

“Gateway to Cornwall”

Saltash and Surrounding Parishes Market and Coastal Town Initiative
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31st August 2004

Mr R Noble
13 Wearde Rd

Saltash
PL12 4NP

Dear Mr Noble

May I invite you to the next meeting of the Traffic & Transport group at 7 0 pm on Wednesday 8th September at the Guildhall Saltash.

The group will be addressing the traffic and transport infrastructure in the PL12 area as it is now, in what ways we would wish things to change, how we see the situation developing in 10 to 15 years time and what action is required to achieve that.

All addressees are cordially invited to attend.

Yours sincerely

John Evans
MCTi Community Agent

"GATEWAY TO CORNWALL"

Saltash and Surrounding Parishes Market and Coastal Town Initiative

Transport & Accessibility

(Response from Sally Lewis – 5 Aug 04)

Worksheet T1

Q3 - You need to get in touch with Cornwall County Highways about this either through the local office or perhaps through Colin Jarvis who is head of transportation and estates. Or speak to Geoff Roughton who works in Caradon District Council (for the forward planning department, I think).

Worksheet T2

Q 2 - as well as speaking to First Group and other bus companies (Liskeard and District, Target Travel, Western Greyhound) as suggested, it is worth talking to the Passenger Transport Unit at County Hall - 01872 322142 (Steve Nicholson or Rob Waters) about any planned changes that they are aware of and also to the Passenger Transport Office at Plymouth City Council as many services to Saltash originate or are destined for Plymouth. The council officers named above can probably help you with Q 3 as well. I'm not aware of any access officers at either Caradon DC or Cornwall CC, but it is worth asking for them or for whoever would deal with this type of query.

Q3 - Problems for those with mobility impairments can be things such as - lack of low floor buses (check these with bus companies), or pavements not high enough to meet steps to buses, etc, indiscriminate parking in bus stops, long distances between housing (especially that specifically for the elderly or infirm) and bus stops, availability (or lack) of timetables for the blind, insufficient signage of stops, buses not stopping near health centres (this is especially true in the town). Disabled people in the rural area also suffer from the general lack of public transport as well as a shortage of vehicles that are disabled friendly from the villages into Saltash itself. Bill Cotton can help you here, I'm sure as well. It would probably be worth speaking to the health centres and Age Concern in Saltash to see if they can steer you towards people who already have this information.

Q4 The only alternative transport that I am aware of is that run by Age Concern Saltash (Eleanor and Terry Newland - Saltash 843417) although services such as Cornwall Centre for Volunteers (not sure if there is one in Saltash but you could ring their Liskeard office 01579 344818 to enquire) and Cornwall Age Concern 01872 223388 (who also run the TAP - Transport Access for Patients) also run Countywide services. You might also talk to Cornwall Disabled Association - 01872 273518 - to see if they can help. There is also a group in

Penzance call Alldis who run a Disability Information Advice Line (DIAL) who might be able to give you more information.

Q5 - Information about public transport is available from the Tourist Information Centres and libraries and I'm sure that the Saltash Town Council Offices also keep supplies. I'm not sure how the Town Council are doing with their information booklets but they have produced information about the ferry services that are available. I have to admit I have not seen Multi mode timetables at the bus stops - you could check with the Devon & Cornwall Rail Partnership - 01872 233094 - to see if they can help out with information available at the two train stations at Saltash and St Germans. Again the Passenger Transport Unit at County Hall might be able to help. The telephone numbers for Traveline 0870 608 2 608 and National Rail Enquiries 08457 484950 - are fairly well advertised - I think! In my view there is always a need to increase awareness of the availability of transport.

Worksheet T3

Q1 & Q2 - Sorry I don't actually have this information - I would suggest, as the worksheet says, talking to Caradon DC, County Council and perhaps to the Police about congestion, accident black spots in the town and surrounding areas. I suspect the town and parish councillors will also be able to give you information about this.

Q6 - Has Saltash undertaken any access audit in the past? Some of the people mentioned above might be able to help.

Q9 - Cornwall County Council does have a chapter about the Transport Study done of Saltash in their Local Transport Plan - page 219 chapter 10.7.2 (available on their website or I could send you the relevant pages if you or the Town Council do not have a copy)

Q11 - Caradon District Council, the Town or Parish Councils can supply this information or the County Council has a designated Rights of Way Officer - main switchboard number 01872 322000.

COMMUNITY PLANNING & HOUSING HEALTH CHECK QUESTIONNAIRE.

| WORKSHEET | ANSWER | MAIN ISSUES | STRENGTH/ WEAKNESS, OPPORTUNITY OR THREAT |
|--|--|-------------|---|
| <p>T1 Q1 What is the distance to a national network of dual carriageway roads from the town and the least and most accessible villages?.</p> <p>Identify the ease of access to the town centre and village centres from the main road network.</p> | | | |
| <p>T1 Q2 What is the distance and average travel time by car to nearest large town, from the town itself and from the most and least accessible village within the surrounding countryside?</p> <p>Identify how close and how long it takes to travel to the nearest large town centre</p> | | | |
| <p>T1 Q3 What improvements are planned for the local/regional highway network in your area? (Identify improvements and the planned timescales for those improvements.) Assess the number of improvements to take place, their location and when they will take place.</p> | <p>Notes from Geoff Roughton Not aware of any major road improvements now that Broadmoor Farm as previously envisaged is no more. Cornwall CC will have details of minor schemes arising from the Saltash Transport Programme and summarised in the LTP, but the A38 is within the Highways Agency's remit. It depends how wide an area the group seek to cover. I have quite</p> | | |

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| | <p>a bit of information on schemes that impact on Caradon but are located elsewhere in the SW, Cornwall, or Caradon. There are also major schemes affecting the A38 (Dobwalls Bypass and Menheniot Turn) and A388 (St Mellion).</p> <p>Notes from Sally Lewis You need to get in touch with Cornwall County Highways about this either through the local office or perhaps through Colin Jarvis who is head of transportation and estates. Or speak to Geoff Roughton who works in Caradon District Council (for the forward planning department,</p> | | |
| <p>T1 Q4 How far is the train station from the town centre by foot, bicycle, taxi and bus?</p> <p>Identify how long it takes to get from the railway station to the town centre. Is the walking /cycling route attractive and safe?</p> | | | |
| <p>T1 Q5 Is the main bus station or main concentration of bus termini in the town centre?</p> <p>Identify how close and how long it takes to get from the bus station to the town centre.</p> | | | |

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| <p>T1 Q6</p> <p>Is it convenient to change between train and coach and/or bus services, i.e. is it easy to walk into town or is there a bus service that connects with the trains? (Note how far away these services are physically, which train services the buses connect with, whether there is a long waiting time for any connecting services, and if there are other facilities or services such as taxis or cycle routes. Also look if any planned improvements would help this interchange.)</p> <p>Identify if it is easy to change between train and coach and/or bus services.</p> | | | |
| <p>T1 Q7</p> <p>What is the frequency of rail services? (Look at the frequency of services to neighbouring market towns with a rail station and to the closest large town or city. Are there neighbouring towns or cities without a rail connection? Look at whether the times are convenient for people using the trains to get to work.)</p> <p>Identify the ease of access by rail to other towns and cities. Are there closed railway lines? Are there plans to re-open these?</p> | <p>Notes from Geoff Roughton</p> <p>Plans to reopen Bere Alston to Tavistock as the 'Drake Line'. No > firm dates. Contact Plymouth CC for latest position.</p> | | |

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| <p>T1 Q8 What is the travel time to the nearest large town by bus/coach/train, from the town and from villages in the surrounding countryside? (Look at the travel time to the nearest major city by coach and by train, and do the same for the most and least accessible villages, if applicable. Look at whether there are connecting local bus services from the villages. Also investigate the frequency of service.)</p> <p>Identify how long it takes to get to the nearest city by public transport or whether it is possible at all. Are these public transport links good, adequate or poor according to local need? Do these services provide for wheelchairs and baby buggies? Do they provide cycle racks so bike riders can access the countryside?</p> | | | |
| <p>T1 Q9 What is the number of national coach services per day?</p> <p>Identify the frequency and destinations of services.</p> | | | |

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| <p>T1 Q10 What improvements are planned for the public transport infrastructure and public transport services in your area? (Assess the number, location and timescale for any infrastructure and transport services.)</p> <p>Identify the improvements planned and their likely impact upon the local area.</p> | <p>Notes from Geoff Roughton</p> <p>(1) Promotion of bus park and ride at Carkeel, together with associated bus priority measures, as part of the Plymouth transport package.</p> <p>(2) Rail park and Ride at Menheniot on land protected by CCC, but no dates.</p> <p>(3) Feasibility Study in progress into provision of Tamar Ferry Service from SE Cornwall, including Saltash, to Plymouth.</p> | | |
| <p>T1 Q11 Is it as quick and easy to travel to the nearest large town by public transport as it is by car? (Compare travel times by car with that of bus, coach and train journeys, from the town and most and least accessible villages in the local area.)</p> <p>Identify the differences in travel times between travelling by car, and public transport. Note if these are direct public transport services. Note the number of changes required to make the journey and where the whole journey is not possible by public transport, e.g. if a person needs to travel to the train station by car.</p> | | | |
| <p>T1 Q12 Are there cycle or walking routes between towns and villages?</p> | | | |

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"GATEWAY TO CORNWALL"

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Transport & Accessibility

(Responses from Baz Gregory via Geoff Roughton (Caradon) – 20 Aug 04)

T1 – Q3

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T1 - Q7

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T1 - Q10

(1) Promotion of bus park and ride at Carkeel, together with associated bus priority measures, as part of the Plymouth transport package.

(2) Rail park and Ride at Menheniot on land protected by CCC, but no dates.

(3) Feasibility Study in progress into provision of Tamar Ferry Service from SE Cornwall, including Saltash, to Plymouth.

T2 - Q2

None that I am aware of. I would consider public transport operators to be a more productive source of such detail, rather than the LTP. Also contact Sally Lewis.

T1 - Q3

Surveys needed or contact operators. Bus Boarders and low floor buses are being introduced in the Plymouth area. Contact CCC or PCC or Sally Lewis.

T2 - Q4

Ditto Q3

T3 - Q1

Contact CCC. All information held by them.

T3 - Q4

Contact Pauline Ward 01579 341339

T3 – Q6

Contact Brian Wright 01579 341332 regarding public buildings owned by Caradon. Otherwise do survey.

T3 - Q7

Contact Pauline Ward and survey

T3 - Q11

Caradon has rights of way maps

Some of the issues raised and discussed at the MCTI Seminar at Eden. 15/10/04

Speed Management Strategy Peter Moore.

Peter Moore presented Cornwall's Speed Management Strategy dated July 2004 with a very polished presentation and provided a hard copy of the Strategy.

Some of the points gained from discussion, not covered in the strategy were :-

For every mile per hour reduction in the speed of a collision between a pedestrian and a motor vehicle, there was a 5% increase in the survival rate of the pedestrian.

To meet government targets some traffic engineer's feel that the quantity of traffic calming measures have taken precedence in some cases over the quality of them.

The technology exists (particularly in vehicles with engine management systems) to restrict the speed of vehicles remotely.

Public Transport (Buses) Steve Nicholson.

Buses

Two main groups

Those operating a scheduled (Timetabled service)

Demand led Dial and ride or link busses..

Cornwall has two major bus operators

First Western National, Western Greyhound, First Western National carrying the majority of passengers, Western Greyhound operating the most route miles.

65% of bus services in Cornwall are commercially viable 35% receive subsidy.

Community Transport Workshop

Tim Andrews West Cornwall and Isles of Scilly, & Sally Lewis East Cornwall Rural Transport Partnership.

Workshop and information on Voluntary Car Schemes, Dial a Ride, Community Bus Groups, Car Share, Car Club and Wheel to work.

Interesting example of a group of parishes working together with an existing community provider to utilise a central control base to receive calls and then hiring a commercial provider to provide community transport.

Also examples of Community Transport that failed through lack of use and exaggerated demand, some useful contacts and examples of transport surveys.

MARKET TOWNS WORKSHEETS TRANSPORT AND ACCESSIBILITY WORKSHEETS

This section contains the following worksheets:

WORKSHEET T1

EASE OF TRAVEL TO AND FROM THE LOCAL AREA

WORKSHEET T2

EASE OF ACCESS TO SERVICES

WORKSHEET T3

EASE OF MOVEMENT AROUND THE TOWN

These should be answered along with the worksheets in the environment, economic and social sections. Advice on answering the worksheets is provided in the Healthcheck Handbook.

WORKSHEET T1

EASE OF TRAVEL TO AND FROM THE LOCAL AREA

These questions help evaluate the level of accessibility to and from the area. These can be divided into two main categories, namely accessibility by car and accessibility by public transport.

