential limits is entirely appropriate when drivers exercise their judgement accordingly.	

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 3	Walking and Cycling/ Road Safety; We have identified significant inequalities across Somerset in the risks of people being involved in road traffic accidents depending on where they live, with people in the poorest wards being 3.5 times more likely to be involved in a pedestrian accident than those in the more affluent areas.	07/01/2011	Noted.	No change to TN3.
Member of Public ID:FTP25	TN3 Chapter 3	We have to understand, not fear, but understand that all fossil fuels (gas, coal, petrol, diesel) will get more and more expensive as we have less of, and this even steered due to tax rises will be see these prices increase. As a result of this we will see more and more people riding bicycles not because they want to but because they can no longer afford a few costs. Has to be plans to meet this increase. (i) make roads safer – are cyclists are forced to compete with cars for road space, create free-flowing cycle paths; (ii) where cycle usage is high, reduce the speed limit of the road; and (iii) set up green routes for walkers and cyclists and horse riders in the countryside.		Noted. Plan discusses the issues surrounding Peak Oil.	No change to TN3.
Member of Public ID:FTP22	TN3 Chapter 3	We should not see transport as just one issue! We should see it as a holistic whole - we should be thinking of ways that transport can help us in other ways, such as maintaining our health. Where appropriate, we should be encouraging people to walk, cycle and if the town has a river, even row or can you! Just because it doesn't need a road or have rails, we should not overlook the waterways for transportation use!	05/01/2011	SCC does not see transport as just one issue. The policies within the FTP have been balanced as best as possible to ensure that no one mode of transport is too heavily biased.	No change to TN3.
Clive Parkinson (South Somerset Association for Voluntary & Community Action Ltd, on behalf of South	TN3 Chapter 3	We would welcome, as outlined in 3.30, new ways to publicise, and to provide information on CT services, alongside other transport services.	13/12/2010	Noted.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Somerset Community Transport, Mendip Community Transport, South Somerset Community Accessible Transport (Wincanton CAT) and Atwest (Minehead)) ID:WR06					
Nigel Bray (Railfuture Severnside) ID:WR31	TN3 Chapter 3	We would like the County Council to appoint consultants to work up a business case for daily, all year passenger services over the West Somerset Railway. Minehead is Somerset's premier holiday resort and attracts tourists from all over the UK. Regular train services into Taunton would enable local residents to travel to work in Taunton, Bridgwater and Exeter as well as make day trips to London and the Midlands. The revenue for train operators from longer distance through fares may well justify the costs arising from a regular service. The current situation (of only occasional through trains from the national rail system) will compare unfavourably with the regular train services being planned for Okehampton and Swanage.	07/01/2011	The aims set out in the rail section of TN3 are purposefully focussed on improving the existing network. Given the continued focus within national and rail industry policy on the existing network, schemes such as this would not be expected to become a priority for funding within the plan period. Therefore, the relatively large investment required to produce such a study (greater than the total cost of many of the other options included for improving rail travel) is not considered as good value for money. Instead smaller improvements to the existing network (as listed in TN3) have been prioritised within the plan as the best way to deliver the our objectives.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:85671	TN3 Chapter 3	We, along with I suspect much of Somerset, have no bus service and live a large drive from the station so public transport is unviable (not enough of us here to merit a bus). Also even if it were I would be iffy about using it at night - I do catch trains but, as a woman on my own, have been hassled; most times by various men (usually drunken ones).	29/11/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Ian Hasell ('The Ridings' community transport service) ID:WR27	TN3 Chapter 3	What is of most concern here is the provision of bus services, particularly for the elderly and infirm. Some of our bus services on evenings, weekends and bank holidays to and from Bath and Frome are I understand currently subsidised. If the subsidy was to be withdrawn I would presume the services would be cancelled and this would inevitably lead to an increased demand for charitable voluntary services like ourselves as there is no other means of transport to doctors, hospitals etc. We have no subsidy whatsoever for our services from County Hall, and the potential withdrawal of bus services would have a severe impact on this rural community, and I expect the same situation would be replicated in many rural areas throughout the county. Please could you continue to give high priority to the continuation of bus services to rural areas in your deliberations.	07/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Member of Public ID:FTP23	TN3 Chapter 3	When living in Prague, Czech Republic, I purchased an 'integrated' travel ticket on a monthly basis in the form of a stamp that could easily be carried in a plastic sleeve put inside your wallet or pocket. This allowed me to travel within the city limits for 24 hours a day on the buses, trams and underground trains. The travellers were controlled by plainclothes inspectors and an on the spot fine administered to 'black travellers' (those without a ticket.) The services were frequent, clean. There were fewer cars on the streets, less congestion. The service is powered by electricity means less environmental pollution.	05/01/2011	Prague has a population of 10million people, greater in size than London. While we support the Smartcard concept and will seek to start developing this with concessionary users, Somerset is unlikely to be a feasible candidate for a 24hr travel ticket.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Sally Vickery (Somerset Local Access Forum) ID:WR23	TN3 Chapter 3	Whilst Rights of Way play an important part in the movement of people around the county there remains a fundamental mismatch of trying to make an historic functional system meet the modern requirement for access to the countryside, frequently but not always, for recreational purposes. This needs to be addressed and the valuable network of footpaths, bridleways and restricted byways more flexible to add value to the network.	06/01/2011	Noted. Wider role of Rights of Way referred to in Policy 9 supporting text.	No change to TN3.
Member of Public ID:FTP01	TN3 Chapter 3	Will subsidies continue or be taken out? (The year before Dulveton – South Molton – Barnstable bus route taken out. Rumour has it that Dulverton – Minehead and Dulverton - Taunton routes will be taken out leaving Dulveton – Tiverton route. Possibly or not?)	15/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. We cannot therefore say yet how this will affect specific bus services.	No change to TN3.
Member of Public ID:FTP15	TN3 Chapter 3	Work with Sustrans to develop more bicycle routes. I know that cash is a problem, but Sustrans might be able to match the cash, and to provide volunteers to help build and complete routes. Failing that, get all the unemployed to help build cycle routes or prisoners and lawbreakers.	04/01/2011	We will need to work with our partners to deliver and help us fund these schemes.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	A modal shift in freight transport also needs to form part of climate change thinking. The statement in Para 4.59 of Annex B, regarding growth in rail freight, does not appear to be correct, and there are realistic prospects for growth in commodities such as food and drink, manufactured goods and agricultural products as well as intermodal containers.	05/01/2011	Para 4.59 refers to past trends in rail freight rather than potential for growth. In this respect it is felt to be correct, as whilst there have been well publicised expansions in areas such as retail, rail freight has remained dominated by more traditional bulk markets. However, as suggested, rail freight has a valuable role to play in meeting our challenges (including climate change). As such, the text will be amended to clarify this point and ensure it reflects the work	Amend wording in TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
				on our developing Freight Strategy in this respect. (This will be done in the freight section, as rail freight has the potential to confer a number of benefits aside from carbon reduction which would be best captured there.)	
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 4	A303 : The A303 is a main trunk route and the spinal lifeblood to all the southern counties. This is not just a tourist route, but is the sustenance for all the industries large and small in this area. We are expected to take a considerable increase in the number of houses throughout Somerset, but in order for the employment to grow in relation to the increase in population, we need existing businesses to grow and attract new employers into the area. All of the local authorities are anxious that the duelling of the A303 is completed throughout its length (Sparkford to Podimore for example). It is therefore essential that The County Council, join forces with other authorities such as Devon and Dorset, and bring pressure to bear on the Highways Agency and Central Government to bring this nationally important traffic route back up to the level it should always have been.	05/01/2011	Noted.	No change to TN3.
Jeanne Warner, Clerk (Crewkerne Town Council) ID:WR16	TN3 Chapter 4	Access to new long stay car parking: the Council believes that there is a definitive link between Economic Prosperity and adequate town centre parking. SSDC and CTC have agreed upon a location north of Henhayes and there is aspiration that an access roadway may be created to offer East Street.	06/01/2011	The decision of provision and level of charging for car parking is currently made by the District Councils.	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Additionally it should be noted that there is no proposal for a road to the south and east of Ilminster as sought by the town council meaning that any road there would be entirely development funded if it were to take place. (Which does not appear viable)	07/01/2011	The provision of this road is not a priority for SCC within the life of the FTP strategy. If it is to be delivered, it will need to be included in SSDC's IDP for delivery through planning gain or other external funding.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 4	Air Travel: The increased provision of helicopter landing sites and the growth of recreation flying needs to be looked at with the aim of reducing conflict and confusion.	05/01/2011	SCC does not have any control over air space.	No change to TN3.
Member of Public ID:89313	TN3 Chapter 4	Also free parking in small town car parks should be available so that our local shops do not disappear.	17/12/2010	The decision of whether or not to charge for car parking is currently made by the District Councils.	No change to TN3.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 4	Although planning is currently in a state of uncertainty, some long term strategies should be included. In relation to Taunton etc, paragraph 4.7 says that policies assume that strategic sites will come forward at some point in the future, and that each site will need to be tested on a case-by-case basis to determine the level and scale of transport intervention required. At Yeovil, levels of congestion are said to be rising, and a number of significant housing and employment developments are anticipated, although there is uncertainty over numbers and phasing. As a result planning for this growth is said to be at an embryonic stage. Although a range of measures are set out in Annex B which suggest that the County Council has considered the issues in some detail, the text of the document gives the impression that forward planning in transport terms is minimal, contrary to the advice in PPG13: Transport which encourages integration between planning and transport.	07/01/2011	Although SCC has done some testing in Yeovil to determine suitable locations for new housing and commercial, we are awaiting SSDC's final decision on where they are allocating their growth before continuing with our modelling work.	No change to TN3.
Member of Public ID:FTP06	TN3 Chapter 4	Bridgwater has become an absolute bottleneck. At the very least is the new Hinkley Point is given the go-ahead, we should have a bypass from Junction 23 of the M5 across to Combwich.	23/12/2010	Our transport policies includes measures to address congestion in Bridgwater.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Felicity White, Clerk (Wells City Council) ID:WR30	TN3 Chapter 4	Car Parks (1): improved information linkages between the City's Car Parks are required, with clear details of relative capacities, charges, short-stay v. long-stay, road directions to alternative Car Parks, etc.	07/01/2011	The decision of provision and level of charging for car parking is currently made by the District Councils. Car parking VMS (as is being described) may be progressed within Somerset, but it will be introduced first in towns with the most significant parking issues.	No change to TN3.
Felicity White, Clerk (Wells City Council) ID:WR30	TN3 Chapter 4	Car Parks (2): charging for the City's Car Parks should be changed to a 'pay on exit' payment system. This would enable members of the public to spend long as they wished in the City, without being constrained by a specified pre-arranged 'pay on entry' time limit.	07/01/2011	The decision of provision and level of charging for car parking is currently made by the District Councils.	No change to TN3.
Sandrine Vaillant, Clerk (Cranmore Parish Council) ID:WR14	TN3 Chapter 4	Car/Taxi - There are 3 distinct requirements needed within Cranmore on A361 junction with Piers Road, which are a safe place to cross for pedestrians; a means to allow traffic to continue flowing and a safer means to allow children to catch school buses without congesting this turning.	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Jeanne Warner, Clerk (Crewkerne Town Council) ID:WR16	TN3 Chapter 4	CLR Link Road:' at some point in the future, it may be appropriate to the relief road for Misterton would connect to that proposed part of the network provided by the CLR road between A30 and A356' Section 15-18 in the SSDC Local Plan (to be taken through to the Local Development Framework Core Strategy). Care should be taken so that this aspiration is recorded and not put in jeopardy.	06/01/2011	The provision of this road is not a priority for SCC. If it is to be delivered, it will need to be included in SSDC's IDP for delivery through planning gain or other external funding.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Sandrine Vaillant, Clerk (Cranmore Parish Council) ID:WR14	TN3 Chapter 4	Freight - To encourage traffic onto Bulls Green Link (Old Frome Road & Old Wells Road), requiring better signposting and straightening the road at Long Cross to allow direct access onto the Bulls Green Link and changing the traffic priorities.	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:90060	TN3 Chapter 4	Freight needs to be directed away from A roads to use motorways .this will reduce maintenance, noise, pollution. In France no freight movement permitted on Sundays perhaps this could be considered.	22/12/2010	HGVs do have to use A roads and other routes to access those areas they are serving. We do have preferred routes for HGVs and we work closely with Freight operators to ensure they are aware of these. Any decision to ban HGVs on a Sunday would have to be made by Government.	No change to TN3.
