

Neighbourhood Development Plan: section 5

Accessibility, Communications and Transport

Evidence Base document – fifth draft – 25th June 2019

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Purpose of this Evidence base report

This evidence base report has been prepared to support the development of the D&TNP. It has been structured to support the collation of information in a coherent format to:

- Allow the presentation of evidence to demonstrate the needs of the community in an objective way
- ensure that the evidence presented is proportionate and robust and supports the choices to be made and the approaches taken
- support the careful analysis of evidence gathered and ensure that it informs key themes and priorities to be developed in the NP
- allow us to use the supporting evidence to explain the intention and rationale of the emerging policies in the draft NP
- ensure that all evidence is clearly referenced and presented in an accessible way. For the purposes of independent Examination and for the benefit of residents, landowners and developers who will be reading the plan.

Neighbourhood Development Plan Themes

Neighbourhood Plan theme	What has been considered?
1. Population and Health	Demographics Population change Health Deprivation
2. Housing	Existing Housing Stock Housing Needs Affordable Housing Older people's Housing
3. Economy and jobs	Economic Activities Tourism Employment (including youth unemployment)
4. Community Facilities and Green Infrastructure	Existing Community facilities and resources Key green infrastructure assets Open Space
5. Accessibility, Communications and Transport	Road Networks Broadband Networks Public Transport Community transport Walking, Cycling and riding routes Accessibility Travel Patterns Parking
6. Environment and Nature	Landscape Character Historic Environment Biodiversity Agricultural land

Structure of the Evidence base

The Evidence base report has been structured under each of the six themed headings. For each of the themes the following elements are presented:

5.1 Policy Overview

This explores the wider policy context for the theme, through reviewing:

- Key National Planning Policy Framework policies and issues
- Cornwall Council Local Plan (2016) regional and local issues for the topic covered.
- Other national or regional studies which provide intelligence on the topic

5.2 Baseline information:

- Liskeard and Looe **Local Insight Profile** March 2017
- Census information 2011
- Cornwall Interactive mapping information on the topic covered
- Cornwall Council Specialist research e.g. Housing numbers
- Cornwall Council Supplementary Planning Guidance e.g. Biodiversity

³⁹ Cornwall Wildlife Trust (1996 –2009) Cornwall's Biodiversity Plan Volumes 1-4 [online] available at:

http://www.cornwallwildlifetrust.org.uk/conservation/Biodiversity_and_Geodiversity_Action_Plans/Cornwall_Wildlife_Trust_Biodiversity_Action_Plan_BAP

5.3 Community Consultation feedback

- Results of Initial NP Questionnaire
- Results of Second Questionnaire
- Feedback from Roadshow events

5.3 Issues and Opportunities arising from the Evidence base

The following information will provide Community Consultation input to Evidence base:

- Results of Stakeholder meetings :
 - Landowners
 - Businesses
 - Young people
 - Older people
 - Families
 - People with disabilities
- Etc.

5. Communications, Accessibility and Transport

5.1 Policy Overview

National Planning Policy Framework

Key messages from the NPPF include:

- Actively managed patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- The Transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
- Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore developments should be located and designed where practical to:
 - Accommodate the efficient delivery of goods and supplies
 - Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.
 - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones.
 - Incorporate facilities for charging plug in and other ultra low emission vehicles and
 - Consider the needs of people with disabilities by all modes of transport.

Cornwall Local Plan

Key messages from the Cornwall local Plan include:

- Locating development and / or incorporating a mix of uses so that the need to travel will be minimized and the use of sustainable transport modes can be maximized by prioritizing safe access by walking, cycling and public transport and providing new facilities and services to minimize car travel.
- Providing convenient and accessible and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the development; as well as the inclusion of electric vehicle charging infrastructure and real time passenger information/ journey times.
- Use of effective travel plans to mitigate the impact of development.
- Avoid significant adverse impacts on the local or strategic road network which cannot be managed or mitigated; and
- Safeguard strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel.

Cornwall Transport Plan

The current local transport Plan for Cornwall – Connecting Cornwall 2030 - was adopted in April 2011. The local Transport Plan covers the period up to 2030 and is supported by a series of Implementation Plans. The local transport Plan is the key strategic policy tool through which Cornwall Council exercises its responsibility for planning, management and development of transport in Cornwall, for both the movement of people and goods.

The objectives of the Local Transport Plan are as follows:

Tackling climate change

- Reduce reliance on fossil fuels and support the introduction of low carbon technologies
- Support communities to live locally and reduce the need to travel
- Adapt and improve the transport network to ensure resilience to climate change

Supporting economic prosperity

- Improve connectivity of Cornwall to the rest of the world
- Ensure resilient and reliable transport systems for people, goods and services
- Support the vitality and integrity of our town centres and rural communities.

Respecting and enhancing the environment

- Make the most of opportunities to protect and enhance the environment
- Minimize the use of natural resources and minimize waste

- Provide sustainable access to Cornwall's environment.

Encouraging Healthy Lifestyles

- Improve the health of our communities through provision for active travel
- Increase awareness and understanding of the health benefits of walking and cycling.

Supporting Community safety and individual wellbeing

- Improve road safety
- Increase public confidence in safer transport networks
- Reduce noise and air quality impacts

Supporting equality of opportunity

- Improve access to employment, education, healthcare and leisure
- Improve access to public transport
- Encourage community participation in shaping and delivering transport services

Connecting Cornwall (2016)

<https://www.cornwall.gov.uk/media/3626990/Connecting-Cornwall-Printer-Friendly.pdf>

5.2 Baseline information

Road Network

The extended area of the parish and the very different nature of the Dobwalls Village and rural areas of the parish mean that the transport framework is very varied.