If there is not sufficient information available to answer the questions it may be possible to undertake surveys to collect all the relevant information:

- travel times by train and bus can be obtained from timetables. If there are waiting times between changing services include these within the overall journey times
- travel times by car can be surveyed by undertaking the journey
- distances can be derived from mapping or as part of the journey time survey
- frequencies of bus and train services can be derived from timetables or directly from the service operators
- location of train and bus station and stops can be obtained by local survey.

CORE QUESTIONS

Q 1 What is the distance to a national network of dual carriageway roads from the town and the least and most accessible villages? The Local Transport Plan and local maps will provide this information.

Identify the ease of access to the town centre and village centres from the main road network.

Q 2 What is the distance and average travel time by car to nearest large town, from the town itself and from the most and least accessible village within the surrounding countryside? This information can be gained by doing travel time surveys or a local transport partnership may have some information.

Identify how close and how long it takes to travel to the nearest large town centre

Q 3 What improvements are planned for the local/regional highway network in your area? (Identify improvements and the planned timescales for those improvements.) This information is in the Local Transport Plan and the Regional Transport Strategy, both of which should be available from the district council, or county council.

Assess the number of improvements to take place, their location and when they will take place.

Q 4 How far is the train station from the town centre by foot, bicycle, taxi and bus? This information can be found from local maps.

Identify how long it takes to get from the railway station to the town centre. Is the walking/cycling route attractive and safe?

Q 5 Is the main bus station or main concentration of bus termini in the town centre? This information can be found in the Local Transport Plan, or by undertaking a quick survey.

Identify how close and how long it takes to get from the bus station to the town centre.

Q 6 Is it convenient to change between train and coach and/or bus services, i.e. is it easy to walk into town or is there a bus service that connects with the trains? (Note how far away these services are physically, which train services the buses connect with, whether there is a long waiting time for any connecting services, and if there are other facilities or services such as taxis or cycle routes. Also look if any planned improvements would help this interchange.) The information to answer this question can be taken from local maps, coach and train timetables and the Local Transport Plan.

Identify if it is easy to change between train and coach and/or bus services.

Q 7 What is the frequency of rail services? (Look at the frequency of services to neighbouring market towns with a rail station and to the closest large town or city. Are there neighbouring towns or cities without a rail connection? Look at whether the times are convenient for people using the trains to get to work.) This information can be obtained from the rail operators. Railtrack has a website containing timetable information.

Identify the ease of access by rail to other towns and cities. Are there closed railway lines? Are there plans to re-open these?

Q 8 What is the travel time to the nearest large town by bus/coach/train, from the town and from villages in the surrounding countryside? (Look at the travel time to the nearest major city by coach and by train, and do the same for the most and least accessible villages, if applicable. Look at whether there are connecting local bus services from the villages. Also investigate the frequency of service.) This information can be obtained from the rail, coach and bus operators directly.

Identify how long it takes to get to the nearest city by public transport or whether it is possible at all. Are these public transport links good, adequate or poor according to local need? Do these services provide for wheelchairs and baby buggies? Do they provide cycle racks so bike riders can access the countryside?

Q 9 What is the number of national coach services per day? This information will be available from the national coach operators.

Identify the frequency and destinations of services.

Q 10 What improvements are planned for the public transport infrastructure and public transport services in your area? (Assess the number, location and timescale for any infrastructure and transport services.) This information can be obtained from Railtrack, train, bus and coach operators and the Local Transport Plan.

Identify the improvements planned and their likely impact upon the local area.

SUPPLEMENTARY QUESTIONS

Q 11 Is it as quick and easy to travel to the nearest large town by public transport as it is by car? (Compare travel times by car with that of bus, coach and train journeys, from the town and most and least accessible villages in the local area.) This information can be obtained this information by doing travel time surveys and using timetables from the train and bus operators.

Identify the differences in travel times between travelling by car, and public transport. Note if these are direct public transport services. Note the number of changes required to make the journey and where the whole journey is not possible by public transport, e.g. if a person needs to travel to the train station by car.

Q 12 Are there cycle or walking routes between towns and villages?

WORKSHEET T2

EASE OF ACCESS TO SERVICES

These questions help evaluate the level of accessibility to services, predominately by public transport. The location of key services will have been identified through other worksheets, in particular retail and town centre services, training and education, health and public safety and culture and heritage.

If there is not sufficient information available to answer the questions there are survey techniques that can be used:

- travel times by car can be surveyed by undertaking the journey
- distances can be derived from mapping or as part of the journey times survey.

Guidance on undertaking local transport surveys is given in Data Sources and Survey Methods.

CORE QUESTIONS

Q 1 Are bus and train times from outlying villages to the town convenient for travelling to work and children going to school? (Compile a table showing bus and train times during the day. Note when first and last services of the day are.) This information can be found from bus and train timetables. Are there safe, off-road cycle routes?

Identify areas where people find it difficult to get to work or school by public transport.

Q 2 Are there any planned changes to rural public transport services? (Compare any planned changes such as new routes/discontinued routes or increased/decreased frequencies.) This information will be found in the Local Transport Plan and from the bus and train operators.

Identify gaps in the supply of services where demand exists.

Q 3 Is public transport accessible to the mobility impaired? (Compare public transport routes that have accessible buses/trains with the total number of routes.) This information may be available from Access Officers in the district council or from specific surveys.

Identify where people with mobility impairments are disadvantaged in using public transport.

Q 4 Are there special public and private transport services e.g. bus, taxi, or alternative

community or voluntary transport catering for people who are mobility-impaired? (Look at coverage of special needs transport.) This information can be obtained from the County Council, the bus operators and the Rural Transport Partnerships.

Identify gaps in facilities enabling disabled people to use public transport.

Q 5 Is information on public transport easy to obtain? (Identify where information points are and the quality of the information offered, e.g. are there multi-mode timetables at bus stops and rail stations?) This information can be sourced from the Rural Transport Partnership, the bus and train operators and the County Council transport department.

Identify if public transport services, including special services, such as Dial-A-Ride, need to be more widely advertised or more actively promoted.

SUPPLEMENTARY QUESTIONS

Q 6 How many public services are available on-line and where can they be accessed? This information can be sourced by carrying out a web site search of all the public service providers, e.g. local health trust, education authority, district council and a local survey of public internet access points.

Identify how easy it is to access electronic information about public services rather than having to physically travel, for example, to the Council Offices.

Q 7 Do buses travel right into the town centre? (Look at the walking distance from the main bus set down/pick up places to the focal point of the town centre.) This information can be found in route maps from the bus operators and by measuring the distance directly from a map or by doing a quick on the ground survey.

Identify if there is a need to relocate bus stops to bring them closer to the town centre.

Q 8 How easy is it to get to health, education, cultural and retail services by public transport? Pick three rural settlements which have poor, adequate and good public transport links. For each settlement find out how easy it is to get to the hospital, secondary school, job centre, supermarket, library, leisure/sports centre and cinema. Describe the journey in terms of:

- journey time including waiting time
- directness of service or number of changes
- number of different types of transport used
- timetabling difficulties i.e. when the journey can not be made.

This information can be obtained by doing a local survey of the location of facilities, bus and train timetables and route maps and travel time surveys.

Identify where access to services is a problem for people within villages.

Q 9 How easy is it to get to health, education, cultural and retail services by car? (Pick at least three rural settlements and, for each, measure journey times to the hospital, secondary school, job centre, supermarket, library, leisure/sports centre and cinema.) Information will need to be obtained by undertaking journey time surveys.

Identify where access to service is a problem for people within outlying villages.

Q 10 What time is the last Friday or Saturday night bus service from the town to villages in the surrounding countryside? This information can be obtained from the local bus operators.

Identify whether people in rural communities reliant on public transport can enjoy the 'night life' of the town.

WORKSHEET T3

EASE OF MOVEMENT AROUND THE TOWN

These questions are aimed at evaluating the level of access within and around the town. It may prove useful to map some of the information collected.

There may be a need to undertake a number of surveys to collect all the relevant information, including:

- traffic and parking counts
- travel to work and school data
- assessing barriers to mobility
- a cycle review.

Guidance on undertaking these surveys is given in Data Sources and Survey Methods.

CORE QUESTIONS

Q 1 Are there any seriously congested junctions or parts of the local road network? This may be local knowledge or traffic count data may have been collected by the county and district councils.

Identify any traffic 'hot spots', and possible ways to resolve these.

Q 2 Have there been many road traffic accidents involving pedestrian and cyclists at key locations in the town? (Compare accident rates involving pedestrians and cyclists with regional and national averages.) This information can be obtained from the County Council's transport or highways department.

Identify accident 'black spots' and hence the need to introduce safety measures to protect pedestrians and cyclists, such as segregated footpaths and cycle paths.

Q 3 Are there any particular locations, e.g. shopping streets, where there is conflict between pedestrians and cars, buses or heavy vehicles? This may be local knowledge but it may be supplemented by local traffic counts or surveys.

Q 4 Where are the short and long-term car parking, coach parking and disabled parking and how well used is it? (Identify locations and number of spaces.) The district council may hold this information. A survey of car parks could be undertaken. Identify on and off-street car parking provision within walking distance of the town centre including the restrictions/charges applicable.

Q 5 How well used are the on and off-street car and coach parks? (Compare number of free spaces at say 11am on a weekday, market day and Saturday. Also make seasonal comparisons between summer and winter.) This information can be

obtained from the car park operators, usually the district council or by carrying out a local survey.

Identify whether provision is adequate.

Q 6 How many public buildings and shops have disabled access? (Percentage of public buildings and shops which have disabled access.) The district or county council may have a disability or access officer who might hold the information, alternatively do a local survey.

Identify how easy it is for disabled people to physical access services within the town.

Q 7 Are the majority of disabled parking places within 250 metres of the main focal points of the town centre e.g. the main shopping area? (Identify the ratio of disabled parking places within easy reach of the main town centre attractions.) The 250 metre zone will need to be identified on a map. The information on car parking can then be plotted. Are the routes between parking spaces and focal points easy to access e.g. not steep or with high curbs?

Identify availability of disabled parking also making reference to any shop mobility scheme.

Q 8 Can buses move freely throughout the town centre? (Look to see if one-way systems, traffic calming, bus priority measures or pedestrianisation that prevents buses accessing the focal points of the town centre e.g. the main shopping areas.) This information can be sourced from bus operators.

Identify any opportunities to increase the penetration of buses into the town centre.

Q 9 Are there any traffic management measures in place? (Identify the different management measures. Compare to information about traffic blackspots.) This information can be taken from the Traffic Management Strategy the Local Transport Plan or by on-the ground survey.

Assess the different forms of traffic management and its success.

Q 10 Are the main shopping streets in the town centre pedestrianised or with pedestrian priority measures? This information can be found out through local surveys.

Identify the extent of pedestrian priority in the town centre and opportunities to extend this.

Q 11 Where are the main foot and cyclepaths within the town? (Location of footpaths and cyclepaths.) This information can be obtained from the Rights of Way database held by the County Council or the Local Transport Plan.

Identify the number of paths available for use by both pedestrians and cyclists, including family groups and the less able-bodied. Do these connect places that people wish to travel to? How could the network of routes be improved for all sectors of the community? For example, are there busy roads to cross?

Q 12 Is it easy to find your way around town? (Using signposts only is it easy to find the way from e.g. the short-stay car park, train station and bus station to the main shopping street, library, the tourist information centre, both as a pedestrian and as a car user?) This is best tested in person and by surveying visitors to the town. There may also be information contained in the Visitor Surveys conducted by the local Tourist Board to inform this.

Identify where signage needs to be improved.

SUPPLEMENTARY QUESTIONS

Q 13 Are the pavements in good condition and are there dropped kerbs at crossing points? (Identify areas where paving is in poor condition and where there aren't any dropped kerbs at crossing points.) This information can be obtained by local survey.

Identify where pedestrians find it difficult to get around.

Q 14 Is there a shop mobility scheme? (Identify location, operating hours and number of motorised wheelchairs.) This information may be available from the Disability or Access Officer.

Identify the availability of shop mobility.

Q 15 Do the majority of pedestrian crossings have tactile markings and audible warnings, i.e. pelican crossings? (Number of pedestrian crossings with tactile markings and an audible warning, as a percentage of the total crossings.) This information can be gained by doing a local survey.

Identify how easy it is for people with poor vision to find road crossing points.

Q 16 Is there secure cycle parking at convenient locations throughout the town e.g. at the railway station, in the main shopping areas, at the bus station, at schools? This information can be obtained by doing an on-the ground survey.

Identify if there is any under-provision in cycle parking.

Q 17 Are the majority of short-term parking places within 400 metres of the main shopping area? This information can be gained from doing a car park survey. The easiest method is to set out the 400 metre area on a map and mark on the car parks. Identify availability of shoppers parking.

Q 18 Do buses experience delays or unreliability as a result of traffic conditions and/or traffic management measures in the town? (Consider anecdotal evidence about the impacts of traffic conditions and traffic management.) This information can be gained by canvassing the opinions of local bus operators.

Identify measures which make public transport less attractive e.g. whether it is walking distance from bus stops to the main shopping areas, length of journey due to indirect routes and/or congestion, quality of the vehicle.

