



## **Dobwalls and Trewidland Neighbourhood Development Plan**

***Reg15 Submission document:***



# **EVIDENCE BASE DOCUMENT**

**Version 1.0**

**13 October 2022**



## Section 5 - Accessibility, Communications and Transport

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**Original copies of these documents can be found on the Dobwalls and Trewidland NDP website at <http://www.dobwallsandtrewidlandplan.org.uk/>**

## Purpose of this Evidence Base

This evidence base report has been prepared to support the development of the D&T NDP. 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 NDP
- allow us to use the supporting evidence to explain the intention and rationale of the emerging policies in the draft NDP
- 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

<b>Section</b>	<b>Neighbourhood Plan Theme</b>	<b>What has been Considered</b>
1	<b>Landscape, Biodiversity and Heritage</b>	Landscape Character Historic Environment Biodiversity Agricultural and Mining classifications Flood characteristics
2	<b>Community Facilities and Green Infrastructure</b>	Existing Community facilities and resources Open Space Key green infrastructure assets
3	<b>Housing</b>	Existing Housing Stock Housing Needs Affordable Housing Older people's Housing
4	<b>Community Health</b>	Demographics Population change Health Deprivation
5	<b>Accessibility, Communications and Transport</b>	<b>Road Networks</b> <b>Public Transport</b> <b>Community transport</b> <b>Walking, Cycling, and riding routes</b> <b>Accessibility</b> <b>Parking</b> <b>Broadband Networks</b>
6	<b>Business, Economy and Jobs</b>	Economic Activities Tourism Employment (including youth unemployment)

## 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
- Dobwalls & Trewidland Parish Plan 2005

### 5.3 Community Consultation feedback

- Results of Initial NP Questionnaire 2017
- Results of Second Questionnaire 2018
- Feedback from Roadshow events 2018
- Results of Local Consultation events 2019
- Result of Reg14 Pre submission consultation 2021

### 5.4 Issues and Opportunities arising from the Evidence Base

# Section 5 - Communications, Accessibility and Transport

## 5.1 Policy Overview

### 5.1.1 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.

### 5.1.2 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 minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport and providing new facilities and services to minimise 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.
- Safeguard strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel.

### 5.1.3 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 [Connecting Cornwall: 2030](#) 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
- Minimise the use of natural resources and minimise 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

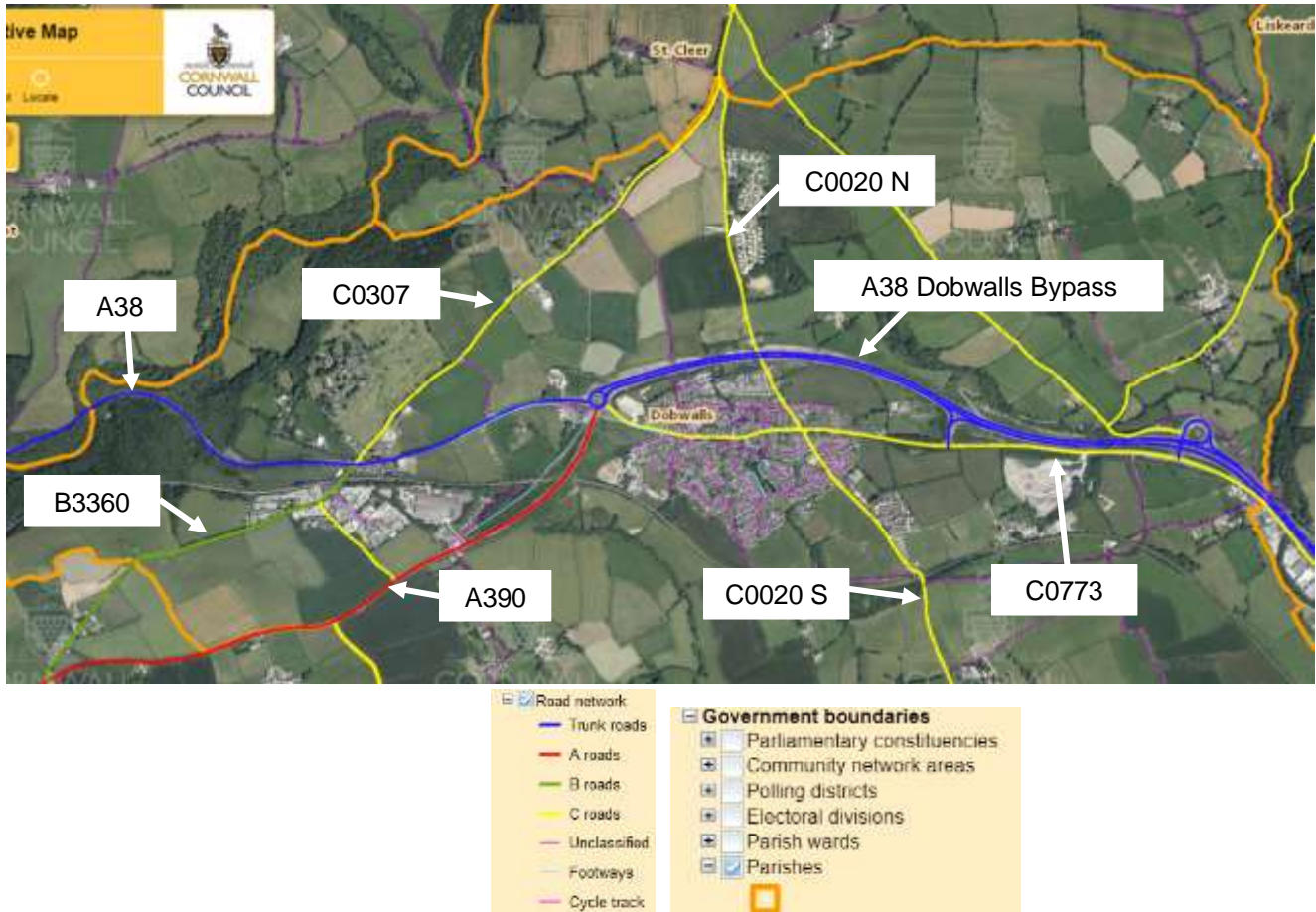


## 5.2 Baseline Data

### 5.2.1 Road Network

#### Dobwalls and Doublebois

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



The A38 (shown in **Blue** above) is the major route that runs across the plan area, linking to Bodmin and St Austell in the west and to Plymouth to the east. The A38 Dobwalls Bypass is to the north of the village. Other key roads are:

