Facilities and Services

St Hilary Parish contains a range of services and facilities which perform an important role in supporting residents and maintaining a sense and pride of place and belonging.

A major facility is the popular St Hilary school, which attracts primary age pupils from both St Hilary Parish and beyond including neighbouring Perranuthnoe which itself does not contain a school.

The Village Hall has recently opened at the refurbished Old Schoolroom, adjoining the Church. The Hall is located at first floor level with a small heritage centre at ground floor.

Please see:
http://www.sthilarypc.org.uk/village-hall/.

The Packet Inn at Rosudgeon serves as a pub and restaurant where there is also a busy Co-operative supermarket and post office.

There is a children's play area, sports ground and pavilion at the eastern end of Rosudgeon which serves as a base for the local football and cricket teams as well as providing accommodation for meetings, social events and various activities. The sports field accommodates a large and very popular Wednesday morning car boot sale from April to October.

Local bus services are the 39 A between Camborne, Leedstown, Perranuthnoe and Penzance and the U4 between Penzance, Porthleven, Helston, Tremough Campus, Penryn and Falmouth. Secondary school and college students travel predominately to Penzance. There is a community bus service, the 515, between Hayle, Marazion and Penzance which passes along the parish boundary at Gwallon. There are also two bus services along the A30 passing through Crowlas that are within walking distance (1.5km) of the parish boundary in the west.

At the heart of the parish is the grade one listed church dedicated to St Hilary of Poitiers, a fourth century bishop noted for his asceticism, opposition to the Arian Heresy and his work on the mystery of the Divine Trinity.

The church, which features a thirteenth century tower and spire was destroyed by fire in 1853 with only the tower and spire remaining. However, it was rebuilt by 1855 in a similar style to the original. The 79 feet spire is 269 feet above sea level and has served as an important marine navigation point.

The church contains a number of striking religious paintings produced in the early twentieth century by members of the Newlyn School of Painting supported by Bernard Walke, vicar from 1912 to 1936, who also installed many beautiful furnishings and fittings which unfortunately were destroyed in 1932 by a group of extreme Protestants objecting to Walke's High Anglican services. The church was the scene for one of the earliest BBC outside broadcasts in 1925 with the staging of Walke's nativity play "Bethlehem". Restoration work has been ongoing since the 1970s and included a roof replacement in 2003. Next to the church is the restored old schoolroom which acts as a venue for meetings and community social events. Beneath the old schoolroom is the St Hilary Heritage Centre which contains a wealth of information about St Hilary Parish and its artistic and literary links to the Newlyn School.

Access to key services

The Department of Trade (DoT) produces data on journey travel times to key services and facilities for the English local authority areas and for the Lower Super Output Area for years 2014-2019 with the exception of 2018. Of the key services St Hilary has a primary school and food store within its parish boundaries but the other key services – centres of employment, secondary and further education, GP, hospital and town centre involve travel outside the parish.

The journey time data produced by the DoT provide an indication of how well connected or how isolated areas of the country are in terms of access to centres of employment, education facilities, health services, food stores and town centres.

Travel times are estimated for four modes of transport - public transport/walking, cycle, car and for 2019 walking. The estimates for England , Cornwall and the Lower Super Output Area (LSOA E01019077) which covers St Erth and St Hilary are show in the table below.

Table Journey Travel Times

Average minimum travel time[1] to reach the nearest key services by mode of travel 2019

		Key services										
		Centre of employment										
Year	Mode	Places with 100-499 jobs	Places with 500-4999 jobs	Places with 5000 or more jobs	Primary school	Secondary school	Further Education	GP	Hospital	Food store	Town Centres	Average of 8 services[2]
England												
2019	Public Transport / Walking	9.1	11.4	31.2	8.8	18.1	21.3	13.1	41.3	8.7	20.4	**18**
	Cycle	8.7	9.9	29.9	8.6	14.3	17.2	11.1	37.5	8.8	17.3	**16**
	Car	7.1	7.6	15.9	7.3	9.9	11.1	8.3	19.6	7.1	11.3	**10**
	Walking[3]	11.2	14.7	58.1	9.4	25.7	33.5	18.2	74.6	10.8	36.6	**28**
Cornwall												
2019	Public Transport / Walking	15.2	13.5	35.9	11.5	26.3	36.2	19.9	68.4	11.9	25.8	**27**
	Cycle	16.4	10.0	22.3	7.6	12.5	16.3	16.5	80.1	10.6	23.9	**22**
	Car	9.0	8.4	26.9	9.9	21.5	33.2	10.3	35.8	7.7	13.3	**18**
	Walking[3]	12.2	8.9	45.0	13.5	48.2	67.4	35.4	110.0	17.2	54.6	**44**
LSOA-E01019007[4]												
2019	Public Transport / Walking	36.3	19.6	69.4	14.3	33.6	54.0	26.0	47.5	10.8	40.2	**31**
	Cycle	24.3	13.3	117.1	10.7	27.0	54.6	20.2	46.1	17.4	39.0	**29**
	Car	13.2	9.2	38.3	8.1	14.4	22.9	12.3	19.6	10.8	18.5	**14**
	Walking[3]	60.3	25.6	120.0	15.8	68.9	120.0	47.8	117.6	37.3	108.4	**68**

1. A maximum value of 120 minutes is used where journey times exceed 120 minutes. This means that for some service by mode combinations (particularly for walking and smaller destination sets), the
2. The average of minimum journey times to medium sized centres of employment (500-4999 jobs), primary schools, secondary schools, further education, GPs, hospitals, food stores and town centres.
3. Walk indicators are only available for 2019.
4. LSOA-E01019007 Lower Super Output Area of St Erth and St Hilary

Department for Transport statistics

Journey Time Statistics (https://www.gov.uk/government/collections/journey-time-statistics)

An average time for each mode of transport is taken for eight of the key services with the figure for the medium sized centres of employment for 500-4,999 jobs used as the representative for travel time to places of employment. The average travel times to the key services in England for public transport /walking is 18 minutes, 16 minutes by cycle, 10 minutes by car and 28 minutes walking.