Q 19 Are there dedicated/segregated cycle routes linking residential areas to the town centre and to local schools? Choose two or three residential areas within 2 miles and describe the route to the town centre and to schools in terms of:

- length of journey on dedicated/segregated cycle route
- length of journey on quiet residential roads
- length of journey on major roads
- number of main roads crossed and presence of any dedicated crossing points where the route is well-lit.

Identify areas where cycle facilities need to be improved.

Q 20 How easy is to walk to/from school? For example, choose two or three residential areas within a mile of both a primary and secondary school and describe the route in terms of:

- route length and how long it takes
- number of main roads crossed and presence of any dedicated crossing points and/or assistance available
- where the route is unlit
- where the route goes through isolated/un-populated areas.

Identify areas where facilities need to be improved e.g. crossing installed, street lighting improved, to provide a dedicated walking/cycling route to school.

MARKET TOWNS WORKSHEETS
TRANSPORT AND ACCESSIBILITY WORKSHEETS

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EASE OF MOVEMENT AROUND THE TOWN

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These questions help evaluate the level of accessibility to and from the area. These can be divided into two main categories, namely accessibility by car and accessibility by public transport.

If there is not sufficient information available to answer the questions it may be possible to undertake surveys to collect all the relevant information:

- travel times by train and bus can be obtained from timetables. If there are waiting times between changing services include these within the overall journey times
- travel times by car can be surveyed by undertaking the journey
- distances can be derived from mapping or as part of the journey time survey
- frequencies of bus and train services can be derived from timetables or directly from the service operators
- location of train and bus station and stops can be obtained by local survey.

CORE QUESTIONS

Q 1 What is the distance to a national network of dual carriageway roads from the town and the least and most accessible villages? The Local Transport Plan and local maps will provide this information.

Answer

Access point to National Network Plymouth end of the Tamar Bridge

Distance from

| | |
|-----------------|-----------|
| Fore St Saltash | 1mile |
| Latchbrook | 2 ½ miles |
| Landrake | 5 miles |

| | |
|-------------|-----------|
| Tideford | 6 ½ miles |
| St Germans. | 8 miles |
| Pilliton | 9miles |

Identify the ease of access to the town centre and village centres from the main road network.

| | |
|------------|---|
| Fore St | via slip road from Tamar Bridge |
| Latchbrook | via Carkeel Roundabout or slip road |
| Landrake | main road network runs through village |
| Tideford | main road network runs through village |
| St Germans | via Country Rd from A38 or Torpoint Truelfoot Rd A374 |
| Pillaton | via Country Rd/Lane from A388 and A38 |

Q 2 What is the distance and average travel time by car to nearest large town, from the town itself and from the most and least accessible village within the surrounding countryside? This information can be gained by doing travel time surveys or a local transport partnership may have some information.

Identify how close and how long it takes to travel to the nearest large town centre

Assuming the nearest large town to be Liskeard.

| From | Distance | Time | Approx average speed |
|------------|-----------|----------|----------------------|
| Saltash | 14 miles | 21min | 45 mph |
| Tideford | 11 miles | 16 ½min | 45 mph |
| Landrake | 9 ½ miles | 13 ½ min | 45 mph |
| St Germans | 10 miles | 15 min | 45mph |
| Pillaton | 10 miles | 15 min | 45 mph |

Q 3 What improvements are planned for the local/regional highway network in your area? (Identify improvements and the planned timescales for those improvements.) This information is in the Local Transport Plan and the Regional Transport Strategy, both of which should be available from the district council, or county council.

Answer

No major road improvement plans exist at present.

The Trulefoot Carkeel Gateway Zone will be implemented soon to rationalize the speed limits between these two points.
park and ride schemes have been discussed but at present there does not appear to be any firm proposals.

Assess the number of improvements to take place, their location and when they will take place.

Question not applicable

Q 4 How far is the train station from the town centre by foot, bicycle, taxi and bus?
This information can be found from local maps

Answer

Approx 1/2 mile.

Identify how long it takes to get from the railway station to the town centre. Is the walking/cycling route attractive and safe?

Answer 1

10/15 min

Answer 2.

Reasonably safe with pavement all the way apart from the short distance from the station entrance. Not attractive at the station but most of the route ok better if via the Guildhall and Lower Fore St than via Albert Square Combe Essa Rd.

Q 5 Is the main bus station or main concentration of bus termini in the town centre?
This information can be found in the Local Transport Plan, or by undertaking a quick survey.

Answer

Yes in Saltash Fore St

Identify how close and how long it takes to get from the bus station to the town centre.

Question not applicable.

Q 6 Is it convenient to change between train and coach and/or bus services, i.e. is it easy to walk into town or is there a bus service that connects with the trains? (Note how far away these services are physically, which train services the buses connect

with, whether there is a long waiting time for any connecting services, and if there are other facilities or services such as taxis or cycle routes. Also look if any planned improvements would help this interchange.) The information to answer this question can be taken from local maps, coach and train timetables and the Local Transport Plan.

Answer

No

There is no regular bus or coach service timed to meet trains at Saltash, to connect to Coach involves a walk / or taxi ride ³/₄ mile into Fore St and then along North Rd to Coach Stop, or ¹/₂ mile into Fore St for busses or Taxi Rank There is no specific cycle route. NB Some trains can be caught from St Germans.

Identify if it is easy to change between train and coach and/or bus services.

Answer

No

Q 7 What is the frequency of rail services? (Look at the frequency of services to neighbouring market towns with a rail station and to the closest large town or city. Are there neighbouring towns or cities without a rail connection? Look at whether the times are convenient for people using the trains to get to work.) This information can be obtained from the rail operators. Railtrack has a website containing timetable information.

Answer.

Saltash

Monday to Friday

| Saltash to | Penzance. | Saltash to | Plymouth |
|------------|---------------------|------------|----------|
| 7.27 | 9.19 | 6.59 | 7.13 |
| 7.53 | 9.45 | 7.53 | 8.08 |
| 8.57 | 10.47 | 8.42 | 8.58 |
| 10.37 | 12.29 | 9.35 | 9.47 |
| 12.34 | 14.20 | 11.57 | 12.09 |
| 14.20 | 15.10 | 13.35 | 14.07 |
| 16.08 | 18.09 | 14.53 | 15.09 |
| 17.43 | 19.25 (RES ONLY) | 15.56 | 16.08 |
| 18.40 | 20.25 | 17.33 | 17.43 |
| 22.14 | 8 min past midnight | 18.16 | 18.26 |
| | | 20.29 | 20.37 |
| 10 per day | | 11 per day | |

Saltash

Saturday

| Saltash to | Penzance | Saltash to | Plymouth |
|------------|------------------|------------|-----------------|
| 8.16 | 10.11 | 7.54 | 8.10 (RES ONLY) |
| 9.55 | 11.52 | 9.14 | 9.26 |
| 13.55 | 15.51 | 12.09 | 12.24 |
| 15.27 | 17.15 (RES ONLY) | 13.59 | 14.10 |
| 18 14 | Via Liskeard | 16.52 | 17.05 |
| 20.43 | 22.32 | 18.17 | 18.29 |
| | | 19.47 | 19 59 |

6 per day

7 per day

Saltash

Sunday

| Saltash to | Penzance | Saltash to | Plymouth |
|------------|----------|------------|----------|
| 10.27 | 12.15 | 15.19 | 15.28 |
| 12.28 | 14.15 | 18.09 | 18.16 |
| 17.37 | 19.27 | 19.33 | 19.43 |
| 20.57 | 22.44 | 22.04 | 22.13 |

4 per day

4 Per day

Trains stopping at St Germans Station

Monday to Saturday.

From Plymouth

7.34
7.59
9.03
10.44
12.40
14.01
16.16
17.49
18.23
22.21
23.25
11 Per day

From Penzance

8.35
9.29
11.50
13.39
16.33
18.09
20.17
7 Per day

Sunday

From Plymouth

From Penzance

10.33

15.11

17.14

17.59

20.49

21.55

3 Per day

3 Per Day

Information from www.nationalrail.co.uk and 0845 7484950 and applies as of 07/09/04

Identify the ease of access by rail to other towns and cities. Are there closed railway lines? Are there plans to re-open these?

Answer

Once at Plymouth there are connections to most rail services in the UK and Europe. Some of the services to Penzance can be used to connect to Looe via Liskeard and to par and St Austel and Newquay from Bodmin Parkway
There are no known closed railway lines with schemes to open them.

Q 8 What is the travel time to the nearest large town by bus/coach/train, from the town and from villages in the surrounding countryside? (Look at the travel time to the nearest major city by coach and by train, and do the same for the most and least accessible villages, if applicable. Look at whether there are connecting local bus services from the villages. Also investigate the frequency of service.) This information can be obtained from the rail, coach and bus operators directly.

Answer

Travel to Plymouth Railway Station by train takes on average

10 Min from Saltash

18 Min from St Germans

Travel to Plymouth City Center by Bus From

Saltash 22 min (as timetabled depending on level of Traffic)

Landrake 29 min

Tideford 33 min

St Germans N/A

Pillaton 42 min

Frequency of Bus services

Saltash to Plymouth 75 per day Mon to Sat 18 Sun Public Holiday

| | | |
|------------|--|-----------------------|
| Landrake | 7 per day Mon to Sat | 4 Sun Public Holidays |
| Tideford | 7 per day Mon to Sat | 4 Sun Public Holidays |
| St Germans | None Timetabled | |
| Pillaton | One every 3 rd Saturday per month | |

Identify how long it takes to get to the nearest city by public transport or whether it is possible at all. Are these public transport links good, adequate or poor according to local need? Do these services provide for wheelchairs and baby buggies? Do they provide cycle racks so bike riders can access the countryside?

Answer

Links from the villages on the A38 Trunk Road to Plymouth are available but are infrequent and therefore poor.

Links from villages not on the A38 are virtually non - existent.

St Germans has contact with the Railway network

None of the Bus services advertise as buggy or bicycle friendly.

Saltash has a reasonable number of Bus Borders to aid boarding buses and a number of the First Buses have low entry doors. Wheel chair access still needs research to clarify then position.

Q 9 What is the number of national coach services per day? This information will be available from the national coach operators.

Identify the frequency and destinations of services.

Answer

| | |
|---------------------------------|--|
| Saltash 6 per day Mon to Friday | Various weekends and bank holidays depending on time of year |
|---------------------------------|--|

| | |
|----------------------------------|------------|
| Landrake 6 per day Mon to Friday | (as above) |
|----------------------------------|------------|

| | |
|----------------------------------|------------|
| Tideford 6 per day Mon to Friday | (as above) |
|----------------------------------|------------|

Destinations

Plymouth Breton Side Bus Station, Heathrow Airport, Victoria Bus Station London.

Q 10 What improvements are planned for the public transport infrastructure and public transport services in your area? (Assess the number, location and timescale for any infrastructure and transport services.) This information can be obtained from Railtrack, train, bus and coach operators and the Local Transport Plan.

Identify the improvements planned and their likely impact upon the local area.

Answer

No Known proposals at preset

SUPPLEMENTARY QUESTIONS

Q 11 Is it as quick and easy to travel to the nearest large town by public transport as it is by car? (Compare travel times by car with that of bus, coach and train journeys, from the town and most and least accessible villages in the local area.) This information can be obtained this information by doing travel time surveys and using timetables from the train and bus operators.

Answer

From St Germans and Saltash It is quicker (almost twice as fast to travel by train to North Rd Station, Plymouth which is situated near the City Center)
Travel to Plymouth City Center. is probably marginally quicker for the same distance by bus from Saltash, Landrake and Tideford (because of the provision of bus lanes).
Travel to Plymouth from other areas in P 12 district would be quicker by car.

Identify the differences in travel times between traveling by car, and public transport. Note if these are direct public transport services. Note the number of changes required to make the journey and where the whole journey is not possible by public transport, e.g. if a person needs to travel to the train station by car.

Answer

By train from Saltash Station 10 min from St Germans 18 min
By Bus from Saltash Fore St to Plymouth Royal Parade 22min. similar by car
Landrake to Plymouth Royal Parade 32 min similar by car
Tideford to Plymouth Royal Parade 36 min similar by car
These Journeys direct assuming they start from Saltash Fore St
From other areas
St Germans to Plymouth Royal Parade 48 min by car
Pillaton to Plymouth Royal Parade 45 min by car
(times estimated by residents local to the villages)

Q 12 Are there cycle or walking routes between towns and villages?

Answer

None specifically designated

WORKSHEET T2

EASE OF ACCESS TO SERVICES

These questions help evaluate the level of accessibility to services, predominately by public transport. The location of key services will have been identified through other worksheets, in particular retail and town centre services, training and education, health and public safety and culture and heritage.

If there is not sufficient information available to answer the questions there are survey techniques that can be used:

- travel times by car can be surveyed by undertaking the journey
- distances can be derived from mapping or as part of the journey times survey.

Guidance on undertaking local transport surveys is given in Data Sources and Survey Methods.

