

Truro & Kenwyn Neighbourhood Plan

**Meeting of the Transportation and Communication Working Group
Thursday 12 January 2012
at 7.00 pm in the Municipal Buildings, Truro**

Minutes

ATTENDEES:

Councillor Ayers – Truro City Council	Ian Beavis - Parsons Brinckerhoff
Councillor B Biscoe – Truro City Council	Ms Vicky Fraser - Cornwall Council
Roger Gazzard – Town Clerk, TCC	Ms Rebecca Jackson - Cornwall Council
Councillor Johns - Kenwyn Parish Council	Mr Robert Lacey – Cornwall Council
Mr M Moore - Road Haulage Association	Mr Matt Sidney – Cornwall Council
Councillor C Wells – Truro City Council	

APOLOGIES: An apology for absence was submitted on behalf of Councillor R Ellis, Kenwyn Parish Council

Item		Action
1	Chairman Councillor Wells in the chair.	
2	Up to Date Position The Chairman introduced Mr Matt Sidney, Vicky Fraser, Rebecca Jackson, Cornwall Council and Mr Ian Beavis, Parsons Brinckerhoff to the meeting. It was confirmed that Connecting Cornwall: 2030 was the Local Transport Plan for Cornwall covering a period of 20 years. Connecting Cornwall would be the key strategic policy tool through which Cornwall Council exercised its responsibilities for planning, management and development of transport in Cornwall, for the movement of both people and goods. Mr Sidney advised that Mr Beavis had come along to work through the transport model with members and detail how it was being developed. Mr Beavis confirmed Cornwall Council had commissioned Parsons Brinckerhoff to assess the current transport strategy and other strategy options in Truro. He confirmed the presentation would summarise the transport modelling methodology and outputs from the study to date and confirmed the need to analyse why trips were being made and not how many trips. It was considered that the level of trips reduced as more people worked from home but there was a steady growth in the way people travelled as they generally liked to go out and do something. It was also reported a number of commuters had no option other than to drive into Truro. Councillor Biscoe advised there was	

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	<p>evidence that there was a strong level of demand for railways to commute into Truro at the present time.</p> <p>Mr Beavis advised the transport modelling work had been ongoing since March/April 2012, the data had been collected on existing travel patterns and was split into different user classes:-</p> <ul style="list-style-type: none">• Traffic counts• Journey time surveys• Roadside interview data• 2001 Travel to Work (Census) data• Bus patronage surveys including Park and Ride <p>It was reported the model had been developed using extensive Department of Transport (DfT) guidelines and best practice in transport modelling. It was confirmed the model represented am and pm peak hours and disaggregated by journey purposes (e.g. business or educational trips). It was accurately calibrated to DfT standards using traffic counts, journey time surveys (origin and destination of journeys and use of park and ride surveys), junction delays and queues.</p> <p>Mr Beavis reported, the transport model methodology was a highways based model consisting of links (roads) and zones and the map, previously tabled, indicated key routes across Cornwall excluding railways. A more detailed map of the network within the Truro area was also tabled indicating key junctions on the A30 and A390. Mr Beavis confirmed the model contained accurate information and the calibrated base model would be used to predict future year traffic flows for a specified future year (2031). He advised the process incorporated traffic generated by potential future development allocations and background traffic growth due to other growth in traffic (increasing car ownership, economic growth), plus changes in travel patterns due to increasing congestion.</p> <p>In respect of development traffic growth, from a robust data source it was confirmed the total traffic generation had been calculated using trip rates, trip distribution using existing census data and these trips had been added into a trip matrix.</p> <p>It was reported to forecast future year traffic flows, a range of scenarios had been looked at:-</p> <ol style="list-style-type: none">1 Core strategy growth levels; Approximately 4,500 houses (above those already consented)2 Lower growth (Approximately 2,900 houses (above those already consented)	
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	<p>3 Higher growth Approximately 6,800 houses (above those already consented).</p> <p>Mr Beavis confirmed the core strategy growth scenario had been looked at and a forecast produced without transport measures. To get an accurate picture significant developments at Langarth, Willow Green, Maiden Green, Kenwyn North, the Truro Eastern District Centre, Truro City Centre, Old Richard Lander School site and Highertown had been included.</p> <p>It was reported that forecasts initially produced for a 2031 Do Minimum scenario included only committed improvements to the transport network and a number of measures were then assessed by adding them into the transport model. As the model was highways based, the impact of non-highways measures involved calculations outside of the model and results were fed in and the impact analysed by comparison with Do Minimum scenario.</p> <p>Mr Beavis advised the measures identified included:-</p> <ul style="list-style-type: none">• Park and Ride Schemes• Bus improvements• Rail improvements• Walking and cycling improvements• Demand management measures• Highway improvements <p>All measures being identified from a range of sources including the Local Transport Plan (LTP), (Area Action Plan) AAP, Truro Rail Study as well as measures identified in the study.</p> <p>The performance of measures were assessed against a range of criteria:</p> <ul style="list-style-type: none">• Reduction in demand on key routes• Reduction in total demand into Truro• Reduction in journey times on key routes• Impact on Park and Ride Demand• Performance of key junctions• Cost <p>Mr Beavis reported that, from the above the best performing measures were determined as Eastern Park and Ride, Southern Park and Ride, Bus Service frequency improvements, Public Sector travel plan measures, Southern Distributor Road and key junction improvements. He then advised that measures were packaged into strategies to assess cumulative impact. The identified strategies being:</p> <ul style="list-style-type: none">• Do Minimum• Current Truro Strategy (including Southern Distributor Road)• Sustainable Transport Strategy (including Northern Access Road).	
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Mr Beavis reported the best performing and cost effective measures included in the Sustainable Transport Strategy and the strategy assessment results. Maps, previously circulated, indicated journey times on key corridors and strategy assessment results with key junction performance indicated.