The average travel times to key services in Cornwall are longer than average for England: 27 minutes for public transport/walking (50% longer); 22 minutes by cycle (38% longer), 18 minutes by car (80% longer) and 44 minutes walking (57% longer).

Travel times for the LSOA that covers the parishes of St Erth and St Hilary are mainly longer than the averages for Cornwall: public transport/walking takes 31 minutes (15% longer), cycling 29 minutes (32% longer) and walking 68 minutes (55% longer) but with car taking only 14 minutes (22% shorter than the average for Cornwall).

On average journey travel times to the 8 key services and by four modes of transport in England takes 18 minutes, in Cornwall takes 29 minutes which is 61% longer and in the area of the parishes of St Erth and St Hilary takes 36 minutes which 100% longer than in England.

The most well-connected place in Cornwall is an area in central Truro (LSOA-E01018809) where the average journey travel time to key services by the four modes of transport is 13 minutes which is better connectivity than the average across England. This area is in very close proximity to a medium sized centre for employment, schools, further and higher education facilities, GPs, hospital, and shops and is in the town centre but with only secondary and further and higher education, and hospital being just over a half hour walking time away.

The least well-connected place to live in Cornwall is an area in the north east of Cornwall including the villages of Whitstone and Week St Mary (LSOA-E01018974) from where the average journey travel time to key services by the four modes of transport is 61 minutes.

Average Journey Travel Times to 8 key services

	England	Cornwall	St Hilary / St Erth E01019007	Best Connected Place in Cornwall E01018809	Least well Connected Place in Cornwall E01018974
	Minutes	Minutes	Minutes	Minutes	Minutes
Public Transport / Walking	18	27	31	12	74
Cycle	16	22	29	11	48
Car	10	18	14	9	26
Walking	28	44	68	18	98
Average	18	28	35	13	61

Based on the average journey time the St Hilary LSOA is in the lowest quartile in terms of connectivity with key services. In other words, 75% of the 322 LSOA's in Cornwall have better connectivity, that is shorter journey travel times to access key services than the St Hilary LSOA.

In terms of sustainable modes of transport – public transport, cycling and walking – the journey to key services for the St Hilary LSOA is significantly longer than the average for England. In England key services can be reached by public transport and cycling in less than 20 minutes whereas from the St Hilary area it takes over 30 minutes and for walking the difference is more than twice as long – under 30 minutes verses over an hour. Areas such as St Hilary are at a distinct disadvantage when it comes to using sustainable modes of transport for accessing key services, compared with England as a whole, in order to reduce the need for travelling by car. Access to good public transport and safety for walking and cycling are issues that need to be addressed to make the parish a sustainable location for new development.

Health and Well-being

"Daily physical activity is hugely important for maintaining health and inactivity directly contributes to one in six deaths in the UK" according to the government's 2016 briefing for local authorities "Working Together to Promote Active Travel"
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/523460/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf

Even small increases in physical activity among those who are the least active can bring great health benefits and a former chief medical officer noted: "*The potential benefits of physical activity to health are huge. If a medication existed which had a similar effect, it would be regarded as a* ***'wonder drug' or 'miracle cure'"****.* *Source: Department of Health (2010) Annual Report of the Chief Medical Officer, 2009. London: DH.*

Physical activity is associated with many improvements in health and wellbeing, including lower death rates, and lower risk of heart problems and depression. It benefits people of all ages, ranging from helping children maintain a healthy weight to reducing conditions such as hip fractures in frail older people.

Motorised road transport provides many benefits to society such as comfort and convenience to those who use it and has become safer over the years. However, the cost to society of road transport is still high, contributing to immediate and longer-term health hazards and health inequalities. These include:

- increased disease burden due to reduced levels of physical activity
- road traffic collisions and injuries
- air pollution
- noise
- reduced social cohesion and increased social isolation for many

Motorised road transport has also affected the planning and development of our neighbourhoods and the wider public realm. The increasing affordability and convenience of car travel has had huge impacts on the design of our towns, cities and rural communities, for example, leading to the decentralisation of urban activities (such as out-of-town shopping centres and business parks). *The result is an increasing need to travel by private car to access employment and services. Car travel has thus replaced many journeys formerly made by walking or cycling as people travel longer distances more frequently.* Along with the use of cars for short journeys, this is a key factor in the decline of physical activity levels over the past 40 years.