The A38 is the major route that runs across the parish. Linking to Bodmin and St Austell in the west and to Plymouth to the east. The A38 Dobwalls Bypass, across the northern area of the parish, joins:



- the A38 to Bodmin and the A390 to Lostwithiel at the major roundabout junction to the west of Dobwalls.
- The northern rural area is served by the B3360 St Cleer road from Doublebois and the C0020 road that runs north from the Centre of Dobwalls towards St Neot
 - The C0773 links Dobwalls to Moorswater
 - The southern part of the rural Dobwalls area is served by the C0020 Duloe Road



The main roads serving the south eastern section of the parish are the

- The B3252 Liskeard to Looe Road.
- The B2351 lane between Bylane End and the Great Trethew junction on the A38 to the east

There is also a network of small country lanes, with passing places extending across the parish.

Public Transport: Bus Services

Bus services are very varied across the parish.



Dobwalls Village benefits from an extensive set of services including:

11: Bodmin Parkway- Liskeard- Saltash -Plymouth 6.25 – 20.18 hourly (Plymouth Citybus go Cornwall) (Mon-Sat)

77, 77a: Liskeard- East Taphouse- Trago Mills- St Neot. 10.10 and 13.40 from Liskeard 10.38 and 13.57 from St Neot (Plymouth Citybus) Monday to Saturday.

119: Tavistock -Gunnislake -Callington- Bodmin –Truro (Tavistock Country Bus) leaves Tavistock 9.08 / Dobwalls 10.50 leaves Truro 15.30 runs on the

2nd Saturday of the month

NE 504: Penzance –Plymouth – London – stops Dobwalls 11.02 and 22.28 (National Express)

Trewidland has no bus service, other than term time weekday School minibus pick-up for Secondary School Children attending Liskeard Community School. Children for Looe Secondary School are picked up at the the Horningtops Junction on the Liskeard to Looe road. There are no other bus services in the rural areas of the parish.

Public Transport: Rail Services

Although the Penzance to London mainline runs across the parish, the closest access to this rail link is at Liskeard Station. This provides access to many National and local rail services in the southwest, and to Bristol, Northern England and Scotland.

The Liskeard to Looe branch-line serves the southern area of the parish with halts at Coombe, St Keyne and Causeland in the East Looe river valley (the latter two stations are in St Keyne parish). The Looe Valley line provides a valuable link to the coast for many visitors and tourists. Trewidland areas benefit from this service, however there is very limited parking at the halts, and very long steep hills from the valley bottom stations to the main settlements which limit their accessibility to many older residents.

Parking

Parking is problematic at both the primary Schools in the Parish with the main access lane (C0241) to Trewidland School regularly blocked by parents dropping off children in the morning and picking up after school.



Parking problems in Dobwalls are exacerbated by the heavier traffic on the Duloe Road, from which the School is accessed, and the additional parking stress created by the much larger school roll. This has raised concerns about the safety of children and adults trying to cross roads between poorly parked cars. It has also raised concerns from residents and older pedestrians who find their access blocked at these busy times of the day.

Despite the large (and very heavily used) car park belonging to the Memorial Hall near the centre of the Village, there are regular problems with parking near the Spar shop opposite which, despite its own parking bays, regularly sees customers parking on both sides of the Duloe road, near the village centre roundabout. Increasing numbers of households with more than one vehicle are putting pressure on parking provision in the main villages and smaller settlements, with car parking on narrow lanes creating problems.

Bridle Paths

Walkers, cyclists and horse riders use the many rural lanes in the parish (which has no designated bridleways) in addition to the domestic and service traffic.

Public Rights of Way

There is a network of footpaths and public rights of way across the parish, many of which are well maintained. These are dealt with in more detail in Section 4 on Community Facilities and Green Infrastructure.

Cycle Network

A new study is looking at the feasibility of developing a cycle trail between Liskeard and Looe primarily following the route of the river and railway line along the East Looe Valley. A new Cycle trail could boost tourism and leisure cycling in the Looe Valley. The Trail feasibility study is looking at route options between Liskeard, Looe and Lanhydrock and is due to report in the spring of 2017. The study is funded by Cornwall Council, the EU LEADER programme, Liskeard Town Council, Looe Town Council, Liskeard Town Forum and the Cornish Mining World Heritage site. More information and is available at <https://www.facebook.com/cyclelooevalley/>

Access to private transport

Car or Van Availability in Dobwalls and Trewidland Parish (Source Census 2011)

