

## Topic Area: Transport & Parking

<i>What we sought to find out:</i>	<b>Transport</b>
<b>Travel and Transport</b>	<i>What are the unmet transport needs?</i>
	<i>How adequate is the public transport network and services?</i>
	<i>How can motor transport use be reduced?</i>
	<i>What are the parking problems/issues?</i>
	<i>How can cycling be further encouraged and made safer?</i>
	<i>What improvements to the network and services are most needed?</i>

### Strategic Context

Our overview of the current situation is taken from Wadebridge Town Plan<sup>1</sup>

- Wadebridge town has access to the strategic road network (A30) via the A389 and A39 and has relatively good access within and out of Cornwall.
- Settlements in Wadebridge, Egloshayle & St Breock generally have access to this network via smaller roads.
- A particularly important minor road is the B3314 which links Wadebridge with the coastal settlements and tourist destinations of Rock, Polzeath and Port Isaac.
- A major constraint to traffic flow along this road is Trewornan Bridge, a grade II listed bridge (English Heritage Building ID 67667), which crosses the river Amble. Located in Egloshayle Parish, the bridge has a 17-20 foot span and has a single-lane road controlled by traffic lights.

Wadebridge town has a bus service to Bodmin and Truro. Settlements in the Egloshayle and St Breock parishes which are not on the main Wadebridge to Padstow or Wadebridge to Bodmin routes, have limited bus services. Some do not have any access to a travel to work bus service, resulting in a high dependency on private transport.<sup>2</sup>

The Camel Trail provides a major cycling link between Wadebridge and Padstow, and between Wadebridge and Bodmin. Most of this is off-road except through Wadebridge Town.

### Sustainability

Any growth in housing or businesses will require additional roads and increase traffic flow. The environmental consequences of these are a matter of concern. Higher levels of road traffic can result in increased noise, carbon dioxide and air pollution, as well as having an impact in terms of visual intrusion and road safety. A sustainable Neighbourhood Plan will be designed to shape the pattern of development and influence the location, scale, density, design and mix of land uses, of journeys. These sustainability issues are reflected in the National Planning Policy Framework and the Cornwall Local Plan.

### National Planning Policy Framework

The National Planning Policy Framework (NPPF) states that "*Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel*".

The NPPF also goes on to state that "*Local Authorities should seek to improve the parking in town centres*".<sup>3</sup> The main thrust of the policy approach set out in the NPPF is to give people a choice in how they travel, but also to minimise the need to travel.

<sup>1</sup> Wadebridge Town Plan, Wadebridge Town Council, 2004

<sup>2</sup> Passenger Transport survey, Cornwall Council, 2011

<sup>3</sup> National Planning Policy Framework 2012

**Cornwall Local Plan<sup>4</sup>**

Policy 27 - Transport and Accessibility - To ensure a resilient and reliable transport system for people, goods and services development proposals should:

1. *Be consistent with and contribute to the delivery of Connecting Cornwall 2030, Cornwall's local transport plan or any subsequent local transport plans*
2. *Locate development and/or incorporate 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*
3. *Locate developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport or areas which will be made highly accessible by the development Any proposals which do not accord with this will require significant justification and provide clear transport benefits*
4. *Be designed to provide convenient accessible and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the development. The inclusion of electric vehicle charging infrastructure and real time passenger information/journey planning will be considered favourably*
5. *Be accompanied with effective travel plans to mitigate the impact of development*
6. *Not significantly adversely impact on the local or strategic road network that cannot be managed or mitigated*
7. *Safeguard strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel e.g. closed branch rail lines*
8. *Provide public transport solutions including park and ride where there is evidence that it will remove traffic from the highway network, is economically viable and that which accord with the appropriate transport strategy for the area facilities and services to minimise car travel*

**PP10 Wadebridge and Padstow Community Network Area**

Part of Objective 5 “...and promote public transport links to rural villages ....”