Road transport can influence mental health and wellbeing through reduced physical activity and issues such as traffic noise and isolation. However, walking and cycling are often reported as positive experiences in terms of stress management and most studies find that commuters who combine public transport with active travel suffer less stress. Recent UK research finds that active commuting is positively associated with wellbeing and is associated with reduced risk of feeling constantly under strain and being unable to concentrate compared to car travel. *Source: Martin A, Goryakin Y, & Suhrcke M (2014) Does active commuting improve psychological wellbeing? Longitudinal evidence from eighteen waves of the British Household Panel. Preventive Medicine, 69: 296-303.*

For most people, the easiest and most acceptable forms of physical activity are those that can be built into everyday life. Examples include walking or cycling instead of travelling by car, and using stairs instead of lifts. ***'Active travel'*** *(or active transportation or mobility) means walking or cycling as*

an alternative to motorised transport (notably cars, motorbikes/mopeds etc) for the purpose of making every day (i.e. functional) journeys.

Transport systems and the wider built environment play a crucial role by either promoting or hindering physical activity. Recent analysis of data from the Active People Survey has shown that people who cycle for travel purposes (i.e., rather than simply for recreation) are four times as likely to meet physical activity guidelines as those who do not.

Physical inactivity costs the UK an estimated £7.4bn a year when the impact on the NHS, social care, sickness absence from work and other factors are taken into account. Increasing physical activity meanwhile saves money by significantly easing the burden of long-term disease on health and social care services and by reducing absenteeism. *Source: Scarborough P et al (2011) The economic burden of ill health due to diet, physical inactivity, smoking, alcohol and obesity in the UK: an update to 2006–07 NHS costs. Journal of Public Health, 33(4) 527535.*

Walking can often be combined with public transport, and this can provide a significant boost to physical activity levels while reducing congestion, pollution and road danger. *Access to public transport such as buses can be facilitated by providing affordable ticket prices, flexibility in stops, drop-steps to assist getting on and off buses, high-quality travel information, and regular and reliable services.*

There is also a growing evidence base on the benefits of 20mph speed limits in support of this and repeated national surveys show strong public support for 20mph in residential streets. Many towns and cities in England have either implemented or are committed to 20mph speed limits across much of their road networks. *Sources: Cairns J, Warren J, Garthwaite K, Greig G & Bambra C (2014) Go slow: an umbrella review of the effects of 20mph zones and limits on health and health inequalities. Journal of Public Health, doi:10.1093/pubmed/fdu067 ; Department of Transport British Social Attitudes Survey various years; University of the West of England (2013) 20mph: A survey of GB attitudes and behaviours. Bristol: UWE.*

The presence of, and access to, green areas influences physical activity through the whole of the life-course. *Access to the natural environment can help increase activity and reduce obesity, with research suggesting that people with good perceived and/or actual access to green space are 24% more likely to be active*. Sources: Institute of Health Equity/Public Health England (2014) Improving Access to Green Spaces - Health Equity Briefing 8. Institute of Health Equity;
www.gov.uk/government/uploads/system/uploads/attachment_data/file/355792/Briefing8_Green_space s_health_inequalities.pdf
Natural England (2009) Technical Information Note TIN055: An estimate of the economic and health value and cost effectiveness of the expanded WHI scheme 2009.

People living in rural areas and villages may find it as hard to be physically active as people in towns and cities. Difficulties in safely accessing many services by walking, cycling, or by public transport, can pose a real challenge in some rural areas. *A lack of pavements or cycle ways on busy rural roads can discourage use of these travel modes even when moving between towns and settlements not too far apart. A challenge for planners is to consider how access can be improved, and how the needs of walkers and cyclists can be taken into account in the design and planning of the rural road network.* The Department of Transport commends adopting a 'Safe Systems approach' to build a safer road system, which one local authority has defined as the 'need to design a safe environment in which people can move around'. *Sources: Department for Transport (2015) Working together to build a safer road system – British road safety statement. London: DfT; Bristol City Council (2015) A Safe Systems Approach to Road Safety in Bristol*

Pedestrians, cyclists, and users of other transport that involve physical activity need the highest priority when developing or maintaining streets and roads. This can mean reallocating road space to support walking and cycling, restricting motor vehicle access, introducing road-user charging and traffic-calming schemes and creating safe routes to schools and childcare settings.

In a 2020 Public Opinion Poll on Traffic and Road Use undertaken for the Department of Transport respondents overwhelmingly agreed that the government should act in local neighbourhoods to increase road safety (88%), improve air quality (86%), reduce traffic congestion (83%) and reduce traffic noise (75%). https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/934617/DfT-Public-Opinion-Survey-on-Traffic-and-Road-Use-Phase-1-Report.pdf

Respondents strongly supported the reduction of road traffic in their *local area / neighbourhood* (78%), with 29% *strongly supporting it*.

Two thirds of respondents supported reallocating road space to walking and cycling across in their *local area / neighbourhood* (65%), with a quarter 26% *strongly supporting* it.

Physical activity is hugely important for maintaining good health and well-being, and inactivity is not good for our health and well-being which affects us as individuals and families, and results in increased cost for our national health services.

