**Cawthorne Neighbourhood Plan**

**Infrastructure Subgroup Scope**

**OBJECTIVE**

To ensure that Cawthorne has the appropriate improvements in transport, parking, access, road conditions and communications infrastructure to support present demand and future projected growth within this plan to minimise impacts on Cawthorne over the next 15 years.

It is **important** that the residents of Cawthorne Parish are allowed to give their opinion and offer some suggested ways to ensure that the infrastructure of Cawthorne is maintained for any future development of the parish.

Transport and Parking

* Footpaths
* Marking
* Accessibility
* Improved – possibly lit - footpaths being planned for Cannon Hall – which will link to Cawthorne?
* Bridleways (talk to horse owners)
* Signage
* Accessibility
* New ones needed – upgrade any key footpaths?
* Roads and traffic issues
* Accident clusters
* Crossroads by Village Green – what can be done? Speed reduction measures
* Car parking hindering traffic flow on Darton Road, Church Street and below Taylor Hill. Issues for public transport buses trying to route through village
* Traffic calming measures – any needed in village? If, so what? Speed bumps? Chicanes?
* Survey of traffic volumes and speeds by time, day, weeks use 2012 survey results.
* Residents parking – how would this cope with visitors and it would probably incur a cost to get a permit.
* One-way system – only one possible at present is: by-pass/Green/Taylor Hill. Another would be possible if a relief road was built between Barnsley Road down the bridleway to by bridge over the river at the bottom of Cawthorne Lane. *But a likely future issue will be village housing expansion and infill to any such relief road – i.e. building on farmland north of Five Acres*.
* There is no disabled access roads or paths for wheel chairs and motorised scooters other than to use the village roads which is dangerous. This is also an issue re location of dropped kerbs
* Bus transport
* Routes - does frequency to current destinations need improving (what are all the current destinations?)
* Are there sufficient bus-stops and are they in the right places?
* Routes – any more desired (other towns or to other useful destinations such as Cannon Hall car park (park-and-ride needed?) or to Silkstone Common railway station (park-and-ride)
* Car Transport
* Car parking
* Issues: car parking blocking roads and preventing buses getting through village (possible cessation of bus routes by bus companies as a consequence) – and allowing access to emergency vehicles in urgent situations
* Likely to get worse as Cannon Hall improves amenities with new grant over next few years (boating lake, new footpaths across Cannon Hall) and closure of gardens at Wentworth Castle causing people to come instead to Cannon Hall for outdoor recreational space ( is compounded when Cannon Hall has festivals).
* Solutions (some):
* New car park – perhaps by football field? Use acogrid to allow grass to grow on a parking field and make it more environmentally acceptable
* Use Cannon Hall Car park – incentives to persuade people to park there such as subsidies from Village to make it £1 a day
* Use private driveways with £1 a vehicle charge
* Persuade private car parks to open up (Village Hall, Spencer’s) by charging £1 a vehicle?
* Double yellow lines – not pretty (but they are used by the Cannon Hall Garden Centre) – enforcement needed - who will do that?
* Parking metres - or pay-by-phone via signs on lamp-posts £5 a day? One issue is enforceability?
* Creating a line of parking on verge of village side of Cawthorne by-pass
* Allocation of car parking spaces for new build properties according to the number of beds to be provided by builders in the layout design of the propertie(s). Believe that there already is a stipulation for the number of of parking spaces in planning applictions.
* Are there any potential sites to allocate parking space (e.g. woodland open space, extend Spencers carpark into the orchard area, fallow farm fields temporary used during Cannon Hall peak times)
* Make a note of poor quality road surfaces – that by Village Green being fixed w/c 20 February 2017
* Road lighting – too much (light pollution)? Type of lighting – white or yellowToo little (safety)? Do any footpaths need lighting that are not?
* Traffic calming measures needed on cross-roads by Village Green on by-pass. 30 mph limit? Does this actually have a bad accident record or is this a perception of danger?
* Watch the future planning for the Manchester to Sheffield road tunnel for which the most northerly of the five possible routes (“the northern route”) is alleged to start somewhere between Silkstone and Cawthorne
* Does the village need any policy on drones used for delivery or for observation in its “airspace”?
* Energy

Allowanc of installation of renewable energy sources such as wind, solar, water, nuclear and geothermal (where applicable), or not

Allowance of mining (e.g. gas, coal and fracking, or not.

Ensure sufficient power is available to suport any future developments (e.g. housing and business)

* Communications

Provision to be made for continuance of mobile and high speed

broadband communications should additional development of

housing and business occur

* Flood prevention, water and sewage

Flood prevention to Tivy dale and low lying areas to be provided

should additional development of land of land occur (e.g. housing,

businesses and parking facilities).

Provision for suitable water supply and sewage capture and

treatment should additional development of housing and businesses occur.

Questions:

1 Is there potential to link up with cycle routes – the above seems quite car centric

2 What about electric charging points for future electric cars ( ie for CBMBC to think about in relation to car parking provision )

3 Need to address how much of the character of a pretty rural village should be given up in relation to transport solutions. I do not doubt this will be an area for public debate and concern. Ie context.