

# St Stephen in Brannel Accessibility and Connectivity 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 Policy**<sup>1</sup> 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 Cornwall<sup>2</sup>. The plan is a strategic policy tool through which the council exercises its responsibilities for planning, management and the 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,

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

<sup>2</sup> <http://www.cornwall.gov.uk/transport-and-streets/transport-policy/local-transport-plan-connecting-cornwall-2030/connecting-cornwall-2030-strategy/>  
St Stephen in Brannel NDP Roads, Access & Transport, Evidence Report September 2022

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**

The main railway line runs from Penzance in the west of Cornwall to Paddington. There are seven main line stations from Penzance to Plymouth. Residents of the Parish would need to travel to either St Austell or Truro to have access to the rail system. However the Parish is penetrated by a mineral line that branches from the mainline at Burngullow and meanders past Lanjeth, Foxhole, Nanpean and Treviscoe to finish at the clay works just south of St Dennis. In the long term this offers the potential for passenger use in conjunction with growth in these locations

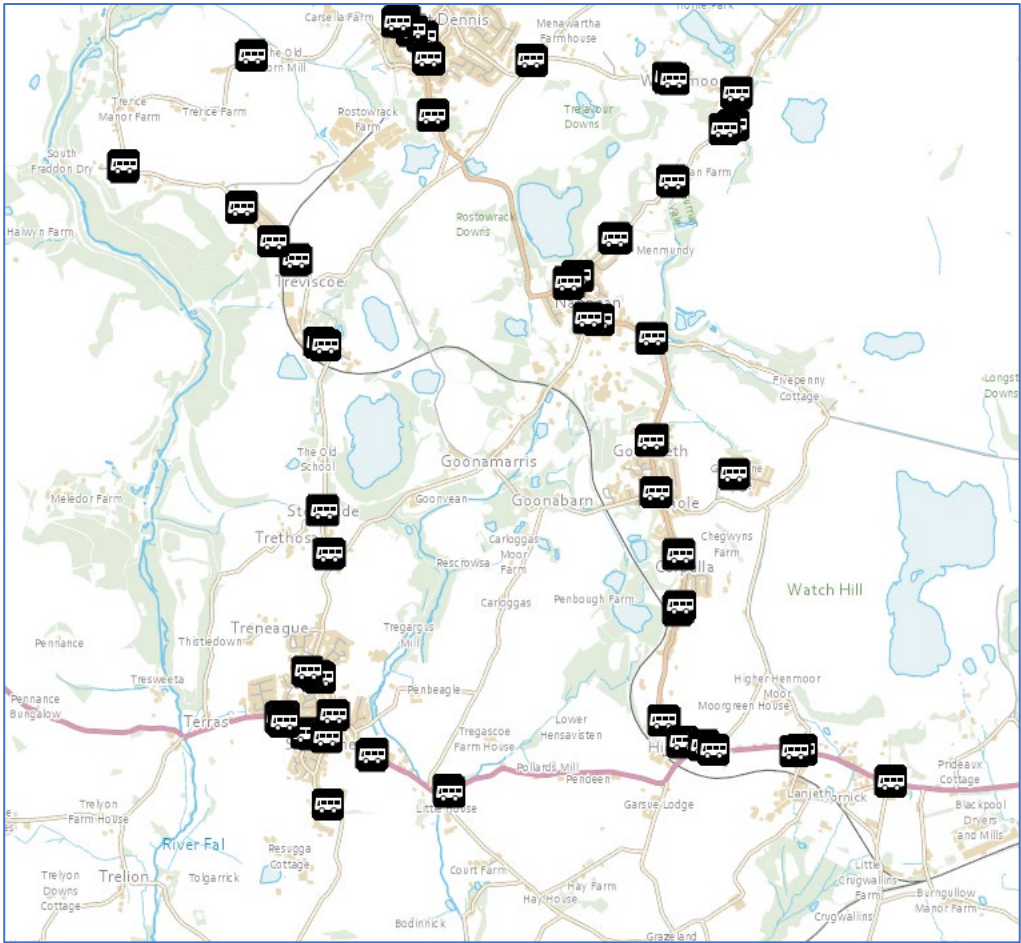
**Source:** Cornwall Council Online mapping and Devon & Cornwall Rail Partnership Network Map )



### **Bus Network**

Most of the villages within the Parish have convenient access to bus travel run by the Transport for Cornwall/Kernow Bus Network and these enable residents to travel to St Austell, Truro, Newquay, Fowey

and Bodmin, with key journey to work and school services available, and some late night services. The only villages where there is no cover is Coombe, with the nearest bus stop being in St Stephen. Lanjeth can use the stops located at High Street. Despite this car ownership and use is high.



**Source:** Cornwall Council Online mapping and Go Cornwall Bus Timetables Network Map

## Road Network



St Stephen in Brannel Parish can be accessed by the main A and B roads in Cornwall, namely the A390 and A3058, to the south and the A30 and B3279 from the North. The villages within the Parish are accessed via the various C roads that criss-cross the area. Traffic sensitivity is centred around those built-up areas of housing and the village educational centres (indicated by purple lines on map).