**Policy PP10: Wadebridge and Padstow Community Network Area**

“Development will be permitted where it can be demonstrated that the following priorities for Wadebridge can be satisfied:

- d) Reduction of the need to travel through the creation of balanced communities and prioritisation of sustainable transport measures to reduce congestion.”*

Cornwall has a Local Transport Plan<sup>5</sup>, which sets out the county-wide policy framework for developing a sustainable transport network suitable for the next twenty years and capable of achieving the key goals of:

- Tackling climate change
- Supporting economic prosperity
- Respecting and enhancing the environment

We have summarised its objectives and policies as follows:

Objective 1 - Reduce reliance on fossil fuels and support the introduction of low carbon technologies  
Reduce emissions from road-based travel

Policy 1 - encourage responsible and sustainable transport choices

Policy 2 - support and encourage use of alternative fuel for transport

<sup>4</sup> Cornwall Local Plan 2010-2030, Pre-submission document, Mar 2013

<sup>5</sup> Connecting Cornwall 2030, Cornwall Council, Mar 2011

Objective 2 - Support communities to live locally and reduce the need to travel

Policy 3 - support the provision of local services and facilities so people can 'live local'

Policy 4 - ensure that development is planned, delivered and managed to reduce the need to travel

Objective 3 - Adapt and improve the transport network to ensure resilience to climate change

Policy 5 - ensure that development is planned, delivered and managed to reduce the need for travel

Policy 6 - improve resilience of transport network and services to the impact of climate change

Objective 4 - Improve connectivity of Cornwall to the rest of the world

Policy 7 - support transport network and service improvements delivered outside Cornwall that demonstrate they can improve connectivity with Cornwall and the far south west

Policy 8 - work with partners to deliver improved road, rail, sea and air connectivity linking Cornwall to the rest of the UK

Policy 9 - promote sustainable tourism

Objective 5 - A resilient and reliable transport system for people goods and services

Policy 10 - maximise public transport connectivity and capacity

Policy 11 - bring transport assets into state of good repair

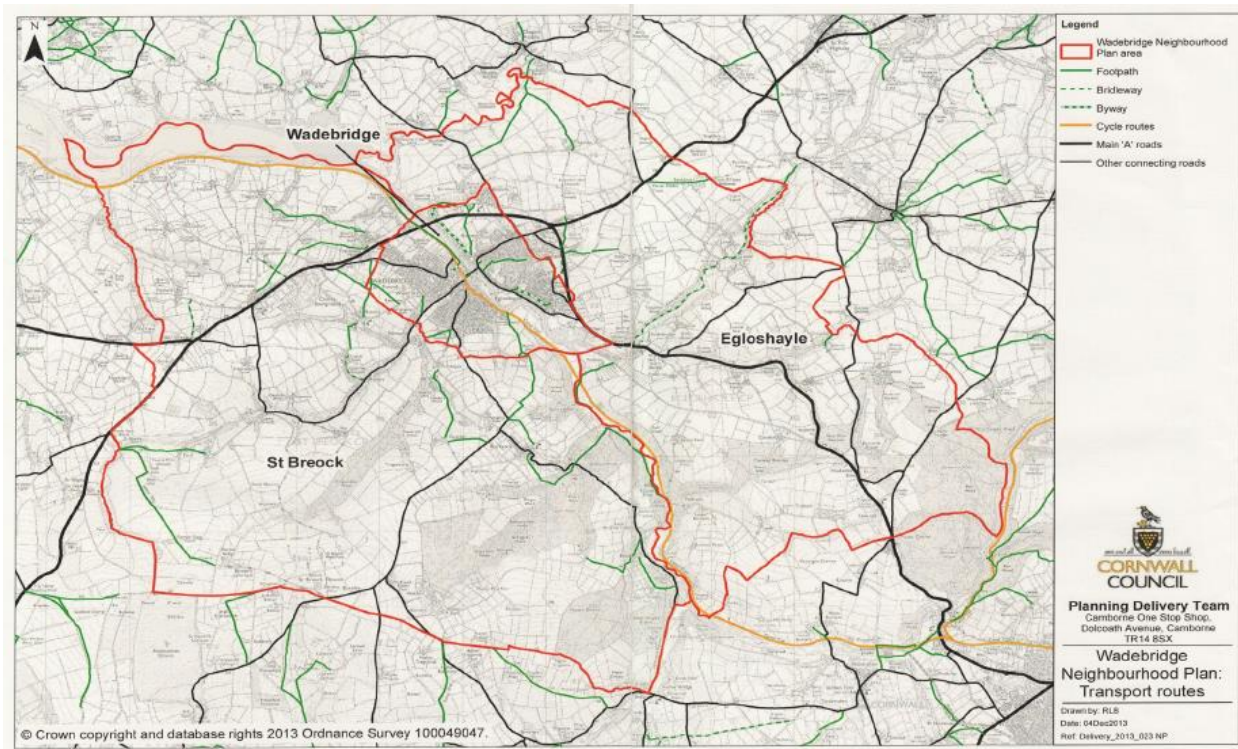
Policy 12 - increase the amount of freight moved by rail and water

