

St Erme Neighbourhood Plan Consultation Results 27th July 2017 to 18th August 2017



Overview:

Following the Questionnaire carried out at the end of May 2017 and after receiving the results and comments made it was agreed to clarify some of the statements used. We used the results to reword some of the statements and to carry out a further survey of 'Traffic Calming' at the highlighted locations.

We felt that the best time to do this would be to have a stand at the Annual Fun Fest in the village at the end of July.

The stand was advertised through a NP Newsletter, the parish noticeboards, Facebook and website pages. The consultation was also available on the council's website or a hard copy was available on request for those that could not attend the stand at the Fun Fest.

56 people signed the attendance sheet:

22 comments were made against the statements

13 Traffic Calming Surveys were returned

Although the weather wasn't good and the majority of the event was held indoors, the Fun Fest was well attended as usual and we had a stand in a prime location by the Tea Room

The consultation lasted 3 weeks with a deadline date for responses of 18th August 2017.

The consultation and responses to each section that have been reworded or clarified are shown below

Housing

Original wording shown in the Questionnaire

88%	178	Yes	Future development should be for local need only – Housing Needs Survey
12%	25	No	

After looking at the comments received back from this statement we felt that clearer wording was required. Please see below:

Any future development should be led by local need however some open market housing may be acceptable as enabling development to bring forward the local need element – Housing Needs Survey

Comments

- Any housing should be led by the local need
- I like the revised wording - excellent

Original wording shown in the Questionnaire

93%	189	Yes	The provision of self-build plots within new housing schemes will be considered if a local need is highlighted.
7%	14	No	

After looking at the comments received back from this statement we felt that clearer wording was required. Please see below:

The provision of self-build plots within new housing schemes will be considered providing they are set within a Design Brief in keeping with the village and the Local Landscape Character Assessment and Village Design Statement

Comments

- A local only self-build scheme in, I think the 70's was abandoned because the school was built on the land. Many locals had their names on the list.
- Self-build might be an option, but should be policed
- Something similar needed now

Open Spaces

Original wording shown in the Questionnaire

97%	197	Yes	Open spaces should be suitable for all ages
3%	6	No	

After looking at the comments received back from this statement we felt that clearer wording was required. Please see below:

Within the village there should be a range of open spaces to cater for all ages

Comments

- A range of open spaces would be good
- A Skate park because it will always be used

Original wording shown in the Questionnaire

99%	201	Yes	All the communal open spaces for community use within the Trevispian Parc Estate should be protected irrelevant of size and ownership
1%	2	No	



Many people were unsure of which area the above statement relates too.

Polskien Way, Trevella Vean, Polglase Walk and Killigrew Gardens were originally known as 'Trevispian Parc' during their development.

Parts of these areas are of a very high density and the 'Open Spaces' that are there are very important to the area and help break up the built environment.

Comments

No comments received

Highways

Original wording shown in the Questionnaire

95%	193	Yes	Any future development must contribute towards a safe commuter cycle route to Truro along the A39.
5%	10	NO	

After looking at the comments received on this statement we would like to clarify a couple of points:

- ❖ **A commuter cycle link to Truro has always shown very highly during parish consultations going back to our Parish Plan (a copy of which is available on the stand to view)**
- ❖ **The majority of the route is within St Clement Parish who support our community in helping to develop a possible route. St Clement Parish Council are currently carrying out their own Neighbourhood Plan**
- ❖ **The implementation of such a route would need to be looked at together by all the relevant agencies and authorities**
- ❖ **The Community Infrastructure Levy (CIL) is a means of collecting developer contributions. These contributions will be used to help pay for infrastructure that is needed to support new development. Monies such as these could help towards such a project if the community wishes**

Comments

- **A cycle link is essential**
- **As cycling gets more popular, demand for a cycleway increases**
- **Without safe cycle routes no-one will cycle. Both for health and environment cycling is positive way of combating carbon dependence of transports and infrastructure**
- **A cycle link is vital**
- **People do not cycle to Truro (or walk) because it is too dangerous with cars going too fast and too near. A separate path would be used.**

Highways

Original wording shown in the Questionnaire

84%	170	Yes	Traffic calming measures are required along Trispen Hill, Chapel Road/School Lane and Eglos Road
16%	33	No	

This section received varying comments about the type of Traffic Calming and where or where not it was required.

We have listed possible options for the three roads mentioned in the 'Statement' above and ask you to comment on these options on the consultation on the table below.

Chapel Road / School Lane

The section of road in question would be to the east of this road closer to the School.

Option:

Interactive Speeds Signs



These detect the speed of oncoming traffic using a radar device. If a set threshold is exceeded, a sign indicating a specific hazard or speed limit is triggered.