- A38 Twelvetrees Roundabout west to Bodmin
- A390 Twelvetrees Roundabout west to Lostwithiel/St Austell
- B3360 Links the A390 to the A38 through Doublebois
- C0020 N Runs north from the centre of Dobwalls towards St Neot
- C0020 S Links Dobwalls with Duloe, St Keyne and East Looe
- C0307 Links the A38 at Doublebois to the C0020 to the north of Dobwalls
- C0773 Links Dobwalls to Moorswater



Dobwalls A38 Bypass

## Trewidland

The extensive area of the D&T NDP and the very different characteristics of the northern (Dobwalls and Doublebois) area of the Plan from the southern Trewidland area are significant.

In May 2021 changes to the Parish boundaries, by which the Trewidland area became part of the new St Keyne and Trewidland parish. The Updated map shown below shows the Trewidland and St Keyne Ward boundaries on the line of the Looe River, which remains as the western boundary of the Trewidland area of the NDP.

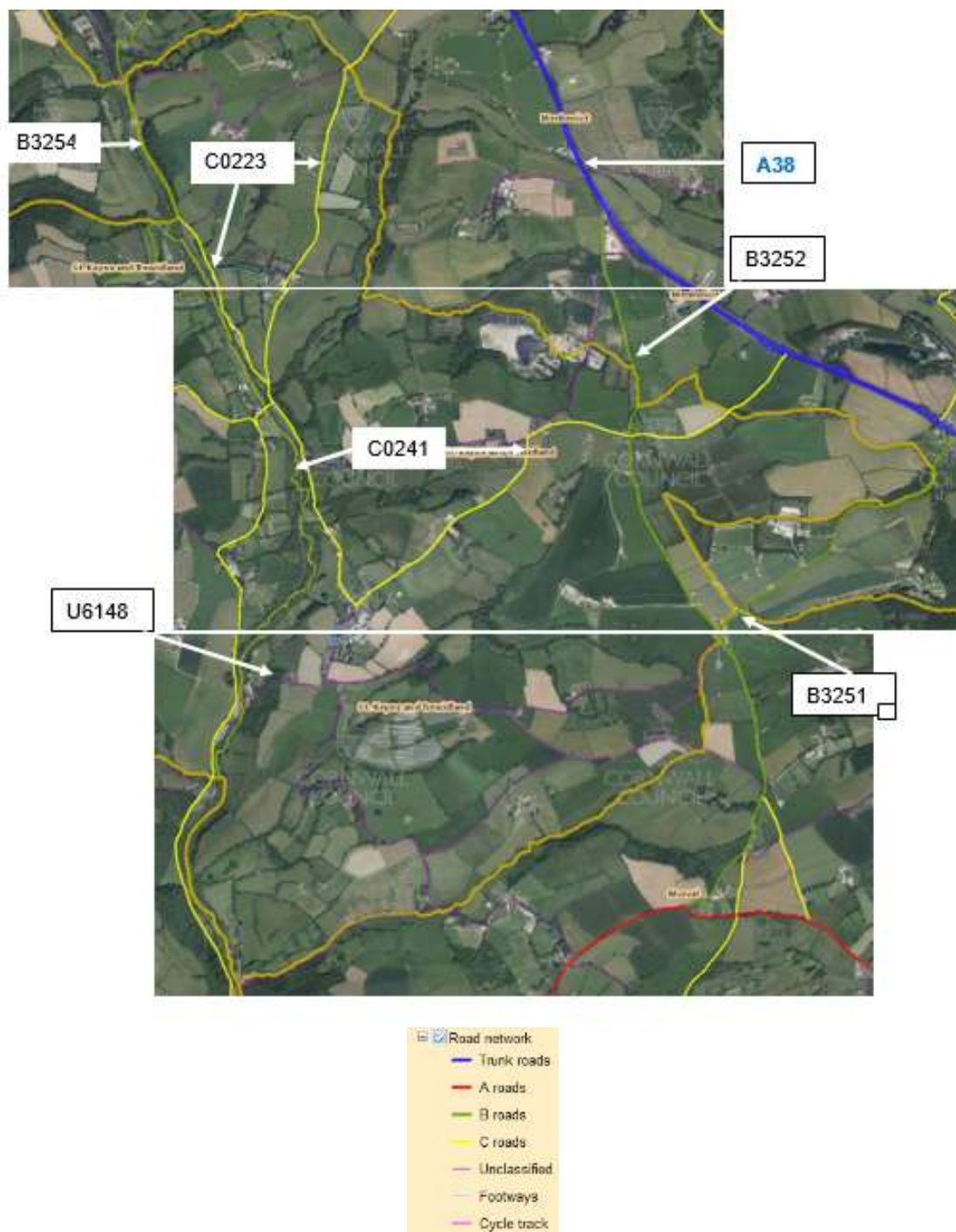


- Government boundaries
  - Parliamentary constituencies
  - Community network areas
  - Polling districts
  - Electoral divisions
  - Parish wards
- Parishes
  - 
  - 
  -

Unlike the Dobwalls area, the A38 truck Road; the B3251 Road between A38 at Lower Clicker and Bylane End; and the B3252 from A38 junction south of Liskeard to Venton Vanes (Liskeard to Looe Road via Morval) are the major roads to the east of the Trewidland area.

The C0241 which serves Trewidland village from Horningtops, and the 'Valley road' (which serves the School) runs between Trewidland village and Lodge Hill Liskeard (via Lanreast bridge and Trussel Bridge on the B2354) is accessed by narrow lanes with passing places.





The A38 (in **Blue** in the plan above) runs to the East of the Trewidland area, linking to Liskeard, Bodmin and St Austell to the west and to Plymouth in the east.