Objective 6

Support the vitality and integrity of our town centres and rural communities CO2 emissions by 2050 as required by the 2008 Climate Change Act

Policy 13 - support a range of sustainable transport improvements in town centres for people and freight that help to promote the vitality of town centres

Policy 14 - ensure that the transport impacts of development proposals on our transport network and services do not compromise their safety and efficiency



## Recent Surveys and Studies

We have the benefit of the Census 2011 to provide recent statistics on car ownership/access and travel habits.

Car or Van Availability 2011	St B	Eglo	Wade	NP Area	%
All Households	302	165	2,995	3462	
No Cars or Vans in Household	24	13	572	609	17.6
1 Car or Van in Household	117	50	1,313	1480	42.7
2 Cars or Vans in Household	115	64	838	1017	29.4
3 Cars or Vans in Household	29	30	171	230	6.6
4 or More Cars or Vans in Household	17	8	61	86	2.5
All Cars or Vans in the Area (vehicles)	516	309	3,782	4607	
Cars per household 2011	1.71	1.87	1.26	1.33	

Car ownership has increase over the past ten years. Many households in 2011 (38.5%) had regular access to more than one vehicle. Car ownership levels are higher in the outlying areas than within the town. The travel to work data from the Census shows that over two-thirds, 67.5%, of persons in employment in the neighbourhood plan area go to work by car or van and this proportion has increased over the past 10 years (from 64.1% in 2001). Bus use for work purposes was negligible in 2001; this has risen to 4% of our workers in 2011. Those who walk to work have decreased to 13.6%. This current pattern of travel is likely to be as much affected by the availability and location of work as it is to people's travel to work preferences.

Wadebridge NP Area Travel to Work Mode 2001 & 2011											
Mode of Transport	2001					2011					SW
	St. Bre	Eglos	Wbge	NP Area		St. Bre	Eglos	Wbge	NP Area		
Aged 16-74 in employment	319	182	2703	3204	%	377	196	3002	3575	%	%
work mainly at or from home	89	33	304	426	13.3	57	30	182	269	7.5	7.0
Underground, Light Rail or Tram	0	3	3	6	0.2	0	1	1	2	0.1	0.1
Train	0		5	5	0.2	2	0	8	10	0.3	1.5
Bus, Mini Bus or Coach	0	5	28	33	1.0	0	3	42	45	1.3	4.7
Motorcycle, Scooter or Moped	0	3	37	40	1.2	2	2	24	28	0.8	1.1
Driving a Car or Van	186	110	1566	1862	58.1	253	121	1946	2320	64.9	62.3
Passenger in a Car or Van	13	15	164	192	6.0	15	4	121	140	3.9	5.2
Taxi or Minicab	0	0	7	7	0.2	3	0	5	8	0.2	0.3
Bicycle	6	0	81	87	2.7	4	3	52	59	1.7	3.5
On foot	22	17	494	533	16.6	32	32	599	663	18.5	13.6
Other	3	4	14	21	0.7	9	0	22	31	0.9	0.7
Average distance (km) travelled	~	16.29	15.22	15.8							

We have also examined the accessibility exercise<sup>6</sup> carried out by Cornwall Council. The maps show that The number of households without cars in the centre of the area increases to more than 40% from less than 10% in outlying areas. The number cycling to work increases from less than 5% in outlying areas to 15% close to the town.

Public transport presently is at best adequate, with a journey time to our main hospital in Truro being between 90-120 minutes by public transport and for residents of some of our outlying areas it takes even longer and is more difficult because they have no immediate access to public transport. Time for the nearest GP for residents on the Egloshayle side from less than 15minutes to as long as 30 minutes,

<sup>6</sup> Cornwall Council Accessibility Mapping, 2009

but once again there is no public transport for outlying areas. The public transport around the many housing estates is non-existent at present other than by taxi or hire car, this puts a financial strain on many people with the increase of population with the increase of population public transport would be a key issue.