Jeanne Warner, Clerk (Crewkerne Town Council) ID:WR16	TN3 Chapter 4	Freight traffic: S7.29 of the SSDC Local Plan (and also recommended by CTC for incorporation into the Core Strategy of the Local Development Framework) states ' as the SSDC area has relatively limited rail provision, any opportunities for safeguarding landfall facilitating more efficient use of the rail network must be taken'. The future opportunity for freight traffic adjacent to the Crewkerne Station (at the old coal yard abutting the south side of the station in Misterton parish) must be preserved to address changing market conditions and must not be lost thus restricting flexibility for the future	06/01/2011	Safeguarding former transport infrastructure for future use needs to be included in the District Local Development Framework.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:86004	TN3 Chapter 4	I also think you should salt off road pedestrian routes, the Blackbrook track is very icy and dangerous to both cyclists and pedestrians...hardly encourages sustainable travel. On that note, put in a link to the leisure centre as well! It's not that expensive in the long term!	01/12/2010	We carry out salting in anticipation of frost, snow or ice on our precautionary salting network. We aim to salt these roads in advance of ice or frost forming on the road surface. Only the busiest roads are salted, most are not as we do not have the capacity to do this. Details of the salting network can be found at <a href="http://www.somerset.gov.uk">www.somerset.gov.uk</a>	No change to TN3.
Member of Public ID:FTP13	TN3 Chapter 4	I drive a lot. There is plenty of people on the road behind the drivers will, who quite frankly shouldn't be allowed metal cutlery, let alone a drivers license. Make public transport better, so they can use that instead and make more cycle paths to get them out of my way too. Road should be for drivers, buses and trains for those that can't and cycle paths for cyclists. And more grit for icy weather!	04/01/2011	SCC cannot force people to use particular mode of travel. It is up to each individual how they choose to travel. We carry out salting in anticipation of frost, snow or ice on our precautionary salting network. We aim to salt these roads in advance of ice or frost forming on the road surface. Only the busiest roads are salted, most are not as we do not have the capacity to do this. Details of the salting network can be found at <a href="http://www.somerset.gov.uk">www.somerset.gov.uk</a>	No change to TN3.
Member of Public ID:FTP04	TN3 Chapter 4	I suggest transport plan should have a section dealing with the ways that the workforce can achieve a low-cost reliable commute that is not disrupted by road closures, floods, poor access to the major centres and insufficient parking. One only has to listen to local radio to notice that our main centres are jammed with traffic.	22/12/2010	This suggestion is virtually unachievable without a policy of vehicle restraint into congested areas. This is not an approach supported by SCC at present.	No change to TN3.
Joy Wishlade, Strategic Director (Taunton Deane Borough Council)	TN3 Chapter 4	I think we are nearing the point when VMS signing for car parks will be required in Taunton and would like to consider getting that planned in for delivery.	30/11/2010	VMS signing is currently part of the Bridgwater, Taunton and Wellington Future Transport Strategy, which forms part of the Somerset Future	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
ID:WR01				Transport Plan. Obviously the Future Transport Plan outlines our high level aspirations for transport over the next 15 years rather than any detailed implementation plan for delivery.	
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Infrastructure Delivery Plan – Para 4.98 and 99 – reference to a refresh of the FTP at some point in the future to reflect adopted core strategies and their prospective IDPs needs to be made a more definite prospect and the question must be asked as to whether there is flexibility in the Local Transport Plan process to allow this.	07/01/2011	There is flexibility in the process to do this. We anticipate a review within the plan period, depending on Core Strategy adoption by Districts.	No change to TN3.
Charles Wood (Frome Vision) ID:WR34	TN3 Chapter 4	It is noted that the plan addresses specific economic needs of Taunton and area (including Wellington), Yeovil and Bridgwater (around 36k+ people), and had Forums for members of the public in these 3 towns (which are fortunately within relatively easy travel from County Hall); consultations with Frome Town Council and via a Frome on street public survey are noted. It must be a question as to what size Frome (around 27k+) has to be developing to, to attract the same level of attention from SCC, considering also Frome's more complex influences of nearby Wiltshire, BANES, Bath itself and perhaps Bristol, both in road traffic and with a rail station and services?	07/01/2011	It is not clear which Forums are being referred to. However, the growth planned for Taunton, Bridgwater and Yeovil is significant in relation to the existing size of each settlement. We are working closely with Mendip District Council to ensure that transport issues are highlighted and included in their IDP.	No change to TN3.
Member of Public ID:FTP17	TN3 Chapter 4	Let's keep the roads we have working! And free of potholes!! Let's actually have more than the A-roads gritted with salts next time - no one can get on to be A-roads if roads to and from the villages aren't treated.	04/01/2011	Potholes can be reported through the SCC website. We carry out salting in anticipation of frost, snow or ice on our precautionary salting network. We aim to salt these roads in advance of ice or frost forming on the road surface. Only the busiest roads are salted, most are not as we do not have the capacity to do this. Details of the salting network can be found at <a href="http://www.somerset.gov.uk">www.somerset.gov.uk</a>	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:FTP04	TN3 Chapter 4	Light efficient vehicles, encouraged by the availability of charging points in car parks and shopping precincts.	22/12/2010	This is already being considered.	No change to TN3.
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 4	Local Roads: The provision of green lanes with tree planting would serve two purposes, firstly the enhancement of the tourist industry (Particularly equestrian pursuits), and secondly the absorbing of the CO2 generated by daily life (I understand that six pine trees will absorb one ton of CO2 per year )	05/01/2011	Noted.	No change to TN3.
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 4	Local Roads: The state of the county roads and the relevant hedges and drains are in a critical state with essential maintenance urgently required. Now is the time to have frank and clear discussions with local communities to establish essential roads and areas where downgrading can take place. There are too many country roads which are "Rat runs" with speeds which are dangerous to local users. In some cases the effective maintenance of the drainage system and the prevention of flooding is more important than surface dressing.	05/01/2011	SCC relies on local communities to report maintenance issues that haven't been picked up by the normal survey process. Requests for lower (or indeed higher) speed limits have to be considered in the context of the type of road and the specific issues along it. Guidance on the setting of speed limits exists to ensure that drivers across the country are not faced with wildly different speed limits for similar stretched of road, with the overall intention that the speed limit should feel right and appropriate for the surroundings. Lowering speed limits to a point where the limit is far below what an average road user might consider appropriate for the conditions is ineffective and will usually not be supported by Police who are consulted on any speed limit change and who seek to ensure that enforcement of speed limits is appropriate.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Major Transport Infrastructure Para 4.86 and onward - a central theme must be "connectivity" which will include not only rolling out high speed broadband but an improvement to strategic routes – understand the emphasis placed on the A358 by the county as it is the most traffic-ed route on their (Highway Authority)network. However in terms of connectivity, the A303(Highway Agency) is the more crucial route and the improvements there are more important. The FTP indicates that the Regional Growth Fund is likely to be the funding source for major new road schemes.	07/01/2011	Noted.	No change to TN3.
Member of Public ID:85990	TN3 Chapter 4	Many of our major highway communication routes are no longer 'fit for purpose'. The A303/A358/M5/A30etc. or meet today's requirements. Completing Duelling to allow traffic to flow and reduce accidents on the single carriage ways, reduce pollution from stationary or slow moving traffic (e.g. Henlade) due to lack of development and investment in infrastructure. Access to our Towns by car is appalling; the high streets are in decline, competition from IT on line shopping. Welcome shoppers, parking is too costly and spaces inadequate. Access to job opportunities/ Hospitals etc. can only be obtained in most circumstances by car. Public transport can never economically provide a 24/7 service, for shift work patterns, entertainment, train connections etc to serve our very large rural community. Our Health and prosperity depend on the car for their daily needs. S.C.C. operations would fail, if all employees travelled by Public transport. We live in a 24/7 economy and work patterns have changed.	30/11/2010	Some of the routes mentioned e.g. M5/A303 are outside of SCC control. With regard to improvements on other routes, we have identified areas that need addressing although delivery mechanisms are largely unclear since it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 4	Market Towns: Unless there is an increase in employment coming directly in to the smaller market towns, there should be an embargo on house building as the towns are no longer sustainable. Therefore in the long term, if the present house building policy is pursued, employment and house building would have to be limited to Taunton and Bridgwater. Local employment is essential to reduce travel and increase economic viability. A great deal is said about getting people out of cars but if you have to travel fifteen or twenty miles to find work then a car is essential, and the carbon output from each of our towns is enormous.	05/01/2011	Levels of housing in the future are set by the District Councils through their Local Development Frameworks.	No change to TN3.
Member of Public ID:FTP04	TN3 Chapter 4	Multiple occupancy encouraged by means of village websites, local radio and public notice boards.	22/12/2010	This is already being considered.	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Of the various and particularly relevant parking actions proposed we should make the following comments: - Priority in town centres to shop and visitor use is strongly supported; Consideration of park and ride for Yeovil should be queried as it has been assessed in the past and not proved viable – what new is proposed to make this a practical prospect? Management of on street restrictions in residential areas for benefit of residents first is strongly supported; Discouragement of footway parking (except where such a parking system has been specifically designated and marked following determination that such a system is in the best overall combined interests of the motorists and pedestrians) is strongly supported but how is it to be enforced (the key issue); Enforcement of parking and stopping restrictions is really wrapped up in CPE and shouldn't be separately bulleted; Other parking management actions can be supported; Parking standards are not set out in detail rather the criteria to guide them are. Of these: - Setting appropriate levels of parking with development either within it or off site in pooled facilities is supportable but the devil is in the detail – it is difficult if not impossible to comment on car parking standards when the actual standard is not presented as so much of the response is	07/01/2011	Noted. We will use this information in the drafting of our Parking Strategy.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
		dictated by the scale and extent of the standard. Standards for cycle and motorcycle is strongly supported. Allowing flexible approaches to levels of parking associated with development provided departures are covered by stringent travel plans and ensuring effective management is a laudable criteria but not enforceable and is a recipe for serious future parking issues where travel plans or management arrangements aren't followed through and parking flows over the road network. Again the specific standards and criteria for departure are needed. There is no mention of a potential hierarchy for car parking provision i.e. less provision at accessible locations as contained in current Council car parking policy. Has this principle been aborted? There is merit in the principle and the reasons why it no longer seems to be considered an active part of parking standards needs to be made explicit. Concern should be expressed over this change of emphasis. Finally on parking the Government's recent announcement about the demise of maximum parking standards for residential developments needs to be reflected in the FTP.			

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Once the level of growth [in Taunton Deane] has been confirmed through the Core Strategy Examination process, there will be (unless people are willing to accept deteriorating conditions) an implicit commitment to providing the transport infrastructure and services that are needed to support this growth. Building on previous studies, the work currently being undertaken by Urban Initiatives and Parsons Brinckerhoff on the growth of Taunton will identify what transport schemes are likely to be required to serve the urban extensions and connect them to the town centre, and over what timeframe they will need to be provided. The adopted FTP logically needs to reflect these conclusions. A coherent strategy needs to be put in place to deliver the transport components. Otherwise, once the level of growth is confirmed, there is a real risk that development will be allowed through the appeal process without it making any contributions to transport infrastructure. This would place the future prosperity of Taunton Deane at risk, as well as making traffic conditions worse for existing residents.	05/01/2011	Agreed. It is likely that the FTP and its Technical Notes will be reviewed within the plan period. This will also allow the FTP to reflect the outcomes of adopted District Core Strategies.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	P.30. Economic Wellbeing 'Our Goal for 2026': "the high quality of Somerset's environment is recognised for itself and for its central role in under pinning the county's economy and opportunities for conserving and enhancing the environment are maximised. Somerset is a place with high value and secure jobs and people are confident..."	06/01/2011	The Goals are high-level from the Somerset Sustainable Community Strategy and not open for revision.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	P.38. 'The Use of Technology': We welcome the inclusion of supporting improvements to broadband and IT, however we would suggest that these technologies are supported 'particularly in rural communities'. Many rural areas with low levels of development (such as Exmoor National Park Authority), have a high reliance on the private car due to the absence or difficulty in accessing sustainable modes of transport. Improving accessibility through improved communications technologies in rural areas may help to reduce reliance on private modes of transport for those that may have the opportunity to work from home.	06/01/2011	Agreed.	Amend TN3 to reflect this point.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Para 4.11 – 4.16 – dealing with Yeovil Transport Strategy - ref should be made to the imminent traffic modelling on growth options for the town that will inform the strategy in some detail and needs to be taken into account. The outcome should inform Para 4.16 – highway and non-highway improvements for Yeovil and so the list in annex B prior to the outcome is premature. It needs to be made clear that sustainable travel modes should be prioritised at Yeovil (and other urban areas)	07/01/2011	The wording reflects the current technical work done, and that more detailed transport strategy development for Yeovil will be done once spatial allocations are known.	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Para 4.12 – query whether “substantial” numbers in-commute to Yeovil from Taunton, Bridgwater and Wellington – how many? Clarification of quantity and scale of the issue is sought.	07/01/2011	Agreed.	Check statement and amend text as necessary.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Para 4.18 – looking at Market town strategies -ref to physical transport improvements in market towns being through planning development only i.e. no public funding implies that the Ilminster aspiration for a road to SE of the town is not realistic. Fig 4.1 showing the settlement hierarchy should reflect the settlement hierarchy in Core Strategies e.g. Martock and Bruton are not 'Market Towns' in South Somerset's draft Core Strategy preferred options; Yeovil is strategically significant.	07/01/2011	The provision of a road in Ilminster is not a priority for SCC. If it is to be delivered, it will need to be included in SSDC's IDP for delivery through planning gain or other external funding.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 4	Para 4.18: Care should be taken with this approach, as the suggestion that development should be allowed in order to secure transport improvements is not necessarily in accordance with current planning guidance. It also contrasts with Policy 14, set out below, which suggests that development is likely to make conditions worse.	07/01/2011	It is anticipated that most physical transport improvements in Market Towns will be required or triggered by new development. District Council's will need to include any such infrastructure in their IDPs as SCC is unlikely to have available funds to develop these schemes.	Amend Para 4.18 to make this point clear.