CORE QUESTIONS

Q 1 Are bus and train times from outlying villages to the town convenient for travelling to work and children going to school? (Compile a table showing bus and train times during the day. Note when first and last services of the day are.) This information can be found from bus and train timetables. Are there safe, off-road cycle routes?

Answer.

Traveling to school or work from St Germans by train, the only outlying village with access to the railway network would be difficult, but not impossible the first train stopping there for Saltash being 08.35 the lack of choice of times would probably discourage the use of the train for this purpose.

Times of trains stopping at St Germans

From Plymouth

From Penzance

7.34

8.35

7.59

9.29

9.03

11.50

10.44

13.39

12.40

16.33

14.01

18.09

16.16

20.17

17.49

18.23

22.21

23.25

11 Per day

7 Per day

Most children who had to travel more than 3 miles to school would be catered for by LEA school Transport.

Travel to work by Bus from the villages on the A38 ie Tideford and Landrake would be possible with 7 buses each way during the day:-

From the villages at

07.30 08.48 10.48 12.48 14.48 16.48. 18.43

To the villages at

08.55 10.55 12.55 14.55 16.55 18.12 19.57

Identify areas where people find it difficult to get to work or school by public transport.

Answer

All PL12 district, with the exception of the center of Saltash near the regular First Bus routes.

Q 2 Are there any planned changes to rural public transport services? (Compare any planned changes such as new routes/discontinued routes or increased/decreased frequencies.) This information will be found in the Local Transport Plan and from the bus and train operators.

Withdrawal of Liskeard Omnibus service 77 from Liskeard. through Tideford, Landrake, Saltash, to Derriford Hospital and Plymouth Center.

Identify gaps in the supply of services where demand exists.

All rural areas in PL12, Pilmere Estate, Lower Babis Farm Estate, Tamara Estate and Waterside, middle Pill area, Coombe and Culver Roads.

(Demand exists in these and other areas whether enough to sustain a commercial service is another question)

Q 3 Is public transport accessible to the mobility impaired? (Compare public transport routes that have accessible buses/trains with the total number of routes.) This information may be available from Access Officers in the district council or from specific surveys.

More research is needed on this question

Identify where people with mobility impairments are disadvantaged in using public transport.

Answer all rural areas with no services or boarding aids

Q 4 Are there special public and private transport services e.g. bus, taxi, or alternative

community or voluntary transport catering for people who are mobility-impaired? (Look at coverage of special needs transport.) This information can be obtained from the County Council, the bus operators and the Rural Transport Partnerships

answer

Age concern Bus.

St Georges Day Center Bus

Some Local Taxi firms have adapted vehicles

Identify gaps in facilities enabling disabled people to use public transport.

More research needed.

Q 5 Is information on public transport easy to obtain? (Identify where information points are and the quality of the information offered, e.g. are there multi-mode timetables at bus stops and rail stations?) This information can be sourced from the Rural Transport Partnership, the bus and train operators and the County Council transport department.

Answer

All Cornwall Timetables available at local; travel agents.

Local information available by phone or website from Travel Line

Rail Information available by phone 0845 7484950 or website from [www nationalrail.co.uk](http://www.nationalrail.co.uk)

Identify if public transport services, including special services, such as Dial-A-Ride, need to be more widely advertised or more actively promoted.

Answer

Yes

SUPPLEMENTARY QUESTIONS

Q 6 How many public services are available on-line and where can they be accessed? This information can be sourced by carrying out a web site search of all the public service providers, e.g. local health trust, education authority, district council and a local survey of public internet access points.

Answer

Yes

information available on Local Government from

www.Caradon.gov.uk and

www.cornwall.gov.uk,

about transport via www.travelineSW.com and www nationalrail.co.uk

about health www.cornwall.nhs.uk and www.derriford.co.uk

Identify how easy it is to access electronic information about public services rather than having to physically travel, for example, to the Council Offices.

Answer

Access to good web access is available from local libraries.

Q 7 Do buses travel right into the town centre? (Look at the walking distance from the main bus set down/pick up places to the focal point of the town centre.) This information can be found in route maps from the bus operators and by measuring the distance directly from a map or by doing a quick on the ground survey.

Answer

Yes

Identify if there is a need to relocate bus stops to bring them closer to the town centre.

Answer N/A

Q 8 How easy is it to get to health, education, cultural and retail services by public transport? Pick three rural settlements which have poor, adequate and good public transport links. For each settlement find out how easy it is to get to the hospital, secondary school, job centre, supermarket, library, leisure/sports centre and cinema. Describe the journey in terms of:

journey time including waiting time

directness of service or number of changes

number of different types of transport used

timetabling difficulties i.e. when the journey can not be made.

This information can be obtained by doing a local survey of the location of facilities, bus and train timetables and route maps and travel time surveys.

Answer

There are no rural settlements that have easy access to the primary Hospital serving PL12

There are no rural settlements that have adequate or good public transport to choose. and compare.

All areas in PL12 have difficulty in attending Hospital by Public Transport with the possible exception of those within the reach of the First Bus 52 service.

Travel to the secondary school is predominately via specific LEA provided School Transport, excepting those who live within 3 mile of the school.

Travel to the local job center by public transport is possible, if not convenient for those living in villages along the A38 and living in Saltash

Travel to the library (as to the job center.)

Travel to leisure center as library but more difficult if not impossible later in the day or at weekends.

Travel to local; super market available via Free Bus with varying regularity depending on locality.

There is no cinema. in the PL12 area.

Identify where access to services is a problem for people within villages.

Answer

is a question Where do we start!

Q 9 How easy is it to get to health, education, cultural and retail services by car? (Pick at least three rural settlements and, for each, measure journey times to the hospital, secondary school, job centre, supermarket, library, leisure/sports centre and cinema.) Information will need to be obtained by undertaking journey time surveys.

Answer

St Germans.

| | |
|--|--------|
| Journey time to Derriford Hospital | 42 min |
| Journey Time to Supermarket | 17 min |
| Journey time to leisure Center/Library | 19 min |
| Journey Time to Job Center | 20 min |

Pillaton

| | |
|--|--------|
| Journey time to Derriford Hospital | 41 min |
| Journey Time to Supermarket | 16 min |
| Journey time to leisure Center/Library | 18 min |
| Journey Time to Job Center | 19 min |

Landrake

| | |
|--|--------|
| Journey time to Derriford Hospital | 32 min |
| Journey Time to Supermarket | 10 min |
| Journey time to leisure Center/Library | 12 min |
| Journey Time to Job Center | 13 min |

Q 10 What time is the last Friday or Saturday night bus service from the town to villages in the surrounding countryside? This information can be obtained from the local bus operators.

Answer

| | |
|--------------------------|----------------|
| To Landrake and Tideford | Friday 19..54 |
| | None available |
| To St Germans | None available |
| To Pillaton | None available |

Identify whether people in rural communities reliant on public transport can enjoy the 'night life' of the town.

Answer

They cannot.

WORKSHEET T3

EASE OF MOVEMENT AROUND THE TOWN

These questions are aimed at evaluating the level of access within and around the town. It may prove useful to map some of the information collected.

There may be a need to undertake a number of surveys to collect all the relevant information, including:

- traffic and parking counts
- travel to work and school data
- assessing barriers to mobility
- a cycle review.

Guidance on undertaking these surveys is given in Data Sources and Survey Methods.

CORE QUESTIONS

Q 1 Are there any seriously congested junctions or parts of the local road network? This may be local knowledge or traffic count data may have been collected by the county and district councils.

Identify any traffic 'hot spots', and possible ways to resolve these.

Q 2 Have there been many road traffic accidents involving pedestrian and cyclists at key locations in the town? (Compare accident rates involving pedestrians and cyclists with regional and national averages.) This information can be obtained from the County Council's transport or highways department.

Identify accident 'black spots' and hence the need to introduce safety measures to protect pedestrians and cyclists, such as segregated footpaths and cycle paths.

Q 3 Are there any particular locations, e.g. shopping streets, where there is conflict between pedestrians and cars, buses or heavy vehicles? This may be local knowledge but it may be supplemented by local traffic counts or surveys.

Q 4 Where are the short and long-term car parking, coach parking and disabled parking and how well used is it? (Identify locations and number of spaces.) The district council may hold this information. A survey of car parks could be undertaken. Identify on and off-street car parking provision within walking distance of the town centre including the restrictions/charges applicable.

Q 5 How well used are the on and off-street car and coach parks? (Compare number of free spaces at say 11am on a weekday, market day and Saturday. Also make seasonal comparisons between summer and winter.) This information can be

obtained from the car park operators, usually the district council or by carrying out a local survey.

Identify whether provision is adequate.

Q 6 How many public buildings and shops have disabled access? (Percentage of public buildings and shops which have disabled access.) The district or county council may have a disability or access officer who might hold the information, alternatively do a local survey.

Identify how easy it is for disabled people to physical access services within the town.

Q 7 Are the majority of disabled parking places within 250 metres of the main focal points of the town centre e.g. the main shopping area? (Identify the ratio of disabled parking places within easy reach of the main town centre attractions.) The 250 metre zone will need to be identified on a map. The information on car parking can then be plotted. Are the routes between parking spaces and focal points easy to access e.g. not steep or with high curbs?

Identify availability of disabled parking also making reference to any shop mobility scheme.

Q 8 Can buses move freely throughout the town centre? (Look to see if one-way systems, traffic calming, bus priority measures or pedestrianisation that prevents buses accessing the focal points of the town centre e.g. the main shopping areas.) This information can be sourced from bus operators.

Identify any opportunities to increase the penetration of buses into the town centre.

Q 9 Are there any traffic management measures in place? (Identify the different management measures. Compare to information about traffic blackspots.) This information can be taken from the Traffic Management Strategy the Local Transport Plan or by on-the ground survey.

Assess the different forms of traffic management and its success.

Q 10 Are the main shopping streets in the town centre pedestrianised or with pedestrian priority measures? This information can be found out through local surveys.

Identify the extent of pedestrian priority in the town centre and opportunities to extend this.

Q 11 Where are the main foot and cyclepaths within the town? (Location of footpaths and cyclepaths.) This information can be obtained from the Rights of Way database held by the County Council or the Local Transport Plan.

Identify the number of paths available for use by both pedestrians and cyclists, including family groups and the less able-bodied. Do these connect places that people wish to travel to? How could the network of routes be improved for all sectors of the community? For example, are there busy roads to cross?

Q 12 Is it easy to find your way around town? (Using signposts only is it easy to find the way from e.g. the short-stay car park, train station and bus station to the main shopping street, library, the tourist information centre, both as a pedestrian and as a car user?) This is best tested in person and by surveying visitors to the town. There may also be information contained in the Visitor Surveys conducted by the local Tourist Board to inform this.

Identify where signage needs to be improved.

SUPPLEMENTARY QUESTIONS

Q 13 Are the pavements in good condition and are there dropped kerbs at crossing points? (Identify areas where paving is in poor condition and where there aren't any dropped kerbs at crossing points.) This information can be obtained by local survey.

Identify where pedestrians find it difficult to get around.

Q 14 Is there a shop mobility scheme? (Identify location, operating hours and number of motorised wheelchairs.) This information may be available from the Disability or Access Officer.

Identify the availability of shop mobility.

Q 15 Do the majority of pedestrian crossings have tactile markings and audible warnings, i.e. pelican crossings? (Number of pedestrian crossings with tactile markings and an audible warning, as a percentage of the total crossings.) This information can be gained by doing a local survey.

Identify how easy it is for people with poor vision to find road crossing points.

Q 16 Is there secure cycle parking at convenient locations throughout the town e.g. at the railway station, in the main shopping areas, at the bus station, at schools? This information can be obtained by doing an on-the ground survey.

Identify if there is any under-provision in cycle parking.

Q 17 Are the majority of short-term parking places within 400 metres of the main shopping area? This information can be gained from doing a car park survey. The easiest method is to set out the 400 metre area on a map and mark on the car parks. Identify availability of shoppers parking.

Q 18 Do buses experience delays or unreliability as a result of traffic conditions and/or traffic management measures in the town? (Consider anecdotal evidence about the impacts of traffic conditions and traffic management.) This information can be gained by canvassing the opinions of local bus operators.

Identify measures which make public transport less attractive e.g. whether it is walking distance from bus stops to the main shopping areas, length of journey due to indirect routes and/or congestion, quality of the vehicle.

Q 19 Are there dedicated/segregated cycle routes linking residential areas to the town centre and to local schools? Choose two or three residential areas within 2 miles and describe the route to the town centre and to schools in terms of:

- length of journey on dedicated/segregated cycle route
- length of journey on quiet residential roads
- length of journey on major roads
- number of main roads crossed and presence of any dedicated crossing points where the route is well-lit.

Identify areas where cycle facilities need to be improved.

Q 20 How easy is to walk to/from school? For example, choose two or three residential areas within a mile of both a primary and secondary school and describe the route in terms of:

- route length and how long it takes
- number of main roads crossed and presence of any dedicated crossing points and/or assistance available
- where the route is unlit
- where the route goes through isolated/un-populated areas.