Option:



20mph Speed Limit

Lowering speed limits alone may not have the desired effect. Currently, the Government advises that 20mph speed limits should be self-enforcing. Thus it is often necessary to install traffic calming measures to ensure that speeds are no greater than 24mph.

Trispen Hill

As part of the 'Burrington' development at Trispen Hill it has been agreed that the 30mph speed limit will be repositioned to the bottom of the hill Truro side of the Eglos Road junction. Please consider this when responding to 'Trispen Hill'

Option:

Speed Cushion (near to the shop)



Similar to road humps but longer and with a flattened top, sometimes used to give pedestrians a level crossing between footways. They are especially useful where there are a lot of pedestrians.

Option:



Gateways/Entry Points (either end of Trispen Hill)

Identified by road markings, build outs, coloured surfacing and/or signs indicating that the driver is entering an area where road conditions change, for example entering an urban area or a change of speed limit.

Option:



Mini Roundabout

Entrance to the new 'Burrington' Development

Equal priority in all directions can slow traffic. Ideally, there needs to be a reasonably large flow on all arms for this to be effective.

Eglos Road

Options

Speed Cushions (in two locations)

20mph Speed Limit

Comments

- The round a bout is a good idea
- Yes to new gateway
- Gateway/entry point without narrowing the road might be the best option
- Speed table cushion next to shop – good
- Speed table cushion by new crossing at Eglos Road – yes please
- No-one wants to live next to speed bumps because of the noise. Paint on the road is ignored. Build out work as the drivers have to take notice.

Health

97%	198	Yes	Look at a pharmacy delivery service in the area
3%	4	NO	

This has been looked into and the details are as follows:

Boots Pharmacy can deliver free of charge to housebound residents only: We will put an article in the next Village Voice with more information on how to set this up. It may be possible to set up a pharmacy collection point in the village for some general prescriptions to be collected. We will look into this further.

Comments

- **Bus services must be improved to Truro. Hospital and Heath Park**

Business

Original wording shown in the Questionnaire

88%	179	Yes	Light industrial units if the need is shown could be considered along the A3076 corridor to the north of the village, but should not impede on the village views, landscape and amenities
12%	24	No	

After looking at the comments received back from this statement we felt that clearer wording was required. Please see below:

Small Cottage Style Business units if the need is shown could be considered along the A3076 corridor to the north of the village, but should not impede on the village views, landscape and amenities

Comments

- **Space for local businesses is important. Add variety to village**
- **Consider how the village can support the local pub to ensure it remains. Community Right to Bid?**

Business

Original wording shown in the Questionnaire

94%	191	Yes	It is noted that the village shop is now landlocked, if the need requires suitable land may need to be sought
6%	12	No	

After looking at the comments received on this statement we would like to clarify a couple of points:

- ❖ During the whole consultation process the local Post Office/Stores to the community has shown to be of great importance to the community and village.
- ❖ If larger retail outlets are shown to be required, we should consider suitable land during any possible development process. It would then be up to any retail business to approach this in the usual way.
- ❖ Location is key for any sustainable retail business

Comments

No comments made

The responses received to the traffic calming survey are shown below on the next page:

		AGREE	
Type of Traffic Calming	Where	YES	NO
Interactive Speed Signs	School Lane, near to the School	9	0
Advisory 20mph Speed Limit	Chapel Road / School Lane	8	1
Advisory 20mph Speed Limit	Eglos Road	9	1
Speed Cushion's/Platforms	Trispen Hill – Near the Shop	8	4
Speed Cushion's/Platforms	Two within Eglos Road	4	5
Gateway – Entry Points	Entrances to Trispen village	8	1
Mini Roundabout	Trispen Hill – junction to Burringtons Development	7	4

Other comments regarding Traffic Calming

- Pinch points instead of cushions. Cushions increase petrol consumption
- At Trispen Hill near shop, would it be better to put a pedestrian crossing
- Traffic calming requires consideration of noise / effectiveness. Cushions can be driven over / at speed/around and are ineffective and noisy. (see Probus main road). Zelah offers speed build outs (priority) to slow the traffic and is effective and reduces noise
- Build outs are the most effective method of speed calming
- I do not consider the village needs any further traffic calming in the form of speed humps
- A 30mph as soon as come off the A39 reducing to a 20mph when comes to houses
- Parking restrictions should be in place down Eglos Road and particularly in the court yard area down the far end to ensure access for emergency vehicles. Restrictions must be enforced otherwise there will be a tragedy.
- Consideration of permanent dwellings when placing speed cushions – These often create unacceptable noise. When people trying to sleep. Firmly agree that speed needs to be controlled on Trispen Hill – often seems like a race-way with both cars and motorbikes leaving the shop.
- Any traffic calming should be encouraged. The road walk to school may need speed monitoring.



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better to