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 4	Para 4.19 - And work with Rights of Way colleagues. Improvements/ diversion of rights of way can address accessibility issues too.	22/12/2010	Agreed.	Amend text to include this point.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 4	Para 4.20 to 4.29 cover Travel Planning and the range of guidance on Travel Planning that is being developed by Somerset County Council. As discussed in paragraph 2.9 above, the County Council should guard against being too prescriptive over the form and content of Travel Plans, since the appropriate measures will vary with the scale, type and location of development, and also over the lifetime of both this Future Transport Plan and the supplementary documents. Any travel plan measures that are included in Somerset's guidance should be both effective and overtly sensible. We are of the opinion that some of the measures included in the iOn TRAVEL User Manual Draft appended to the SPD, such as the provision of umbrellas and pedometers to walkers, will have no real impact on travel patterns but simply bring the system into potential disrepute. Furthermore, a range of guidance is available nationally on the preparation of Travel Plans (for example the CLG/DfT Good Practice Guidelines: Delivering Travel Plans through the Planning Process, April 2009). This national guidance can be adapted for local circumstances. The County Council should therefore consider what level of resources it needs to devote to developing its own guidance in the current financial climate when other guidance is already available. If the County Council does continue with its own guidance, this should be consistent with national guidance. For example, in national guidance there is a trend towards setting targets in terms of a maximum proportion of single car occupancy trips, since the mode chosen as an alternative is not particularly important in achieving the overall aim. However, the Somerset draft SPD states on page 33 that targets should be set for all modes separately.	07/01/2011	National guidance remains a framework that Somerset works within, and the production of local guidance for Somerset developments reflects the competing needs of economic growth and the expectations of Somerset residents, business and visitors that traffic from such development will not negatively impact on quality of life. There remains plenty of scope for developers to submit travel plans that are appropriate to the specific elements of their proposals. The council is 100% committed to dealing effectively with assessing the impacts of proposed development, and any lobbying by the industry to see council resources allocated elsewhere in order to maximise their profit at the expense of Somerset communities will be resisted as far as possible. The people of Somerset expect the council to be vigilant and robust in dealing with the transport impacts of new developments, and we will continue to be so.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Para 4.23 – 4.29 – on Travel planning - SPD not necessary even though SSDC Core strategy includes policies that an SPD could hang off	07/01/2011	It is SCC's view that an SPD is the best mechanism to ensure county-wide robustness in securing travel plans and dealing effectively with the transport implications of development. However, a joint approach will be needed given the two-tier government structure.	No change to TN3.
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 4	Para 4.28 - Reference could also be made here to rights of way improvements	22/12/2010	Agreed.	Amend as suggested.
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 4	Para 4.30 - Last bullet point – shouldn't cycling be given a high priority as well?	22/12/2010	Agreed.	Amend as suggested.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 4	Para 4.30 is: "Ensure most developments are located in the main urban areas, where they are most accessible and can help to increase the use of non-car modes." This emphasises the need, mentioned in paragraph 2.13 above, for forward planning to integrate planning and transport. However, paragraph 7.16 does say, in relation to active travel: "This is particularly important in terms of the development of new urban extensions, as proposed around Taunton, Bridgwater and Yeovil. It is important to ensure that mixed use and high density development are a high priority. This will help avoid dormitory settlements, which simply generate large volumes of motorised traffic. Achieving this will require us to work with developers and the retail sector to create truly environmentally sustainable urban settlements". It would be helpful if the County Council's views on forward planning and future development could be collected together, rather than scattered through the document.	07/01/2011	SCC's views on planning and development are reiterated in TN4.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	Para 4.30. Bullet 11: "Ensure the emerging Local Development Frameworks give walking a high priority and that patterns of development minimise the need to travel and avoid severance; and that the manual for streets approach is integrated into LDFs including SPDs as appropriate"	06/01/2011	Agree in part.	Amend to '...; and that the Manual for Streets (1 and 2) approach is integrated into LDFs including SPDs as appropriate'
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	Para 4.30. Bullet 3: " <del>Encourage</del> Require developers...."	06/01/2011	Whilst the ultimate responsibility for the uptake of guidance lies with the planning authority, Somerset County Council is keen provide robust support for this guidance. Amendments to the text will be made to reflect this.	Amend text in TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	Para 4.39. Bullet 2: "Look at ways to extend Broadband coverage across Somerset including the most rural areas such as Exmoor"	06/01/2011	Agree in part.	Amend to '...including the most rural areas'
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 4	Para 4.4 to 4.9 of the Schedule of Policies discuss the Bridgwater, Taunton and Wellington Future Transport Strategy and paragraphs 4.11 to 4.16 discuss Yeovil Transport Strategy. As pointed out in paragraph 1.3 above, none of these strategies make their way into the Future Transport Plan.	07/01/2011	An adoption process for subsequent modal strategy revisions has not yet been agreed.	To ensure that industry has an opportunity to comment on relevant technical work going forward.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	Para 4.40. [ENPA supports this statement - we also suggest a need to maintain alternatives to the private car to ensure social exclusion in areas such as Exmoor and West Somerset is reduced]	06/01/2011	Agreed.	Amend text to include this point.
Peter Hoblely (SCC Rights of Way Team) ID:WR09	TN3 Chapter 4	Para 4.45 - Reword to: 'Being a largely rural county of varying terrains makes Somerset a great place for tourism, giving opportunities for walking routes such as the Coleridge Way or South West Coast Path, horse riding on Exmoor, or to cycle challenging routes such as on the Quantock or Mendip Hills or easier family routes like the Strawberry Line or Stop Line Way. Much of the work we have done already in transport helps tourism. However, the Rights of Way Improvement Plan, discussed in 'Living Sustainably', recognises that the off-road public highway network suffers from severance and fragmentation which can hinder tourism and economic development. The Improvement Plan aims to address these issues where possible.' Happy to discuss further, but I think we should recognise that more can be done to help assist tourism in this area.	22/12/2010	Agreed.	Amend as suggested.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 4	Para 4.46 Tourism – The potential for tourism of the NCN has not been mentioned, though, one part of it, the Taunton & Bridgwater Canal, has. The many miles of the NCN throughout the County offer a major resource for sustainable tourism, and the County should be supporting it as such, through supporting its continued development, promotion and maintenance.	07/01/2011	Agreed.	Amend text to incorporate NCN within this section.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	Para 4.47. [We consider that it is important to work with Exmoor NPA to look at opportunities for outdoor recreation and transport modes needed into Exmoor to facilitate this. ]	06/01/2011	Agreed.	Amend text outlining this point.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	Para 4.51 [We consider that it is important to recognise the need for private car in rural areas where often no alternatives and realistic approach is needed for parking provision]	06/01/2011	Noted. The FTP has not suggested otherwise.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 4	Para 4.54 mentions that the parking strategy is split into two sections, summarised in the parking policy. It is not clear, firstly, where the parking strategy is to be found: is it the bullet points set out in paragraph 4.55, or a separate document? Secondly, although paragraph 4.55 refers to standards to be set, there is no indication what these standards will be, or where they will be found. Finally, the concept that the improvement of parking facilities will encourage more sustainable means of travel is interesting.	07/01/2011	An adoption process for subsequent modal strategy revisions has not yet been agreed.	To consult with planning authorities and developers before finalising new standards.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	Para 4.55 [We suggest that to ensure that where parking and management of car parks is managed successfully by parish and town councils that it can continue to do so. A one size fits all approach may not be appropriate in Somerset.]	06/01/2011	Noted.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	Para 4.55 Bullet 9, Sub-Bullet 1: [We would recommend that the FTP adopts the Manual for Streets approach to parking including maximising on street parking especially for residential development to reduce landtake of development and to result in better quality design]	06/01/2011	It is unlikely that we will take this approach in the Parking Strategy due to the current issues with overspill onto the highway from development. SCC is looking to influence car use rather than car ownership.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Para 4.55 contains a statement about introducing CPE across all Districts – South Somerset's District Executive took the decision (on 6 January 2011) to support Somerset County Council's application for the extension of civil parking enforcement powers in Somerset, but do not accept the County Council's offer to provide a service for parking enforcement and penalty notice processing for car parks from the date of the expanded CPE service. It was agreed that the District Council will continue to enforce and administer its own car parks. Our view is that SSDC car parking stock and management of the car parks meets the objectives of short, medium, and long stay needs both in terms of locality and quantity at present in line with our own car parking strategy and those stated under paragraph 4.55. A detailed parking strategy will need to be developed in association with this Council and recognise this Council's autonomy on off road parking provision	07/01/2011	Noted. This information will be used to develop the Parking Strategy.	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Para 4.63 and Freight issues -improved communications between haulers and communities is supported but beyond that there is little concrete to improve freight network operation	07/01/2011	Agreed. It is difficult for SCC to influence commercial operations.	No change to TN3.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 4	Para 4.68 - As per Policy 8	07/01/2011	Agreed. Support for the use of the NCN should be explicitly noted. No new responsibilities for maintenance are likely to be considered for a number of years due to the significant reductions in maintenance grant from central government. Where possible, Somerset will continue to work with Sustrans to encourage local 'adoption' of routes by volunteers or community groups to ensure that maintenance is carried out, but this is unlikely to be council funded.	Amend text to reflect support for NCN.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 4	Para 4.68 - Shouldn't equestrians get a mention here?	22/12/2010	Agreed.	Amend text to include this point.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Para 4.69 –4.79 - Managing the road network and maintenance sections add little new information or initiatives to support	07/01/2011	Noted.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	Para 4.82. "We obviously need to make sure that new assets are of good quality design, are locally distinctive and that the materials will last. These new assets then get added to our inventory." [ENPA supports this statement]	06/01/2011	Noted.	No change to TN3.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 4	Para 4.86 et seq - Major Transport Infrastructure – Somerset CC was represented in the process to produce Active and Low Carbon Travel – a transport vision for Yeovil – Department of Health South West August 2010, as was Sustrans. The vision has the potential to be the first major transport bid (or its equivalent under new funding regime) for a really significant intervention to take a real step towards a low carbon travel town. Sustrans would urge the County to cross refer this initiative in the LTP as a potential major scheme bid.	07/01/2011	Agreed. This document was still in draft when the Technical Note was being prepared.	Amend TN3 to reflect this research.
Member of Public ID:85929	TN3 Chapter 4	Para 4.90. This paragraph makes no sense.	30/11/2010	Typo.	Amend text.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 4	Para 4.99. "In transport terms this means that all significant new infrastructure anticipated over the plan period needs to be included within the IDP. In Somerset, different district councils and the National Park Authority are at different stages..."	06/01/2011	Agreed.	Amend as suggested.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:FTP20	TN3 Chapter 4	Please keep the bus routes gritted in icy weather. This year has been a complete sham, and I did not get into work for three whole days. This should be a priority! It's not just myself, if people felt trapped that they couldn't use their cars then at least they could have still used the buses. Furthermore, every pavement in each town should have been gritted. Street was like an ice rink!	05/01/2011	We carry out salting in anticipation of frost, snow or ice on our precautionary salting network. We aim to salt these roads in advance of ice or frost forming on the road surface. Only the busiest roads are salted, most are not as we do not have the capacity to do this. Details of the salting network can be found at <a href="http://www.somerset.gov.uk">www.somerset.gov.uk</a>	No change to TN3.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 4	Policy 14 - We draw attention to the role of car parking, especially in town centres, in managing demand and congestion. See 'Smarter Choices' above. The aspiration to impose more multi-storey car parks in Taunton is noted, an action which, if it results in additional car-parking, seems likely to add to an already critically congested situation, and worsen air quality.	07/01/2011	Parking is addressed in Policy 17	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Policy 14 'Car and Taxi' seems an odd and uninformative title for it and needs expanding.	07/01/2011	Noted.	Provide additional context for this policy.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 4	Policy 14 has no clear link to the paragraphs preceding or following it. It is perhaps unnecessarily negative. There is the possibility that improvements introduced in association with development will improve conditions. There is also a balance to be struck between investment by developers in highway improvement schemes or in schemes to encourage sustainable travel, where the County may be prepared to accept worsening congestion.	07/01/2011	Noted.	Provide additional context for this policy.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 4	Policy 15 - Sustainable Development – Sustrans concurs with the potential actions set out in Para. 4.30. We suggest that, if appropriate, a specific provision allowing developers to contribute financially to the future costs of mitigating against the transport impacts of development, for instance through supporting bus routes, walking and cycling infrastructure maintenance and promotion, should be included.	07/01/2011	Developers contributing to transport infrastructure and any maintenance via commuted sums would be negotiated as part of the TA and subsequent legal agreement.	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Policy 15 promoting sustainable development is supported but the actions to deliver it in Para 4.30 seem vague and tried before so what will be different? The action to develop bus priority measures seems particularly difficult to apply given Yeovil's network configuration. Greater information is needed.	07/01/2011	We would hope to develop improvements through the Yeovil Transport Strategy Review 2, once SSDC has determined where it is proposing its growth,	No change to TN3.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN3 Chapter 4	Policy 15: Somerset County Council is generally helpful in entering into pre-application discussions, but a commitment to this could be included in the list of things that the County Council could do, set out in paragraph 4.30.	07/01/2011	Agreed - although the resourcing of such pre-application meetings is currently being looked at with a view to establishing how best to provide this service.	Amend as suggested.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	Policy 17 and Para 4.55 seeking to improve parking to encourage more sustainable travel and looking to improve management of parking is supportable but the devil is in the detail and more information is required to fully respond to this policy	07/01/2011	Noted.	No change to TN3.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 4	Policy 19 - Maintenance – the case for investment in best value interventions has been well made by the County, demonstrating that investment in walking and cycling infrastructure shows high returns of benefit to cost. It is vital that maintenance is similarly prioritized so that the value of the investment is locked in for the future.	07/01/2011	The policy was developed specifically to allow greatest flexibility against a background of reduced spending. These suggestions will be incorporated in TN3 Schedule of Policies supporting text for policies. It is anticipated that the FTP and its Technical Notes will be reviewed within the plan period and these	Amend text to include this point.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
				policies will be revisited then.	