Identify areas where facilities need to be improved e.g. crossing installed, street lighting improved, to provide a dedicated walking/cycling route to school.

TRANSPORT & ACCESSIBILITY - HEALTH CHECK QUESTIONNAIRE

(updated 8 Oct 04)

| WORKSHEET | ANSWER | MAIN ISSUES | STRENGTH/ WEAKNESS, OPPORTUNITY OR THREAT | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|-------------|--|------|--------------|---------|----------|-------|--------|----------|----------|---------|--------|----------|-----------|----------|--------|------------|----------|--------|-------|----------|----------|--------|-------|--|--|
| <p>T1 – Q1 What is the distance to a national network of dual carriageway roads from the town and the least and most accessible villages?</p> <p>Identify the ease of access to the town centre and village centres from the main road network.</p> | <p>Access point to National Network - Plymouth end of the Tamar Bridge</p> <p>Distance from:</p> <p>Fore St Saltash 1mile Latchbrook 2 ½ miles Landrake 5 miles Tideford 6 ½ miles St Germans. 8 miles Pilliton 9miles</p> <p>Fore St via slip road from Tamar Bridge Latchbrook via Carkeel Roundabout or slip road Landrake main road network runs through village Tideford main road network runs through village St Germans via Country Rd from A38 or Torpoint Trulefoot Rd A374 Pillaton via Country Rd/Lane from A388 and A38</p> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>T1 – Q2 Identify how close and how long it takes to travel to the nearest large town centre</p> | <p>Assuming the nearest large town to be Liskeard.</p> <table border="1" data-bbox="434 1034 1451 1227"> <thead> <tr> <th>From</th> <th>Distance</th> <th>Time</th> <th>Approx speed</th> </tr> </thead> <tbody> <tr> <td>Saltash</td> <td>14 miles</td> <td>21min</td> <td>45 mph</td> </tr> <tr> <td>Tideford</td> <td>11 miles</td> <td>16 ½min</td> <td>45 mph</td> </tr> <tr> <td>Landrake</td> <td>9 ½ miles</td> <td>13 ½ min</td> <td>45 mph</td> </tr> <tr> <td>St Germans</td> <td>10 miles</td> <td>15 min</td> <td>45mph</td> </tr> <tr> <td>Pillaton</td> <td>10 miles</td> <td>15 min</td> <td>45mph</td> </tr> </tbody> </table> | From | Distance | Time | Approx speed | Saltash | 14 miles | 21min | 45 mph | Tideford | 11 miles | 16 ½min | 45 mph | Landrake | 9 ½ miles | 13 ½ min | 45 mph | St Germans | 10 miles | 15 min | 45mph | Pillaton | 10 miles | 15 min | 45mph | | |
| From | Distance | Time | Approx speed | | | | | | | | | | | | | | | | | | | | | | | | |
| Saltash | 14 miles | 21min | 45 mph | | | | | | | | | | | | | | | | | | | | | | | | |
| Tideford | 11 miles | 16 ½min | 45 mph | | | | | | | | | | | | | | | | | | | | | | | | |
| Landrake | 9 ½ miles | 13 ½ min | 45 mph | | | | | | | | | | | | | | | | | | | | | | | | |
| St Germans | 10 miles | 15 min | 45mph | | | | | | | | | | | | | | | | | | | | | | | | |
| Pillaton | 10 miles | 15 min | 45mph | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>T1 – Q3 What improvements are planned for the local/regional highway network in your area?</p> | <p>No major road improvement plans exist at present. The Trulefoot - Carkeel Gateway Zone will be implemented soon to rationalize the speed limits between these two points. Park and ride schemes have been discussed but at present there does not appear to be any firm proposals</p> | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>T1 – Q4 How far is the train station from the town centre by foot, bicycle, taxi and bus?</p> <p>Identify how long it takes to get from the railway station to the town centre.</p> <p>Is the walking/cycling route attractive and safe?</p> | <p>Approx ½ mile.</p> <p>10/15 min</p> <p>Reasonably safe with pavement all the way apart from the short distance from the station entrance. Not attractive at the station but most of the route ok better if via the Guildhall and Lower Fore St than via Albert Square Combe Essa Rd.</p> | | |
| <p>T1 – Q5 Is the main bus station or main concentration of bus termini in the town centre?</p> | <p>Yes - In Saltash Fore St</p> | | |
| <p>T1 – Q6 Is it convenient to change between train and coach and/or bus services, i.e. is it easy to walk into town or is there a bus service that connects with the trains?</p> <p>Identify if it is easy to change between train and coach and/or bus services.</p> | <p>No - There is no regular bus or coach service timed to meet trains at Saltash, to connect to Coach involves a walk / or taxi ride ¾ mile into Fore St and then along North Rd to Coach Stop, or ½ mile into Fore St for busses or Taxi Rank There is no specific cycle route. NB Some trains can be caught from St Germans.</p> <p>No</p> | | |

| | | | | |
|--|-----------------------------|---------------------|---------------------|----------|
| T1 – Q7 What is the frequency of rail services? | Saltash Monday to Friday | | Saltash to Plymouth | |
| | Saltash to | Penzance. | Saltash to | Plymouth |
| | 7.27 | 9.19 | 6.59 | 7.13 |
| | 7.53 | 9.45 | 7.53 | 8.08 |
| | 8.57 | 10.47 | 8.42 | 8.58 |
| | 10.37 | 12.29 | 9.35 | 9.47 |
| | 12.34 | 14.20 | 11.57 | 12.09 |
| | 14.20 | 15.10 | 13.35 | 14.07 |
| | 16.08 | 18.09 | 14.53 | 15.09 |
| | 17.43 | 19.25 (RES ONLY) | 15.56 | 16.08 |
| 18.40 | 20.25 | 17.33 | 17.43 | |
| 22.14 | 8 min past midnight | 18.16 | 18.26 | |
| | | 20.29 | 20.37 | |
| | 10 per day | 11 per day | | |
| Saltash Saturday | | Saltash to Plymouth | | |
| Saltash to | Penzance | Saltash to | Plymouth | |
| 8.16 | 10.11 | 7.54 | 8.10 (RES | |
| ONLY) | | | | |
| 9.55 | 11.52 | 9.14 | 9.26 | |
| 13.55 | 15.51 | 12.09 | 12.24 | |
| 15.27 | 17.15 (RES ONLY) | 13.59 | 14.10 | |
| 18 14 | Via Liskeard | 16.52 | 17.05 | |
| 20.43 | 22.32 | 18.17 | 18.29 | |
| | | 19.47 | 19 59 | |
| | 6 per day | 7 per day | | |
| Saltash Sunday | | Saltash to Plymouth | | |
| Saltash to | Penzance | Saltash to | Plymouth | |
| 10.27 | 12.15 | 15.19 | 15.28 | |
| 12.28 | 14.15 | 18.09 | 18.16 | |
| 17.37 | 19.27 | 19.33 | 19.43 | |
| 20.57 | 22.44 | 22.04 | 22.13 | |
| | 4 per day | 4 Per day | | |

| | <p>Trains stopping at St Germans Station</p> <p>Monday to Saturday.</p> <table border="0"> <thead> <tr> <th>From Plymouth</th> <th>From Penzance</th> </tr> </thead> <tbody> <tr><td>7.34</td><td>8.35</td></tr> <tr><td>7.59</td><td>9.29</td></tr> <tr><td>9.03</td><td>11.50</td></tr> <tr><td>10.44</td><td>13.39</td></tr> <tr><td>12.40</td><td>16.33</td></tr> <tr><td>14.01</td><td>18.09</td></tr> <tr><td>16.16</td><td>20.17</td></tr> <tr><td>17.49</td><td></td></tr> <tr><td>18.23</td><td></td></tr> <tr><td>22.21</td><td></td></tr> <tr><td>23.25</td><td></td></tr> <tr><td>11 Per day</td><td>7 Per day</td></tr> </tbody> </table> <p>Sunday</p> <table border="0"> <thead> <tr> <th>From Plymouth</th> <th>From Penzance</th> </tr> </thead> <tbody> <tr><td>10.33</td><td>15.11</td></tr> <tr><td>17.14</td><td>17.59</td></tr> <tr><td>20.49</td><td>21.55</td></tr> <tr><td>3 Per day</td><td>3 Per Day</td></tr> </tbody> </table> <p>Information from www.nationalrail.co.uk and 0845 7484950 and applies as of 07/09/04</p> | From Plymouth | From Penzance | 7.34 | 8.35 | 7.59 | 9.29 | 9.03 | 11.50 | 10.44 | 13.39 | 12.40 | 16.33 | 14.01 | 18.09 | 16.16 | 20.17 | 17.49 | | 18.23 | | 22.21 | | 23.25 | | 11 Per day | 7 Per day | From Plymouth | From Penzance | 10.33 | 15.11 | 17.14 | 17.59 | 20.49 | 21.55 | 3 Per day | 3 Per Day | | |
|--|--|---------------|---------------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|-------|--|-------|--|-------|--|------------|-----------|---------------|---------------|-------|-------|-------|-------|-------|-------|-----------|-----------|--|--|
| From Plymouth | From Penzance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.34 | 8.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.59 | 9.29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9.03 | 11.50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.44 | 13.39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12.40 | 16.33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 17.49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18.23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 Per day | 7 Per day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| From Plymouth | From Penzance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10.33 | 15.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17.14 | 17.59 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20.49 | 21.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 Per day | 3 Per Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>T1 – Q7 (cont)</p> <p>Identify the ease of access by rail to other towns and cities.</p> <p>Are there closed railway lines? Are there plans to re-open these?</p> | <p>Once at Plymouth there are connections to most rail services in the UK and Europe. Some of the services to Penzance can be used to connect to Looe via Liskeard and to par and St Austel and Newquay from Bodmin Parkway</p> <p>There are no known closed railway lines with schemes to open them.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>T1 – Q8 What is the travel time to the nearest large town by bus/coach/train, from the town and from villages in the surrounding countryside?</p> | <p>Travel to Plymouth Railway Station by train takes on average: 10 Min from Saltash - 18 Min from St Germans Travel to Plymouth City Centre by Bus From: Saltash 22 min (as timetabled depending on level of Traffic) Landrake 29 min Tideford 33 min St Germans N/A Pillaton 42 min</p> <p>Frequency of Bus services Saltash to Plymouth 75 per day Mon to Sat 18 Sun Public Holiday Landrake 7 per day Mon to Sat 4 Sun Public Holidays Tideford 7 per day Mon to Sat 4 Sun Public Holidays St Germans None Timetabled Pillaton One every 3rd Saturday per month</p> | | |
| <p>T1 – Q8 (cont) Identify how long it takes to get to the nearest city by public transport or whether it is possible at all. Are these public transport links good, adequate or poor according to local need?</p> <p>Do these services provide for wheelchairs and baby buggies? Do they provide cycle racks so bike riders can access the countryside?</p> | <p>Links from the villages on the A38 Trunk Road to Plymouth are available but are infrequent and therefore poor. Links from villages not on the A38 are virtually non - existent. St Germans has contact with the Railway network</p> <p>None of the Bus services advertise as buggy or bicycle friendly. Saltash has a reasonable number of Bus Borders to aid boarding buses and a number of the First Buses have low entry doors. Wheel chair access still needs research to clarify then position.</p> | | |
| <p>T1 – Q 9 What is the number of national coach services per day?</p> | <p>Saltash 6 per day Mon to Friday Various weekends and bank holidays depending on time of year Landrake 6 per day Mon to Friday (as above) Tideford 6 per day Mon to Friday (as above) Destinations: Plymouth Breton Side Bus Station, Heathrow Airport, Victoria Bus Station London.</p> | | |