## Transport and Access Issues

### Speed

The Council's Highways Department has commissioned traffic 'speedvisor' checks by Cormac Consultancy. 'Speedvisor' is a vehicle activated sign that detects and records the speed of passing vehicles. The principal role of the unit is to raise awareness of speeding as anti-social behaviour. By displaying the speed limit to speeding motorists, the sign will draw attention to the speed at which they are travelling and remind them to moderate their speed to an appropriate level below the speed limit. The reports from locations such as the A39 at Whitecross, Goldsworthy Way, B3314 at Bodieve, show a significant number of contraventions of the speed limit. At Whitecross for instance over a 7 day period in 2013 (when the 'speedvisor' unit was monitoring but not displaying speeds) 33% of motorists were recorded travelling at 40mph or more in the 30mph zone. A similar percentage of speed limit contraventions were noted at Bodieve over a six day period in 2010. Average travel speeds were noticeably lower on Goldsworthy Way and the percentage of motorists travelling above the speed limit was very small. It was noticeable that in all locations when the 'speedvisor' unit was in display mode, instead of just monitoring, the number of speed limit transgressions reduced significantly. At Whitecross for instance motorists travelling at a speed of 40mph and more were down from 33.8% to 13.3%.

### Parking

We have the benefit of a number of recent local consultations.

Issues raised in a recent Police Report to Wadebridge Town Council:<sup>7</sup>

- Parking is an ever increasing problem in Wadebridge with the following roads being of most concern: Glen Rd, Westerland Road, Whiterock Road, Trevanion Road, Polmorla Road, Egloshayle Rd, and Tremarren Road. The main problem reported to us is all-day parking by persons working in the town. This problem is exacerbated in the evening when residents return home by car. The volume of parked cars also impairs access by emergency vehicles, especially the fire service.
- Restricted vehicular access to Molesworth Street - concerns about speed of vehicles. Whilst Molesworth Street gives the impression of being pedestrianised; but with no clear and concise signage it is used by both private and commercial vehicles to service premises, and on occasions it is used as a Rat Run,

Consultations with a local taxi company<sup>8</sup> identified the following issues:

- Unloading on the Platt causes long delays/need to improve traffic flow through the town

### Town Centre Servicing

The deliveries of goods obviously are the lifeline to traders but the congestion caused can be horrendous as stated in the document from the police. Suggestions of limited delivery time are an answer but driver times are key factor as to this working. A study into a delivery service from a point on the outskirts of town, this could create not only business opportunity but also work should be looked into.

<sup>7</sup> Police report to Wadebridge Town Council regarding Traffic problem areas in town - July 2013

<sup>8</sup> Midas Taxis – Safety issues and general concerns, July 2013

## Cycling

The road marking for cyclists, both pleasure and work, is an on-going issue which is in the early stages of re-routing through the town centre with consultation with sustains.

We carried out a Town Council Cyclist Survey<sup>9</sup> in 2013. From a 'snapshot' interview survey of town centre cyclists in the spring of 2013 we have identified the main concerns as being:

- Pot holes on Camel cycle track
- Great concern for children having to cycle through the town as they go along the Camel Trail
- Cars parking across cycle paths
- Pedestrians being unaware of cyclists

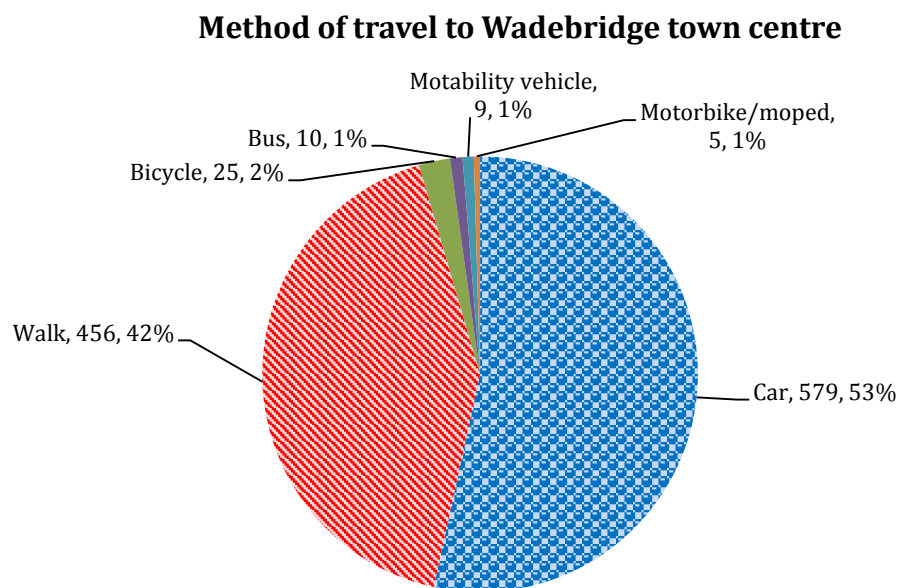
### Camel Trail Cyclist Survey<sup>10</sup>

