

CARN BREA NDP ACCESSIBILITY AND CONNECTIVITY (TRANSPORT) - EVIDENCE REPORT

Planning Policy Background

National Planning Policy Framework 2021.

Key messages from the NPPF are that Planning should:

- Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- Provide for high quality walking and cycling net-works and supporting facilities such as cycle parking (Para 106)
- If setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. (Para 107)
- Give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport,
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

Allow for the efficient delivery of goods, and access by service and emergency vehicles; and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (Para 112)

- Require all developments which generate significant amounts of movement should be required to provide a Travel Plan (Para 113)

Cornwall Local Plan.

Key messages are to ensure a resilient and reliable transport system for people, goods and services development through:

- Location near to 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;
- Convenient 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;

- Use of effective travel plans to mitigate the impact of development;
- Avoiding significant adverse impacts on the local or strategic road network which cannot be managed or mitigated; and
- Safeguarding strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel.

Other plans and studies

Future of Transport Programme The Government's Future of Transport programme aims to secure the UK's position as a world-leading innovator, creating a greener and more inclusive future transport system. In 2019, the Govt. published the 'Future of Mobility: Urban Strategy', setting out its approach to maximising the benefits and managing the risks of new technology in urban areas.. In November 2020, the Govt. published a Call for Evidence to seek views on its assessment of the emerging trends that will shape rural mobility and how industry, government and rural communities could work together to help harness the opportunities

The most frequently raised issue was that the current level of car dependence is too high in rural areas and a large number of respondents identified the lack of transport options in rural villages and towns as being an important cause of social isolation. In addition, risks of reduced accessibility for older people and younger people in rural areas were highlighted in relation to accessing key services like GPs, hospital, schools, shops, cafes, libraries, community centres and places of worship. The Call for Evidence identified a number of opportunities whereby innovation could improve the range of transport choices available in rural areas. One of the strongest messages was the opportunity for e-bikes to make cycling accessible to more people in rural areas. New innovations such as digital demand responsive transport could cater to the needs of areas where currently a viable commercial model for a transport network may not exist. Respondents recognised some of the most innovative new modes, including connected and self-driving vehicles, could make travel safer for everyone and benefit older residents who no longer drive to access amenities and reduce social isolation. Similarly, drone delivery was mentioned by many respondents as a factor that could help better connect rural communities, unlock new economic opportunities for local businesses and cut the accidents and emissions associated with pickup and delivery by road. It was also mentioned as a mode to make delivery accessible such as in the highlands and islands during lockdown when the normal ferries were not running. A number of barriers to realising these opportunities were raised by respondents. Effective journey integration was identified as one of the main barriers to innovation, as was the high cost of development of demand responsive transport.

The Govt. response is awaited.

European Common Transport Policy¹ and UK transport policies and plans place emphasis on the modernisation and sustainability of the transport network. Specific objectives include reducing pollution and road congestion through improvements to public transport, walking and cycling networks and reducing the need to travel. National policy also focuses on the need for the transport network to support sustainable economic growth.

'Connecting Cornwall 2030' is the third Local Transport Plan (LTP) for Cornwall². The plan is a strategic policy tool through which the council exercises its responsibilities for planning, management and the

¹<http://www.europarl.europa.eu/factsheets/en/sheet/123/common-transport-policy-overview>

²<http://www.cornwall.gov.uk/transport-and-streets/transport-policy/local-transport-plan-connecting-cornwall-2030/connecting-cornwall-2030-strategy/>
Carn Brea NDP Accessibility and Connectivity Evidence Report

development of transport in the county. The vision of the plan is that by 2030 ‘transport in Cornwall will be excellent, with our transport system connecting people, communities, businesses and services in a way that is reliable, efficient, safe, inclusive and enjoyable’. In order to achieve this goal, the LTP is supported by implementation plans that cover 3-4 year periods up until 2030, with the most recent plan covering the period 2015-2019.UK transport policy

Cornwall Climate emergency Development Plan Document will be adopted soon. Its policies for sustainable transport have been drafted to address the climate change impacts of travel and aim to encourage more sustainable transport modes and active travel. It says that new developments provide an opportunity to influence behaviour change and achieve necessary modal shift. To successfully achieve this modal shift new development should:

