

RENNINGTON PC NDP FEEDBACK ANALYSIS – TRANSPORT - DRAFT

(This includes comments made at the meeting about public transport held in RVH in October 2021. *Anything in italics might be better placed or replicated in the Environment section*)

A. Public transport

- Significant doubts about whether a bus service would be used, even if one could be put in place.
- Some suggestions about re-routing existing bus services on some occasions during the week to pass through the parish and link to Alnmouth railway station, the coast and Alnwick.
- A small number of comments voicing concern about older people who may no longer be able to drive...
- ...matched by a small number expressing the view that transport options seem to be sufficient as they are.
- ...and by comments expressing the view that if you live in or move to a rural location, you must realise transport options are limited.
- Overall, bus services provoked the highest number of comments.
- There is a link between provision of new housing for younger people with children, and the need for a bus or other public transport service.
- Better use should be made of existing community transport (e.g. NEED), and of other shared transport opportunities, for example dial-a-ride, another community-run minibus service.
- Could school bus services be opened up to the public as long as safeguarding issues are addressed (comments from October meeting)? This would have implications for future bus design.
- *Make any new and existing bus services electric (and install EV charging points in the parish).*
- An overall feeling at the October meeting that we are more likely to improve public transport through community action than through waiting for externally-provided services.

B. Transport and other infrastructure

- A significant number of comments about improving road safety and protection for walkers and cyclists, especially given the significant increases in vehicle traffic resulting from the area's increasing popularity with visitors, and increases in people walking where it is even less safe to do so.
- Reduced speed limits through and around the villages, better sight lines through more mirrors and lower hedges, sort out dangerous junctions.
- Cycle and horse riding paths to separate vehicles from other road users.

- Improve road surfaces and drainage as roads have to cope with ever-increasing vehicle sizes and numbers, and increasing rainfall.
- The dualling of the A1 will inevitably lead to an increase in traffic through Rock, Rennington and Stamford and traffic calming measures will be needed.
- A new section of the B1340 to bypass Stamford Lea and Rennington would take out dangerous bends, improve air quality, reduce traffic noise and enhance safe walking and cycling opportunities (this also links to housing).
- There are quite a few comments about the need to improve broadband services – as many as for road safety – for both personal and business reasons
- *Install EV charging points in the parish.*
- *Make it easier for people to recycle without having to travel to Alnwick*
- *Also a number of comments about wind farms, mostly negative but some support for small-scale/domestic.*

Policy development

1. Do we need a (public) transport policy setting out what is needed, or will be needed during the life of the plan, what options should be considered, and what ruled out?
2. There is a clear need for a transport (and communications?) infrastructure policy addressing road safety, increasing traffic volumes, broadband, *pollution and EVs*.

Should the above be incorporated into one policy?