A similar 'snapshot' interview survey of Camel Trail users in the spring of 2013 raised the following concerns:

- Concerns about signage not being clear
- Concern about safety of cycling through Wadebridge when using the Camel Trail

## Community Survey 2012

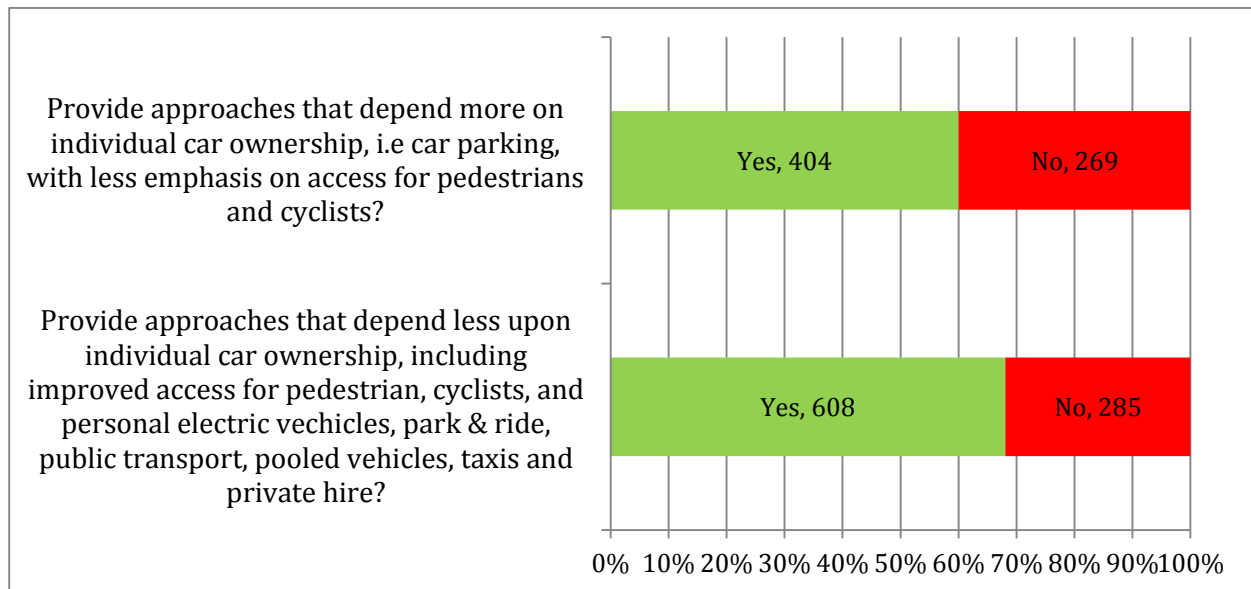
The travel habits of local people are encapsulated in the diagram below, which shows the normal travel method to the town centre by people that live in the neighbourhood area.



People were asked if they were satisfied with the transport and traffic arrangements in Wadebridge and the surrounding parishes. Of the 1,037 respondents to this question, less than half, 41.9% reported being satisfied. Traffic, transport, parking, congestion and safety are important concerns; the respondents were asked what they would like a Neighbourhood Plan to do. The table below shows the response we received:

<sup>9</sup> Cyclist Survey carried out 5th May 2013

<sup>10</sup> Camel Trail Cyclist Survey 10<sup>th</sup> April 2013



According to our 2012 survey, 60% of local people still favour a transport strategy that provides for the private motor car; although 68% also wish to see policies that improve facilities and access to other methods of travel.