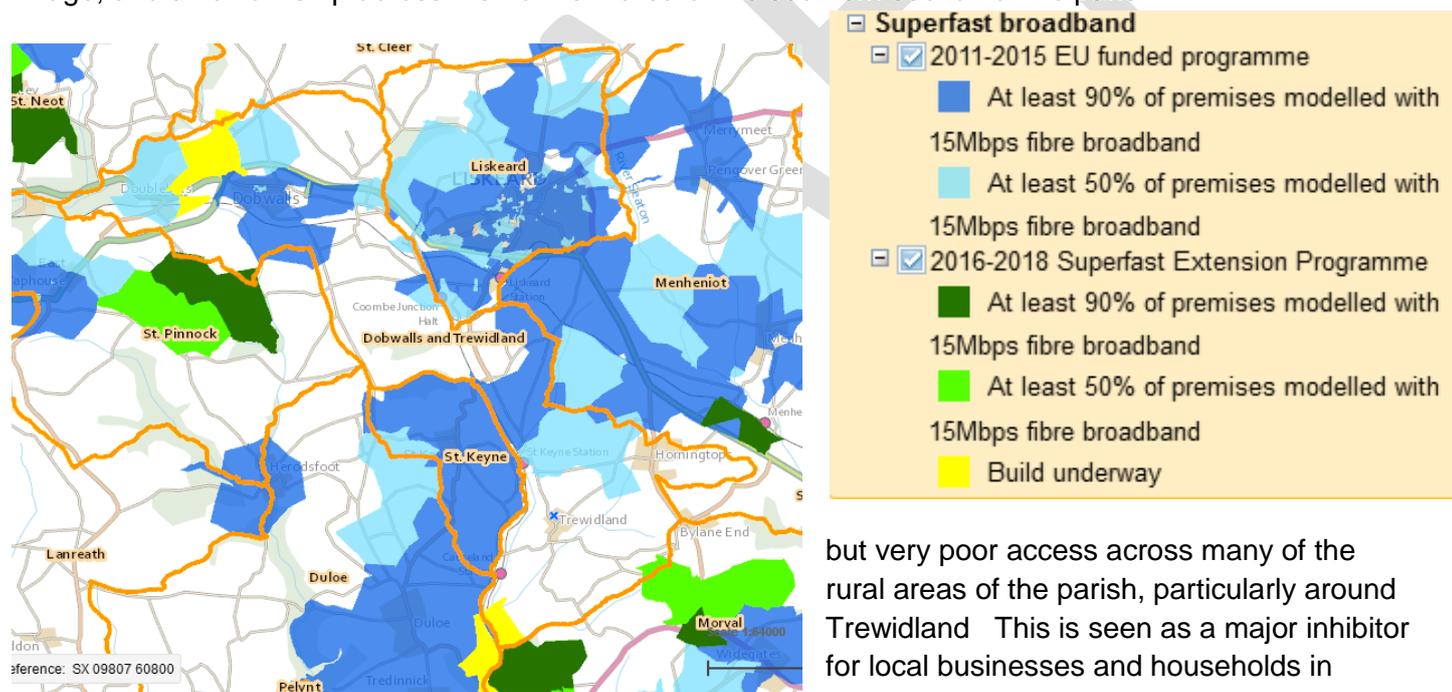
	Count	%	rest of Cornwall
All households	868	100.00	
No cars or vans in household	106	12.2	17.3
1 car or van in household	343	39.5	45
2 cars or vans in household	282	32.5	27
3 cars or vans in household	95	10.9	7
4 or more cars or vans in household	42	4.8	2
Sum of all cars and vans in the area	1,384		

Source ONS – 2011 Census

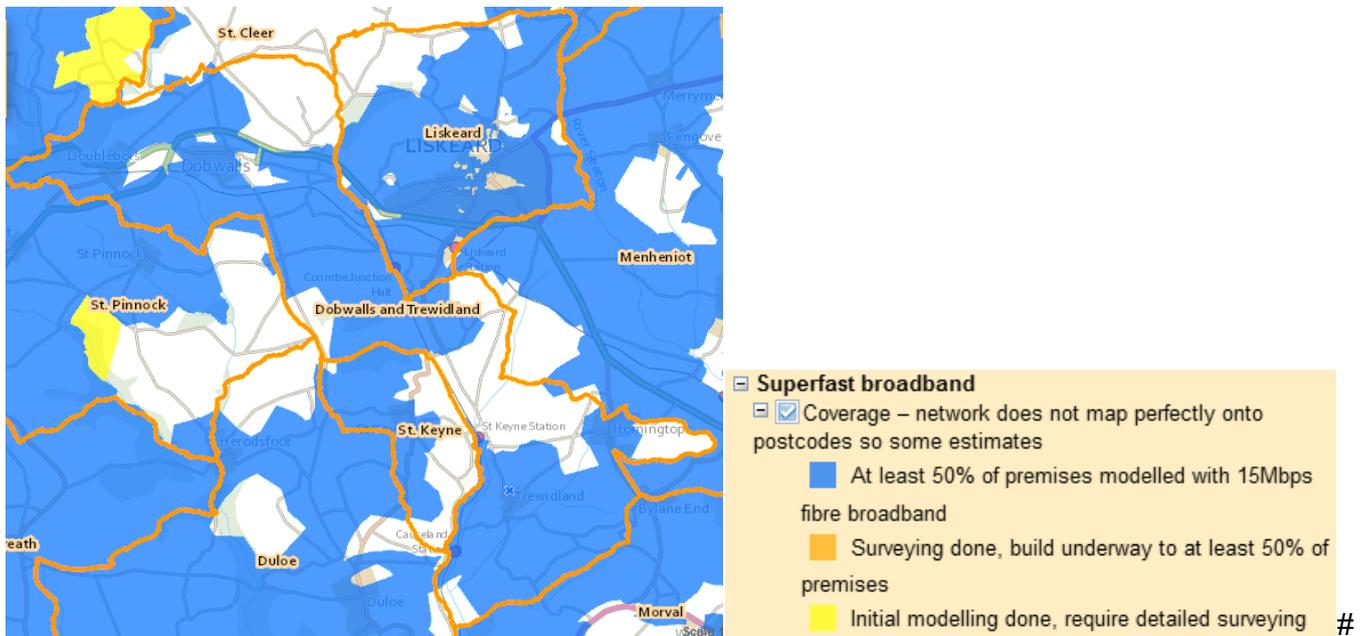
The table above highlights the availability of cars and vans in Dobwalls and Trewidland Parish. The 12.2% of households in the parish with no access to a car or van is significantly lower than the rest of Cornwall (17.3%) The proportion of the population with two or more cars or vans is 48.7%, significantly higher than the county (38.0%). This reflects the rural nature of large parts of the parish, despite the good access to public transport, particularly buses in Dobwalls village. This figure also plays a part in the issues of parking which occur in many parts of the community.