- Be located in areas that are connected by public transport, walking and cycling links as far as possible,
- Offer a mix of uses to support internationalisation of trips i.e. live, work, services
- Provide appropriate densities that reduce distances and promote walking and cycling trips
- Reflect the hierarchy of uses through the site layout and streetscape as established in national guidance and Cornwall’s design guide,
- Be permeable for pedestrians, cyclists and buses,
- Provide off-site sustainable links to the surrounding network
- Limit parking spaces whilst allowing space for car clubs cars
- Provide electric charging points for cars and bicycles, cycle parking and storage

Baseline

Rail Network [Source: CC Online mapping, local knowledge].

There is no railway station within the parish, even though the main line between Penzance and Paddington runs east west through the centre with access to local branch lines. Railway stations are in the nearby towns of Camborne and Redruth. Carn Brea had a station from 1843 as part of



the Hayle Railway, located near to Pool which at that time was a village. It was closed on 2 January 1961. Carn Brea Parish Council consider that there is a strong commercial and environmental case for the reopening the station in the light of Pool’s growth and importance to Cornwall, and the Pool Vision document says that there appears to be a need for it in order to reduce the reliance on private car use and surface car parking in Pool for the regional facilities that are provided in the town. From a master planning perspective the halt could work in two locations to the east and west of the Carn Brea Leisure Centre running track, on Dudnance Lane, where high quality cycle and walking connections to key facilities could be installed with natural surveillance from properties. If the eastern option comes forward this emphasises

the importance of land to the east of the leisure centre and if the western option comes forward, changes in land uses along Dudnance lane need to be considered along with improvements to the character and quality of Station Road and to pedestrian and cycle connections. An EOI (expression of interest) to the Government's Restoring Your Railway Fund has been made but there is no time scale as yet.



Bus Network[Source: CC Online mapping, local knowledge].

Bus transport is provide by;

- Transport for Cornwall
- First Bus
- Additional Services are run by Hopley Coach's Ltd and Williams Travel (This includes School transport and a service to a local supermarket)
- Only eight bus routes support the parish with many overlapping routes
- The route numbers are T1,T2,U2, 34,42,45,46,47.
- Day time waiting intervals Monday to Saturday are normally between 10-30 minutes, sometimes shorter due to overlapping time tables
- Sunday Service waiting times are 1 hour on route T1,T2,U2.45
- Sunday Service waiting times are 2 hours on routes 34,47
- There is no Sunday Service on routes 42,46.

In summary, Pool enjoys frequent bus services linking to Falmouth, Camborne, Redruth and Truro, offering journeys to work, school, services and entertainment. Four Lanes has public transport links offering school, work, shopping and services trips, whilst Carn Brea Village has them nearby, but the other villages are less well served, whilst service to the rural communities is sporadic at best.

The bus routes as of summer 2022 can be seen from this map: [BUS ROUTES](#)

Road Network [Source: CC Online mapping. Indicate A, B and C roads, traffic sensitivity areas etc].

Carn Brea Parish has excellent accessibility and connectivity by road, being located on the main A30 trunk road, part of the national road network with a junction at the north west corner of Pool. Used for all types of transport, including the transportation of goods either manufactured in the Parish or imported to serve the needs of both industry and the community, for commuting to and from a place of work within the Parish or further afield and for leisure travel including the influx of holiday traffic.

The A3047 links to both Redruth and Camborne, now re-routed to pass along Wilson and Dudnace Roads to form the 'Kerrier Way' which feeds the local industrial estates and reduces the number of heavy goods vehicle using the roads through the main residential settlements.

To the south the B3297 Connects Helston to Redruth and passes straight through Four Lanes at the southern edge of the Parish, enabling local people to have access to the adjoining towns through its network of rural roads.