- The potential benefits of physical activity to health are huge.
- For most people, the easiest and most acceptable forms of physical activity are those that can be built into everyday life for example by walking or cycling instead of travelling by car.
- ***'Active travel'*** (or active transportation or mobility) means walking or cycling as an alternative to motorised transport (notably cars, motorbikes/mopeds etc) for the purpose of making every day (i.e., functional) journeys.
- The presence of, and access to, green areas influences physical activity through the whole of the life-course. We are fortunate to have a wonderful natural environment and green spaces. However, difficulties in safely accessing many services by walking, cycling, or by public transport, can pose a real challenge in rural areas such as this parish due to a lack of pavements or cycle ways on busy rural roads which can discourage use of these travel modes.
- A challenge for planners is to consider how access can be improved, and how the needs of walkers and cyclists can be taken into account in the design and planning of the rural road network.

Travel and Transport

Roads

There are no Trunk roads in the area.

A-roads there two short sections:
A394 at Rosudgeon – 0.3km with access to C-roads north and south;
A394 at Gwallon 0.4km no access.

B-roads there is one in the area.
B3280 St Hilary – Relubbus 2.5 km

C-roads there are 5 sections:
Higher Downs - Millpool 2 km
Rosudgeon – St Hilary Institute 2 km
St Hilary Institute – St Erth Parish boundary 2.5 km
Rosudgeon – Prussia Cove 1.5 km
Gwallon 0.5 km

Other roads in the area are mainly unclassified minor roads. Generally, these would be less than 4 metres wide.

In addition, there are numerous private/unadopted lanes and tracks.

Connectivity to Trunk Road Network
Access to Trunk Road network is via the A30.
The nearest access points are:
Newtown Roundabout about 4 to 5 km from Parish Boundaries via A394;
Crowlas junction 1.5 km from western Parish Boundary at Gwallon via C-road

Footways

There are only a few sections of footway alongside roads in the parish. These are short and offer little in the way of connectivity:

- A short section along the A394 in Rosudgeon.
- A section on the B3294 from St Hilary that extends from School Lane in the east to the western boundary of Goldsithney.
- A short unconnected section around the end of New Road.
- A short section on Gwallon Lane under the A394 that leads to/from the dedicated cycle/foot section of NCR#3.

Cycle Routes

A 1km section of National Cycle Route #3 at Gwallon – (see Map). National Cycle Route #3 runs from Lands End to Bristol. There are no dedicated Cycle Paths in the Parish. The section of National Cycle Route #3 in the Parish is on a minor C-road. This is typical of the arrangement of National Cycle Route #3 in Cornwall where very little of the route is on dedicated cycle paths or shared pedestrian/cycle paths with the majority of the route being on minor roads where access is shared with motor vehicles.

Railways

There is no railway in the parish.
The closest access to the rail network is the Penzance to London mainline at St Erth Multi-modal hub 4 km from the northern Parish boundary.
Penzance Station 6 to 7 km from western Parish boundaries.

Footpaths

The parish benefits from an extensive network of Public Rights of Way (PROW) comprised of footpaths, bridleways and byways (see Map NDP-Footpaths)
These are mainly cross country routes and used primarily these days for leisure activity rather than as a form of transport.
Footways alongside roads are very limited in the Parish and sections are mainly alongside the A-road and B-road. On the C-roads and other minor roads pedestrians share the space with vehicles and cyclists.

Public Transport

The bus services provide public transport in the parish and the connectivity to other places and services outside the parish. There are four bus services passing through the parish and two others that are within 1.5 km of the parish boundary in the west (20-30 minute walk). See map for bus service routes through the parish.

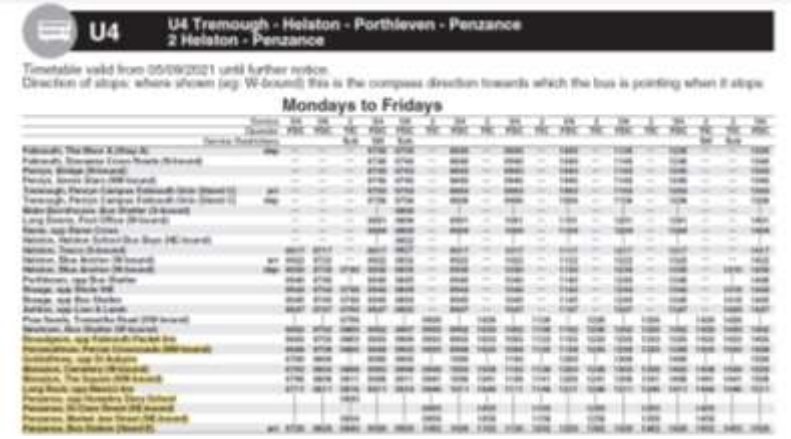
U4 Falmouth-Penryn-Helston-**Rosudgeon**-Marazion-Penzance
2 Praa Sands-**Rosudgeon**-Marazion-Penzance
39A Camborne-Leedstown-**Relubbus-St Hilary**-Penzance
515 Hayle-St Erth-St Erth Interchange-**Gwallon**-Marazion-Penzance

Within walking distance
T1 Truro-Chacewater-Redruth-Camborne-Hayle-St Erth Interchange-**Crowlas**-Penzance
17 St Ives-Carbis Bay-St Erth Interchange-**Crowlas**-Penzance

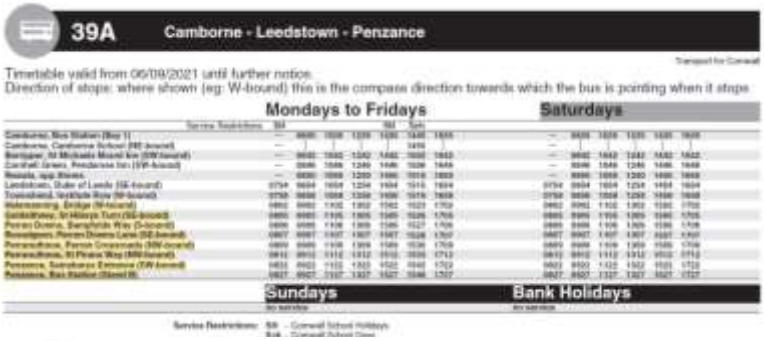
Local and main line train services can be accessed at Penzance and St Erth Interchange.