Broadband Access

The quality of Broadband access across the parish is very varied with very high quality service in Dobwalls Village, and a narrow strip across the northern area of the southern section of the parish



but very poor access across many of the rural areas of the parish, particularly around Trewidland This is seen as a major inhibitor for local businesses and households in accessing information and in fulfilling key business tasks – such as Farm VAT returns etc. It also impacts on Educational resources available to School children and students.



Parish Broadband Provision June 2019 (CC Interactive map 25.6.19)

The current upgrading of the broadband service to the Trewidland area is likely to make a very significant impact on the persistent problems of access. (July 2018)

5.3 Community Consultation Feedback

Initial Questionnaire (March 2017)

category ranking	Priorities	Important ticks	Category Number
1	Open spaces Footpaths	60	4
	Community Facilities	60	6
2	Landscape	57	2
	Provision for young people	57	17
3	Type of Housing	56	10
	Health Services	56	16
4	Wildlife	55	1
	Transport / Traffic Parking	55	13
5	Provision for Older people	54	18
6	Housing Numbers	51	9
	New development location	51	11
7	Recreation/ Leisure facilities	50	5

Question topics were categorized in terms of their significance indicated by being ticked as important in the returned responses. Written comments were also analysed in key priority categories including Transport and Infrastructure

Dobwalls responses

Transport and Infrastructure (55)		
Enjoy		improve
Bus service		improved traffic calming measures and additional car park at the school
Good transport links		To prevent dangerous parking e.g. Near the exit of Tremabe lane
good transport links,		Parking in and about the village
Easy accessibility to Liskeard and Plymouth via bus.		Install a bottle bank and recycling facility - e.g. at the Highwayman car park where it used to be
good bus links (local and national)		Prevent traffic speeding on the olde main road towards Moorfield, with an island(s) <u>not</u> speed bumps (injurious for elderly top travel over).
good bus service to Plymouth and Padstow.		Parking Footpaths
Excellent transport links		More off road parking for those living on the main road - dangerous for the traffic coming out of Tremabe Lane.
So handy for Liskeard + Bodmin Excellent transport system and shops.		Traffic calming scheme/ speed cameras!! <u>This needs to be dealt with</u> . Farmers could more effort to protect goods being carried through the village- they make a lot of mess, leave parked cars filthy! It would also be nice to see entertainment(weather permitting) during the afternoons for folk who cannot get out during the evenings. Summer tidy up of some front gardens? Car boot sales?
1. Post office / Spar shop 2. Free parking		Better traffic and parking management . Loud music from pub too late in the evenings.
		Speed bumps through the village to slow the traffic down.
		And parking!
		Better public transport.
		Better control of on street parking, which currently creates a hazard especially around the School.
		Problems when accident on Bypass, then extra traffic through the village.
		Cut out some of the street lighting, or at least shorten the hours of lighting. (save energy and lets enjoy some natural night sky!)
		Road junctions i.e. Havett Road and five ways at garage and Antique shop.
		1. Bigger easily accessible School/ bus carpark - possibly opposite the School? The lollypop lady being moved to opposite the school as this is a black spot and getting very dangerous with people parking on the keep clear areas.

Written comments Dobwalls continued

		Need a new memorial Hall, the car parking area needs to be accessible to shoppers using the Spar shop. Yellow lines needed for opposite spar shop and the top of Treheath road.
		Off road parking for residents on the main, old A38, road through the village
		Pride, Tidy, Parking
		Realistic speed limits, at the moment the arterial roads are 60mph. 20 mph is the safe option. Mandatory clearing up of some business sites which are environmental hazards at the moment. Stop the creeping industrialisation of the Doublebois area.
		More parking facilities for the School, church and shops. At very busy times the cars are parked on the main roads, causing problems on the road.
		A bigger/ another car park to serve all of Dobwalls especially for the use of Spar and the School and Memorial hall.
		Speed limit in Doublebois as 60 is far too fast.
		Realistic speed limits, at the moment the arterial roads are 60mph. 20 mph is the safe option
		We could do with a bus route from Duloe Dobwalls to Liskeard as I have to use a taxi to Liskeard when I do my shopping which costs me ten pounds a day as I am an OAP.
		More parking areas.
		Better enforcement of parking outside the School.
		Parking opened up at memorial hall+ a lower wall or sign to make it clear that there is more parking available.
		Street and Roadside cleaning. More security (i.e.Police)?
		Parking clearly needs to be included and planned for and to happen soon with all new houses going up. The Hall car park is suffering and no way large enough. A purpose built car park for the school and that side of the village is paramount before severe congestion outside the the hall and spar is an issue - and purpose built car parking needs to be spoken about before the housing developers leave- small roads are not built for such volume traffic.
		Potholes and poor road surfaces.
		Speed reduction through the village.

