

Policy Area	Transport and Infrastructure
Policies	<p>Getting Around</p> <p>A suite of policies to address traffic flow, sustainable access (cycling and walking) and parking in the Parish of St Agnes and to promote use of local amenities and shops</p>
Issues	<ul style="list-style-type: none"> • Traffic flow through ward villages is either subject to congestion due to inappropriate parking and 'pinch points' or is moving at unsafe speeds through village centres • Improved parking for residents and visitors is required to provide better access to local shops and businesses. • Additional footpaths and cycleways are needed to improve access to ward villages / shops and to assist in minimising traffic and parking problems • Current public transport schedules do not allow people to access offices in Truro or Redruth in line with office hours, or provide evening transport to Truro/Redruth • The impact of traffic from new homes is a serious concern. • A footpath and cycleway is required from St Agnes (Station Yard) to Chacewater via Mount Hawke and Blackwater • Car parking and cycle racks are required at Chacewater Station to allow access to the re-opening station and provide alternative transport to Truro, Falmouth and Penzance
Objectives	<ul style="list-style-type: none"> • Improve traffic flow whilst controlling speed through ward villages • Provide better parking facilities for residents and visitors to improve access to local shops and businesses • Provide additional footpaths and cycle ways and improve maintenance of existing routes. • To prohibit any development along the old rail link from St Agnes Halt to Chacewater to allow future development of a footpath and cycleway to access the re-opening station. • Improve public transport schedules to provide timely access to outlying offices and to provide a transport option for evening activities in outlying centres. • Improve public transport and pedestrian and cycle access to village centres. <p>See Comments Section reference the following two objectives:</p> <ul style="list-style-type: none"> • Provide a footpath and cycle way from St Agnes (Station Yard) to Chacewater Station via Mount Hawke and Blackwater, thus providing alternative transport to Truro, Falmouth and Penzance • Provide car and cycle parking at Chacewater station to allow access to over-ground rail routes from there.

Evidence

There are four sources of feedback from residents during the NDP consultation period.

- Feedback from the initial NDP meeting
- The results of our questionnaire
- Feedback from subsequent road shows, one held in each of the five wards
- Feedback from organizations around the wards after a presentation on the NDP process and discussion on the developing vision for the Parish.
- The Cornwall Council Local Plan
- National Planning Policy Framework

The above evidence has been assessed as follows:

St Agnes

- The village centre is frequently jammed with traffic due to bad and/or illegal parking; large public transport vehicles; large delivery vehicles delivering at inappropriate times of day; Inappropriately positioned parking bays in Vicarage road.
- When not jammed, vehicles then tend to speed through the village
- On-street parking should be reduced and off-street parking provided
- St Agnes has been nominated as the first cycling village in Cornwall and is working with Sustrans to improve cycle routes
- The bus service is inadequate to people's needs
- The large range of small retail businesses should be preserved and local shopping encouraged

Blackwater

- Speeding is of serious concern through the village and lower speed limits and traffic calming are required
- Bus service provision needs to be improved to provide better schedules to allow timely access to offices in Truro and Redruth and an evening service to these centres is required
- A link is required from Blackwater to the proposed Chacewater rail hub
- Parking is required both in general areas and for the village hall
- There is a suggestion to close the main village road to through traffic

Mount Hawke

- Access to the school and pick-up/drop-off parking needs to be provided.
- There is insufficient parking provision in general, and illegal parking is not policed

Evidence

- Traffic calming measures are required throughout the village centres
- The bus service needs improved schedules, so that people can get into Truro and other centres by 9 am office hours. There is no evening service into centres

Mithian

- A speed limit should be introduced between St Agnes and Perranporth
- The country lanes around the village should be 20mph, not the national speed limit. This applies to the entire parish
- Traffic calming is required through the village, as it has now become a 'rat run'

Porthtowan

- Control of street parking and ensuring there is sufficient off-street parking to service shops and businesses
- Speed control on village access road, more traffic calming measures
- A speed limit
- The bus service needs to improve schedules, so that people can get into Truro and other centres by 9 am office hours. There is no evening service into centres
- Better provision is required for pedestrians, there are insufficient pavements to access shops and businesses
- Rocky Lane to be upgraded to provide a good footpath/cycle way to access the village and the beach from Atlantic Way
- More cycle ways are required to promote cycling and or walking to access the village
- Can the St Agnes Cycling initiative be extended to include Porthtowan?

Results of Questionnaire September 2016

General Note: The response to this questionnaire was 33% and therefore well above the national average.

Question 22

- When asked if public transport in the parish is adequate to their needs, nearly 50% replied 'No' and a further 13% 'Don't Know'. Clearly some revisions are required to the service such that it can be improved to meet the needs of those who would use it in preference to private transport.

Question 23

- When asked if Bridleways, Footpaths and Cycle Ways were adequate in the parish,
- 60% of respondents thought that both bridleways and footpaths were adequate
- 30% thought footpaths inadequate
- 60% thought that there should be more cycle ways.

	<p>Question 24</p> <ul style="list-style-type: none"> • Asked why these footpaths and cycle ways were inadequate, • 86% of respondents thought there were not enough cycle ways • 25% thought those that exist are poorly maintained <p>Question 25</p> <ul style="list-style-type: none"> • When asked if more visitors/shoppers parking is required • 65% thought more parking is required <p>Question 26</p> <ul style="list-style-type: none"> • When asked if more parking for cycles is required • 39% said 'Yes' • 36% said 'No'
Policy direction	<p>To provide sustainable and safe access and parking facilities to support local commercial activity.</p> <p>To develop alternative sustainable access to other village centres within the parish.</p> <p>To develop alternative sustainable access to outlying commercial centres by embracing and working with the Connecting Cornwall 2030 initiative.</p>
Policy wording	<ul style="list-style-type: none"> • Improve and control traffic flow through the five ward villages • Provide improved parking for residents and visitors to support local shops and businesses in village centres • Provide additional and better maintained footpaths and cycle ways and promote the use of these to access local facilities and transport hubs • To prohibit any development along the old St Agnes to Chacewater rail link, to allow provision of a future footpath and cycleway to access the reopening rail link to Truro and other centres. • Improve public transport to address issues widely raised in the questionnaire and feedback sessions in the five wards
Links to other policies	<p>NPPF 4 – Supporting Sustainable Transport</p> <p>NPPF 2 – Ensuring the vitality of village/town centres</p> <p>Cornwall Local Plan</p> <ol style="list-style-type: none"> 1. Sustainable development 2. Shopping, services and community facilities 3. Transport and accessibility <p>Education and Transport Policy</p> <p>Protection of Commercial Properties Policy</p>

Similar policies in other NDPs	Feock Policies <ul style="list-style-type: none">• GA1, 2 and 3 Thame Policies <ul style="list-style-type: none">• GA1, 2, 3, 4, 5, 6
Comments	The following initiatives to be appendices to this policy to be brought forward as projects with the agreement and in conjunction with Chacewater Parish: <ol style="list-style-type: none">1. A footpath / cycleway is required from St Agnes (Station Yard) to Chacewater via Mount Hawke and Blackwater2. Car parking and cycle racks are required at Chacewater Station to allow access to the re-opened station and provide alternative transport to Truro, Falmouth, Penzance and other centres