### **Availability of Cars and Vans**

The current figures we have are from the 2011 Census where the availability of cars and vans within the Parish was 2933, with the actual total being 4418. More up-to-date figures will be available when the 2021 Census figures are published.

**Source:** [www.nomisweb.co.uk](http://www.nomisweb.co.uk) – Census KS404EW

### **Methods of Travel to Work**

Residents, within the age group of 16-74, use a variety of methods of transport to travel to work. The 2011 Census indicates that the largest group (2564) drove to work using their own transport with the second largest group (201) being either a passenger or car sharing. The number of people walking to work was 194. The number using public transport (bus/train) was 104.

**Source:** [www.nomisweb.co.uk](http://www.nomisweb.co.uk) – Census QS701EW

### **Daily Travel Mileage**

The daily mileage travelled to work by the residents of the Parish according to the 2011 Census showed that 224 residents travelled less than 2km with some 73 residents travelling over 60km. Of those residents, 389 worked from home with the average distance travelled being 17km. The largest group of people, 969, travelled between 5km and 10 km.

**Source:** [www.nomisweb.co.uk](http://www.nomisweb.co.uk) – Census KS702EW

### **Parking**

The Parish consists of eight villages that do not contain any Cornwall Council run car parks. However, St Stephen in Brannel Parish Council has 3 public car parks which provide free parking for residents and visitors. They are sited in the following locations:

- Nanpean has 18 marked spaces including 1 disabled space.
- Fore Street St Stephen has 29 marked spaces including 3 disabled spaces
- Former Kings Arms Car Park, St Stephen having 6 marked spaces including 1 disabled space.

### **Public Rights of Way**

Being a rural location there are a considerable number of footpaths and bridleways for the residents to use for their exercise, well-being and enjoyment of their surrounding environment. There are a number of footpaths maintained by the Parish Council, the rest are not maintained due to current financial constraints. A map of the Parish showing the footpaths (in purple) and bridleways (in green) can be accessed via the link shown below.

<https://map.cornwall.gov.uk/website/ccmap/?zoomlevel=5&xcoord=195529&ycoord=50986&wsName=ccmap&layerName=Public%20Rights%20of%20Way>

Several routes have been truncated for safety reasons as a result of mineral development, although Imerys follows a policy of allowing 'permissive access' such as with the Blackpool Trail which runs south/north along the edge of the Blackpool and Karslake Operational Areas, with links into the PROW, close to the 'island settlements'. The draft Cornwall Council Restoration and Tipping Strategy [2021] suggests that these links could be improved, and also suggests a central strategic footpath link between the western and eastern china clay areas, and in the longer term, a western strategic link between Terras and Fraddon.

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.

### [Related Community Engagement Feedback](#)

#### Public Transport

In our first consultation with the Parish, collated by Boscawen, in June 2018, 72% of respondents stated that regular safe transport links were one of the most important resources for young people. (see Q8)

28% of respondents felt that public transport provision is adequate whilst 50% felt it was not. The responses varied greatly between the villages eg. of the residents in Coombe 76% felt that it was inadequate. (Q23)

The survey showed that 50% felt that more frequent buses and improved bus routes between villages would improve connectivity. (Q24)

#### Parking

On the issue of parking in the villages, 63% of respondents felt there was a need for more parking, 28% said there was no need (Q27). The findings varied significantly between villages. On new developments within the parish 52% of respondents felt that improved car parking should be considered also 49% felt traffic calming should be implemented (Q11).

#### Footpaths and Bridleways

In our survey, Q25 asked whether bridleways, foot and cycle paths were adequate in our area? Half of those responding felt they were not adequate. Three quarters of respondents felt there were not enough footpaths.

Other responses felt they were not linked together, were poorly maintained, had been lost or dog fouling was an issue.

Findings from the GO Collaborate Consultation to be included when these are available.

### [Key issues and implications for the NDP](#)

In the light of the preceding data, the following provisions should be reflected in the Neighbourhood Development Plan:

#### **Proposed NDP Roads, Access & Transport Objectives**

- Ensure parking and highways development are robust and support future development
- Encourage greater transport links with an emphasis on more eco-friendly solutions
- Maintain access to public rights of way, cycleways, footpaths and bridleways.

#### **Include policies to:**

- help to ensure that the current range of transport links for the Parish are maintained or improved, that housing or business developments should not aggravate the existing traffic/transport difficulties in terms of delays and safety, and incorporate adequate parking that reflects the rural nature of the area.

- Control the conversion of domestic garages to habitable rooms, striking a balance between the provision of adequate parking to help in the prevention of road obstruction and congestion, and the needs of householders for adequate living accommodation.
- Support for a future possible initiative to introduce an additional form of sustainable public transport.
- Encourage the enhancement of digital communication links, reducing needs to travel and associated environmental issues, avoiding harm to the landscape and village character, and enabling business to take a full part in the modern economy.
- Ensure that development proposals do not unacceptably impinge on effectiveness of existing routes and wherever appropriate and feasible contribute to their improvement.