Trewidland written comments

Transport and Infrastructure (55)		
Enjoy		improve
low traffic noise,		Repairs roads more frequently, and improve drainage from roads. Better Broadband
		Trewidland road is in a desperate state of disrepair and without infrastructure there is nothing. This should include Broadband that works , let alone high speed Broadband. Gas?
		Better Broadband, Gas main., improved passing places in lanes,
		Better maintenance of the access roads to the village. A few more houses. A community shop if enough people would use it
		improvement in Broadband provision - Community transport bus?
		lack of suitable broadband. Trewidland and Dobwalls have not really a lot in common. Trewidland and St Keyne would be a more suitable parish.
		Broadband speed for rural areas.

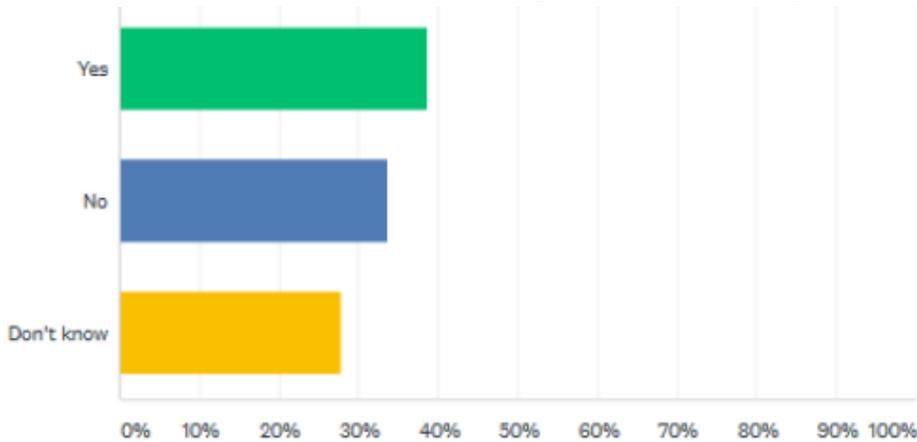
2.3.2 Transport 2nd Questionnaire (May 2018)

Boscowan CEP undertook the second major Questionnaire which was posted to all households in the parish in May 2018. Boscowan also undertook the analysis of the questionnaire responses received, and these were published in the Roadshow Exhibitions in September 2018.

Questions relating to Transport issues and their responses are set out below:

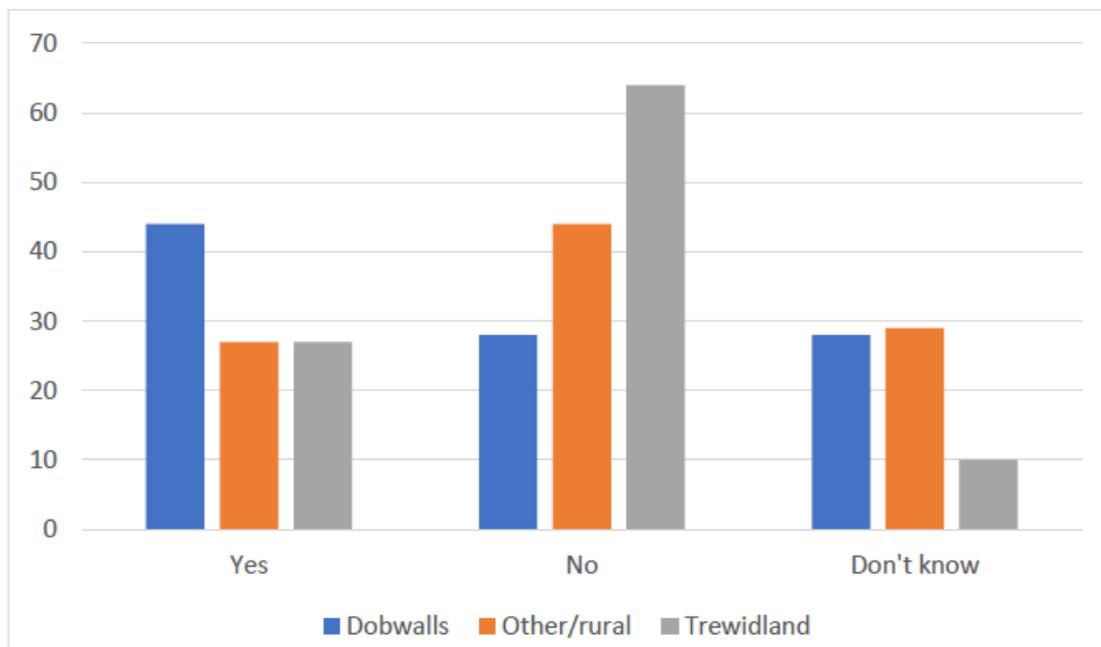
Connectivity Transport and Local Services

Q5 Do you think that current public Transport is adequate?