Other key roads shown are:

- B3251 Road between A38 at Lower Clicker and Bylane End
- B3252 from A38 junction south of Liskeard to junction south of Venton Vanes (Liskeard to Looe Road via Morval)
- B3254 Between Lodge Hill and St Keyne via Trussel bridge
- C0223 road from Island Shop to Trussel Bridge via Rosenun
- C0241 Road from St Keyne to Horningtops via Landreast Bridge and Trewidland ( suffers from flooding to the north of the School)
- U6148 Landlooe Lane – main road link between Trewidland an St Keyne Villages



Flooding on C0241



Typical Country Lane

### 5.2.2 Freight Routes in the Plan Area

The map below shows the key freight routes within the plan area:



The Legend for the above map is shown below:



### 5.2.3 Access to private transport

The table below 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.

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

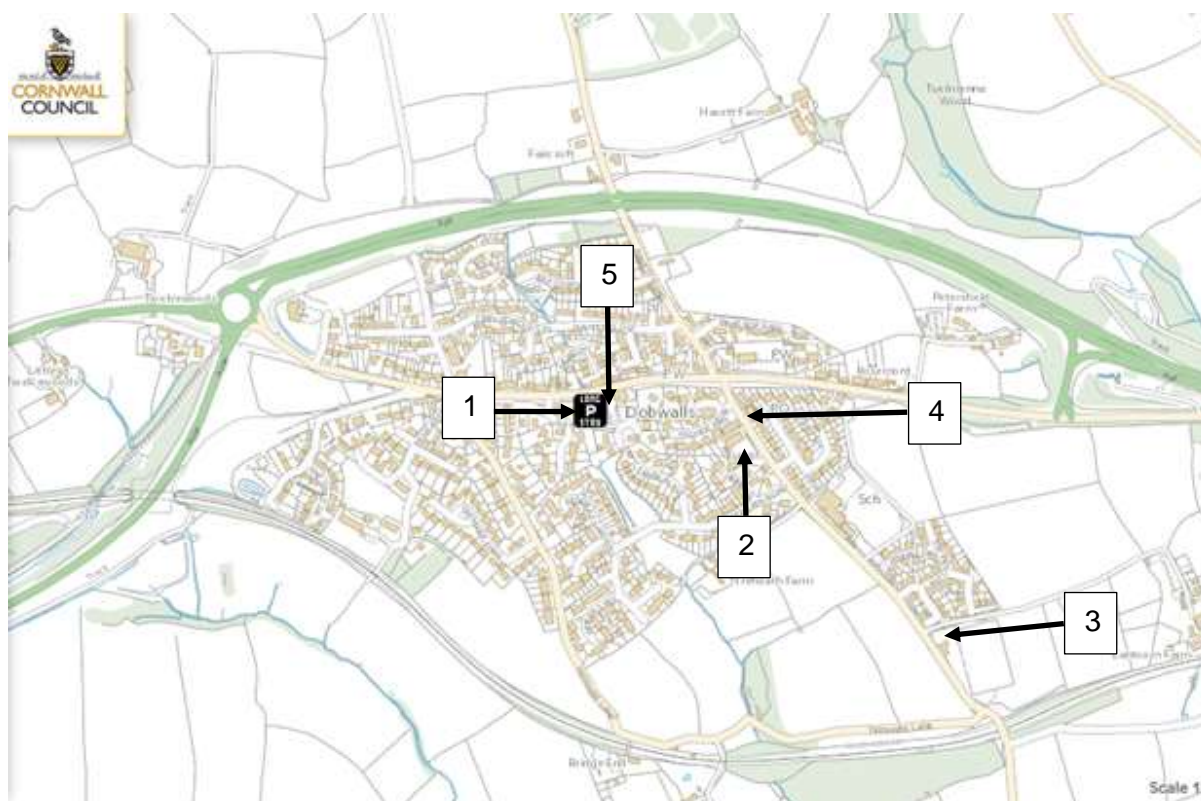
	Count	%	rest of Cornwall
All households	868	100.0	
No cars or vans in household	106	12.2	17.3
1 car or van in household	343	39.5	45
2 cars or vans in household	282	32.5	27
3 cars or vans in household	95	10.9	7
4 or more cars or vans in household	42	4.8	2
Sum of all cars and vans in the area	1,384		

### 5.2.4 Parking

#### Dobwalls

There are a number of public and privately owned parking areas within the village of Dobwalls which are listed below:

Srl	Location	Owner	Comment
1	Next to The Highwayman Pub	Cornwall Council	Public
2	Dobwalls Memorial Hall	Dobwalls Memorial Hall	Private
3	Dobwalls Football Club	Dobwalls Football Club	Private
4	Spar Shop	Spar	Public (shop users)
5	Highwayman Pub	Highwayman Pub	Public (pub visitors)





### Recognised Parking Issues

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.

#### Dobwalls

Due to the high numbers of shoppers, there are regular problems with parking near the Dobwalls Spar shop which, despite its own parking area, regularly sees customers parking on both sides of the Duloe road, near the village centre roundabouts.

During school terms parking problems in Dobwalls are exacerbated by the heavier traffic on the C0020 Duloe Road, from which the school is accessed. The additional parking stress is 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. This is clearly demonstrated in the photograph below.



#### Trewidland

There is only one parking area in Trewidland which is outside the village hall. Parking is problematic at the village school in Trewidland with the main access lane (C0241) regularly blocked by parents dropping off children in the morning and picking up after school.

## 5.2.5 Public Transport

### Bus Services

Bus services are very varied across the plan area with Liskeard acting as an interchange hub for many local routes as well as the National Express 405 (London -Penzance- London) which gives access to their countrywide network.

### Dobwalls and Doublebois

There is an extensive set of services provided including:

#### **Plymouth Citybus:**

- 11 Plymouth to Bodmin Parkway to Plymouth – Daily
- 179 Gunnislake to Bodmin Callywith College – Monday to Friday (College days only)

#### **Kernow First**

- 271 Callington to Truro College Bus Park Callington - Monday to Friday (College days only)

#### **Tavistock Country Bus**

- 119 – Tavistock to Falmouth to Tavistock – 2<sup>nd</sup> Saturday each month March to December

### Doublebois

There is an extensive set of services provided including:

#### **Plymouth Citybus:**

- 11 Plymouth to Bodmin Parkway to Plymouth – Daily
- 172 Plymouth to Bodmin Callywith College – Monday to Friday (College days only)
- 179 Gunnislake to Bodmin Callywith College – Monday to Friday (College days only)

#### **Tavistock Country Bus**

- 119 – Tavistock to Falmouth to Tavistock – 2<sup>nd</sup> Saturday each month March to December

### Treburgie Waters

#### **Plymouth Citybus:**

- 172 Plymouth to Bodmin Callywith College – Monday to Friday (College days only)

#### **Kernow First**

- 271 Callington to Truro College Bus Park Callington - Monday to Friday (College days only)

Current timetables and stops can be found on the relevant company's website.