All bus services provide a connection to Penzance rail station. The 515, TI and 17 provide a connection to St Erth Interchange.

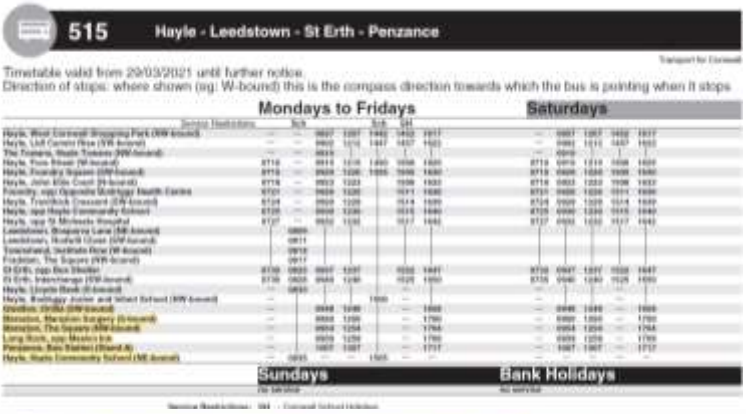
U4 every hour Mon-Sat & Sun service
2 every hour Mon-Sat


U4 U4 Tremough - Helston - Porthleven - Penzance
2 Helston - Penzance
Timetable valid from 05/09/2021 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops
Mondays to Fridays

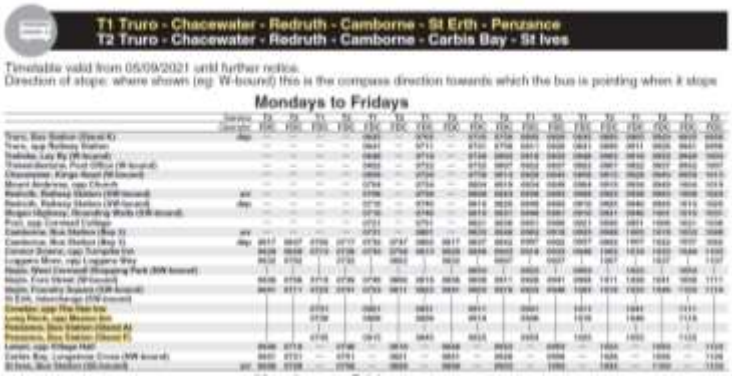
39A every two hours Mon-Sat


39A Camborne - Leedstown - Penzance
Timetable valid from 06/09/2021 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops
Mondays to Fridays
Saturdays
Sundays
Bank Holidays

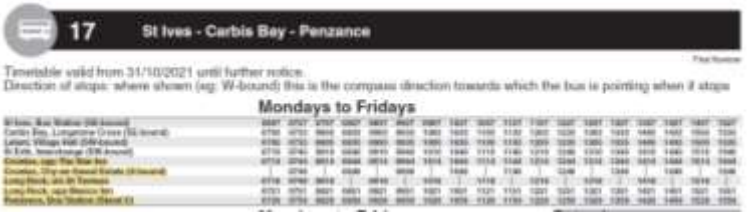
515 three each day Mon-Sat


515 Hayle - Leedstown - St Erth - Penzance
Timetable valid from 29/03/2021 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops
Mondays to Fridays
Saturdays
Sundays
Bank Holidays

T1 every half hour during day Mon-Sat & Sun service


T1 Truro - Chacewater - Redruth - Camborne - St Erth - Penzance
T2 Truro - Chacewater - Redruth - Camborne - Carbis Bay - St Ives
Timetable valid from 05/09/2021 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops
Mondays to Fridays

17 every half hour during day Mon-Sat & Sun service


17 St Ives - Carbis Bay - Penzance
Timetable valid from 31/10/2021 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops
Mondays to Fridays

Transport Modes for travelling to work

According to the 2011 Census approximately 50% (413 persons) of the population are economically active. Of these 26% work mainly from home with 74% travelling to work.

Travel to work mode:

• By car or van	270	65%
• By public transport	9	2%
• By all other modes	27	7%
• Work mainly from home	107	26%

Of those travelling to work 88% travel by car or van, 3% by public transport and 9% by other means such as walking and cycling.

Evidently car and van are essential means of working people in the parish getting to work. The public transport that was available in 2011 at the time of Census was of extremely limited use as a means of working people in the area getting to work. Bus services, the major form of public transport for residents of the parish, may have been improved but it is not likely that this has been sufficient to cause any significant shift away from the use of private vehicles to other more sustainable modes of transport for the working population to travel to work.

Transport Modes in general

The CRCC survey obtained the results to the questions:

5a. Do you think public transport is adequate for your needs?