Jeanne Warner, Clerk (Crewkerne Town Council) ID:WR16	TN3 Chapter 4	Relief road for Crewkerne: and lastly but importantly the Council has a long term aspiration for a relief road. It has been thought that this might be achieved by widening and straightening part of Catholebridge Road. Through traffic from Roundham (A30), to Misterton and onwards (A356) to Beaminster (A3066) and the coast use this narrow winding road and its daily becomes at times a very dangerous rat run. However it is a widely used shortcut and thus relieve through traffic from the town centre. Funding from sources such as Planning Gain could be brought to this long term aspiration.	06/01/2011	The provision of major road infrastructure beyond the growth areas of Taunton, Bridgwater and Yeovil is not a priority for SCC within the life of the FTP strategy. If it is to be delivered, it will need to be included in the District Council's IDP for delivery through planning gain or other external funding.	No change to TN3.
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	TN3 Chapter 4	Returning to Travel Plans, while the draft SPD guidance on Travel Planning in Somerset provide some advice on the thresholds for when Travel Plans are required the list of land-use categories is not exhaustive. In addition, it is a concern that the thresholds being proposed in the draft SPD differ from those set out in the DfT Guidance on Transport Assessments (GTA). For instance, in the GTA it states that a full Travel Plan should be considered for development comprising of 80 dwellings or more. However, the draft SPD states that a full Travel Plan may be required for development of 50 dwellings or more. This variation poses significant problems for developers in understanding exactly what is required for what scale of development, and for transport consultants such discrepancy creates problems in formulating a robust fee quotation when bidding for the work.	07/01/2011	Being a largely rural county the impact of a 50-dwelling development with be proportionately more than in a more densely populated area of the country. Developers have no need to be confused - all information is available online as to what the council expects.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:FTP04	TN3 Chapter 4	Smaller cars, encouraged by advantageous parking regimes.	22/12/2010	Forcing people to use smaller cars can only be determined by Government. The decision of car parking provision is currently made by the District Councils.	No change to TN3.
Member of Public ID:86197	TN3 Chapter 4	Taunton needs more central, inexpensive shoppers' parking and far more blue badge places	01/12/2010	The decision of provision and level of charging for car parking is currently made by the District Councils.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Taunton town centre is expected to be the location for more than half the new jobs in the Borough over the life of the FTP. Investment in the transport system serving the town centre is thus key to the future prosperity of Taunton Deane and by extension, as the county town, will also be very important for the economy of Somerset as a whole.	05/01/2011	Agreed.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Taunton Town Centre: Since 2008 the Taunton Town Centre Area Action Plan (TCAAP) has provided the statutory planning framework for the town centre, and underpins the work of Project Taunton. The transport elements of the TCAAP therefore need to be taken forward through the FTP.	05/01/2011	Noted. We will continue to work with TDBC to facilitate the delivery of this work.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Taunton Town Centre: Taking the above into account, transport priorities in the short-medium term are likely to include: Bus priority and pedestrianisation/public realm improvements in North Street, East Street and Corporation Street, together with improvements to bus stops and the bus station. Completion of the cycle network, for example along the River Tone corridor and to overcome the barriers of major road junctions, gyratory systems and the main railway line, to achieve a major increase in the level of utility cycling within Taunton. Provision of a high-quality bus/rail interchange at Taunton railway station and comprehensive public transport improvements to serve the strategic employment site at Firepool.	05/01/2011	Noted. We will continue to work with TDBC to facilitate the delivery of this work.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Taunton Town Centre: The Firepool development is likely to account for more than half of all the new jobs in the town centre, and in turn, more than half of all trips generated by it are likely to depend on modes other than the private car. Investment in public transport and cycling schemes are therefore likely to be of the greatest importance.	05/01/2011	SCC would hope to see some of this investment coming through via Phase 2 of the development. It is unlikely that SCC will be able to fund this without external funding.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Taunton: As these measures have been part of the statutory planning framework since 2008, the adopted Future Transport Plan needs to confirm that they will be taken forward, and that the necessary funding allocations and bids will be made. Whilst many of the schemes are listed or implied in the 'Schedule of Policies', it is important that the FTP's three-year implementation plans are aligned with the phasing of development.	05/01/2011	Scheme in the growth areas will be a priority but this should be considered alongside significantly reduced transport funding for SCC at least in the short term of the FTP.	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	The absence of detailed parking standards and especially for residential areas is a major gap in the draft FTP. The County are expecting detailed standards to be produced and consulted on in the future after the principles have been embodied in the FTP. This needs to be more explicit in the FTP and extensive consultations need to be insisted upon. If not then the Parking policy as it stands is seriously flawed. Parking standards presented in detail are so important to the operation of towns, to the planning system and to people's amenities and expectations that they should be a key centrepiece of the current FTP – even if that means a further round of consultation to address standards that we know are currently being worked on at SCC. Government Planning guidance seems likely to change and any standards produced must acknowledge that guidance and be defensible at any planning appeal.	07/01/2011	SCC plans to discuss parking standards with the District Councils when they are available.	To consult with planning authorities and developers before finalising new standards.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	The consultation document states that 'It is important that this plan reflects the County's needs'. In respect of Taunton Deane, a substantial evidence base has been built up over the past decade, such as: TTSR2 (covering Taunton, Wellington and Bridgwater); the DaSTS/Connect3 study by Halcrow (on behalf of SCC/DfT), covering the impact of transport policy interventions and land use planning on the strategic transport network; a study by Atkins of future requirements for bus stops and facilities in Taunton town centre; the ongoing work by Urban Initiatives/Parsons Brinckerhoff underpinning the planning strategy for the growth of Taunton and Wellington; in particular, the masterplanning of the proposed urban extensions. It might have been anticipated that the conclusions of these studies would be referred to in the headline document on which the public are being consulted. The document does need to set out what the strategy is for the main towns in the County, together with an indicative programme of key projects, rather than relegating this information to a series of appendices.	05/01/2011	It is the intention that the FTP should be a public-focused document, while the Technical Notes provide more detail for our Stakeholders. The reflects the recommendations of LTP Guidance from Department for Transport (2009) to make plans non-technical and short in length.	No change to FTP.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	The District Council supports number of transport schemes listed in response [to see complete list, please contact TransportPolicy@somerset.gov.uk]. It is recognised that those of national/regional importance should be delivered by the Highways Agency, but we feel that the FTP should be lobbying for such schemes.	07/01/2011	A number of the schemes listed in the SSDC response are already included within the FTP. Those within the FTP are seen as priorities to unlock growth. While additional schemes, not listed in the FTP, may be significant more locally, it is not possible for SCC to commit to supporting these schemes in the absence of FTP capital being available for them. SCC anticipates that these schemes would appear in SSDC's IDP document and funding should be sought through alternative mechanisms.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:FTP04	TN3 Chapter 4	The goal is to achieve a transport infrastructure that will help Somerset become environmentally sustainable, globally competitive and personally affordable. Believe plan should suggest ways the Council may encourage individuals to embrace more sustainable means of transport.	22/12/2010	The supporting text for the plan does suggest ways to encourage sustainable travel.	No change to TN3.
Somerset Freight Quality Partnership (via Chair) ID:WR05	TN3 Chapter 4	The Partnership wanted to draw attention to the consideration of freight in the development of 'mainstream' schemes. Park and rides being the key example, as they could function effectively as HGV parking overnight if considered early on. The group was particularly keen that this should be considered in the development of facilities to support any development at Hinkley Point.	09/12/2010	We acknowledge there may be opportunities for this to take place and will work to achieve this where possible.	Strengthen wording in supporting documentation for policy 18.
Somerset Freight Quality Partnership (via Chair) ID:WR05	TN3 Chapter 4	The Partnership wanted to draw attention to the role of vans. Vans are an increasingly important part of freight transport and need to be considered more. Whilst their smaller size is beneficial in some ways it is likely to require additional trips and exempts this traffic from many regulations. It was suggested that SCC should consider this balance in developing its policy.	09/12/2010	This has already been acknowledged and addressed during our policy development.	No change to TN3.
Charles Wood (Frome Vision) ID:WR34	TN3 Chapter 4	The plan and its Tech Note detail makes provision for detailed local planning, including the likes of road freight routes to minimize adverse effects on localities. SCC transport planning should make provision for better enforcement, as, to the casual observer, seems to be the case in Wiltshire. This element of the planning is compromised without good observance.	07/01/2011	Our policy on freight focuses on positive measures designed to improve route selection (which are essentially self-enforcing), as these measures emerged as the most effective and best value ways of meeting our strategic objectives. However, we recognise that restrictions can play a valuable part in solving some local problems. Somerset County Council has undertaken trials of a new method of enforcing freight restrictions and works with the police through the Somerset Freight Quality Partnership. We also work closely with	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
				neighbouring authorities (such as Wiltshire Council) to share best practice through the South West Freight Forum.	
Member of Public ID:92635	TN3 Chapter 4	This plan suffers from a dearth of detail. It is merely a wish list, and a very unambitious one too. The sections on 'Freight' and 'Rail' are particularly woeful. (there is no mention of getting freight off the roads and onto the railway)	02/01/2011	Noted.	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 4	This seems to be 5 schemes not 3 of which 3 are Taunton related, one for Bridgwater and one for Yeovil. No other schemes are proposed. Concern should be expressed that the Yeovil Western Corridor scheme is not included especially as SCC is considering a pitch for a regional growth fund bid for it. Current deficiencies against existing and planned growth on the western side of the town have the greatest economic impact are the most significant in and around Yeovil. (Is the implication that SCC sees the entire scheme as developer funded? If so, this is unrealistic and undeliverable when set against existing planning approvals and S106 agreements and future planned development) Also concern should also be expressed that there is no reference to the possible outcome of the Yeovil traffic modelling work which may well indicate additional infrastructure in order to deliver the scale of growth proposed for the town.	07/01/2011	The provision of major road infrastructure beyond the growth areas of Taunton, Bridgwater and Yeovil is not a priority for SCC during the life of the FTP strategy. The section on major scheme relates to items that are over £5M in cost and while the Western corridor in totality costs more than this, there is scope to bring this forward as a number of separate improvements - it is not a 'major scheme' in this sense. However SCC will be taking any available opportunity to bid for transport improvements across the county.	No change to TN3.
Felicity White, Clerk (Wells City Council) ID:WR30	TN3 Chapter 4	Traffic Management: urgently pursue closer working links with Somerset County Council to review and improve the free flow of traffic along the Wells Relief Road, thereby making more efficient use of that road and dissuading through-traffic from using the City Centre.	07/01/2011	The plan is designed to be a high level, aspirational document that does not go into detail on specific operational issues.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Felicity White, Clerk (Wells City Council) ID:WR30	TN3 Chapter 4	Vehicle Parking: a 'Park-and-Walk' site in the area of Palace Farm, with vehicular access from the Relief Road, has already been identified for this purpose. This location would also provide an additional, or alternative, base for visitors arriving by Coach; Coaches would not then need to travel through the City Centre (as at present). This proposal needs to be taken the Drawing Board, and implemented.	07/01/2011	The plan is designed to be a high level, aspirational document that does not go into detail on specific operational issues.	No change to TN3.