In conclusion Mr Beavis advised that future development growth would increase travel demand into and within Truro which would have a severe impact without a package of improvement measures. He confirmed the current transport strategy would provide significant improvement to the transport system to allow development growth without a deterioration in travel conditions. He however advised that without a Sustainable Transport Strategy (SDR) more emphasis would need to be placed on sustainable travel measures to achieve a similar level of performance which could be achieved through the measures within the Sustainable Transport Strategy allowing the Core Strategy growth to be delivered.

Mr Mike Moore asked whether the Park and Ride could be used overnight for parked lorries as at the moment it was empty for twelve hours but Councillor Biscoe pointed out that if the park and ride site was used twenty-four hours per day it would be difficult to revert the land back to its original use if needed in the future. Mr Moore considered it would be beneficial if other traffic could be allowed to use the bus lanes which would ease congestion.

In answer to a question regarding whether new stores such as ASDA would attract additional traffic, Mr Beavis confirmed he considered that whilst people were shopping at any new stores they would not be visiting the existing stores.

Councillor Wells thanked Ian Beavis for his informative presentation.

Ms Jackson reported that most bus services were run commercially by bus operators along commercially viable routes and at such times as operators felt they could make a profit. She advised that Cornwall Council became involved only in areas and at times when nothing was provided commercially but the Council considered there was an unmet need.

Members were advised that Cornwall Council had carried out street surveys around the Bus Station and the City centre between 7.00 am and 5.00 pm during October 2011 and the results from the surveys had been fed into a feasibility study to help determine whether there was a need for a bus station in Truro and if so, the most suitable location. It was confirmed that Cornwall Council preferred the current site with improved facilities and expansion to allow all operators to use the station.

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	<p>Ms Jackson reported there were ground issues at the existing bus station and the current facilities needed to be improved. She advised results of a survey confirmed people definitely wanted a bus station in Truro, the key requirements being comfort and shelter. Apparently numbers established that people tended to catch the bus from the bus station but, at the end of their journeys, got off the buses at stops in the City. It was confirmed that some 10,000 people per day boarded and alighted buses in Truro and two thirds of those surveyed confirmed they came into Truro to shop or work. Two thirds surveyed chose to come into Truro before going on to other destinations, using Truro as a stopover.</p> <p>It was confirmed that people wanted to access the town centre with the bus station being as close as possible and it was felt there was a need to facilitate what people were asking for.</p> <p>Members were advised that seven alternative situations were being considered for the siting of a bus shelter including Lemon Quay, Tabernacle Street, Boscawen Street, Garras Wharf or the Moorfield car parks, Carrick House or Bridge Street</p> <p>It was confirmed the study was due to be concluded next week when further information was expected</p> <p>Councillor Wells thanked Ms Rebecca Jackson for her informative talk.</p>	
3	<p>Next Meeting Roger Gazzard reported there would be a broadband presentation at the next meeting to be held 8 February 2012 at 7.00 pm.</p>	

The meeting closed at 8.55 pm.

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CHAIRMAN