### Trewidland

A term time weekday school minibus picks-up Secondary School children attending Liskeard Community School. Children for Looe Secondary School are picked up at the Horningtops junction on the Liskeard to Looe road. There are no other bus services in this rural area of the NDP.

### Bus stops

There are bus stops at the following locations:

#### **Dobwalls**

- Dobwalls United Church – both sides of the road
- “The Institute” or near the snooker hall – both sides of the road
- Memorial Hall – this is used for school/college students pick up/drop off

### Doublebois

- A38/B3360 crossroad both sides of the A38

### Treburgie Water

- Near the Dobwalls MOT Centre

### Rail Services

Although the Penzance to London mainline runs across the plan area, 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.



Mainline railway at Treburgie Water

The Liskeard to Looe branch-line serves the southern area of the plan area with halts at Coombe, St Keyne and Causeland in the East Looe River valley.

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.



Causeland Halt

### 5.2.5 Taxis

There are a number of taxi companies operating in the local area.

### 5.2.6 Airports

Newquay airport is the closest regional airport which offers domestic and international flights. There are no direct links to/from this airport.



## 5.2.7 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 made its initial 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:

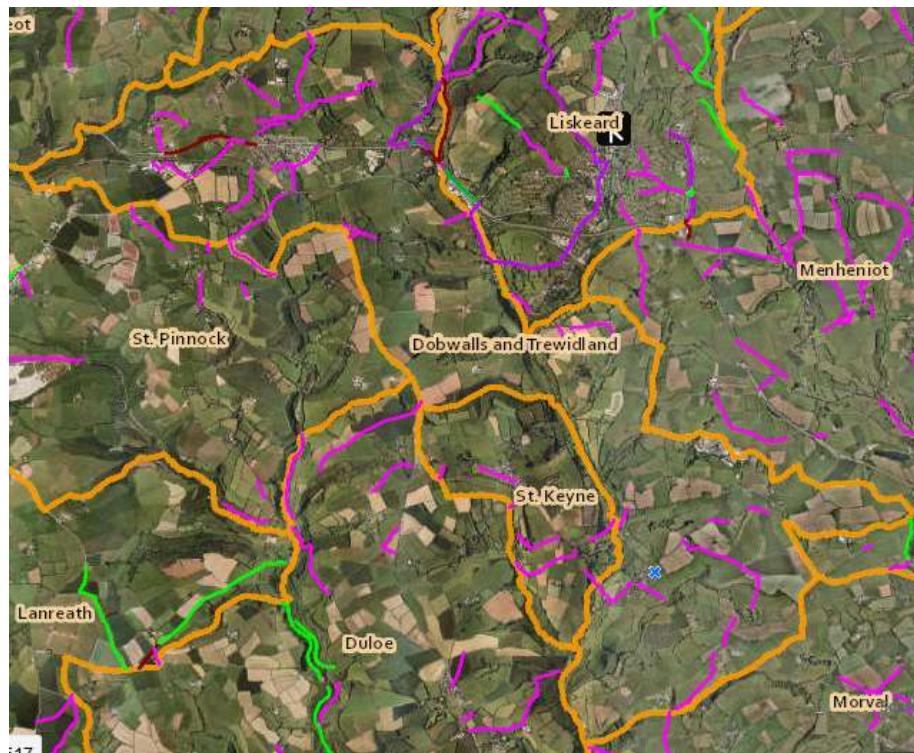
<https://www.facebook.com/cyclelooevalley/>

## 5.2.8 Pedestrian routes and Bridle Paths

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

### Public Rights of Way (PRoW)

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



Public Rights of Way	
<input checked="" type="checkbox"/>	Public Rights of Way
<input type="checkbox"/>	Footpath
<input type="checkbox"/>	Bridleway
<input type="checkbox"/>	Byway
<input type="checkbox"/>	Restricted byway

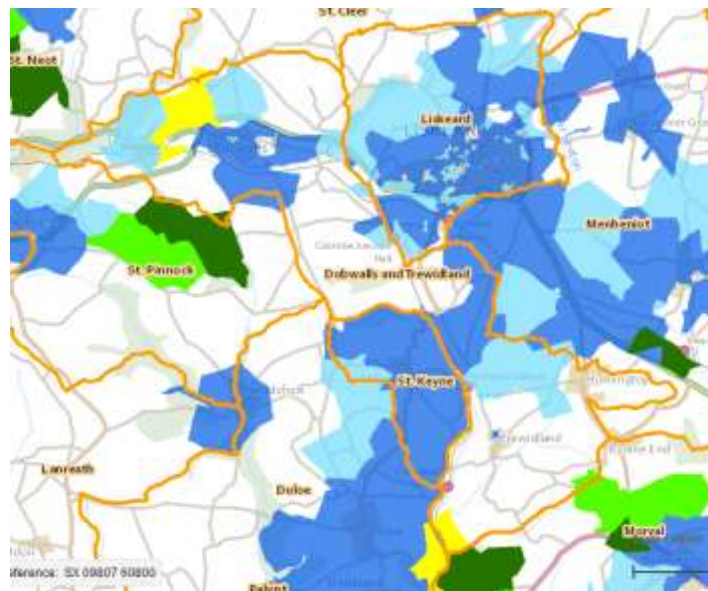
Government boundaries	
<input type="checkbox"/>	Parliamentary constituencies
<input type="checkbox"/>	Community network areas
<input type="checkbox"/>	Polling districts
<input type="checkbox"/>	Electoral divisions
<input type="checkbox"/>	Parish wards
<input checked="" type="checkbox"/>	Parishes

### 5.2.9 Broadband Access

The quality of Broadband access across the plan area 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 NDP but very poor access across many of the rural areas, 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.