Yes 13%

No 47%

Don't use public transport 40%

Only 13% thought public transport was adequate while 87% thought it either inadequate or didn't use it.

5b. Please state how you feel that public transport might be improved:

- Increase in number and frequency 42%
- Improvements to timetable 22%
- Improvement of services to village routes 17%

https://www.sthilarypc.org.uk/wp-content/uploads/2018/05/CRCC-St-Hilary-Parish-Questionnaire-feedback.pdf

Sustainable Modes of Travel – Public Transport, Walking and Cycling

It is evident that the current provision of public transport serving the area is viewed as being inadequate and that significant improvement in provision would be required to make public transport a viable sustainable mode of transport for people in the area.

There are a number of reasons why people chose modes other than a bicycle for journeys in the UK. However, the main barrier to cycling in this country is the perception that our roads are too dangerous and uncomfortable, largely due to high volumes and high speeds of motor traffic. This is the so-called "subjective safety" problem.

In a survey conducted by Thornton for the DoT 63 percent of respondents found cycling on roads to be stressful, 63 percent also thought it would be too dangerous for them to cycle on the roads and 53 percent said they would cycle more if there were more dedicated cycle paths. *Source: Thornton et al produced a report for the Department for Transport in July 2011, "Climate Change and Transport Choices*".

In a Sustrans 2012 survey more than half (56 per cent) of us fear urban roads are unsafe to cycle on and 70 per cent want residential speed limits to be dropped to 20 miles per hour to make them safer. Sixty five per cent of those that don't cycle regularly would be more likely to cycle on the roads if they were made safer through changes like lower speed limits, more marked cycle lanes and more care taken by drivers and other cyclists, according to this survey.

Cornwall Council's Strategy for Transport is set out in the document Connecting Cornwall: 2030.
https://www.cornwall.gov.uk/transport-parking-and-streets/local-transport-plan/#CC2030 published 2011
Two objectives of Cornwall Councils transport strategy are:

Encouraging healthy active lifestyles:

- Encourage healthy active lifestyles by providing people with the opportunity to walk and cycle
- Improve the health of our communities through provision for active travel
- Increase awareness and an understanding of the health benefits of walking and cycling

Supporting community safety and individual wellbeing

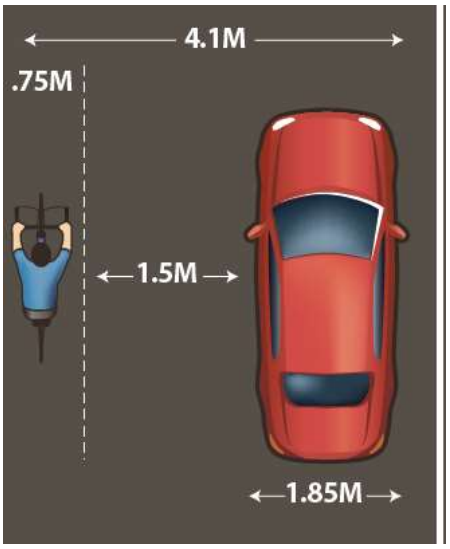
- Improve road safety.
- Increase public confidence in a safer transport network.

A new Cornwall Transport Plan is part of the Prosperous Cornwall Agenda that is due to be considered for adoption by Cornwall Council at meeting in April 2022. If adopted this will supersede the Transport Plan published in 2011.
https://democracy.cornwall.gov.uk/documents/s155877/Prosperous%20Cornwall%202050%20-%20Appendix%202%20Cornwall%20Transport%20Plan.pdf

Concerns over safety are probably the biggest barrier to people using cycles for either transport or recreation. Unless a safer environment can be provided for cycling then it is unlikely that Cornwall Council would be able to achieve its objectives of promoting good health and well-being and its vision of achieving a leading position in sustainable living.
Most of the roads in the Parish do not have footways for pedestrians and the road is a shared space for motor vehicles, pedestrians, cyclists and horse riders. There are very limited opportunities within the Parish to provide fully dedicated footways for pedestrians or cycle paths for cyclists owing to the very limited space available on the road network within the parish and the neighbouring areas and the cost of providing such a facility.

Devon and Cornwall with Dorset police and other police forces launched Operation Close Pass for cycling in July 2017. This sets out the correct minimum distance for overtaking a cyclist.

The Close Pass guidance is illustrated below and allows for the cyclist to be up to 0.75 metres from the left hand edge of the highway and then to have **a clear minimum** of 1.5 metres to their right. When overtaking a single cyclist, the nearside of the motor vehicle should then be at least 2.25 metres from the left hand edge of the highway and for a medium size car of average width of 1.85 metres the off size of the should be 4.1 metres from the edge of the left hand carriage way.



The new bus operator in the area, Transport for Cornwall, have adopted a
WE CARE
WE SHARE
policy for overtaking cyclists with a minimum gap of 1.5m and this is displayed on the rear of their vehicles.

Cormac Solution, Cornwall Council and Devon and Cornwall Police now have signs posted on lamp posts that say to "**Give Cyclists Space"** and show the 1.5m distance that there should be when vehicles are overtaking cyclists.

On two lane highways the lane width should be a minimum of 3 metres and for safely overtaking a cyclist the majority of the width of the vehicle (around 1.1 metres for a medium size car) should be in the adjacent lane.