Member of Public ID:WR35	TN3 Chapter 4	We should not be improving car parking facilities for the motorist. Difficulty with parking is a very good incentive to finding alternative means of transport that we want to encourage, such as walking, cycling or using public transport.	07/01/2011	The policies within the FTP have been balanced as best as possible to ensure that no one mode of transport is too heavily biased.	No change to TN3.
Jacqui Ashman (Highways Agency) ID:WR08	TN3 Chapter 4	We welcome your developing Infrastructure Development Plan (IDP) to broadly determine the infrastructure required to support development planned by each of the Somerset Districts, as set out in their emerging Local Development Frameworks. The successful delivery of growth and regeneration objectives in these Local Development Frameworks relies on the provision of infrastructure to ensure the foundations of the successful development. This provision needs to be planned on the basis of informed knowledge of what is likely to be practicable and affordable.	16/12/2010	Note support.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Wellington: Transport aspirations for the town have been developed in consultation with the community and include: Provision of a northern relief road as part of development at Longforth Farm. Development of the cycle network e.g. provision of a route between Rockwell Green and the Sports Centre. Provision of a town bus service catering for the planned developments at Longforth Farm and Cades/Jurston. Reopening of the railway station during the Core Strategy timeframe. Feasibility studies are likely to have to be commissioned by the County Council to develop the business case and establish engineering feasibility. Both County and Borough Councils will need to work with the rail industry as the franchising situation for rail services develops so that a station can be included as a future franchise commitment in the period after 2016.	05/01/2011	Noted. SCC is aware of these proposals and anticipates them being in TDBC's IDP.	No change to TN3.
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	TN3 Chapter 4	Whilst the Future Transport Plan is necessarily quite a general document at present, we are generally supportive of the underlying principles which mirror current policy and guidance. We understand that the Future Transport Plan effectively replaces the Local Transport Plan and represents an overarching long-term strategy document to help deliver SCC's priorities up to 2026, to be underpinned by more detailed strategy documents, such as parking strategy, walking, cycling and public transport strategies, major town strategies, etc, all of which is understood, will need to be revised to take account of the Core Strategy is being developed by the district councils.	07/01/2011	Note support.	No change to TN3.
Member of Public ID:86809	TN3 Chapter 4	Why have you no plans relating to HGV traffic on unsuitable roads through villages.	09/12/2010	The Schedule of Policies indicates our overall approach to this issue. However, the plan is designed to be a high level, aspirational document that does not go into detail on specific schemes.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Wider Growth of Taunton: In the longer term, there is a need to review the requirement for improved access from Taunton to the M5 motorway arising from the overall growth of the town. In addition, the Borough Council wishes to see proposals for a Henlade Bypass developed and safeguarded.	05/01/2011	SCC does not see this as a priority within the plan period, although such technical analysis will be kept under review. The 'safeguarding' of any Henlade bypass is done in land-use terms within the Borough Council's LDF.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Wider Growth of Taunton: In view of this, it will be necessary, as a short-medium term priority, to take forward proposals for bus priority along the A38/A3259. This has already been established as a key objective in previous studies undertaken for TTSR2 and DaSTS/Connect3.	05/01/2011	Agreed.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Wider Growth of Taunton: Investment is needed in the cycle network development to link the urban extensions effectively into the town. A large proportion of trips in Taunton are less than 2 miles long and there is scope for a significant increase in cycling, especially as many of the new jobs will be within the town centre and thus easily accessible by bike.	05/01/2011	Agreed.	No change to TN3.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN3 Chapter 4	Wider Growth of Taunton: There will also be a need for highway improvements at Creech Castle and Junction 25 of the M5 to support the overall growth of Taunton. At Creech Castle, the grade separation previously proposed at this location is considered too expensive, so it is now proposed to upgrade the traffic signal crossroads to a signal controlled roundabout with mainline priority (or 'hamburger' junction, for short). This will improve highway capacity at a critical junction and also allow permeability for pedestrians, cyclists and bus transit. At Junction 25, precise details of the required improvements are not yet known.	05/01/2011	Noted.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 4	Wincanton: There is an on-going argument with businesses on the trading estate supported by the town council, as to whether the routing of domestic traffic from an estate of 283 houses through a commercial business park is a correct and proper solution. There is also the approval of a housing estate of 245 houses with a single entrance road through an existing housing estate and the resultant "Rat runs" morning and night in residential areas.	05/01/2011	The plan is designed to be a high level, aspirational document that does not go into detail on specific operational issues.	No change to TN3.
Member of Public ID:86005	TN3 Chapter 4	With rural areas there is a definite change regarding parking, workers travelling to village/small town near to their work place with no charge parking staying all day and commuting on the bus into larger towns, their cheaper option. Also retired people driving to the local car park and catching the free bus to town not very helpful to the local community area, health, environmental issues.	01/12/2010	Noted.	No change to TN3.
Member of Public ID:FTP04	TN3 Chapter 4	Within Somerset commuting distances are relatively long the travel to work times are reasonably short so commuters don't get stressed. The policy of concentrating on major developments in Taunton, Bridgwater and Yeovil supported by outlying rural centres will for the next few decades require a commuting workforce and extended travel shopping. The small size of the rural centres 3000 to 4000 population and the twice daily commute is unlikely to provide a sufficient load factor for a profitable public transport system. We therefore needs to accept that private transport is here to stay and look at ways of minimising the cost of private transport and its impact on the environment.	22/12/2010	Whilst noting this response, it is important that we seek a balance between different modes of travel to assist those within the community whose do not have access to a private car.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 5	P.52. Enjoying and Achieving 'Our Goal for 2026': "Somerset is a great place to live and to raise children. Everyone feels able to develop and improve their skills and life opportunities, free from poverty and discrimination. People have high aims for themselves and their families. They have confidence in the high quality of all learning opportunities available and can enjoy a broad and stimulating range of cultural activities and enjoyment of the natural environment that enhance their quality of life..."	06/01/2011	The Goals are high-level from the Somerset Sustainable Community Strategy and not open for revision.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 5	Para 5.13. : [We would propose that the FTP looks at ways of improving the safety and accessibility of walking and cycling routes to schools through measures such as traffic calming, shared streets and crossings to reduce dependence on the private car]	06/01/2011	These are covered in other policies, namely 7, 8 and 9.	No change to TN3.
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 5	Para 5.13. Bullet 6. Sub-bullet 3: "Selling spare seats on school transport vehicles to pupils and students not eligible for free transport and in rural areas the wider community"	06/01/2011	Agree. This already happens.	Amend text to reflect this.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 5	Para 5.4 onwards– little new here	07/01/2011	Noted.	No change to TN3.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 5	Policy 20 - School Travel – Sustrans Bike It project works intensively with primary and secondary schools to actively promote cycling to school children. The programme has enjoyed remarkable success in the schools it has worked with, achieving increases from 4% of pupils cycling every day to 8% cycling every day; and from 12% cycling once a week to 22% cycling once a week. The current 2010 annual report can be downloaded from <a href="http://www.sustrans.org.uk/what-we-do/bike-it">www.sustrans.org.uk/what-we-do/bike-it</a> . We would urge the County to form partnerships with the Public Health sector and third sector to establish Bike It (or equivalent) in the County's schools.	07/01/2011	SCC has previously attempted to establish but was unsuccessful with their bid to Sustrans. We would be keen to establish such a role in the future with our partners.	Amend text to reflect support for Bike It.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 6	20 mph across urban areas: Slowing traffic speeds in urban areas contributes to many of the DaSTS goals – Quality of Life, Reducing Carbon Emissions, Safety and Health. Traffic speeds are routinely proposed as a key disincentive to walking and cycling, so their reduction should help increase walking and cycling levels. In urban areas, the deleterious impact on health and well being of noise is often underestimated, and speed reduction can contribute to creating a quieter calmer more healthy environment. Lower speeds also mean less pollution, and fewer carbon emissions. Sustrans would welcome 20mph zones across all urban residential areas, and encouragement to the introduction of 'Home Zones' in all new residential developments, and retrofitting in existing streets, supporting local community initiatives for low cost 'DIY Street' interventions.	07/01/2011	As we move towards a likely reduction in enforcement it is increasingly important that speed limits are largely self-enforcing and therefore must be seen as appropriate by the general public. It is acknowledged that there are locations where 20mph is an appropriate speed, however it is also acknowledged that the prevailing speed limit is not a target to be achieved. Therefore travelling at 20mph within existing residential limits is entirely appropriate when drivers exercise their judgement accordingly.	No change to TN3.
P Houghton (Member of the Public) ID:92613	TN3 Chapter 6	A Coast Road [Berrow to Brean] footpath is required, to protect local residents and the many visitors from the heavy traffic that this area experiences.	31/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:93225	TN3 Chapter 6	a foot path on coast road Berrow is most important before somebody is killed. I would like to walk to some of my activities but it is to dangerous to do so as a friend of mine got hit by a car mirror as there is not enough room for a car and lorry/bus to pass.Years ago we could use the grass verge but that is in such a state and overgrown you would break your neck where the council have dug drainage channels in it and the grass is not cut regularly and the bushes have all overgrown	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92880	TN3 Chapter 6	A footpath is desperately needed along the Berrow Coast road so that we can walk our young family to school rather than use the car. In the summer months when emergency services are much more frequent it makes this stretch of road impossible to use safely. Living in Hurn lane you would think it easy to attend the church, without using the car but my grandmother who recently lost her husband ( who is buried there) uses the car as she doesn't feel safe walking.	04/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92626	TN3 Chapter 6	A footpath is desperately needed for Coast Road from Berrow to Brean, as walking on this road with the volume of traffic is suicidal.	01/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:92614	TN3 Chapter 6	A new Coast Rd Footpath is desperately needed in Berrow, have twice walked from Unity Farm to church, never again. Hooted at angrily by cars when inside the very narrow bit of road marked off with white line, this only one shoe width wide. Traffic actually drives over this as Road very narrow in a lot of places. Ridiculous having to take a car when could be walking. Holiday makers have commented would be happy to walk to church or to Berrow shops etc but are too scared. I don't blame them. Also would cut down on traffic on Coast Rd if they could do this and bring in more income to the local shops etc. Have spoken to a lot; they can't believe nothing has been done after such a long time. Please set this as a priority actually not a huge stretch left to do but the worst one. Pavement in up to Hurn Lane why not to the church?	31/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Rita Taylor (RoadPeace) ID:WR07	TN3 Chapter 6	As a member of RoadPeace (campaigning for road safety) and one-time Vice Chair of the National Committee I have strong feelings about road safety. Education of all age groups and especially the young, must be a strong parity	15/12/2010	Noted.	No change to TN3.