A range of issues were raised by respondents to the Community Survey 2012.<sup>11</sup>

#### Car Parking:

- Need for free parking areas or free parking for 30 minutes, short stay
- 2-storey parking at Lidl
- Need for more car parking
- Car parking is too expensive
- Cheaper parking for locals
- More disabled parking
- Introduce parking permits for residential areas in the town
- Improve parking facilities for doctors' surgeries

The parking arrangements within the town centre and its cost to the motorist runs on with many suggestions to the answer in the questionnaire. Those workers employed in the town that seek to avoid the parking charges by parking in residential areas raise a number of complaints from residents in areas near the town centre. Would the parking problems be eased with better public transport?

#### Cyclists and Camel Trail

- Have off-road link of Camel Trail away from the Town centre
- Improve taxi facilities
- Too many bikes on trail and in town
- Cycling prohibited through town
- Create cycle route from Wadebridge to Rock
- Control cyclists on Camel trail- so that pedestrians can walk safely
- Keep cyclists off pavements
- Increase number of cycle racks in town

#### Footpaths and Pavements

- Improve quality of pedestrian routes into town
- Fully pedestrianise Molesworth Street
- Keep cyclists off pavements separate walkers and cyclists on Camel trail

<sup>11</sup> Wadebridge Area Community Survey, 2012

- Improve pedestrian routes
- Repair Molesworth Street walkway
- Separate walkers and cyclists on Camel trail
- Top of Trevanion Rd needs a pavement
- Maintain and keep open access to riverside walk
- Improve pavements in Polmorla road

### Roads

- Road to Burlawn needs improvement- one way system

### Traffic Control

- Introduce 20 mph speed limits in urban areas (including Whitecross)
- Need for zebra crossings near bridge end and Co-op
- Decrease traffic calming measures
- Need to increase traffic wardens
- Remove speed bumps- damage cars
- Restrict on-street parking in residential areas
- Review pedestrian crossings
- Residential parking for Guineaport
- Have traffic lights on Platt-bridge junction/ roundabout into St Matthews Hill
- Road from Wadebridge to Hustyns needed

### Public Transport (Including Taxis)

- Inadequate public transport
- Need to make buses more affordable
- Improve public transport to outlying areas
- More taxis
- Have local service to estates
- Increase bus stops around town for elderly
- Increase bus service (- too infrequent, too expensive, not enough to Truro, none to some outlying areas)
- Require user-friendly services from villages into town for doctors' surgeries

### Other issue so far identified:

- Trewornan Bridge acts as a constraint to traffic flow on the B33124

## **Summary Conclusions**

### Clear facts

1. The pedestrianisation of Molesworth Street is strongly favoured
2. Cycle routes through the town require improvements
3. Local people would like to see more parking places and parking costs reduced
4. Delivery vehicles use and practices on Molesworth Street is a nuisance
5. The local workforce parking in residential streets near the town centre constitute a regular nuisance

### Main problems/issues

1. The loading and unloading by delivery vehicles in Molesworth Street
2. Easy access and exit from our housing estates
3. Signage for pedestrians and cyclists



Trends - What has changed significantly over the past 10 years?

- increase in number of cyclists
- volume of traffic throughout the year (less seasonal)

What is most needed?

- Traffic enforcement
- Park and ride
- Tourist coach drop off point and parking area
- More feedback from visitors

What messages have local people sent?

- A traffic free Molesworth Street
- Cheaper parking for residents
- Free 1 hour parking
- Permit parking on housing estates
- Bus service serving estates

What are the obvious 'development' opportunities?

- Park and ride

What is the most interesting finding?

- The lack of tolerance between pedestrians, cyclists and motorists

What must we try to find out?

- What the town's tourists and visitors think

***Key Neighbourhood Planning Questions Going Forward:***

- Are the motor car and its regular use an inevitability that should be planned for?
- How can those without a car access essential services and facilities?
- How can we make our transport routes safer?
- Can we improve parking arrangements to the benefit of local people?
- Can town centre service arrangements be changed for the better?
- What more can we do to provide for cyclists and cycling?

What must we try to find more about?

- Is the community supportive of any policy to reduce the number of car borne trips locally?