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| <p>T1 – 10 What improvements are planned for the public transport infrastructure and public transport services in your area?</p> | <p>No Known proposals at present</p> | | |
| <p>T1 – Q11 Is it as quick and easy to travel to the nearest large town by public transport as it is by car?</p> | <p>From St Germans and Saltash It is quicker (almost twice as fast to travel by train to North Rd Station, Plymouth which is situated near the City Center) Travel to Plymouth City Center. is probably marginally quicker for the same distance by bus from Saltash, Landrake and Tideford (because of the provision of bus lanes). Travel to Plymouth from other areas in P 12 district would be quicker by car.</p> | | |
| <p>T1 – Q11 (cont) Identify the differences in travel times between traveling by car, and public transport.</p> | <p>By train from Saltash Station 10 min from St Germans 18 min By Bus from Saltash Fore St to Plymouth Royal Parade 22min. similar by car Landrake to Plymouth Royal Parade 32 min similar by car Tideford to Plymouth Royal Parade 36 min similar by car These Journeys direct assuming they start from Saltash Fore St From other areas St Germans to Plymouth Royal Parade 48 min by car Pillaton to Plymouth Royal Parade 45 min by car (times estimated by residents local to the villages)</p> | | |
| <p>T1 – Q12 Are there cycle or walking routes between towns and villages?</p> | <p>None designated</p> | | |

| <p>T2 – Q1 Are bus and train times from outlying villages to the town convenient for travelling to work and children going to school?</p> | <p>Traveling to school or work from St Germans by train, the only outlying village with access to the railway network would be difficult, but not impossible the first train stopping there for Saltash being 08.35 the lack of choice of times would probably discourage the use of the train for this purpose.</p> <p>Times of trains stopping at St Germans</p> <table data-bbox="450 400 1099 783"> <thead> <tr> <th>From Plymouth</th> <th>From Penzance</th> </tr> </thead> <tbody> <tr><td>7.34</td><td>8.35</td></tr> <tr><td>7.59</td><td>9.29</td></tr> <tr><td>9.03</td><td>11.50</td></tr> <tr><td>10.44</td><td>13.39</td></tr> <tr><td>12.40</td><td>16.33</td></tr> <tr><td>14.01</td><td>18.09</td></tr> <tr><td>16.16</td><td>20.17</td></tr> <tr><td>17.49</td><td></td></tr> <tr><td>18.23</td><td></td></tr> <tr><td>22.21</td><td></td></tr> <tr><td>23.25</td><td></td></tr> </tbody> </table> <p>11 Per day 7 Per day</p> <p>Most children who travel more than 3 miles to school are catered for by LEA school transport.</p> <p>Travel to work by Bus from the villages on the A38 ie Tideford and Landrake is possible with 7 buses each way during the day:-</p> <p>From the villages at 07.30 08.48 10.48 12.48 14.48 16.48. 18.43</p> <p>To the villages at 08.55 10.55 12.55 14.55 16.55 18.12 19.57</p> | From Plymouth | From Penzance | 7.34 | 8.35 | 7.59 | 9.29 | 9.03 | 11.50 | 10.44 | 13.39 | 12.40 | 16.33 | 14.01 | 18.09 | 16.16 | 20.17 | 17.49 | | 18.23 | | 22.21 | | 23.25 | | | |
|---|---|---------------|---------------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|-------|--|-------|--|-------|--|--|--|
| From Plymouth | From Penzance | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.34 | 8.35 | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 16.16 | 20.17 | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 18.23 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22.21 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>T2 – Q1 (cont) Identify areas where people find it difficult to get to work or school by public transport.</p> | <p>All PL12 district, with the exception of the centre of Saltash near the regular First Bus routes.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>T2 - Q 2 Are there any planned changes to rural public transport services?</p> <p>Identify gaps in the supply of services where demand exists.</p> | <p>Withdrawal of Liskeard Bus service 77 from Liskeard. through Tideford, Landrake, Saltash, to Derriford Hospital and Plymouth Center.</p> <p>All rural areas in PL12, plus Pilmere Estate, Lower Babis Farm Estate, Tamara Estate and Waterside, middle Pill area, Coombe and Culver Roads. (Demand exists in these and other areas whether enough to sustain a commercial service is another question)</p> | | |
| <p>T2 – Q3 Is public transport accessible to the mobility impaired?</p> <p>Identify where people with mobility impairments are disadvantaged in using public transport.</p> | <p>More research is needed on this question</p> <p>All rural areas with no services or boarding aids</p> | | |
| <p>T2 - Q 4 Are there special public and private transport services e.g. bus, taxi, or alternative community or voluntary transport catering for people who are mobility-impaired?</p> <p>Identify gaps in facilities enabling disabled people to use public transport.</p> | <p>Age concern Bus. St Georges Day Center Bus Some Local Taxi firms have adapted vehicles</p> <p>More research needed.</p> | | |

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| <p>T2 – Q5 Is information on public transport easy to obtain?</p> <p>Identify if public transport services, including special services, such as Dial-A-Ride, need to be more widely advertised or more actively promoted.</p> | <p>All Cornwall Timetables available at local; travel agents. Local information available by phone or website from Travel Line Rail Information available by phone 0845 7484950 or website from www nationalrail.co.uk</p> <p>Yes</p> | | |
| <p>T2 – Q6 How many public services are available on-line and where can they be accessed?</p> <p>Identify how easy it is to access electronic information about public services rather than having to physically travel, for example, to the Council Offices.</p> | <p>Information available on Local Government from www.Caradon.gov.uk and www.cornwall.gov.uk, About transport via www.travelineSW.com and www nationalrail.co.uk About health via www.cornwall.nhs.uk and www.derriford.co.uk</p> <p>Access is good web access is available from local libraries.</p> | | |
| <p>T2 - Q 7 Do buses travel right into the town centre?</p> | <p>Yes</p> | | |

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|--|--|------------------------------------|--------|-----------------------------|--------|--|--------|----------------------------|--------|------------------------------------|--------|-----------------------------|--------|--|--------|----------------------------|--------|------------------------------------|--------|-----------------------------|--------|--|--------|----------------------------|--------|--|--|
| <p>T2 – Q8 How easy is it to get to health, education, cultural and retail services by public transport?</p> | <p>There are no rural settlements that have easy access to the primary Hospital serving PL12 There are no rural settlements that have adequate or good public transport to choose. and compare.</p> <p>All areas in PL12 have difficulty in attending Hospital by Public Transport with the possible exception of those within the reach of the First Bus 52 service.</p> <p>Travel to the secondary school is predominately via specific LEA provided School Transport, excepting those who live within 3 mile of the school.</p> <p>Travel to the local job center by public transport is possible, if not convenient for those living in villages along the A38 and living in Saltash</p> <p>Travel to the library (as to the job center.) Travel to leisure center as library but more difficult if not impossible later in the day or at weekends. Travel to local; super market available via Free Bus with varying regularity depending on locality.</p> <p>There is no cinema. in the PL12 area.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>T2 – Q8 (cont) Identify where access to services is a problem for people within villages.</p> | <p>Where do we start!</p> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>T2 - Q 9 How easy is it to get to health, education, cultural and retail services by car?</p> | <p>St Germans.</p> <table border="0"> <tr> <td>Journey time to Derriford Hospital</td> <td>42 min</td> </tr> <tr> <td>Journey Time to Supermarket</td> <td>17 min</td> </tr> <tr> <td>Journey time to leisure Center/Library</td> <td>19 min</td> </tr> <tr> <td>Journey Time to Job Center</td> <td>20 min</td> </tr> </table> <p>Pillaton</p> <table border="0"> <tr> <td>Journey time to Derriford Hospital</td> <td>41 min</td> </tr> <tr> <td>Journey Time to Supermarket</td> <td>16 min</td> </tr> <tr> <td>Journey time to leisure Center/Library</td> <td>18 min</td> </tr> <tr> <td>Journey Time to Job Center</td> <td>19 min</td> </tr> </table> <p>Landrake</p> <table border="0"> <tr> <td>Journey time to Derriford Hospital</td> <td>32 min</td> </tr> <tr> <td>Journey Time to Supermarket</td> <td>10 min</td> </tr> <tr> <td>Journey time to leisure Center/Library</td> <td>12 min</td> </tr> <tr> <td>Journey Time to Job Center</td> <td>13 min</td> </tr> </table> | Journey time to Derriford Hospital | 42 min | Journey Time to Supermarket | 17 min | Journey time to leisure Center/Library | 19 min | Journey Time to Job Center | 20 min | Journey time to Derriford Hospital | 41 min | Journey Time to Supermarket | 16 min | Journey time to leisure Center/Library | 18 min | Journey Time to Job Center | 19 min | Journey time to Derriford Hospital | 32 min | Journey Time to Supermarket | 10 min | Journey time to leisure Center/Library | 12 min | Journey Time to Job Center | 13 min | | |
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| Journey Time to Job Center | 13 min | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>T2 – Q10 What time is the last Friday or Saturday night bus service from the town to villages in the surrounding countryside?</p> | <p>To Landrake and Tideford Friday 19..54 To St Germans None available To Pillaton None available</p> | | |
| <p>T2- Q10 (cont) Identify whether people in rural communities reliant on public transport can enjoy the 'night life' of the town.</p> | <p>No - They cannot.</p> | | |

Gateway MCTI Transport & Accessibility Group

Leader Bill Cotton.

Potential Projects that arise from the health check survey, initial discussions and comments from participants.

Disclaimer.

The compilers of this document have included in it, as far as is practical, all the points and ideas brought to their notice during their research for discussion by the other Gateway MCTI groups. Their inclusion does not necessarily indicate that they agree with them.

1 Improve public awareness of the existing transport facilities available to encourage their use thereby safeguarding their future by:-

- (a) Having up to date and clear details of services available from each bus stop and train station and links of where to find out further information.
- (b) Publish a PL12 specific Bus and Train and Ferry timetables clearly showing services available, and links to information about services in other areas, and arrange for them to be distributed, to every household in the area at least twice a year along with communications from local Councils, for example, Council Tax Bills, Caradon Courier. Parish Magazines etc. Also have them available in as many public venues as possible alongside tourist information to promote use by visitors.
- (c) Liase with neighbouring areas, Plymouth and the PL11, PL13, PL14 AND PL15 postcode areas to provide information about links to transport facilities in their areas that may be of use to PL 12 residents
- (d) Assist the formation of a PL12 Transport Users Group to monitor existing services, suggest improvements and to lobby and advise local authorities and transport providers where appropriate.
- (e) Emphasise and promote awareness of the fact that the majority of transport services available have to be run on a commercial basis and if not regularly supported they will be unable to continue.
- (f) Support and promote the use of commercial transport and the sharing of private transport to reduce car use, road congestion and pollution.

2 Encourage the use of Bus Travel by removing aspects that discourage their use

- (a) Remove congestion by improving the entrance/exit to bus stops.
- (b) provide coach parking near to the town centre to encourage visitors to use the towns shops and facilities.
- (c) Improve links between services serving Fore St and through bus routes by providing bus stops and shelters in North Rd and provide safe pedestrian links between them.
- (d) Encourage the provision of more evening and weekend services and routes to Derriford Hospital.

- (e) Improve access to some housing estates with narrow roads by parking restrictions and the provision of more off road parking.
Insist on sensible planning applications from developers of future estates as to the layout width and design of service roads and the provision of bus bays and shelters before planning approval is given.
- (f) Encourage the provision and use of discount schemes such as the Cornish Key Card to reward regular users of bus transport.
- (g) Encourage further provision of low entrance vehicles, bus boarders and the facilities for the disabled travellers and those with child buggies and cycles.
- (h) Encourage and assist the formation of community, or parish based bus, taxi bus services to feed passengers into the town transport hub through routes and facilities thereby increasing their use and viability.

3 Encourage more use of the Rail Connections available in PL12.

- (a) Improve the surrounds of the Railway Station and waiting area and provide ticket office and toilets.
- (b) Provide bus link between bus hub and railway station.
- (c) Improve direction signs from bus hub and town centre.
- (d) Improve platform design to enable the boarding of trains by the elderly and disabled.
- (e) Provide car parking for rail commuters by removing derelict station building.
- (f) Investigate the reactivation of and the possible provision of car parking at the railway halt below the community college at Wearde to increase commuter use.
- (g) Consider the construction of freight handling facility at Truelfoot.

4 Reduce commuter congestion by providing Park & Ride

- (1) Preliminary plans were included in a draft structure plan for the construction of a Park and Ride scheme at Carkeel. With the removal of forward plans to develop Broadmoor Farm this would appear to have been dropped.
(conformation as to the exact position on this matter still awaited)

If in the future, proposals to develop this area are brought forward again, serious consideration should be given to the inclusion of Park and Ride facilities at Carkeel with easy access from the A38 and the A388 using the existing fuel, food and rest area.

This scheme should include secure overnight parking for heavy transport, bus shelters to serve through routes, facilities for purchasing tickets, facilities for taxis, for emergency services and a Heliport.

To encourage use, this scheme should be provided at the lowest possible cost to the users but generate enough income to provide good quality security and proper management.

5 Promote the greater use of pedal cycles.

- (a) Provide secure Cycle racks in Fore St and the towns car parks.
- (b) Provide secure Cycle racks at other facilities in the town, for example, the Library, health centre, and leisure centre complex in Callington Rd, the railway station and the retail complex in Avery Way.
- (c) Link the paths and cycle paths on the Pilmere Estate with New Road.
- (d) Provide designated cycle routes particularly near the schools and colleges.

6 Improve crossing points on main roads to make travel on foot safer.

- (a) Improve pedestrian crossing point at Carkeel Roundabout to improve links with the retail complex in Avery Way and Prideaux Close.
- (b) Provide safe crossing point on Yellowtor Rd
- (c) Provide safe crossing point on Fairmead Rd
- (d) Provide safe crossing point on New Rd.
- (e) Provide safe crossing point on the main A38 at Tideford.

7 Other Ideas!

- (a) Inclined railway from Waterside to Lower Fore St or North Rd.
- (b) Cable Car hung under Brunel's Bridge.
- (c) Eco Bus/or small bus linking the seasonal ferry service at the waterside with Fore St, then returning via Culver Rd stopping at the station and all points on the Heritage Trail.