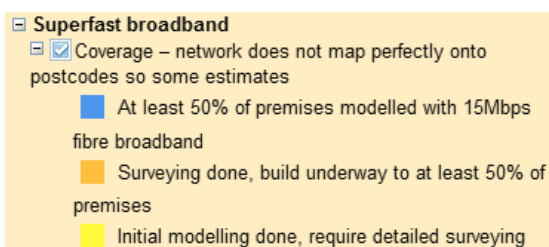
#### Broadband access in 2018



- ☐ Superfast broadband
  - ☑ 2011-2015 EU funded programme
    - At least 90% of premises modelled with 15Mbps fibre broadband
    - At least 50% of premises modelled with 15Mbps fibre broadband
  - ☑ 2016-2018 Superfast Extension Programme
    - At least 90% of premises modelled with 15Mbps fibre broadband
    - At least 50% of premises modelled with 15Mbps fibre broadband
    - Build underway

### Parish Broadband Provision June 2019 (CC Interactive map 25.6.19)

The proposed upgrading of the broadband service to the Trewidland area has failed to make a very significant impact on the persistent problems of access. (July 2021)



## 5.3 Community Consultation Feedback

### 5.3.1 Initial Questionnaire (March 2017)

Category Ranking	Priorities	Important Tick	Category Number
1	Open Space 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 categorised 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 and Doublebois responses

Transport and Infrastructure (55 Important Ticks)		
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 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
Excellent transport links		Prevent traffic speeding on the old main road towards Moorfield with an island(s) not speed bumps (injurious for elderly to travel over
So handy for Liskeard + Bodmin		Parking
Excellent transport system and shops		Footpaths
1. Post Office/Spar Shop 2. Free Parking		More off road parking for those living on the main road - dangerous for the coming out of Tremabe Lane
		Traffic calming scheme/speed cameras!! <u>This needs to be dealt with</u>
		Farmers could put 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 for some front gardens
		Car boots sales
		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 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 the opposite the school as this is a blackspot and getting very dangerous with people parking on the keep clear areas
		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 60 mph. 20 mph is the safe option. .
		Mandatory clearing up of some 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
		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 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 hall and Spar is an issue - and purpose built car parking needs to be spoken about before housing developers leave - small roads are not built for such volume of traffic
		Potholes and poor road surfaces
		Speed reduction through the village



## Trewidland responses

Transport and Infrastructure (55 Important Ticks)		
Enjoy		Improve
Low traffic noise		Repair 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. Gas?
		Better broadband, Gas mains, improve 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

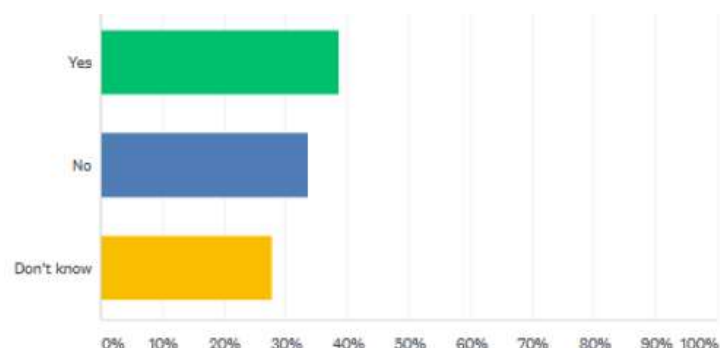
### 5.3.2 Transport: Second Household Questionnaire (May 2018)

Boscawen CEP undertook the second major Questionnaire which was posted to all households in the plan area in May 2018. Boscawen 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:

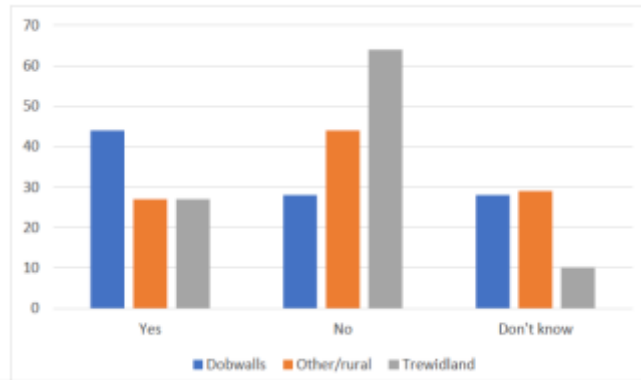
#### Connectivity Transport and Local Services