Member of Public ID:92883	TN3 Chapter 6	Berrow Coast Path. Despite having the fubbing a few years ago, this necessary potentially life saving footpath was not completed or even started. Brean has a population of 550 in the winter, rising to over 38,000 in the summer, serviced by an unclassified road. Do we need a child or adult death to start this very necessary footpath. I have lived her for 15 years, my children were driven to School because of the dangers of that road. I note that practice continues. this is more important than Flora on roundabouts.	05/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:93139	TN3 Chapter 6	Coast Rd Berrow definitely needs a footpath urgently, both for the residents who live on Coast Rd and for the visitors who walk along the road from the holiday camps in Brean. It is very dangerous especially in the summer, and I have been threatened by drivers driving straight at me.	05/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:90442	TN3 Chapter 6	Coast Road desperately needs a foot path - having lived there over 20 years, it has become almost impossible to walk our favourite routes on foot for fear of being run down - drivers leave no space for walkers, caravans take the whole road, and everything travels too fast. If we walk on the golf course we get told off - we tell them the alternative is to be killed on the road. DO SOMETHING before someone pays with their life!	23/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92862	TN3 Chapter 6	Complete the pavement between Berrow and Brean.	04/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Pat Thick (Member of the Public) ID: 92638	TN3 Chapter 6	Essential for road safety in this area is the completion of the coast road footpath. This is such a busy road throughout the year it needs to complete this footpath as soon as possible before there is a bad accident.	03/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:90483	TN3 Chapter 6	Having visited my cousin who lives in Berrow during the summer, I spent some time walking in the locality. Considering how extremely busy the Coast Road is, and that it goes through local communities of permanent residents, it is imperative that there is a complete pedestrian way for these residents along the length of the coast road that passes through their habitations. I am very surprised that Somerset CC have not taken this on board and made this necessary basic provision for the safe mobility of old and young alike in this area. (I have answered just the questions relevant to my point, as I'm not a Somerset resident, but do care about road safety. Our local county council makes a point of providing and maintaining a useable footpath through every village, and linking villages where possible.)	26/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:93198	TN3 Chapter 6	I am deeply concerned about the lack of a footpath between our village (Berrow) and our neighbour Brean. In the grand scheme of things both villages are relatively small but during the spring summer and autumn months the influx of holiday makers swells the population from hundreds to many thousands. The holiday makers are blissfully unaware of how dangerous the only route in and out of Brean is. They start off walking where there is a footpath and find themselves dodging a steady stream of often fast moving traffic where there is nowhere to find safe harbour. In the grand scheme of Somerset transport the cost of a small footpath linking Brean and Berrow would be a drop in the ocean so please please give us what we so desperately need.	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92881	TN3 Chapter 6	I consider it to be a badly thought out policy not to have a traversible footpath along some parts of Coast Road Berrow. This very busy through road to the holiday parks and residential properties should be treated as a high priority for upgrading before the inevitable loss of a person's life occurs. Please make sure this is included in your upcoming transport plan	04/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:90495	TN3 Chapter 6	I have lived Berrow for 22 years and have seen the Berrow Road and Coast Road get increasingly busy, not just in the summer months but almost all year round. More people live, work and visit here every year. When we first moved here the locals told us that a road had been talked about which would bypass Berrow Road/Coast Road and take all the caravan/holiday traffic away from the village but this has rumbled on and seems to be going nowhere without commercial funding. Our walking route from Berrow to Brean has been improved over the years but the missing link is still being argued over- the part between Berrow Church and Hurn Lane. It is dangerous to walk along the road and just as bad driving, especially at night when young people working in Brean come home, either on bikes or walking. Please finish our Coast Road pathway and let locals and holidaymakers walk safely.	29/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92633	TN3 Chapter 6	I live in the Berrow area and believe that a coast footpath is urgently needed on the main road between Berrow and Brean. There is nowhere for pedestrians to walk safely along the road from some of the caravan parks and, given the huge numbers of tourists that visit the area annually, it is a miracle that no pedestrian has been killed or seriously injured up to now. I don't understand why the County Council has let the privately owned holiday parks get away with not making a financial contribution towards the cost of a footpath, in view of the huge amount of money which they make as a result of the tourist trade.	02/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Esther Robinson (Avon and Somerset Police, Berrow area) ID:WR26	TN3 Chapter 6	I would like to put forward in support of the local police officially in relation to the application of the footpath on Coast Road, Burrow, Somerset. Tracey and I police the Berrow beat and face constant issues in relation to holidaymakers walking from Brean to Burnham on Sea in the summer months. Although visibility doing is tired here is reasonable for most of the day, there is such a huge following of traffic flows along that road, there is often congestion issues caused when pedestrians have nowhere to stand to allow traffic to pass. Although there have been no fatalities yet along that stretch of road is only a matter of time before there is and we would support any schemes that would prevent this. Please seriously consider the scheme which is greatly desired by both local residents and visitors alike.	07/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92618	TN3 Chapter 6	IN BERROW VERY IMPORTANT TO HAVE THE PROMISED (PREVIOUSLY FINANCED, BUT MONEY LOST) COAST ROAD FOOTPATH COMPLETED. This road leads to Brean which has a higher population than Bridgwater for most of the year. Our most important tourist location and only a narrow road with no footpath. Not safe - you fail to complete this and you are responsible for any serious injuries or deaths.	31/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92629	TN3 Chapter 6	It is essential that a footpath is provided for the final link on Coast Road, Berrow. It is a major safety issue for residents and tourists in the area. Being a runner it is impossible to safely run or even cycle safely along this stretch of road. It is dangerous for families to use this road.	02/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
				growth.	
Member of Public ID:90829	TN3 Chapter 6	It is essential that a proper footpath is provided along the Coast Road in Berrow. This has been an ongoing requirement for many years, a situation which cannot be allowed to continue. The safety of pedestrians is put at risk by the lack of a pavement and the huge rise in traffic during holiday months increases the risk of accident substantially. This must be made a priority before someone is seriously injured or killed.	29/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:86516	TN3 Chapter 6	It is essential to address the pedestrian safety situation on Coast Road Berrow. The missing section of footpath from Manor Way to Hurn Lane must be built!	05/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:92616	TN3 Chapter 6	Just take this chance to plead for the creation of a footpath along Coast Road in Berrow. The road is VERY busy at certain times of the year and pedestrians have no option other than to walk along the side of the road, putting their lives in danger. In some places, there simply is no 'escape route'; for the pedestrians, in the event of a vehicle approaching them. I understand the local Golf Club was willing for some of its land to be used to create a safe footway - PLEASE consider placing this on the priority list of road safety improvements.	31/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Rita Taylor (RoadPeace) ID:WR07	TN3 Chapter 6	Little things like never calling a road incidents an 'accident' when almost all are caused by deliberate decisions and actions of drivers, costs nothing. The word 'accidents' provides an excuse as in 'It was only an accident.'	15/12/2010	Terminology is standards used by all partners.	No change to TN3.
Member of Public ID:90855	TN3 Chapter 6	Locally the dangerous state of the Berrow Road. Extremely busy in the seasonal months for the holiday parks. The road surface regularly collapses and breaks up. Frequent occurrences of speeding, parking on pavements and blocking property entrances in and around the new play park despite notices. Double yellow lines need extending greater distances either side of the road adjacent to the park. Unfortunately there will be an accident if this is not taken seriously. Also the coast road stretch is dangerous when cycling let alone walking. Again speeding traffic and lack of refuge/pavements is of great concern.	29/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:86361	TN3 Chapter 6	Lower speed limits on most country roads would increase safety, and improve walking/biking/riding safety. Local consultation meetings on speed limits from Parish councils would be the best way to ensure local voices are heard.	02/12/2010	Requests for lower (or indeed higher) speed limits have to be considered in the context of the type of road and the specific issues along it. Guidance on the setting of speed limits exists to ensure that drivers across the country are not faced with wildly different speed limits for similar stretched of	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
				road, with the overall intention that the speed limit should feel right and appropriate for the surroundings. Lowering speed limits to a point where the limit is far below what an average road user might consider appropriate for the conditions is ineffective and will usually not be supported by Police who are consulted on any speed limit change and who seek to ensure that enforcement of speed limits is appropriate.	
Rita Taylor (RoadPeace) ID:WR07	TN3 Chapter 6	More development of initiatives like 'Safe Drive' and more real people-those who have experienced a road crash, as a victim, family member, or a member of the rescue services, like police, ambulance etc speaking to groups (especially young people and speeding drivers-even those who are way above the speed limit-these in conjunction of sentence if charged. More work in schools or so. I speak regularly to Police Family Liaison Officers on training weeks here in Somerset and have spoken to police in many locations in the past.	15/12/2010	The activity of the Somerset Road Safety Partnership going forward is unknown at this time. Unable to include further detail at present.	No change to TN3.
Member of Public ID:92667	TN3 Chapter 6	On Coast Road, Berrow it is not possible to safely walk to the village shop/school/playground/church. Therefore I have to use my car because of the danger of traffic and no pathway.	03/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 6	Para 6.11 - Again, as above.	22/12/2010	Unclear which 'above' this was referring to.	No change to TN3.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 6	Para 6.6 onwards– focus is on education as it must be and is supported although disappointment must be expressed over delay on establishing a new driver skills centre which is on hold	07/01/2011	Noted.	No change to TN3.
Member of Public ID:90484	TN3 Chapter 6	Priority MUST be given to a footpath along Coast Road Berrow, the residents have been very badly treated regarding this matter, does it take a death to make you sit up and take note.	27/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:WR19	TN3 Chapter 6	Re the Notice enclosed. This is not a 'moan' just an observation! I am now 90 - came here many years ago, on my husband's retirement, leaving Oxford, to care for my parents, and also help with a wheel bound sister! Now I am house bound, but I remember the road very well, and always felt a sense of alarm, when pushing the chair, at the speed in those days, people more careful! Now of course - things have changed and drink seems to be No 1 headline and I also know, being from (?)Lancs and brought up in 1920+, a day at Berrow would have been the highlight of our young days -it's the very careless way we all tend to act - it is the small children, cyclists, and pushchairs – well - I had to get back in but I am also aware of the cost it must be very much in all minds now?	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
J E Hill (Member of the Public) ID:WR11	TN3 Chapter 6	Regarding Coast Road, Brean: the speed of the traffic along this road, especially when the thousands of holidaymakers descend upon us, is horrendous. This makes walking along the stretch of road without a pavement, hazardous to say the least, especially with emergency vehicles travelling up and down at least five times a day. With nowhere to step back a pedestrian is in great danger. On one of the protest walks, I was giving out leaflets to drivers, and I apologised to them for the hold-up, and I didn't get a single objection when they knew the reason, despite the fact they were being inconvenienced. For nine months of the year, the council makes a vast sum of money from the holidaymakers, and will continue to make more as the holiday parks expand, so it is not unreasonable to expect some of that money to be ploughed back into keeping the visitors and residents safe.	05/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:93187	TN3 Chapter 6	Regarding the completion of the Coast Road footpath in Berrow - Having had children attend Bridgwater College, we as parents found that the journey for them from the junction of Hurn Lane to St Marys Church (from where they got their bus) was far too dangerous for them to walk, so we had to give them lifts to the busstop and arrange for them to be picked up again for the journey home. We ourselves run a Holiday letting business and have many guests that are keen walkers, some with families and pets, that would like to walk down to the Church and Golf course area safely. Some have even stated that they would enjoy walking to the new Berrow Play Area and also the Berrow Inn, which again they do not want to do because of the dangers of having no footpath.	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 6	Staying Safe – Sustrans strongly endorses the contention that increasing numbers of walkers and cyclists improves safety for vulnerable groups – there is indeed safety in numbers. The major risks to vulnerable users are speed and volume of traffic, and in urban areas a major contribution to safety could be made by imposing widespread 20 mph zones. It is well known that a pedestrian hit by a car travelling at 20 mph has a much better chance of surviving than one hit by a car at 30 mph. 20 mph zones encourage walking and cycling by making streets safer.	07/01/2011	As we move towards a likely reduction in enforcement it is increasingly important that speed limits are largely self-enforcing and therefore must be seen as appropriate by the general public. It is acknowledged that there are locations where 20mph is an appropriate speed, however it is also acknowledged that the prevailing speed limit is not a target to be achieved. Therefore travelling at 20mph within existing residential limits is entirely appropriate when drivers exercise their judgement accordingly.	