Other roads include Loscombe Road leading to Dudnace Lane to the east Station Road or to west Tolvaddon Road provide the only major route that runs north south through the Parish. They link the towns of the Parish together and provide an essential means of travel for both commerce and the movement of the individual communities and providing access to the A30

Higher Broad Lane, Lower Broad Lane and Broad Lane is fed by both Chariot Road and Chilli Road that are both off the A3047 form a vital link running North South providing transport links to Higher and Lower West Tolgus, the Moorfield Road Estate, and the boundary community of Merritts Hill. Further North is the village Illogan and the north coast.

Sea

There is no direct access for sea travel. Cruise Liners dock at Falmouth whilst there is a regular service from Penzance to the Isles of Scilly

Air

Newquay Airport is the only current link with both international, domestic, and a small number of European flights. St Just Airport offers fixed wing flights to the Isles of Scilly whilst a new helicopter service runs from a Penzance terminal.

Licensed Vehicles For Hire

These vehicles are licensed by Cornwall Council. This includes the type of vehicles, their use, suitability of drivers and their operational limitations. Due to the lack of local public transport, drink/drive legislation and convenience, their numbers have increased dramatically not only in the Parish but the County and Country as a whole.

Availability of Cars and Vans [Source: Census KS404EW]

The current figures we have are from the 2011 Census indicating that 17.3% of households had no cars or vans, a similar proportion to Cornwall but much lower than England [25%], indicating the rurality of the area. Multiple car availability was higher than in England for the same reason, but lower than all Cornwall, reflecting the relatively more deprived position of the local community. More up-to-date figures will be available when the 2021 Census figures are published.

Cars	Carn Brea	Cornwall	England
No cars or vans in household	17.3	17.3	25.8
1 car or van in household	45.7	44.6	42.2
2 cars or vans in household	27.3	28.2	24.7
3 cars or vans in household	7.3	7.1	5.5
4 or more cars or vans in household	2.4	2.8	1.9

Methods of Travel To Work [Source: Census QS701EW].

More people from the Parish used cars and vans to get to work [45 | %] than in all Cornwall [40.6%] and England [36.9%], and only 2.1% used public transport, similar to Cornwall but far less than the England average [11%]. This reflects rurality, the inconvenience of bus routes, and absence of a railway station. The high level of private vehicle ownership adds to traffic burdens generally and creates a growing problem of parking congestion in the historic cores and rural villages.

Method of Travel to Work	Carn Brea		Cornwall		England	
All categories: Method of transport	5,964		388,858		38,881,374	
Work mainly at or from home	160	2.7%	21,187	5.4%	1,349,568	3.5%
Underground, metro, light rail	2	0.0%	220	0.1%	1,027,625	2.6%
Train	28	0.5%	2,462	0.6%	1,343,684	3.5%
Bus, minibus or coach	96	1.6%	5,953	1.5%	1,886,539	4.9%
Taxi	24	0.4%	742	0.2%	131,465	0.3%
Motorcycle, scooter or moped	49	0.8%	2,872	0.7%	206,550	0.5%
Driving a car or van	2,685	45.0%	157,708	40.6%	14,345,882	36.9%
Passenger in a car or van	221	3.7%	12,904	3.3%	1,264,553	3.3%
Bicycle	53	0.9%	3,950	1.0%	742,675	1.9%
On foot	375	6.3%	34,114	8.8%	2,701,453	6.9%
Other method of travel to work	27	0.5%	2,415	0.6%	162,727	0.4%
Not in employment	2,244	37.6%	144,331	37.1%	13,718,653	35.3%

Daily Travel Mileage [Source: Census QS702EW].

Most journeys to work were less than 20km [72.7%], compared to 60.7% for all Cornwall and 67.6% for England. Of these 55.8% were of less than 5km, compared to 52% for all Cornwall and 51.7% for England. These data suggest that more local people find employment that is relatively close to home than average, emphasising the role of Camborn – Pool – Illogan – Redruth as a business conurbation.