##### Q5 Do you think that current public Transport is adequate?

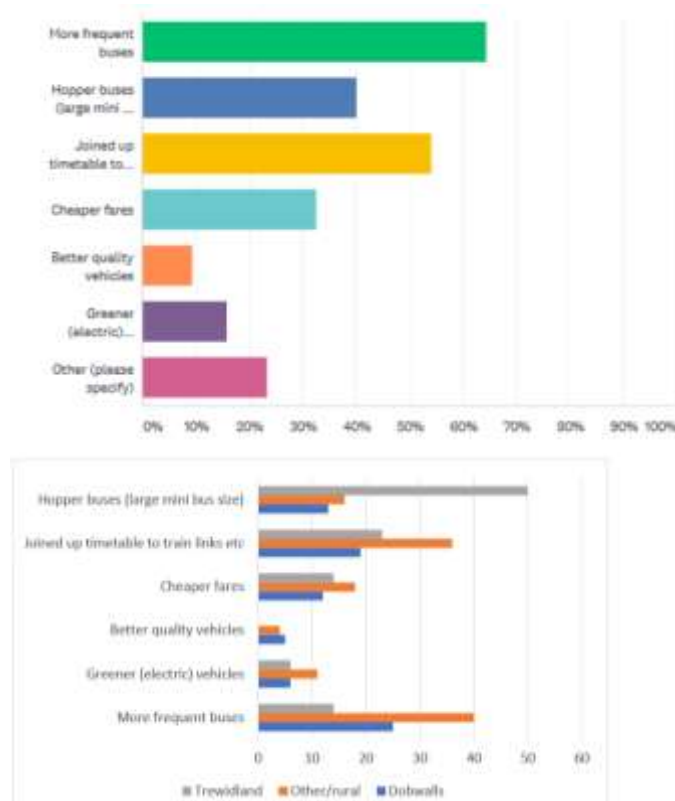


Broken down by area of residence of respondents this shows greater differences



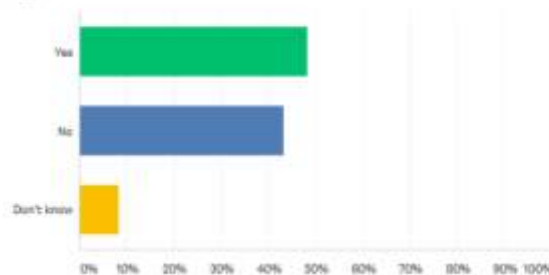


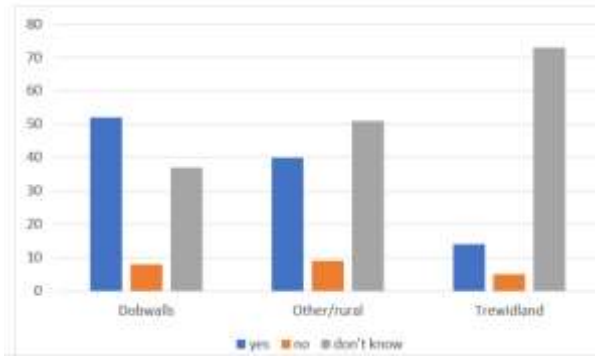
**Q6 If no -What would improve the situation for you?**



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

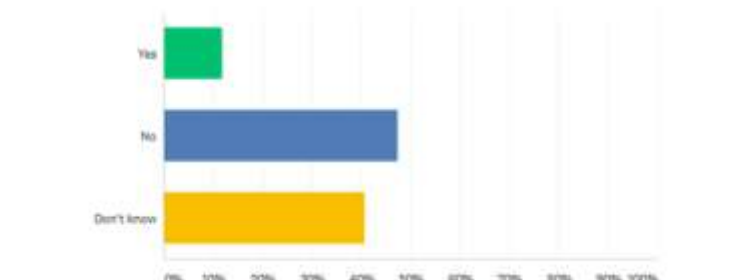
48% of respondents felt that more shoppers’ car parking was needed, however, 43% felt that no more shoppers’ parking was needed. Parking was understandably needed more in the larger settlements than rural areas.





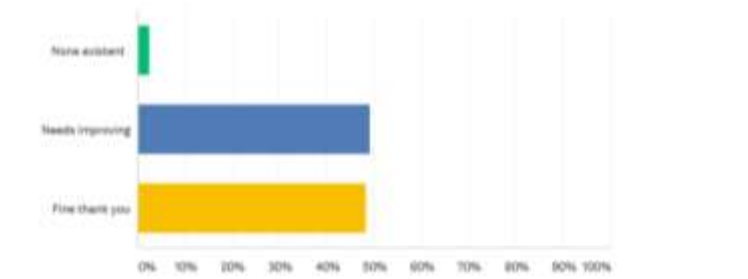
### Q8 Do we need more Bicycle parking?

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

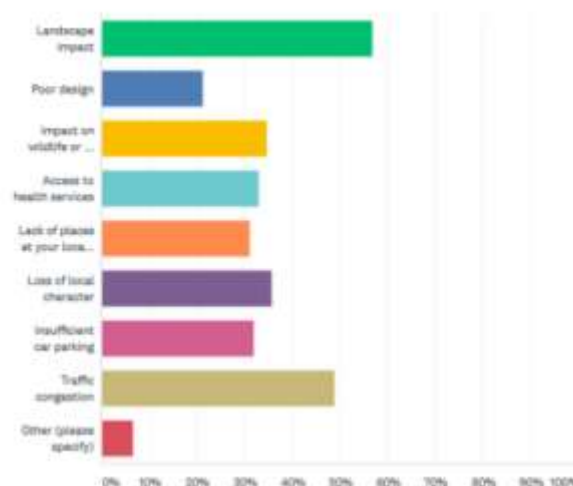


### Q9 How would you describe Broadband in your area?

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?



### 5.3.3 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 22<sup>nd</sup> 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 29<sup>th</sup> 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

### 5.3.4 Local Policy Consultation Events – (September/October 2019)

As policy objectives were being developed in 2019, three events were set up in Dobwalls, Trewidland and Doublebois to provide an opportunity for local people to focus on the issues that were of particular significance to their home areas. Displays showing the proposed policy issues under each of the key headings, asked those attending to tick agree/disagree boxes. In addition, a written comments wall allowed everyone to write their own comments to add to the discussion.

The first draft of the D&T NDP Landscape Character Statement document was also exhibited, and those attending were asked to identify areas on local maps to show locations that they felt were of particularly high value.

Oct 19 local events feedback		Dobwalls		Doublebois		Trewidland		All	
	<b>ROADS, PARKING AND BROADBAND</b>	Agree	Don't Agree	Agree	Don't Agree	Agree	Don't Agree	Agree	Don't Agree
15	Review speed restrictions and signage in lanes and roads in built up areas	17		11		5		33	
16	Resolve the parking pedestrian safety issues on Duloe Road (associated with Dobwalls School and Spar shop) and at Trewidland School	18		12		6		36	
17	Review and improve the safety and visibility conditions at the Horningtops junction on the B3252 Looe Road	11		8		7		26	
18	Ensure that all new developments have adequate and appropriate off road parking	14		10		4		28	
19	Ensure that all new housing/business development in Trewidland contributes to improved corner and adequate passing places on the access lane	11		4		5		20	
20	Ensure that high Broadband speeds are available to all those in the Parish	13		9		3		25	

**The table above shows the results of the responses to the draft policy proposals for Accessibility, Communications and Transport at each of the three local events**