Tony Grimes (Berrow and Brean Parish Councillor) ID:WR21	TN3 Chapter 6	Support Berrow Parish Council's letter requesting completion of coast road footpath at Berrow	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:92664	TN3 Chapter 6	The Berrow Coast Road footpath has been promised for at least 40 years and still nothing has been done. As someone who walks, most days along the Coast Road on mt way to Berrow P.O., I feel that I am putting my life at risk. The Golf Course side of the road has a very narrow grass verge which owing tomHedgerow growth cannot be used easily to walk against the oncoming traffic as there is no space to in which to step out of the path of oncoming cars.On the other side of the road, I have to hurry from one house drive to the next, while constantly looking behind me, in order to avoid traffic coming at speed from Brean.As an elderly person, this is not the way I expect to have to behave just to dodge traffic. GET THIS FOOTPATH BUILT AND STOP PROCRASTINATING!!!	03/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92631	TN3 Chapter 6	The coast road between Berrow and Brean is a potential death trap from March to October when holiday makers with young children have to walk and cycle along a narrow stretch of road which doesn't have a foot path this is exacerbated by the large mobile homes which are transported along the same road taking up 2/3 of the roads width. There is an urgent need for a footpath to reduce the risks to health and safety.	02/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:WR17	TN3 Chapter 6	The Coast Road footpath, Berrow. We have been asked to write to you regarding the above path. We have now lived at the above address for 11 years. As we were that much younger than we used to walk but now it is more difficult to move quickly out of the way of traffic we no longer do that and have found that each year the traffic gets heavier the amount of heavy lorries now using this road is unbelievable. It is no longer a country road, and it is amazing the number of people who do walk past in the summer months. We have in my opinion need a footpath for many years.	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:92768	TN3 Chapter 6	The coastline footpath in Berrow by the church is desperately needed before someone gets killed. The road here is narrow and forces pedestrians into the road with the danger of being knocked down, possibly fatally. This footpath has been proposed for many years and the time has come with ever increasing levels of traffic on this road, both local and holiday traffic/caravans, to build this much needed footpath.	04/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92623	TN3 Chapter 6	The completion of the footpath for Berrow Coast Road is urgently needed so that people can walk without fear of being run over by the passing Lorries, Vans and cars etc. (which are a lot of the times going much too fast)	01/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Lynn Smith, Clerk (Berrow Parish Council) ID:WR20	TN3 Chapter 6	The final section of footway on the Coast Road is badly needed to create a Safe Route to Berrow Primary School for children living in the northern part of Berrow and in Brean. Many parents have told us that they would like their children to walk to school but will not let them do so until the footway is complete along the whole length of Coast Road. This section of footway will also complete the pedestrian link for people wanting to access basic services in the village and in Burnham-on-Sea. A new medical and dental centre and pharmacy is due to open in Brent Road later this year and it would be ideal for people living along the Coast Road and further north to be able to walk to this facility.	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:93184	TN3 Chapter 6	The most important road safety improvement scheme for my area is the completion of the final section of the Coast Road footway scheme in Berrow. The lack of a footway on this section of the increasingly busy and congested Coast Road prevents both local people and the many visiting holidaymakers from walking to and from local services in Berrow, Burnham and Brean. Over recent years, since the installation of the fibre optic cables, the Coast Road itself has widened and the verge has narrowed which has resulted in the total lack of any safe refuge alongside the busy road onto which pedestrians can safely move.	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92888	TN3 Chapter 6	The thing that would most benefit me and an awful lot of other people, is for the completion of the coast road footpath in Berrow. I walk along the coast road often and the stretch of road with no path is dangerous .I have had lots of near misses with cars who are going too fast and don't expect any one to be walking on the road.It is only a matter of time before there is a serious accident along there.	05/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:93193	TN3 Chapter 6	This survey was not very fair in the choices allowed. The whole plan seems to be centred on Taunton,Bridgwater and Yeovil. There are other parts to Somerset and as is the case now the further from these centres you are the less you get.	06/01/2011	Since the majority of growth is likely to be in Taunton, Bridgwater and Yeovil, it seems appropriate to focus the majority of improvements there. However, this is not to say that transport improvements will not take place elsewhere and we will work with our District partners to secure improvements through their Core Strategy development.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:92819	TN3 Chapter 6	We are desperate for a Coast Road footpath on the Coast Road in Berrow up to Hurn Lane. There have been many close accidents and with the volume of traffic makes walking along Coast Road a life-threatening activity.	04/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92621	TN3 Chapter 6	We desperately need a Footpath on the Coast Road in Berrow. It is so dangerous for holiday makers who invariably walk with young children, some in pushchairs or walking or cycling. The same goes for local residents as even in the quiet time it is unbelievably dangerous. Are you waiting for someone to get badly injured or killed before something is done. We get enormous static caravans being transported regularly and apart from the damage to our verges and road, they are hazardous to walkers.	01/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:WR18	TN3 Chapter 6	We have only lived in the village three years, and didn't realise that just around the corner from us, there wasn't a footpath and how very dangerous it is to walk along their, I found it out by being on the 112 bus from Burnham and the driver didn't stop at my stop and I had to light at Hern Lane, walking back home was quite frightening as with the amount of traffic not just car, caravans, coaches and buses, there wasn't anywhere for me to walk in safety. I do hope you will build us a 'coastal footpath' before someone is killed, could be a child.	06/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Member of Public ID:92694	TN3 Chapter 6	We need the coast road to have footpath, I have a lot of disabled friends who have to use their scooter on this very dangerous stretch of road, I will not use my scooter on this road as I am afraid of the traffic so I don't go to see people	04/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:90845	TN3 Chapter 6	When I walk along the Coast Road I feel very nervous as there is no foot path.	29/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:90487	TN3 Chapter 6	When we walk from Manor Way, Berrow to Hurn Lane, Berrow it's highly dangerous to be facing oncoming traffic on that narrow, busy, stretch of road with no pavement. For years we have been waiting for the pavement from Breane to Manor Way, Berrow to be completed and we are still waiting. My husband and I would appreciate you finding or refinding the funds to complete the project, please, as soon as possible. It really is a horrible experience and very dangerous to walk along there, especially during the summer months.	28/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 6	Wincanton: The town centre has a number of danger points where serious accidents are inevitable. The speed of traffic in the High Street is too high and needs revisions. The island outside the Town Hall needs to have the preference amended so that traffic coming from Church Street and going down South Street have the preference (Give way to traffic on your right). The pavement outside the HSBC Bank is narrow and has been the cause of a number of minor injuries, but with the size of wing mirrors on buses and lorries becoming ever larger and projecting further, a serious head injury will follow. This stretch of road requires a "Pinch Point" with a wider pavement. This in turn would allow short time on street parking, which in turn would slow traffic.	05/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN3 Chapter 6	Wincanton: There are speed problems on West Hill where there are children walking to and from school. There is a particular problem at The Batch where the pavement is not wide enough for two people to pass. Once again the provision of a pinch point would be helpful.	05/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.
Member of Public ID:92622	TN3 Chapter 6	Yes! It is difficult to access these transport services safely from Berrow without a walkway/pavement. Travel being essential this means that both public and private transport is disrupted by pedestrians having (not through choice) to walk in the road in order to get to their destination whether that be an access point for a bus to get to school, college or work or simply to get to their neighbours, friends and relatives houses. This is a general complaint of residents but is much more openly vocalised by holiday makers, so is possibly having a direct effect on the economy of the area. We need a walkway/pavement NOW!!!!	01/01/2011	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock growth.	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 7	Access to Health: NHS Somerset is disappointed to see a lack of commitment to definite actions to improve access to healthcare for residents living in deprived and remote parts of Somerset. The FTP does not evidence the barriers that residents experience when accessing hospitals from remote and/or deprived parts of Somerset. It also does not outline any outcomes from the action plans to implement the proposals arising from the Local Area studies.	07/01/2011	Many of the actions from the Local Access Studies have already been implemented. It is not considered necessary to list all of the actions from these documents in the TN.	No change to TN3.
Anita Vowles [Member of the Public] ID:88368	TN3 Chapter 7	Access to transport for health should be free to avoid depression, isolation and further health problems	15/12/2010	While we work closely with the health sector to deliver transport to health for those with the greatest need, it should be recognised that extending this is largely beyond the remit and budgets of ourselves and the NHS.	No change to TN3.
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 7	Active Travel: NHS Somerset is delighted to see that the health impact and cost of physical inactivity and sedentary lifestyles is clearly evidenced in the FTP. However, there appears to be little commitment to firm future actions to achieve the stated vision and Policy. The challenge is how to enable the ambitions set out in the FTP to be translated into reality. This requires clear leadership and partnership working to ensure that communications and behavioural programmes as well as physical changes to the environment are delivered through a multi-pronged approach across a range of service providers in the county.	07/01/2011	The policy was developed specifically to allow greatest flexibility against a background of reduced spending. These suggestions will be incorporated in TN3 Schedule of Policies supporting text for policies. It is anticipated that the FTP and its Technical Notes will be reviewed within the plan period and these policies will be revisited then.	Amend text in TN3
Member of Public ID:WR04	TN3 Chapter 3	As a resident of Berrow I wish to object to the proposal put forward by a few local activists for a footpath to be provided along the coastal road. This seems to be a total waste of money as very few people use this road on foot and I am sure a footpath would be underused. The pressure brigade cause untold problem for locals and visitors with their protest walks etc. Please do not waste money on this scheme.	06/12/2010	Forward funding for transport has not yet been determined although it is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. This means that over the next few years any investment is likely to be focused on highway maintenance and smaller schemes that unlock	No change to TN3.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
				growth.	
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 7	As part of this, the shift of responsibility for public health from the NHS to local authority needs to be recognised as partnerships between specialists in public health and those in transport, working together to achieve health goals through active travel. The development of new homes in some of the main settlements of Taunton, Yeovil and Bridgwater provide a major opportunity for this partnership to ensure the achievement of health goals, primarily through the masterplanning process.	07/01/2011	Noted.	No change to TN3.
Rupert Crosbee (Sustrans) ID:WR29	TN3 Chapter 7	Being Healthy – Sustrans welcomes the County's recognition of the causal link between transport policy and public health, and endorses the support for active travel which is set out in this section of the LTP.	07/01/2011	Noted.	No change to TN3.
Member of Public ID:91267	TN3 Chapter 7	Encourage residents to participate in more detailed surveys of transport requirements and encourage healthier modes of travel for people of all ages.	30/12/2010	Residents already take part in the National Highways and Transport Public Satisfaction Survey <a href="http://nhtsurvey.econtrack.co.uk/">http://nhtsurvey.econtrack.co.uk/</a>	No change to TN3.
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 7	Implementation of NICE PH8 (2008) guidance "Promoting and creating built or natural environments that encourage and support physical activity" as a key objective	07/01/2011	Noted.	Amend text in TN3
Louise Webster, Sustainable Development	TN3 Chapter 7	Inclusion: Car ownership should not be a limitation on access to a healthy lifestyle. However, aspiration for car ownership in the UK generally has meant that lack of car ownership is often associated	07/01/2011	We already work closely with the NHS to address access to health issues.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Manager, Public Health (NHS Somerset) ID:WR28		with deprivation. Clearly affordable public transport as well as walking and cycling are important. Part of a solution will also be in how those in more rural communities can access work, health services, shopping and other services without the need for carbon intensive travel. For the NHS ensuring equity of access may include outreach outpatients appointments, and more peripatetic services bring services closer to people's homes.			
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN3 Chapter 7	Para 7.17 - Could Rights of Way get a mention in the 1st bullet point?	22/12/2010	Agreed.	Amend as suggested.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 7	Para 7.21 – little positive and new is proposed for improvements to air quality	07/01/2011	Noted.	No change to TN3.
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 7	Policy 24 Access to Health More clarity and committal text is needed in order to produce any real improvements in the accessibility of healthcare by public transport. Again, partnerships between specialists in public health and those in transport will be crucial in order to achieve this policy. Improving accessibility will also significantly contribute to improving patient experience, a priority within NHS Somerset.	07/01/2011	The policy was developed specifically to allow greatest flexibility against a background of reduced spending. These suggestions will be incorporated in TN3 Schedule of Policies supporting text for policies. It is anticipated that the FTP and its Technical Notes will be reviewed within the plan period and these policies will be revisited then.	Amend text in TN3
Poie Li (Exmoor National Park Authority) ID:WR22	TN3 Chapter 7	Policy 25 Air Quality: [In terms of air quality we consider that it is important to work with Natural England and the National Park Authority regarding air quality in Exmoor – this is significant in terms of air quality impacts on important wildlife habitats such as the Exmoor Heaths and Exmoor & Quantock Oakwoods Special Areas of Conservation]	06/01/2011	It is not clear if the air quality impacts are transport related. Air quality issues have historically been addressed through Air Quality Management Areas.	No change to TN3.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 7	Since the inception of the FTP, the Department of Health has created a new ambition for the future of public health. Thereby the themes outlined within the following documents must become intrinsic within the FTP: The White Paper Healthy Lives Healthy People: our strategy for public health in England, Healthy Lives, Healthy People: consultation on the funding and commissioning routes for public health; Healthy Lives, Healthy People: Transparency in Outcomes; Liberating the NHS: Legislative framework and next steps requires the establishment of a health and wellbeing board in every upper tier local authority. Health and wellbeing boards will bring together key NHS, public health and social care leaders in each local authority area to work in partnership to coordinate the commissioning of NHS, public health and social care services; The Health and Social Care Bill, subject to parliamentary approval, expected in February 2011, will underpin local authority's new role.	07/01/2011	Agree that these documents should be included in our policy background and referred to in the TN.	Amend TN3 to reflect this change.
Jeff Downing, Contaminated Land Officer (Environmental Protection, South Somerset District Council) ID:WR02	TN3 Chapter 7	The concentrations of nitrogen dioxide are still above the objective at Fiveways and Ilchester Road. Any transport measures that may impact upon these locations would be of interest.	01/12/2010	We would hope to develop improvements through the Yeovil Transport Strategy Review 2, once SSDC has determined where it is proposing its growth,	No change to TN3.
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN3 Chapter 7	The production of public health benefits and reductions in health inequalities to be further emphasised and recognised as a specific objective or policy	07/01/2011	Agreed.	Amend text in TN3

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN3 Chapter 7	There is no reference to the recent study 'Active and low carbon travel – a transport vision for Yeovil' prepared by UWE, Bristol which has been approved by South Somerset Together (South Somerset's Local Strategic Partnership). There should be some consideration within the FTP of the potential to bring forward the 8 'seed projects'.	07/01/2011	Agreed. This document was still in draft when the Technical Note was being prepared.	Amend TN3 to reflect this research.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN4	A minor point is that in paragraph 3.16, contributions to drainage/flood prevention and protection (final bullet point) should not be included in the list of contributions relating to transport infrastructure.	07/01/2011	Drainage and flooding in the list refers to highway drainage and flood mitigation.	No change to TN4.
Member of Public ID:FTP07	TN4	All development must consider transport affects. Housing needs parking at home. Business needs routes in/out. Do not overload existing roads. Develop bypass routes.	23/12/2010	SCC already offers comprehensive transport advice on development to District planning officers for their consideration.	No change to TN4.