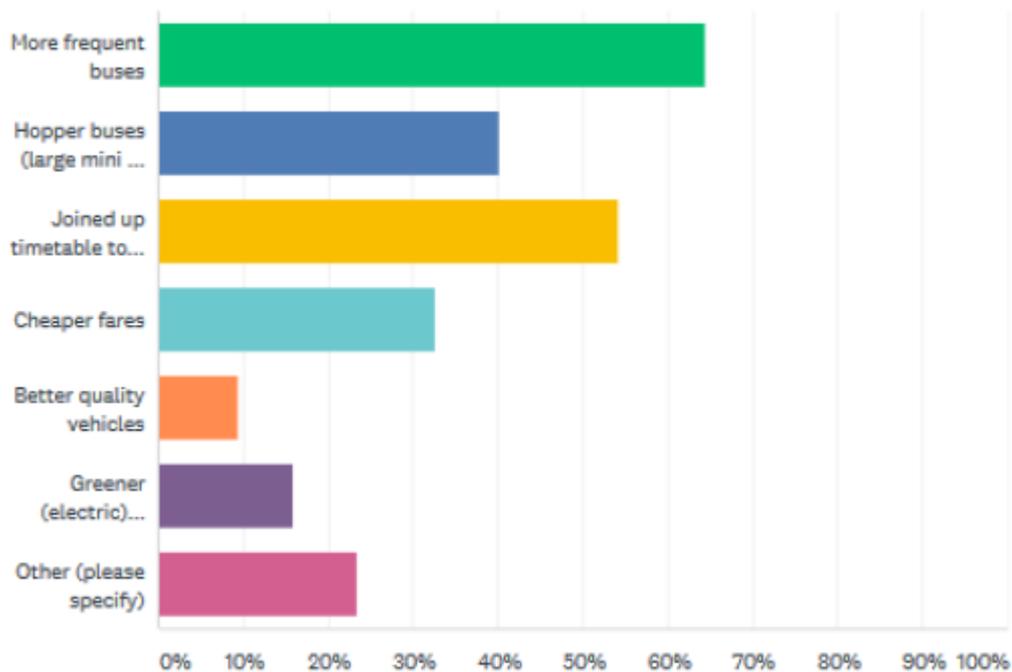


Broken down by area of residence of respondents this shows: greater differences

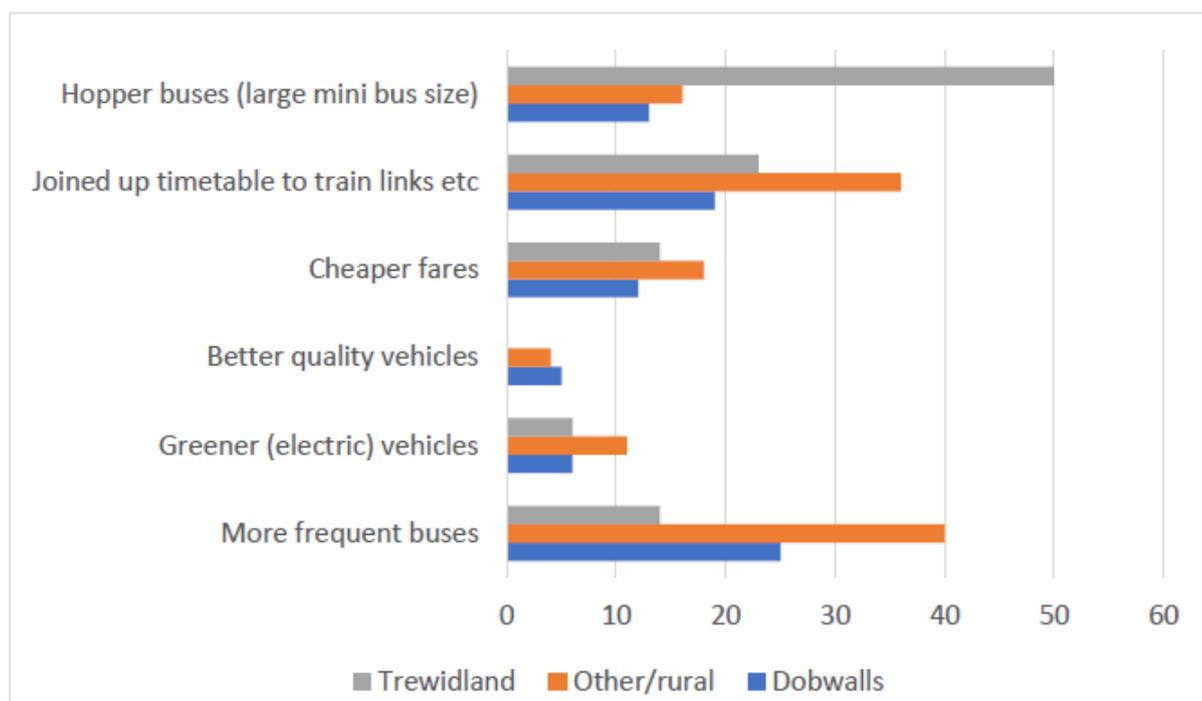
'Do you think that current public transport provision is adequate for your needs?'



Q6 If no -What would improve the situation for you?