For a motor car to safely overtake a cyclist requires a width of road of at least 4.1 metres. In the parish only a minority of the roads have widths of at least 4 metres which makes overtaking cyclist safely rather difficult on the majority of the roads in the parish.

Within the parish and surrounding areas only a minority of the road network is wide enough to provide for having dedicated foot or cycle ways without widening. Widening of the road network to accommodate foot and cycle ways would be extremely expensive requiring the purchase of land and necessary road works. The Coosebean Greenway near Truro cost some £930,000 for 1.3km of cycle/footway - a cost of £620,000 per km. The new Saints multi use trail of 30 km is estimated to be costing £19 million of which Highways England is contributing £17 million as part of the overall funding for improvements to the A30 and equates to a cost of £633,000 per km. Major schemes such as these are extremely expensive and need to generate significant benefits in terms of usage and economic benefit in order to be justified. They are unlikely to be justifiable as an option for meeting the needs of local communities in rural areas.

The provision of a segregated cycle only lane on roads with white lines is a low cost solution but only available on roads that are wide enough to accommodate a segregated lane of a minimum of 1.5 metres on roads with a speed limit of 30 mph or lower and 2 metres on other roads with higher speed limits. In addition, some local authorities require the lane alongside to be not less than 3.2 metres. In the parish only the 0.4 km section of the A394 along the Marazion by-pass has the width to accommodate such a segregated cycle lane.

An alternative to provision of dedicated cycle/foot ways would be to make the smaller, less trafficked roads and lanes pedestrian friendly and cycle routes for avoiding the main heavily trafficked roads.

For cyclists and pedestrians to feel safe on shared roads restrictions will need to be put on motor vehicle traffic through speed limits and traffic calming measures or “Quiet Lane” designations on certain routes.

For cycling a number of routes along quieter lanes linking areas of St Hilary with National Cycle Route NCR#3 (and the proposed Bay to Bay cycle route) and to the surrounding area have been identified and proposed as possible designated cycle routes and these are shown on the map below.

Route A: St Hilary Churchtown via St Hilary Primary School, Chynoweth Lane, Plain an Gwarry, Marazion to connect with NCR#3 at Gwallon to proceed to the points west – Penzance, Newlyn, Lands End .

Route B: St Hilary Churchtown via St Hilary Primary School, Chynoweth Lane, Penberthy Cross, Long Lane to connect with NCR#3 at Tredea Lane to proceed to the points east – St Erth station, St Erth , Hayle, Camborne, Redruth.

Route C: Relubbus via Gurlyn Hill, Countess Bridge Lane, St Erth Hill to connect with NCR#3 at St Erth Tredea Lane to proceed to the points east – Hayle, Camborne, Redruth.

Routes D & E: St Hilary Churchtown via Sunny Corner, Colenso Cross, Millpool to connect with quiet lanes through the neighbouring parish of Breage giving access to Porthleven, Helston, Lizard peninsula, Falmouth and Penryn.

Routes F: St Hilary Churchtown via Sunny Corner, Colenso Cross, Rosudgeon to Prussia Cove

These routes would need either speed limits and traffic calming measures or Quiet Lane designation in order to be a safe environment for cyclists, pedestrians and horse riders.

Quiet Lanes are minor rural roads, typically C or unclassified routes, which have been designated by local highway authorities to pay special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users and to offer protection from speeding traffic. Cars are not banned from Quiet Lanes and the use of Quiet Lanes is shared. Measures such as lower speed limits and discrete road signs aim to encourage drivers to slow down and be considerate to more vulnerable users who can in turn use and enjoy country lanes in greater safety, with less threat from speeding traffic (See the CPRE Guide to Quiet Lanes).

The costs for implementing a 20 mph zone will depend upon each situation, however, indicative costs given by another local authority suggest an entry to 20 mph zone would cost £10,000 to £20,000 with a speed cushion cost of about £10,000, tables of £15,000 with a representative cost for a 20mph zone with 5 entry points and 20 cushions of £125,000. In a report prepared for the DfT Typical Cost for Cycling Interventions in 2017 indicated typical costs for 20mph zones with traffic calming measure at £10,000-15,000/km and without traffic calming at £2,000-3,000/km compared with typical cost of £460,000-880,000/km for mixed strategy cycle routes.

Similarly costs for implementing Quiet Lanes will depend upon the individual situation, however, the Greensand Ridge scheme in Kent cost a total of £200,000 including monitoring, publicity and staff costs with the engineering cost of £135,000 (in 1991).

For quieter rural lanes and roads to be a safe environment for cyclists, pedestrians horse riders and motor vehicles also requires mutual respect by users for all the other users. This could be by having a Code of Behaviour for the users of the shared roads and lanes in the parish that would require that:

- Drivers of motor vehicles to slow down, give way and wait until there is the space to safely pass other slower moving users
- Other slower moving road users should be prepared to give way and move aside where it is safe to do so and allow other faster moving road users to pass

This could be the "*Give Way – Safe Pass Code"* for user of shared roads and lanes in the parish.

The recent revisions to the Highway Code introduced on 29th January 2022 aim to improve road safety for pedestrians, particularly children, older adults and disabled people, cyclists and horse riders so that these groups feel safe in their interactions with other road users. The revisions include in the statutory code the guidelines discussed above for safe use of the lanes in the parish as well as more enforceable rules and regulations applicable for all roads in the UK.