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	TN4	As a general comment, we would emphasise the marginal nature of many current planning applications, particularly those for residential developments. Whilst we are of course keen to work to guidance including the Department for Transport's Guidance on Transport Assessment, we have lately observed a worrying trend towards more onerous requirements from the County Council, particularly in the field of Travel Planning. We always seek to maximise development sustainability, and we understand the role of the Travel Plan in that process; however, it does appear that the Council may not have fully appreciated the dramatic impact of the recession upon land values. Consequently, any additional requirements which increase development costs, or reduce certainty in terms of delivery (e.g. excessive S106 requirements or planning conditions) have a real impact on viability.	07/01/2011	If highway improvements are required as part of a development in order to mitigate the impact of the traffic associated with it, but these cannot be delivered by the developer on the grounds of cost, it would be the position of the county that the development would be unviable on transport grounds. Development going ahead without the necessary transport infrastructure only stores up problems for our communities in the future in order to enable short-term profit for developers. Local authorities have to take a longer-term view.	No change to TN4.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN4	Hinkley Point nuclear power station – a list of requirements of the developer is set out seeking mitigation of impact and these seem reasonable.	07/01/2011	Noted.	No change to TN4.
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	TN4	In order to maintain a partnership in delivering Somerset housing and commercial demands, we would ask that the Council does not impose charges for undertaking work which effectively forms part of its statutory function as Local Highway Authority e.g. the assessment and approval of Travel Plans. Equally, the proposed scale of charges in relation to Travel Plans is especially unwelcome at the current time and may not accord with the requirements of Planning Circulars 11/95, 05/05 and the Community Infrastructure Levy Regulations 2010. The Council should work with developers to identify requirements which are matched to the scale and potential impact of the development, to facilitate strategic growth in the present financial climate.	07/01/2011	This detail will be dealt with through the Travel Plan SPD development rather than the FTP.	No change to TN4.
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	TN4	On the issue of planning obligations, there have been occasions in the past when financial contributions have been sought by SCC which have not been fully explained or justified. Any formulae and standard charges are quantitative indications of the level of contribution likely to be sought by a local authority, through a planning obligation, towards the provision of infrastructure that is required by a new development. Where local authorities propose to rely on standard charges formulae, local authorities should publish their levels in advance in a public document.	07/01/2011	It is anticipated that contributions will be secured through District Local Development Framework and accompanying IDP.	No change to TN4.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN4	Para 1.3 - The document lists criteria for locating major development to deliver sustainable development (locating development in or adjacent main urban areas, managing travel demand and seeking transport assessments and travel plans et al) which the South Somerset Core Strategy complies well with	07/01/2011	Noted.	No change to TN4.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN4	Para 2.11 Ref again to SCC preparing a travel plan that is to be adopted by all Local Planning Authorities in Somerset. Not so in SSDC where we have incorporated many of the emerging travel plan work into the core strategy itself and a Local Development Scheme review is yet to take place	07/01/2011	Noted.	Amend TN4 to reflect this.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN4	Para 2.4 DPD process diagram is slightly incorrect – there is no longer a requirement to prepare both ‘issues and options’ and ‘preferred options’ and should instead state ‘public participation in preparing the DPD’.	07/01/2011	Noted.	Amend TN4 diagram.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN4	Para 3.1 - Transport impact advice reflects that in the Core Strategy (Policy TA3)	07/01/2011	Noted.	No change to TN4.
Member of Public ID:85929	TN4	Para 3.1: why is this paragraph heavily weighted towards vehicles?	30/11/2010	Agreed.	Amend text to provide greater balance with other modes within this section.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN4	Para 3.14 – 3.16 deal with planning obligations and what SCC will expect by way of transport obligations associated with development – these reflect current practice and do not address likely impact of Community Infrastructure levy on resolving off site infrastructure issues and need to be redrafted to reflect the impact over the period of the FTP	07/01/2011	There is flexibility in the process to do this. We anticipate a review within the plan period, depending on Core Strategy adoption by Districts.	No change to TN4.
Andy Foyne, Spatial Policy Manager (South Somerset District Council) ID:WR36	TN4	Para 3.4 - Travel plan - the when and what form of plan is set out – this has been anticipated in the Core Strategy which reflects the FTP requirements	07/01/2011	Noted.	No change to TN4.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Council) ID:WR36					
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN4	Para 6.8 - 8th bullet point – add 'and public rights of way network' after transport network.	22/12/2010	Agreed.	Amend as suggested.
Member of Public ID:85929	TN4	Para 6.8: 'Ensure as close as possible to zero parking spaces are provided at or near to the site during the construction phase'; All, or the peak of the construction?	30/11/2010	Noted.	Amend text to clarify this point.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN4	Somerset County Council clearly has views on the nature and location of development in the County in transport terms, and these should be included in the public Future Transport Plan.	07/01/2011	It is the District Councils who decide the nature and location of development in the County. SCC works with these authorities to determine the likely transport impact.	No change to TN4.
Colin Winder Ward Member, Wincanton (South Somerset District Council) ID:WR12	TN4	Wincanton: With regards Wincanton, the Town Council have on a number of occasions requested a full and effective traffic survey and plan to deal with the growth of housing developments in the town. The traffic assessment documents prepared for developers have been shown to be defective, but have still been accepted and the spin-off is detrimental to the wellbeing of large areas of the town. You cannot have the well - being of residents at the heart of your policy if you go on failing to talk to and listen to complaints.	05/01/2011	It is the District Councils who decide the nature and location of development in Wincanton.	No change to TN4.
Member of Public ID:92636	TN5	Although cuts are being made now, it is important to still invest in the future to ensure savings later.	02/01/2011	It is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels.	No change to TN5.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Mike Bellamy (Hydrock Byways and Highways, on behalf of Abbey Manor Capital Partners) ID:WR32	TN5	As mentioned above, we are generally supportive of the underlying principles within the Future Transport Plan but are concerned that the projected lack of public funds may lead to an over reliance on the public sector to (a) fund services previously provided by local authorities and (b) to seek excessive financial contributions towards highway improvement schemes by a new development proposals which could call into question the financial viability of many projects, thus potentially stifling development.	07/01/2011	If highway improvements are required as part of a development in order to mitigate the impact of the traffic associated with it, but these cannot be delivered by the developer on the grounds of cost, it would be the position of the county that the development would be unviable on transport grounds. Development going ahead without the necessary transport infrastructure only stores up problems for our communities in the future in order to enable short-term profit for developers. Local authorities have to take a longer-term view.	No change to TN5.
Caroline Mumford (Bellway Homes, The Abbey Manor Group and PFA Consulting) ID:WR25	TN5	Developer Funding Paragraph: Bellway Homes, the Abbey Manor Group and PFA Consulting have a number of concerns about this paragraph. New development does not necessarily generate additional travel and traffic (if, for example, an existing industrial site is redeveloped for small scale residential use). Paragraph 3.16, bullet point 3 in Tech Note 4 tacitly acknowledges this when it says: “....In determining nature and scale [of planning obligations], specific site conditions and other material considerations including viability, redevelopment of previously developed land.....may be taken into account.” The paragraph should not therefore begin “Whenever development takes place....” Developer contributions are also only appropriate when shown to be necessary by the Transport Statement, Transport Assessment and/or Travel Plan. Furthermore it is not usual to include the provision of on-site car parking etc which form part of the development under the heading ‘developer funding’.	07/01/2011	Agreed. When a TA is agreed by the council to show a reduction in traffic from a development then additional contributions to deal with increased traffic will not be required.	Amend text in TN5 to clarify.



Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Alan Tawse, Clerk (Yeovil Town Council) ID:WR24	TN5	I arranged for the consultation draft to be considered by the Town Council earlier this week. However, Members felt that the document lacked sufficient detail to enable meaningful comments to be made on the proposed priorities and allocation of resources.	06/01/2011	Noted.	No change to TN5.
Louise Webster, Sustainable Development Manager, Public Health (NHS Somerset) ID:WR28	TN5	NHS Somerset encourages the authors of the FTP to demonstrate clearly at its next more detailed stage how its policies will be turned into programmes of investment. We propose the following commitments: A shift in the proportion of investment towards low carbon active travel and consequently away from car based travel; Better monitoring of transport patterns including walking, cycling, and public transport use in consistent ways so changes in transport patterns can be identified; A recognition that people with the least access to services should be supported the most; Application of the public health evidence base as to the effectiveness of transport planning interventions, drawing on the evidence hierarchy to ensure there is good evidence of causality between intervention and target groups and to work in partnership with public health colleagues to access such evidence; To work with public health professionals to develop a highly innovative, targeted and bespoke Local Sustainable Transport Fund bid during January to March 2011 which enables many of the above proposals for improving environmental sustainability and health to be implemented.	07/01/2011	It is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. The first Implementation Plan has yet to be prepared, while we await final funding allocations for transport. Where possible, we will take the NHS suggestions into consideration.	No change to TN5.
Rupert Crosbee (Sustrans) ID:WR29	TN5	Numbers of all journeys under 5 miles that are made by foot, bike or public transport should be doubled to four out of five by 2020.	07/01/2011	It is likely that funding in the early part of the FTP period will be significantly reduced compared to previous levels. It is therefore unlikely that we could commit to such a stretching target.	No change to TN5.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Peter Hobley (SCC Rights of Way Team) ID:WR09	TN5	RoW Indicator - This could read as 'Maintain current (2010/11) level of 'ease of use %', adopting the highway links methodology.'	22/12/2010	Agree in part.	Change to 'A new target is being developed based on an existing dataset.'
Rupert Crosbee (Sustrans) ID:WR29	TN5	Setting Targets: The overarching principles we have outlined go some way beyond what is envisaged in the current draft and may imply a revision of target levels. Sustrans would encourage Somerset to set targets that challenge the Highway Authority to make difficult decisions and take radical actions, and not to be constrained by limited ambition and 'realistic' targets which do not challenge policy makers and transport implementation teams.	07/01/2011	SCC is unable to set targets for another organisation.	No change to TN5.
Member of Public ID:FTP14	TN5	Somerset County Council should be looking to get the most return for money spent on the infrastructure. Basically trying to get as many people moving (or rather giving access to movement) for the least a lot of money spent. Somerset County Council cannot afford to get into (or rather be trapped) by any dogma - whether this be climate change on one hand all the 'great car economy' on the other. In order to keep moving the people of Somerset have to understand they need to pick the right move transport for the right journey. Bicycles and shuttle buses could journeys that are short. Buses, trains and cars for journeys at a longer. Cars for when journeys don't meet timetables or there are heavy loads. HGVs, lorries and trains for commercial reasons. Ideally, Somerset County Council should spend as a proportion of use for each vehicle class i.e. if 5% of journeys are made by bicycle, 75% of journeys made by car, 10% of journeys are made by public transport etc, then spending by Somerset County Council should reflect this.	04/01/2011	All schemes developed by SCC since 2006 have been the subject of a cost/benefit ratio assessment process. This will continue.	No change to TN5.

Name	Section of Document	Comment	Date	SCC Comment	Action for SCC
Linda Tucker, Planning Advisor (Natural England) ID:WR37	TN5	The advice given by Natural England is made for the purpose of the present consultation only. In accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England expects to be included as a consultee in relation to any additional matters to be determined by Somerset County Council that may arise as a result of, or are related to, the present proposal. Natural England retains its statutory discretion to modify its present advice or opinion in view of any and all such additional matters or any additional information related to this consultation that may come to our attention.	07/01/2011	Noted.	No change to TN5.
Jacqui Ashman (Highways Agency) ID:WR08	TN5	The Plan recognises the uncertainties over funding and highlights the need the flexibility to respond to differing funding levels. In light of funding uncertainties it may be that the smarter choices identified will play an even bigger role in achieving the plan's objectives of reducing the need to travel and finding alternatives to the car and this may be made clearer in the plan.	16/12/2010	Noted.	No change to TN5.
Philip Bisatt (Taunton Deane Borough Council) ID:WR13	TN5	There is a concern that, if the adopted FTP resembles the current headline document, it could appear to be a list of aspirations rather than a coherent strategy that will deliver the transport infrastructure required to support the future growth of Taunton Deane. It is therefore essential that the FTP and its implementation plans make a strong case for central Government funding to be allocated to Taunton Deane, which will be in competition for resources with other parts of the South West.	05/01/2011	SCC is comfortable with the way that the FTP and its technical work is currently present. This reflects the DfT Guidance on LTP3 (FTP) seeking public-focused documents to be prepared. It is likely that bids for transport infrastructure will be in competition with the rest of England and not just the South West.	No change to FTP.
Eileen Shaw, Clerk (Burnham and Highbridge Town Council) ID:WR10	TN5	This is made even more necessary in the current financial climate. It is obvious that both Capital and Revenue funding is about to be drastically reduced in many areas of County expenditure. It seems that Transport is not on the 2011/2012 'hit list', which probably makes it a prime candidate for the period 2012/13 onwards. In the future we may be asked to contribute financially in some way if we wish to maintain or improve current levels of Transport provision in our Joint Parish and the surrounding area.	05/01/2011	We do not anticipate significant transport spend becoming a priority in the first 3 years of this plan.	No change to TN5.



[www.somerset.gov.uk](http://www.somerset.gov.uk)

“Working together for equalities”

This document is also available in Braille, large print, tape and on disc and we can translate it into different languages. We can provide a member of staff to discuss the details. Please contact 0845 345 9166.