Distance travelled to work	Carn Brea		Cornwall		England	
All categories: Distance travelled to work						
Less than 2km	18.7%		19.1%		16.6%	
2km to less than 5km	21.8%		12.5%		18.4%	
5km to less than 10km	5.9%		13.0%		17.3%	
10km to less than 20km	26.3%	72.7%	16.2%	60.7%	15.3%	67.6%
20km to less than 30km	3.2%		5.9%		5.7%	
30km to less than 40km	1.6%		2.2%		2.6%	
40km to less than 60km	0.9%		1.9%		2.3%	
60km and over	2.2%		3.5%		3.1%	
Work mainly at or from home	10.1%		15.8%		10.3%	
Other	9.3%		9.9%		8.5%	
Total distance (km)	43,050.0					
Average distance (km)	14.4		19.7		14.9	

Parking [Source: CC Online mapping, local knowledge].

The reliance on high levels of car and van ownership to access work and services puts a premium on parking provision. Public parking in the Parish is comparatively limited. Three rural car parks are provided by Cornwall Council at South Wheal Francis, Selegan, West Basset Stamps and Tolgarrick, serving the areas of heritage and recreation interest, but no provision is made within the villages or Pool. In these areas the provision is either through retail businesses such as Morrisons, Tesco and Camborne Retail Park [all free to customers], leisure providers [Heartlands, Carn Brea Leisure Centre], or on-street. Other car parks are provided by business premises, churches, council offices or NHS services.

In the older areas of residential developments such as in the historic cores, parking at private residences is well below 1 off-street space, whilst due to the limited width of village roads, on-street parking is commonly limited with one side of most streets having double yellow lines, is often competed for, and prone to abuse leading to highway safety issues. Similar issues are emerging with newer estates as car ownership increases.

Public Rights of Way, Cycleways, footpaths and bridleways [Source: CC Online mapping, OpenStreetMap].
Hyperlink to C.C. Online mapping].

Footpaths, bridleways and cycle paths can make an important contribution to sustainable connectivity, the reduction in greenhouse gas emissions, and to healthy activity and leisure. Such routes may also be wildlife corridors through fields and built-up areas. Such routes are only useful if they are available and perceived to be safe, reasonably pleasant and take a reasonably direct route from where people start from (usually their home) to where people want to be.

Being both an urban and a rural location there are a considerable number of back lanes, alleys and links between residential and employment areas, PROW footpaths and bridleways for the residents to use for their exercise, well-being and enjoyment of their surrounding environment. There are also a large number horse owners in the community. In total there are:

Number of Footpaths: 32

Number of Bridleways: 12

Number of Byeways: 1

The Parish is also very well positioned at the centre of the Minerals Tramways programme, with extensive footpath and cycle links through the Engine House Trail and the Great Flat Lode Trail into wider links such as the Cornish Way, Portreath Branchline, Redruth and Chacewater Railway Trails, reaching across Cornwall.

National Cycle Network Route No3 passes east west through the Parish, approximately 3km long, starting on the outskirts of Carn Brea Village and ending at Brea Village

In the Parish there is currently only one Cycle Lane which is in Agar Road. It is on both sides of the road and is between Wilson Way and Chariot Road.

The implication of the Equality Act 2010 is that rights of way provision for disabled people has to be considered equally with that of other users. Applying the principle of 'Least Restrictive Access', which requires that all structures erected on rights of way must meet the highest possible standards and will benefit all users not only those with restricted mobility.

Working from Home and Home Based Businesses [Source: DBIS figures. [Source: Census 2011 Table KS601EW to KS603EW, original research]

Census 2011 indicates that up to 10.1% of the economically active in the Parish worked at or mainly from home. According to Office for National Statistics data, the proportion of working adults who did any work from home nationally was 27% in 2019. This increased to 37% during the COVID pandemic. Evidently the experience of home working brought work-life balance benefits, improved productivity and cost savings such that Post-COVID some 24% of businesses said they intended to use increased home working in the future, whilst 85% of working adults currently homeworking said they wanted to use a 'hybrid' approach to both home and office working in the future. If the benefits of home working continue to be attractive, there may be considerable further growth on working from home (WFH).

These trends have the potential to make local shops and other services more viable and by reducing travel to work have a positive impact on climate change, although the impact on supporting services in business districts may be harmful.