Compiled by P Beamont.

(Presented at Group Leaders' Forum – 27 Nov 04)

TRANSPORT & ACCESSABILITY HEALTH CHECK QUESTIONNAIRE

(Version dated 27 Nov 04)

| WORKSHEET | ANSWER | MAIN ISSUES | STRENGTH/ WEAKNESS, OPPORTUNITY OR THREAT | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|-------------|---|------|--------------|---------|----------|-------|--------|----------|----------|---------|--------|----------|-----------|----------|--------|------------|----------|--------|-------|----------|----------|--------|-------|--|---|
| <p>T1 – Q1 What is the distance to a national network of dual carriageway roads from the town and the least and most accessible villages?</p> <p>Identify the ease of access to the town centre and village centres from the main road network.</p> | <p>Access point to National Network - Plymouth end of the Tamar Bridge</p> <p>Distance from:</p> <p>Fore St Saltash 1 mile</p> <p>Latchbrook 2 ½ miles</p> <p>Landrake 5 miles</p> <p>Tideford 6 ½ miles</p> <p>St Germans. 8 miles</p> <p>Pilliton 9miles</p> <p>Fore St via slip road from Tamar Bridge</p> <p>Latchbrook via Carkeel Roundabout or slip road</p> <p>Landrake main road network runs through village</p> <p>Tideford main road network runs through village</p> <p>St Germans via Country Rd from A38 or Torpoint Truelfoot Rd A374</p> <p>Pillaton via Country Rd/Lane from A388 and A38</p> | | <p>Ease of access to the National Network is and an advantage for local business and those from the area that need or wish to travel.</p> <p>Proximity to the major city of Plymouth makes the area popular for those who wish to work in but not live in Plymouth, thereby inflating local house prices and making it more difficult to retain a distinct identity.</p> <p>Saltash will always suffer periodic disruption because of the need for maintenance of the Tamar Road Bridge</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>T1 – Q2 Identify how close and how long it takes to travel to the nearest large town centre</p> | <p>Assuming the nearest large town to be Liskeard.</p> <table border="1" data-bbox="434 1082 1279 1249"> <thead> <tr> <th>From</th> <th>Distance</th> <th>Time</th> <th>Approx speed</th> </tr> </thead> <tbody> <tr> <td>Saltash</td> <td>14 miles</td> <td>21min</td> <td>45 mph</td> </tr> <tr> <td>Tideford</td> <td>11 miles</td> <td>16 ½min</td> <td>45 mph</td> </tr> <tr> <td>Landrake</td> <td>9 ½ miles</td> <td>13 ½ min</td> <td>45 mph</td> </tr> <tr> <td>St Germans</td> <td>10 miles</td> <td>15 min</td> <td>45mph</td> </tr> <tr> <td>Pillaton</td> <td>10 miles</td> <td>15 min</td> <td>45mph</td> </tr> </tbody> </table> | From | Distance | Time | Approx speed | Saltash | 14 miles | 21min | 45 mph | Tideford | 11 miles | 16 ½min | 45 mph | Landrake | 9 ½ miles | 13 ½ min | 45 mph | St Germans | 10 miles | 15 min | 45mph | Pillaton | 10 miles | 15 min | 45mph | | <p>The two nearest towns are more natural market centers with an obvious catchment area surrounding them.</p> |
| From | Distance | Time | Approx speed | | | | | | | | | | | | | | | | | | | | | | | | |
| Saltash | 14 miles | 21min | 45 mph | | | | | | | | | | | | | | | | | | | | | | | | |
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| Pillaton | 10 miles | 15 min | 45mph | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>T1 – Q3 What improvements are planned for the local/regional highway network in your area?</p> | <p>No major road improvement plans exist at present.</p> <p>The Trulefoot - Carkeel Gateway Zone will be implemented soon to rationalize the speed limits between these two points.</p> <p>Park and ride schemes have been discussed but at present there does not appear to be any firm proposals</p> | | <p>In the future if links with Plymouth become more heavily used and congested the a park and ride scheme may be a more viable proposition.</p> | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>T1 – Q4 How far is the train station from the town centre by foot, bicycle, taxi and bus?</p> <p>Identify how long it takes to get from the railway station to the town centre.</p> <p>Is the walking/cycling route attractive and safe?</p> | <p>Approx ½ mile.</p> <p>10/15 min</p> <p>Reasonably safe with pavement all the way apart from the short distance from the station entrance. Not attractive at the station but most of the route ok better if via the Guildhall and Lower Fore St than via Albert Square Combe Essa Rd.</p> | <p>Improving the use of the Main Railway Line through PL12</p> | <p>With the main Plymouth to Penzance Railway line situated on the southern edge of the PL12 area there is a potential, if not at present in the future to increase passenger and possibly freight use Could a freight terminal be built at Trulefoot.</p> |
| <p>T1 – Q5 Is the main bus station or main concentration of bus termini in the town centre?</p> | <p>Yes - In Saltash Fore St</p> | <p>The other routes through the town are along New and North Rd and across the Tamar Bridge</p> | <p>Improve the connections between Fore Street services and those through North Rd.</p> |
| <p>T1 – Q6 Is it convenient to change between train and coach and/or bus services, i.e. is it easy to walk into town or is there a bus service that connects with the trains?</p> <p>Identify if it is easy to change between train and coach and/or bus services.</p> | <p>No - There is no regular bus or coach service timed to meet trains at Saltash, to connect to Coach involves a walk / or taxi ride ¾ mile into Fore St and then along North Rd to Coach Stop, or ½ mile into Fore St for busses or Taxi Rank There is no specific cycle route. NB Some trains can be caught from St Germans.</p> <p>No</p> | | <p>improve links between the road and rail travel in PL12 area.</p> |

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| <p>T1 – Q7 What is the frequency of rail services?</p> | <p>Saltash Monday to Friday Saltash to Penzance. 7.27 9.19 7.53 9.45 8.57 10.47 10.37 12.29 12.34 14.20 14.20 15.10 16.08 18.09 17.43 19.25 (RES ONLY) 18.40 20.25 22.14 8 min past midnight</p> <p>10 per day</p> <p>Saltash Saturday Saltash to Penzance 8.16 10.11 ONLY) 9.55 11.52 13.55 15.51 15.27 17.15 (RES ONLY) 18 14 Via Liskeard 20.43 22.32</p> <p>6 per day</p> <p>Saltash Sunday Saltash to Penzance 10.27 12.15 12.28 14.15 17.37 19.27 20.57 22.44 4 per day</p> | <p>Saltash to Plymouth 6.59 7.13 7.53 8.08 8.42 8.58 9.35 9.47 11.57 12.09 13.35 14.07 14.53 15.09 15.56 16.08 17.33 17.43 18.16 18.26 20.29 20.37</p> <p>11 per day</p> <p>Saltash to Plymouth 7.54 8.10 (RES 9.14 9.26 12.09 12.24 13.59 14.10 16.52 17.05 18.17 18.29 19.47 19.59</p> <p>7 per day</p> <p>Saltash to Plymouth 15.19 15.28 18.09 18.16 19.33 19.43 22.04 22.13</p> <p>4 Per day</p> | | <p>Publicize the frequency of services and encourage more use.</p> |
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| | <p>Trains stopping at St Germans Station</p> <p>Monday to Saturday.</p> <table border="0"> <thead> <tr> <th>From Plymouth</th> <th>From Penzance</th> </tr> </thead> <tbody> <tr><td>7.34</td><td>8.35</td></tr> <tr><td>7.59</td><td>9.29</td></tr> <tr><td>9.03</td><td>11.50</td></tr> <tr><td>10.44</td><td>13.39</td></tr> <tr><td>12.40</td><td>16.33</td></tr> <tr><td>14.01</td><td>18.09</td></tr> <tr><td>16.16</td><td>20.17</td></tr> <tr><td>17.49</td><td></td></tr> <tr><td>18.23</td><td></td></tr> <tr><td>22.21</td><td></td></tr> <tr><td>23.25</td><td></td></tr> <tr><td>11 Per day</td><td>7 Per day</td></tr> </tbody> </table> <p>Sunday</p> <table border="0"> <thead> <tr> <th>From Plymouth</th> <th>From Penzance</th> </tr> </thead> <tbody> <tr><td>10.33</td><td>15.11</td></tr> <tr><td>17.14</td><td>17.59</td></tr> <tr><td>20.49</td><td>21.55</td></tr> <tr><td>3 Per day</td><td>3 Per Day</td></tr> </tbody> </table> <p>Information from www.nationalrail.co.uk and 0845 7484950 and applies as of 07/09/04</p> | From Plymouth | From Penzance | 7.34 | 8.35 | 7.59 | 9.29 | 9.03 | 11.50 | 10.44 | 13.39 | 12.40 | 16.33 | 14.01 | 18.09 | 16.16 | 20.17 | 17.49 | | 18.23 | | 22.21 | | 23.25 | | 11 Per day | 7 Per day | From Plymouth | From Penzance | 10.33 | 15.11 | 17.14 | 17.59 | 20.49 | 21.55 | 3 Per day | 3 Per Day | | |
|--|--|---------------|--|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|-------|--|-------|--|-------|--|------------|-----------|---------------|---------------|-------|-------|-------|-------|-------|-------|-----------|-----------|--|--|
| From Plymouth | From Penzance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 7.59 | 9.29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 11 Per day | 7 Per day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 3 Per day | 3 Per Day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>T1 – Q7 (cont)</p> <p>Identify the ease of access by rail to other towns and cities.</p> <p>Are there closed railway lines? Are there plans to re-open these?</p> | <p>Once at Plymouth there are connections to most rail services in the UK and Europe. Some of the services to Penzance can be used to connect to Looe via Liskeard and to par and St Austel and Newquay from Bodmin Parkway</p> <p>There are no known closed railway lines with schemes to open them. There is a disused halt and platform just below the Community College on the road to Wearde Quay.</p> | | <p>improve the opportunity to purchase tickets at Saltash and the access to National through Trains.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>T1 – Q8 What is the travel time to the nearest large town by bus/coach/train, from the town and from villages in the surrounding countryside?</p> | <p>Travel to Plymouth Railway Station by train takes on average: 10 Min from Saltash - 18 Min from St Germans Travel to Plymouth City Centre by Bus From: Saltash 22 min (as timetabled depending on level of Traffic) Landrake 29 min Tideford 33 min St Germans N/A Pillaton 42 min</p> <p>Frequency of Bus services Saltash to Plymouth 75 per day Mon to Sat 18 Sun Public Holiday Landrake 7 per day Mon to Sat 4 Sun Public Holidays Tideford 7 per day Mon to Sat 4 Sun Public Holidays St Germans None Timetabled Pillaton One every 3rd Saturday per month</p> | | <p>Travel times to Plymouth City Center by train are quicker by train. Provide improved Information ,ticket availability ,bus links and car parking at rail stations to increase commuter use. Remove derelict station building at Saltash to provide bus bay and rail user parking.</p> |
| <p>T1 – Q8 (cont) Identify how long it takes to get to the nearest city by public transport or whether it is possible at all. Are these public transport links good, adequate or poor according to local need?</p> <p>Do these services provide for wheelchairs and baby buggies? Do they provide cycle racks so bike riders can access the countryside?</p> | <p>Links from the villages on the A38 Trunk Road to Plymouth are available but are infrequent and therefore poor. Links from villages not on the A38 are virtually non - existent. Update . with the exception of the new List Link demand led service. St Germans has contact with the Railway network</p> <p>None of the Bus services advertise as buggy or bicycle friendly. Saltash has a reasonable number of Bus Borders to aid boarding buses and a number of the First Buses have low entry doors. Wheel chair access still needs research to clarify then position.</p> | | |
| <p>T1 – Q 9 What is the number of national coach services per day?</p> | <p>Saltash 6 per day Mon to Friday Various weekends and bank holidays depending on time of year Landrake 6 per day Mon to Friday (as above) Tideford 6 per day Mon to Friday (as above) Destinations: Plymouth Breton Side Bus Station, Heathrow Airport, Victoria Bus Station London.</p> | <p>Although you can catch a National bus in Saltash and elsewhere in PL12, It would appear that you have to buy a ticket from a travel agent or the Internet first, they are not available on the Bus</p> | <p>Increase opportunities to purchase tickets locally.</p> |

