

West of England Joint Spatial Plan: **Transport Study**

Comments submitted by Kenn PC:

- Where there has been, or it is proposed to, upgrade country/rural roads; because this is removing traffic from main routes the quality of the upgrade must be sufficient to accommodate the increased volume/use.
- For safety; support pinch points and/or chicanes being incorporated on any upgraded country/rural roads to discourage speeding.
- More cycle/pedestrian routes should be created
- At locations where people leave their vehicles to access public transport (busses, trains etc) there should be appropriate parking provision to avoid/address the impact caused by on-street parking in residential areas. Furthermore, charging for the use of these car parks to access public transport is disadvantages and against policy.
- Any changes to public transport provision, in particular bus services/routes, can have an adverse effect on peoples' employment options in rural areas.
- It is becoming imperative that the impact of both increased traffic from large scale developments (existing and proposed) in rural areas and urban areas is reviewed and addressed, also the impact of traffic coming off motorways to access local routes.

West of England Joint Spatial Plan: **Issues & Options**

Comments submitted by Kenn PC:

- With regard to proposed housing developments, consideration should be given to the firm conviction that existing communities must be able to retain their own identities – it is essential towns and villages do not merge into each other by the spread of large building developments. Care should be taken to ensure sites for housing are incorporated within the existing community's town boundary and village fence – not isolated onto sites away from the centres and amenities, services and infrastructure.
- For any proposed developments it should be noted with concern that existing properties are finding it increasingly difficult to source affordable home (or business) insurance in areas identified by the Environment Agency Flood Map. Proposals in such areas at risk should therefore take this into account within such aspects as their house design and the

management of consequential runoff of water from surfaces etc.

- Employment sites offering various sizes and types of units should be integrated across the whole area to reduce commuting and reduce/shorten journeys to work.
- For larger sites in existing urban areas there should be a complete and full review of the effect on, or adequacy, of existing infrastructure to support the development before it is given permission to proceed – including such issues as co-ordinated public transport, integrated or nearby local employment sites, schools provision and playgrounds/public open space, health and social services, broadband (fiber-to-the-premises), and provision of planned highways; roads and footpath networks. Also clear negotiations with the developers that they are required to provide site-specific facilities through S106 or CIL contributions.
- For new settlements the infrastructure will be non-existent, therefore there must be full consultation with all the service providers about how it is intended to address these social needs before people start moving into the homes. Also clear negotiations with the developers that they are required to provide site-specific facilities through S106 or CIL contributions.

KENN PARISH COUNCILLORS

Sheila Naish – Tel: 07808 920 962

Council Chairman

Stephen Brain – Tel: 07773 211 394

Vice Chairman

Wilf Bessant – Tel: 01275 872 406

Jon-Paul Humberstone – Tel: 07990 690 060

Cheryl Quinn – Tel: 07500 048 684

Hartley Staples – Tel: 01275 340 771

Robert Treble – Tel: 07831 316 760

MEETINGS FOR 2016

The Village Hall, Kenn St, Kenn

7 March – Annual Parish Meeting
followed by a Council Meeting

9 May – Stat. Annual Meeting of Council

4 July – Council Meeting

5 September – Council Meeting

7 November - Council Meeting

Agendas will be on noticeboards 3 days before a meeting.