Broadband and Mobile Communications

There is 'Superfast' and 'Ultrafast' Broadband' throughout the main settlements in the Parish and indeed this digital connectivity is a major selling point in efforts to promote Pool as part of the 'Engineering and Digital Collaboration' zone promoted in the Cornwall and IoS Strategic Economic Plan [eg 'Fibrehub' centre which provides innovation space for businesses in the tech sector].

However speeds can vary, whilst more rural parts have poor broadband access. The signal for mobile phones (voice and data) is widely variable according to location and provider, but is poor in parts set within valleys or screened by hills, tips etc.

It is important that current and future members of the community are not digitally disadvantaged, and that inward investment is not restricted by any local inadequacy in digital communications.

Related Community Engagement Feedback

In the community survey there clear dissatisfaction with public transport was stated by 64% of respondents. The reason for this was because 38% thought it was too expensive, 40% said routes were inadequate, 48% criticised frequency, and 36% said there was a poor timetable. Only about 6% used public transport as their only means of travel to work, leisure and other forms of social activities.

Traffic conditions and safety were perceived to be unacceptable, and most called for Improvements in public transport, roads and pathways. Reflecting the concern about traffic conditions locally, nearly 73% called for more off street parking, [over 70% of respondents said they park on their own drive]. whilst 45% wanted lower speed limits, and there was also some support for bus and cycle lanes. Those with a business interests also criticised traffic conditions, calling for better roads, including traffic calming and the completion of Wilson Way, along with resolving congestion in the Cooks Corner junction area, and better local public transport connectivity.

The main criticism of footpaths owned by Cornwall Council was their upkeep and that they were poorly maintained. The main one cited was the bridge at Whitecross Hill where there was no provision for a safe crossing of the footpath east to west or the The Great Flat Lode. 81% of people canvassed agreed that road safety should be improved. (New Highway Code details had not been published at that time).

76% canvassed wanted horse riders to share footpaths.

Key issues and implications for the NDP

Theme	Key Issues
ACCESS AND CONNECTIVITY	<ul style="list-style-type: none">• National and local policy is that Planning should:<ul style="list-style-type: none">○ Prioritises safe access by walking, cycling and public transport and providing new facilities and services to minimise car travel○ Incorporates facilities for charging plug-in and other ultra-low emission vehicles○ Prevent development which will cause increased risk to human health from air pollution or exceeding EU standards (Policy 10)• Carn Brea Parish has excellent accessibility and connectivity by road, being located on the main A30 trunk road, and links to both Redruth and Camborne, now re-routed to pass along Wilson and Dudnace Roads to form the 'Kerrier Way'. Connections to Helston and Redruth enabling access to the work and services in these nearby towns

	<ul style="list-style-type: none"> • Although the main Paddington – Penzance railway line passes through the Parish there is no railway station, the original having closed in 1961. There is a cogent case for a replacement of this lost facility. • Public transport links are reasonable, but the parish retains a high car dependency. • The road and footpath network links most areas reasonably well, but traffic levels, noise, air quality and road safety are issues. • Within the villages the unclassified roads are often congested from parked vehicles, and speeding is seen as an issue, whilst those linking them are constrained by vertical and horizontal alignment restrictions. • There is ‘Superfast Broadband’ throughout the parish but speeds can vary. This affects the ability of residents to access information and the performance of businesses that rely on broadband as a means of communication in a rural area. • Reflecting the concern about traffic conditions locally, in community consultations a high response called for more off street parking and lower speed limits, and there was also some support for bus and cycle lanes.
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Implications for the Neighbourhood Development Plan

	<ul style="list-style-type: none"> • The NDP should include policy criteria that encourages a sustainable transport hierarchy in new developments. • In view of parking congestion, a policy to manage the loss of residential garages to accommodation may be appropriate, and a higher parking standard for new development may be necessary’ • Support for the infrastructure to support new and enhanced bus services, and the introduction of a railway station, including safeguarding of a site, should be included in the NDP. • Consideration should be given to include a policy relating to the protection and enhancement of footpaths. • Better ‘virtual connectivity’ through improved broadband and mobile connectivity should be supported. • An aim should be to take opportunities to improve highway safety and minimise conflicts between motorised traffic, cyclists and pedestrians
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