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| <p>T1 – 10 What improvements are planned for the public transport infrastructure and public transport services in your area?</p> | <p>No Known proposals at present. Update with the exception of the introduction of the dial and ride List Link service.</p> | <p>Whether this type of service will be commercially viable and whether the traveling public will be prepared to book in advance</p> | <p>Consider in areas that have no bus service setting up community or parish/ group of parish-based services.</p> |
| <p>T1 – Q11 Is it as quick and easy to travel to the nearest large town by public transport as it is by car?</p> | <p>From St Germans and Saltash It is quicker (almost twice as fast to travel by train to North Rd Station, Plymouth which is situated near the City Center) Travel to Plymouth City Center. is probably marginally quicker for the same distance by bus from Saltash, Landrake and Tideford (because of the provision of bus lanes). Travel to Plymouth from other areas in P 12 district would be quicker by car.</p> | | |
| <p>T1 – Q11 (cont) Identify the differences in travel times between traveling by car, and public transport.</p> | <p>By train from Saltash Station 10 min from St Germans 18 min By Bus from Saltash Fore St to Plymouth Royal Parade 22min. similar by car Landrake to Plymouth Royal Parade 32 min similar by car Tideford to Plymouth Royal Parade 36 min similar by car These Journeys direct assuming they start from Saltash Fore St From other areas St Germans to Plymouth Royal Parade 48 min by car Pillaton to Plymouth Royal Parade 45 min by car (times estimated by residents local to the villages)</p> | | |
| <p>T1 – Q12 Are there cycle or walking routes between towns and villages?</p> | <p>None designated or planned in the PL12 area</p> | | |

| <p>T2 – Q1 Are bus and train times from outlying villages to the town convenient for travelling to work and children going to school?</p> | <p>Traveling to school or work from St Germans by train, the only outlying village with access to the railway network would be difficult, but not impossible the first train stopping there for Saltash being 08.35 the lack of choice of times would probably discourage the use of the train for this purpose.</p> <p>Times of trains stopping at St Germans</p> <table border="0"> <thead> <tr> <th>From Plymouth</th> <th>From Penzance</th> </tr> </thead> <tbody> <tr><td>7.34</td><td>8.35</td></tr> <tr><td>7.59</td><td>9.29</td></tr> <tr><td>9.03</td><td>11.50</td></tr> <tr><td>10.44</td><td>13.39</td></tr> <tr><td>12.40</td><td>16.33</td></tr> <tr><td>14.01</td><td>18.09</td></tr> <tr><td>16.16</td><td>20.17</td></tr> <tr><td>17.49</td><td></td></tr> <tr><td>18.23</td><td></td></tr> <tr><td>22.21</td><td></td></tr> <tr><td>23.25</td><td></td></tr> </tbody> </table> <p>11 Per day 7 Per day</p> <p>Most children who travel more than 3 miles to school are catered for by LEA school transport.</p> <p>Travel to work by Bus from the villages on the A38 ie Tideford and Landrake is possible with 7 buses each way during the day:-</p> <p>From the villages at 07.30 08.48 10.48 12.48 14.48 16.48. 18.43</p> <p>To the villages at 08.55 10.55 12.55 14.55 16.55 18.12 19.57</p> | From Plymouth | From Penzance | 7.34 | 8.35 | 7.59 | 9.29 | 9.03 | 11.50 | 10.44 | 13.39 | 12.40 | 16.33 | 14.01 | 18.09 | 16.16 | 20.17 | 17.49 | | 18.23 | | 22.21 | | 23.25 | | | |
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| 23.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>T2 – Q1 (cont) Identify areas where people find it difficult to get to work or school by public transport.</p> | <p>All PL12 district, with the exception of the centre of Saltash near the regular First Bus routes.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>T2 - Q 2 Are there any planned changes to rural public transport services?</p> <p>Identify gaps in the supply of services where demand exists.</p> | <p>Withdrawal of Liskeard Bus service 77 from Liskeard. through Tideford, Landrake, Saltash, to Derriford Hospital and Plymouth Center.</p> <p>All rural areas in PL12, plus Pilmere Estate, Lower Babis Farm Estate, Tamara Estate and Waterside, middle Pill area, Coombe and Culver Roads. (Demand exists in these and other areas whether enough to sustain a commercial service is another question. Update . The recent introduction of a demand led service operated by List Link may hopefully fulfill this demand. This service is a commercial one with very little other financial support, It will need regular use and support to succeed.</p> | | <p>The List Link service or similar demand led service could solve some of the transport problems in the many areas that do not have any regular service. It would need to be seen not to be competing with regular services and local taxi providers.</p> |
| <p>T2 – Q3 Is public transport accessible to the mobility impaired?</p> <p>Identify where people with mobility impairments are disadvantaged in using public transport.</p> | <p>More research is needed on this question</p> <p>All rural areas with no services or boarding aids</p> | | |
| <p>T2 - Q 4 Are there special public and private transport services e.g. bus, taxi, or alternative community or voluntary transport catering for people who are mobility-impaired?</p> <p>Identify gaps in facilities enabling disabled people to use public transport.</p> | <p>Age concern Bus. St Georges Day Center Bus Some Local Taxi firms have adapted vehicles</p> <p>More research needed.</p> | | <p>Make information about such facilities more widely available to those in need.</p> |

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| <p>T2 – Q5 Is information on public transport easy to obtain?</p> <p>Identify if public transport services, including special services, such as Dial-A-Ride, need to be more widely advertised or more actively promoted.</p> | <p>All Cornwall Timetables available at local; travel agents. Local information available by phone or website from Travel Line Rail Information available by phone 0845 7484950 or website from www.nationalrail.co.uk</p> <p>Yes</p> | | <p>Information about transport within PL 12 and how it links to other service inside and outside the area is patchy and inconsistent. Grouping all transport information together and making it available to every household at least twice a year possibly distributed along with other communications from local government may increase awareness of what is available and increase usage .</p> |
| <p>T2 – Q6 How many public services are available on-line and where can they be accessed?</p> <p>Identify how easy it is to access electronic information about public services rather than having to physically travel, for example, to the Council Offices.</p> | <p>Information available on Local Government from www.Caradon.gov.uk and www.cornwall.gov.uk, About transport via www.travelineSW.com and www.nationalrail.co.uk About health via www.cornwall.nhs.uk and www.derriford.co.uk</p> <p>Access is good web access is available from local libraries.</p> | | |
| <p>T2 - Q 7 Do buses travel right into the town centre?</p> | <p>Yes</p> | | |

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| <p>T2 – Q8 How easy is it to get to health, education, cultural and retail services by public transport?</p> | <p>There are no rural settlements that have easy access to the primary Hospital serving PL12 There are no rural settlements that have adequate or good public transport to choose. and compare.</p> <p>All areas in PL12 have difficulty in attending Hospital by Public Transport with the possible exception of those within the reach of the First Bus 52 service.</p> <p>Travel to the secondary school is predominately via specific LEA provided School Transport, excepting those who live within 3 mile of the school.</p> <p>Travel to the local job center by public transport is possible, if not convenient for those living in villages along the A38 and living in Saltash</p> <p>Travel to the library (as to the job center.) Travel to leisure center as library but more difficult if not impossible later in the day or at weekends. Travel to local; super market available via Free Bus with varying regularity depending on locality.</p> <p>There is no cinema. in the PL12 area.</p> | <p>Improving transport links to Derriford Hospital</p> <p>Increase the availability of evening and weekend services to allow access to night life and leisure facilities</p> | |
| <p>T2 – Q8 (cont) Identify where access to services is a problem for people within villages.</p> | <p>Where do we start! For those living in or around villages not on the A38 or a388 without access to private transport or friends and family with transport who are willing to help access must be very difficult if not impossible. The very recent introduction of a demand led service operated by List Link hopefully will assist people in this position. This is a commercial venture that will need a good response and usage to continue.</p> | | |
| <p>T2 - Q 9 How easy is it to get to health, education, cultural and retail services by car?</p> | <p>St Germans. Journey time to Derriford Hospital 42 min Journey Time to Supermarket 17 min Journey time to leisure Center/Library 19 min Journey Time to Job Center 20 min</p> <p>Pillaton Journey time to Derriford Hospital 41 min Journey Time to Supermarket 16 min Journey time to leisure Center/Library 18 min Journey Time to Job Center 19 min</p> <p>Landrake Journey time to Derriford Hospital 32 min Journey Time to Supermarket 10 min</p> | <p>The difficulty in finding parking spaces at Derriford Hospital is becoming and increasing problem.</p> | <p>Improve services to Derriford Hospital to make traveling there my bus a more attractive proposition.</p> |

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| | Journey time to leisure Center/Library 12 min Journey Time to Job Center 13 min | | |
| T2 – Q10 What time is the last Friday or Saturday night bus service from the town to villages in the surrounding countryside? | To Landrake and Tideford Friday 19..54 To St Germans None available To Pillaton None available | | |
| T2- Q10 (cont) Identify whether people in rural communities reliant on public transport can enjoy the 'night life' of the town. | No - They cannot. | | |
| T3 - Q 1 Are there any seriously congested junctions or parts of the local road network? This may be local knowledge or traffic count data may have been collected by the county and district councils. | Burraton Cross to Carkeel Roundabout. Carkeel Roundabout at peak times | | |
| T3 – Q1 (cont) Identify any traffic 'hot spots', and possible ways to resolve these. | | | |

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| <p>T3 - Q 2 Have there been many road traffic accidents involving pedestrian and cyclists at key locations in the town? (Compare accident rates involving pedestrians and cyclists with regional and national averages.) This information can be obtained from the County Council's transport or highways department.</p> | <p>One known fatality at the junction of St Stephens Rd and Long Park Rd</p> | <p>Measures to reduce Vehicle speed and direction at this point have been introduced since</p> | |
| <p>T3 – Q2 (cont) Identify accident 'black spots' and hence the need to introduce safety measures to protect pedestrians and cyclists, such as segregated footpaths and cycle paths.</p> | <p>Carkeel</p> | <p>Work is already in hand to reduce speed limits Improve pavements , road surfaces and pedestrian crossings where road width allows. Road width will always constrict improvements .</p> | |
| <p>T3 - Q 3 Are there any particular locations, e.g. shopping streets, where there is conflict between pedestrians and cars, buses or heavy vehicles? This may be local knowledge but it may be supplemented by local traffic counts or surveys.</p> | <p>Late night convenience shops at Mote Park, New Rd (entrance to Homer Park) and St Stephens Rd Take away food outlets at Fairmead Rd and St Stephens Rd.</p> | | |

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| <p>T3 - Q 4 Where are the short and long-term car parking, coach parking and disabled parking and how well used is it? (Identify locations and number of spaces.) The district council may hold this information. A survey of car parks could be undertaken. Identify on and off-street car parking provision within walking distance of the town centre including the restrictions/charges applicable.</p> | <p>in the immediate vicinity of the town Center there are 4 car parks 2. on the North side of Fore St off Bellevue Avenue, 2 on the South side one behind the Coop and one at Alexander Square.</p> <p>Bellevue East 60 Places + 2 Disabled Bellevue West 38 Places + 4 Disabled Alexander Square 52 Places + 3 Disabled Coop 44 Places + 5 Disabled</p> <p>There are 38 on road parking spaces in Fore Street, with parking allowed for One Hour with no return in 3hrs 8am to 6 pm Mon To Sat inclusive.</p> <p>There is no designated Disabled Parking in Fore Street.</p> <p>There is no designated Coach Parking near the Town Center.</p> | <p>There is no designated Disabled Parking in Fore Street.</p> <p>There is no designated Coach Parking near the Town Center</p> | <p>Provide Designated Disabled Parking in Fore St</p> <p>Provide designated Coach Parking near the Town Center</p> |
| <p>T3 - Q 5 How well used are the on and off-street car and coach parks? (Compare number of free spaces at say 11am on a weekday, market day and Saturday. Also make seasonal comparisons between summer and winter.) This information can be obtained from the car park operators, usually the district council or by carrying out a local survey.</p> | <p>Answer requested from Caradon District Council Car Parks Officer. to follow soon.</p> | | |
| <p>T3 – Q5 (cont) Identify whether provision is adequate.</p> | <p>Yes total Public spaces available. 232. There are normally spaces available if not always on road in Fore Street on in the car park of first choice.</p> | | |

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| <p>T3 - Q 6 How many public buildings and shops have disabled access? (Percentage of public buildings and shops which have disabled access.) The district or county council may have a disability or access officer who might hold the information, alternatively do a local survey.</p> | <p>The Guildhall has full disabled access, as does St Barnabous Hospital and the health centers. The Library has Disabled access to the ground floor only. The Job Center has disabled access Some but not all of the shops in Fore St have means for the disabled to request assistance. The Registry office at preset has not got full disabled facilities not having a Toilet and is in the process of seeking new premises, The is a question of disabled access at the Saltash Railway Station (covered elsewhere in this document. Further research is still underway to review the situation elsewhere in PL12.</p> | | |
| <p>T3 – Q6 (cont) Identify how easy it is for disabled people to physical access services within the town.</p> | <p>To be answered following further research.</p> | | |
| <p>T3 - Q 7 Are the majority of disabled parking places within 250 metres of the main focal points of the town centre e.g. the main shopping area? (Identify the ratio of disabled parking places within easy reach of the main town centre attractions.) The 250 metre zone will need to be identified on a map. The information on car parking can then be plotted. Are the routes between parking spaces and focal points easy to access e.g. not steep or with high curbs?</p> | <p>Yes 6% The provision of dropped kerbs in the town is on the whole good.</p> | | |