## **Parking and Transport**

### **Written feedback (Dobwalls)**

- The local Spar shop is a nightmare for parking and even driving along the road. People drive into the parking area- perhaps they should reverse in.
- I agree something needs to be done about the parking traffic outside the Spar and in Highwood park. School time really bad! No parking on pavements. More affordable housing
- So dangerous outside Spar shop + Bad parking at School drop off/ pick up times in Duloe Road and surrounding housing estates – including on pavements and engines running.
- Is parking space possible near Spar shop?
- Speeding at Dobwalls roundabout/ Parking Tremabe Lane

### **Written feedback (Trewidland)**

- Horse signs in Trewidland - making motorists aware
- Reduce speed limit in Trewidland
- Signs to deter large articulated lorries using the lane and getting stuck in Trewidland
- Bus for Trewidland

### 5.3.5 Reg14 Pre-Submission Public Consultation (2021)

#### Reg 14 feedback

<b>Accessibility, Communications and Transport</b>	
Location	Comment
<b>Road and Traffic</b>	
<b>Speed – Covered in RT1 and Dobwalls Parish projects</b>	
<b>Village</b>	
Dobwalls	More needs to be done to protect the village, for example speed cameras as drivers treat the road through as a race track ignoring the double roundabout completely.
Dobwalls	With the current (2020) developments within the village, the road infrastructure is not adequate. The amount of speeding cars has increased and is so bad that you can be crossing the road when nothing is coming and before you have crossed are being ‘mowed’ down by a speeding car. The current speed sign is as much use as a chocolate teapot’.
Dobwalls	As mentioned many times before by various people the road through the village (30mph) is quite dangerous at times with traffic speeding a rate to and from the bypass.
Dobwalls	Also there is still too many drivers speeding in the village!
Dobwalls	There also needs to be better traffic calming solutions through Dobwalls as the speed awareness sign does nothing to deter some drivers. We walk every day with our dog through the village and the speed some drive through is like a race track.
Dobwalls	Speed cameras. Pedestrian crossings
Dobwalls	Also speeding cars we need traffic calming before somebody gets killed!!
Dobwalls	nearly as bad as the drivers who think the main road through Dobwalls is part of the dual carriageway, despite residents’ cars parked outside their own homes.
<b>Duloe Road</b>	
Dobwalls	The road to Duloe is very dangerous, it needs a lower speed limit.
Dobwalls	More traffic calming on the Duloe Road.
Dobwalls	The length of road between Dobwalls FC and the traffic calming outside of the school really needs consideration from a safety aspect. The speeds of traffic between these two points are often excessive. I am concerned when things return to normal there may be an accident with vehicles leaving the football club (blind entrance) and the vehicles often travelling too quickly once the traffic calming has ended.
<b>Unsafe roads – Covered in RT1 and Dobwalls Parish project</b>	
Dobwalls	Safety to pedestrians as the Duloe road is very unsafe, school times are worst. I have been here 17 years and surprised no one has been killed. Too many cars parked for the shop both sides of the road, parking and silly turning in the entrance of Higher Meadow. Most of the people who live there are elders. Safety is the one thing that seems to be missing now
Dobwalls	Strongly agree there should be no more development off Duloe Road and surrounding area. The road is very congested and dangerous for school children and pedestrians
Dobwalls	Just a little concerned about the attitude for cyclists using pavements. A few of us have our only door open to the pavement, last lockdown, we needed traffic lights both cyclists, joggers, scooters,
<b>Public Transport – Covered in RT2</b>	
All	Public transport “ if you work in Cornwall you need a car as it is impossible to obtain public transport to get to your employment on time. What with timetable times that don’t match, delays and cancellations “this does not work!
<b>HGVs – Covered in RT3</b>	
Dobwalls	With that in mind if monies could be found for more road signs directing HGVs onto the by-pass, 30mph signs throughout the village and ones at entrances at end of



	village stating the village road is A290 (not A38) it may well help to cut down the number of commercial vehicles following sat-navs!
Dobwalls	Also something needs to be done about the big lorries (St Mary's) that seem to use the village as a shortcut to Moorswater.
Dobwalls	No HGV vehicles through Dobwalls except for access
Dobwalls	Huge HGVs still using the main road instead of using the bypass.
<b>PRoW/Cycle paths - Covered in RT5 and Dobwalls Parish Projects</b>	
Dobwalls	Perhaps we could call on the Government Active Travel Fund for the South West to link up PROW and cycle paths or creating School Streets or a Low Traffic Neighbourhood?
Dobwalls	Footpaths around Dobwalls are a disgrace and mostly don't exist meaning most walking has to be on the lanes especially Duloe Road which is unsafe
Dobwalls	Open spaces/public paths. Are all extremely valuable to our wellbeing and should be extended wherever possible
Dobwalls	Lovely rights of way across farm land etc. but throughways are usually inaccessible due to locked gates, electric fences, hay bales piled high in front of gates, high styles etc. <b>added 09 June 2021</b>
Trewidland	I believe the parish should take a more proactive stance on the development of traffic-free cycle ways and footpaths and on a greater emphasis for traffic calming and speed restrictions
<b>Other – Covered in RT2</b>	
<b>Pollution</b>	
Dobwalls	Traffic pollution will only be increased with more houses which can only lead to more health problems

<b>Parking – Covered in the Parking Policy</b>	
<b>Spar Shop</b>	
Dobwalls	Very poor parking facilities for local SPAR stores. Road always blocked. Nothing available for safe parking anywhere near the stores. Accidents happen weekly due to poor parking options.
Dobwalls	Very limited parking for spar shop which is making the road running alongside extremely dangerous.
Dobwalls	Spar parking is a nightmare and extremely dangerous!!
Dobwalls	Spar shop parking “where do you start with this!!!! This is appalling
Dobwalls	I do feel there is a need to sort out the parking aspects associated outside the Spar on Duloe road as accident continue to occur, and soon someone will be seriously hurt or killed.
Dobwalls	Too dangerous car parking outside spar shop Dobwalls someone is going to be killed!! (I hope not to see this happen) thanks!!
Dobwalls	Also parking outside of the spar shop (Duloe RD) is getting increasingly dangerous!
Dobwalls	Is there anything in the planning to help ease the parking problems connected to the SPAR shop. It is an accident waiting to happen as it is regularly chaos there. The car park attached to Dobwalls village hall is redundant most of the time. I believe there have been issues but can these not be resolved to avoid someone getting seriously hurt. Perhaps some fundraising to acquire money to run and resurface the village hall car park.
<b>Duloe Road</b>	
Dobwalls	Duloe road needs parking. The surrounding estates (Highwood Park and Treheath) are parked in at school times to the extent that emergency vehicles may not be able to go through. Difficulty for residents to get in and out of properties. Parking outside the shop is so dangerous. Even the no parking bollards opposite the shop are run over and parked between. An accident is so likely to happen by the shop/ or at school times. This is URGENT
Dobwalls	Safety to pedestrians as the Duloe road is very unsafe, school times are worst. I have been here 17 years and surprised no one has been killed. Too many cars parked for the shop both sides of the road, parking and silly turning in the entrance