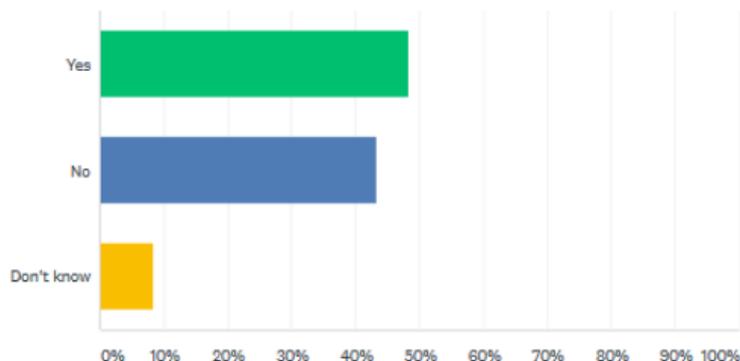
'If NO, what would improve the situation for you? Please tick all that apply:'



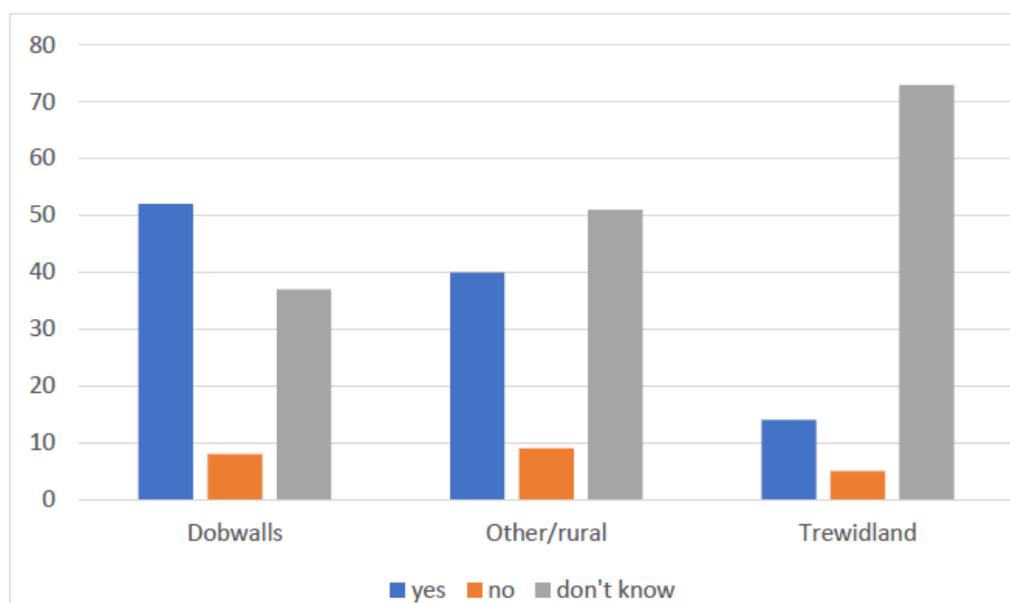
Q7 Car parking – do we need more shoppers car parks?

Q7: Do we need more shoppers' parking for cars in your local area?

48% of respondents felt that more shoppers' car parking was needed, however, 43% felt that no more shoppers' parking was needed. Parking was understandably needed more in the larger settlements than rural areas.



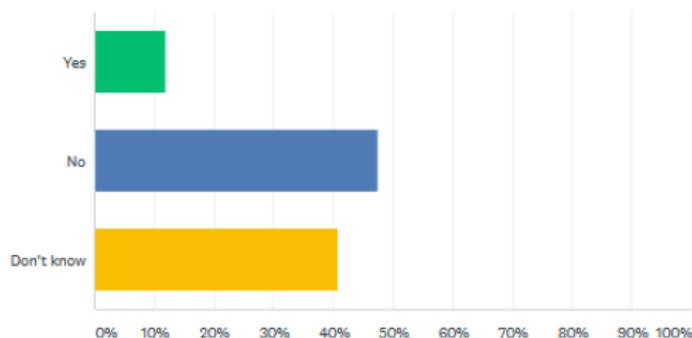
'Do we need more shoppers' parking for cars in your local area?'



Q8 Do we need more Bicycle parking?

Q8: Do we need more parking for cycles in your local area?

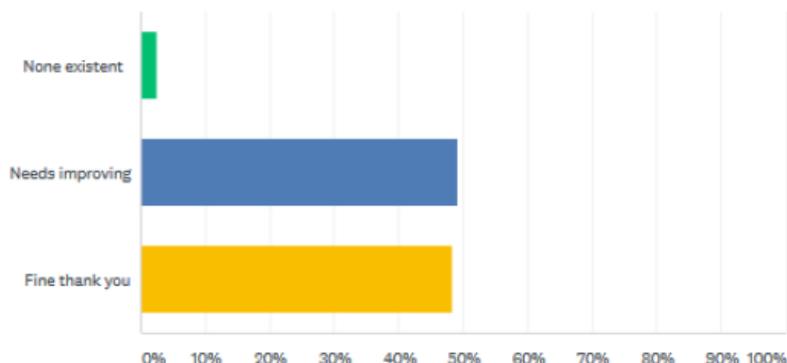
The majority of respondents (47%) felt that there wasn't a need for more parking for cycles.