	of Higher Meadow. Most of the people who live there are elders. Safety is the one thing that seems to be missing now
Dobwalls	Also why not open the hall car park? Ease the aggro by spar, halls space should be for everybody.
Dobwalls	New parking area should be considered near to Dobwalls school as Duloe road and Highwood Park is over run with vehicles at pickup and drop off times. Accidents have happened and incidents with residents from Highwood Park are common, where police are contacted over inappropriate parking
Dobwalls	For example the risks around Duloe road have been clearly stated, but no action plan about what will be done to resolve the issues.
Dobwalls	The traffic now parked along the Duloe road either outside Spar or the school is becoming a joke. It is time for this to STOP and they all park in the hall car park. They need to sit down discuss the situation and get this sorted before we have a serious accident.
<b>Memorial Hall – Covered in Dobwalls Parish projects</b>	
Dobwalls	The parking problem in Duloe Rd is mainly due to closure of the memorial hall car park. I have never seen the memorial car park full even when the hall is being used. It stops bad parking outside the shop & encourages business in the village
Dobwalls	What the Dobwalls community REALLY needs is free parking for the school to stop a build up of traffic and ensure roads are safe for children. I do not understand why the village hall car park cannot be used to benefit the community “surely that is its purpose “this should be free!
Dobwalls	Could the council take over the car park at the memorial hall, many years ago it was free for all of the village and shop customers
Dobwalls	Dobwalls could do with a small car park but where? Apparently the hall has stopped parking in its parking area?
<b>General</b>	
Dobwalls	A complete inadequate provision for parking of residents cars and visitors cars; leading to an already narrow road (planned for) being a slalom course of parked cars on roads/pavements making it dangerous for pushchairs and children and nigh impossible for heavier vehicles which bump up onto pavements constantly.
Dobwalls	The roads are becoming dangerous for our children around and in Dobwalls. We have one shop only which is excellent but parking totally inadequate.
Dobwalls	PLEASE do something about the exit from Tremabe Lane to the old A38, before there's a fatality! Cars are parked outside the adjacent houses, usually 3 or more and at weekends its 6! Surely most of those people are capable of walking a few minutes to the car park. Theres 1 space for a disabled person, while others could just load and unload there. On leaving Tremabe lane you stop and look to see whether a vehicle is approaching the start of the line of cars. Then, perhaps, I could be passing them? But you cannot see. Perhaps some traffic calming would be best? I understand that parking on the roadside is permitted as a traffic calming method, but what about safety being compromised??
<b>School</b>	
Dobwalls	Community parking would benefit shop users and safety issues for the school
Dobwalls	Parking is still a problem in Highwood Park during school drop off and pick up times. Cars and vans are often parked on the corners making it very difficult to see any on coming traffic - they often arrive early in order to get a space. Sit “sometimes with engines running up to ½ hr before school finishes “the parking at spar is often disruptive- open up the hall car park to allow excess “ this is a village we should at least have a village car park.
<b>Future/Other</b>	
Dobwalls	Regarding services/schools. Doctors. Any future plans should include parking and doctors surgery
Dobwalls	Could the parish council try again to obtain the section of land opposite the school, between the fence and where cars park on the road.
Dobwalls	I have no objections of further development but we need infrastructure. Bigger school. Bigger shop. Bigger car park at school for drop off area

Dobwalls	Build a new village hall/spar shop with parking for all opposite the school and use old village hall area for houses. By doing this the school could use the parking also
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### **Key feedback points**

- Speeding through village
- Speeding on Duloe road
- Unsafe roads
- HGVs coming through the village
- PRow/Cycle paths
- Pollution
- Parking issues in order in order of comments received:
  - Spar Shop
  - Duloe Road
  - Not having access to Memorial Hall
  - General across the village
  - Schools
  - Future/Other

## 5.4 Key Issues and Opportunities for Dobwalls and Trewidland

### 5.4.1 Issues

- Excessive speed in built up areas and narrow lanes particularly Duloe Road, Dobwalls
- Road safety especially in the following:
  - Duloe Road in the areas of Spar shop/Memorial Hall and near the school
  - Safety issues related to Horningtops junction
  - Right turn onto the A38 from B3252 for LGVs
  - The B3252/Trewidland access road
  - Traffic through Dobwalls avoiding the bypass notably HGVs
- Lack of public transport
- Number and condition of PRowWs and cycle paths
- Parking problems near the schools and amenities
- Parking in rural settlements
- Road infrastructure including hedgerows and sightlines under maintained
- Poor Broadband speeds

### 5.4.2 Opportunities

- Review speed limits in built up areas and narrow lanes 20/30 mph
- Plan how to prevent traffic through Dobwalls avoiding the bypass
- Improve public transport links
- Many other areas have community transport schemes – could this be a useful resource for the rural areas to the south of the plan area?
- Review of PRowWs to improve network
- Parish Councils 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
- Any housing/business development in Trewidland to be tied to improved corner sight lines and adequate passing places
- Resolution of the parking problems near the schools and amenities
- All new and business development to cover costs of access roads and to have adequate off-road parking
- Possibility of closer exit from A38 into Moorswater?
- Dobwalls sites alongside A38 and A390 likely to be most attractive locations for future development
- Road infrastructure and maintenance improved
- Improve Broadband speeds especially in rural areas

## **Dobwalls and Trewidland Neighbourhood Development Plan**

**Reg15 Submission document:**

# **EVIDENCE BASE DOCUMENT**



**Version 1.0**

**13 October 2022**