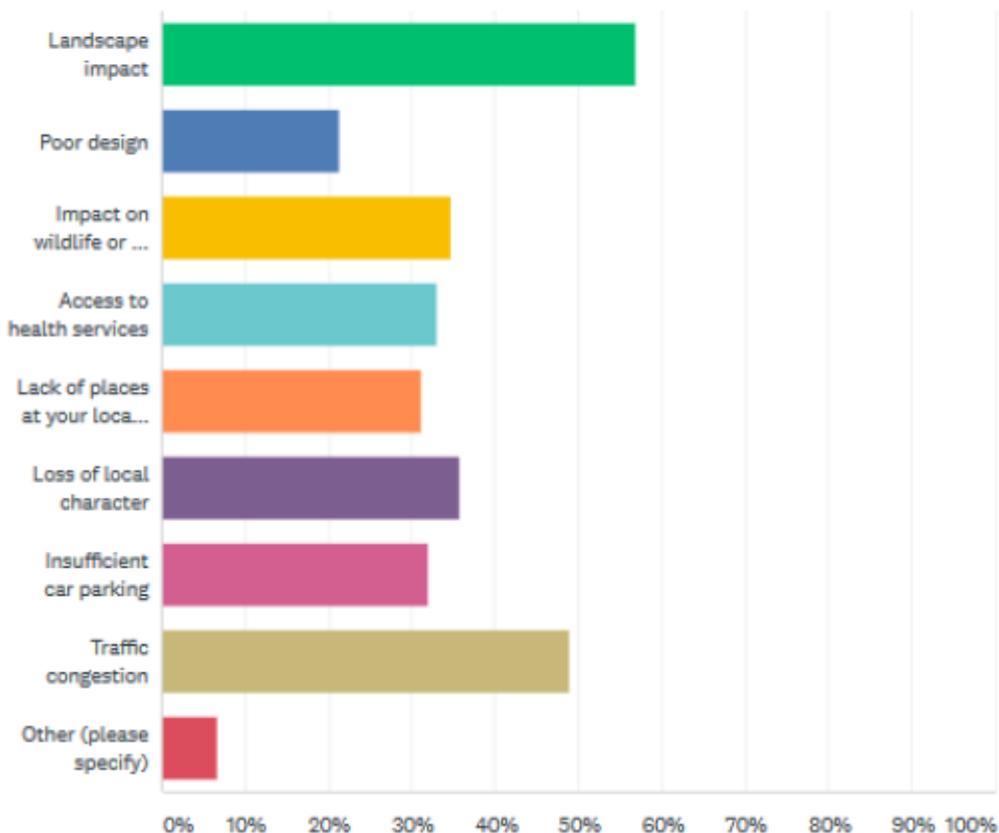
Q9 How would you describe Broadband?

Q9: How would you describe broadband in your area?

49% of respondents felt that their broadband needs improving, however, 48% felt it was fine. Again, a more detailed study against specific settlements may reveal a more significant pattern. Broadband reception tends to be worse in more rural areas.



Q15: What concerns you about the potential impact of new residential development in your village?



Written Feedback at Roadshow events September 2018

Roadshow exhibitions and whole day events were held at Dobwalls and Trewidland Village halls in September 2018. In addition to the displays covering all topic subject areas and the results of the Major questionnaires for each area, Visitors to the displays were asked to post their comments on post it notes in four wall panels: **What really bothers you?/ What don't you agree with?/ What are your priorities?/ What have we missed?.**

The comments below cover those made on **Transport, Parking and Roads**

Dobwalls Roadshow 22nd September 2018

What really bothers you?

Traffic / parking

- Volume and speed of traffic – pollution from Traffic
- School crossing patrol
- Parked cars where you turn out of Tremabe lane
- Umpteen vehicles turning all day long at Highwood park entrance – try a mini roundabout !
- Traffic flow through village – traffic speed
- Lack of parking around Twelvewoods Place
- Lollipop person near to school if possible
- Vehicles speeding through the village – Twelvewoods end
- Large trucks through village
- Minimum of two car parking spaces for each new home and keep roads wider.
- People riding their bikes on the road without a helmet
- Parking outside the shop – safe parking needed
- lack of parking Twelvewoods area
- Parking outside spar on double yellow lines
- Time for Highwood Park to enjoy 'Private Estate Status' instead of School parking for 2 hours a day burning space

Trewidland Roadshow 29th September 2018

What really bothers you?

Lanes

- Speed limits on the lanes
- Use of lane which is access only for motor vehicles as a rat run
- Speed through the village / by the school – A 'school' sign by the old shop to warn drivers 20mph

Footpaths and Greenspace

- Improved signs for public footpaths
- Maybe access to the field adjacent to the walk down to the School for a safer walk to School
- A public space. Maybe at the top of the lane on the way down to the School

Transport

- Lack of public transport

Trewidland: What are your Priorities?

Lanes and hedges

- Cutting of hedges in the village
- Cutting hedges in / into village
- Speed limits in the village and by School
- Road repairs and maintenance of passing places
- Maintenance of village Signage
- Clearly identify public footpaths on the Village noticeboard

Trewidland: What have we missed?

- Bike route to Looe a good long term investment to support

5.4 Accessibility, Communications and Transport

Key Issues and Opportunities for Dobwalls and Trewidland

Issues

- Need to review speed limits in built up areas and narrow lanes 20/30 mph?
- Minor/ unclassified roads to receive improved maintenance
- Resolution of the parking problems near the schools and in Central Dobwalls is needed
- Parking in Rural settlements?
- Safety issues related to Horningtops junction
- Right turn onto the a38 from B3252 for LGVs?
- Improve road safety on the B3252 / Trewidland access road
- Plan how to prevent traffic through Dobwalls avoiding the bypass
- *Impact of Broadband speeds*

Opportunities

- All new and business development to cover costs of access roads and to have adequate off road parking
- Any housing / business development in Trewidland to be tied to improved corner sight lines and adequate passing places
- Many other areas have community transport schemes – could this be a useful resource for the rural areas to the south of the Parish?
- D&T PC to liaise with other Looe Valley and Liskeard NPs over the development of a Liskeard-Looe cycleway through East Looe valley and future of rail link
- Possibility of closer exit from A38 into Moorswater?
- Dobwalls sites alongside A38 and A390 likely to be most attractive locations for future development