Sustainable Development
To be sustainable future development in the Parish would need to have safe, easy access to frequent and reliable public transport, and close access to a network of foot and cycle paths that link to facilities within the parish and in the surrounding area.

The Department of Transport (DoT) published a plan "Gear Change: a bold vision for cycling and walking" 27th July 2020. This plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, grouped under four themes:

- better streets for cycling and people
- cycling and walking at the heart of decision-making
- empowering and encouraging local authorities
- enabling people to cycle and protecting them when they do

Some of the relevant themes in this plan from Central Government are:
Updates to The Highway Code to strengthen and improve safety for all road users
We aim to introduce a hierarchy of road users to ensure that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others. Other changes include greater clarity on pedestrian and cyclist priority at junctions and introducing safe passing speeds and distances.

We will ensure that all new housing and business developments are built around making sustainable travel, including cycling and walking, the first choice for journeys
The purpose of the planning system is to contribute to the achievement of sustainable development. ***We expect sustainable transport issues to be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote cycling and walking are pursued.*** *Planning policies should already provide for high quality cycling and walking networks, green spaces and green routes, and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).*

While many local plans already say the right things, they are not always followed consistently in planning decisions. Developments often do little or nothing meaningful to enable cycling and walking. Sometimes they make cycling and walking provision worse. We want new developments to be easily and safely accessible and navigable by foot and bike, and to make existing cycling and walking provision better. We will work with the Ministry of Housing, Communities & Local Government and the Local Government Association to place cycling and walking provision at the heart of local plan making and decision taking for new developments. One of Active Travel England's functions will be as a statutory consultee within the planning system to press for adequate cycling and walking provision in all developments of over a certain threshold, and provide expert advice on ways in which such provision can be improved. We will work with Active Travel England and other key stakeholders to ensure that the importance of securing high quality cycling and walking provision is embedded within the planning system. We will also consider the role the emerging National Model Design Code and revisions to the Manual for Streets can play in delivering high quality, accessible, secure and safe cycle storage.

While “Gear Change” provides a very welcome vision for cycling and walking there is a focus on these as leisure and activity pursuits and provision in urban areas with very little in the proposals to make cycling a safe option as a usable form of sustainable transport in rural areas. Similarly, Cornwall Council have a vision for cycling and walking in Cornwall presented in their Connecting Cornwall 2030 published in 2011, but again this is mainly for leisure and as an activity for residents and tourists with very little in the way of practical solutions to support cycling or walking in the rural areas like St Hilary.

For this reason, we have felt the need to put forward a practical solution to convert some of the quiet roads and lanes in the parish into a safer environment for cycling and walking enabling a practical safe mode of sustainable transport within the parish and connecting to neighbouring areas.

However, the new Cornwall Transport Plan which is due to be considered as an appendix to the Cornwall Council’s Prosperous Cornwall initiative at the meeting in April 2022 may address some of the issues of concern regarding the provision of access to safe forms of sustainable means of travel in rural areas of Cornwall like St Hilary.

Cornwall Council approved the refresh of the **Local Transport Plan to 2030** as part of its “Prosperous Cornwall 2050” initiative at its meeting on 12 April 2022
https://www.cornwall.gov.uk/media/ugjl1wmz/cornwall-transport-plan-to-2030-12_04_22.pdf

This transport plan proposes **a new era in transport policy** that will see a substantial change in the philosophy of transport modelling away from the old ‘Predict and Provide’ to a new **‘Decide and Provide’** model which will require **the Council to agree with towns and villages what they need and to plan for achieving it**. The Council wants Cornwall to be inclusive and a place where people choose to walk, cycle and use public transport and children feel safe to move around and play.

A key priority for the plan will be to deliver 20mph limits, in a greater number of streets, towns and villages across Cornwall, where the limit is currently 30 mph, which will balance movement and safety by creating liveable streets for people, not just for motor vehicles. One way of doing this will be to **set a hierarchy of road users** putting the lowest carbon emitters (pedestrians and other pavement users at the top followed by cyclists, e-bike and other non-motorised modes) above the higher carbon emitters (motorised vehicles). This reflects much of the hierarchy in the revisions to the Highway Code introduced in January 2022 which gives priority to the most vulnerable road users.

The Vision is: Transport in Cornwall will be excellent and carbon neutral. Our transport system will connect people, communities, business and services in a way that enhances quality of life , is reliable, efficient, safe, healthy and inclusive. People will choose to travel in ways that will have a low impact upon the environment and other people.

The Vision is underpinned by six goals with enabling policies for Transport in Cornwall:

Goal 1: Tackling climate change

Policy 1: We will support communities to reduce car trips by using the planning process to co-locate services, employment and residential development wherever possible.

Policy 2: We will develop and improve the transport network to achieve modal switch by supporting and promoting bus, rail and active travel provision to reduce reliance on private car transport.

Policy 3: We will reduce reliance on fossil fuels and support the introduction of low carbon technologies by working with partners in the public and private sector to support and encourage the switch to electric vehicles and other alternative fuels.

Policy 4: We will adapt the transport network and services to make it resilient to the impacts of climate change where essential connectivity must be maintained.

Goal 2: Supporting economic prosperity

Policy 5: We will improve the connectivity of Cornwall by working with partners and lobbying for sustainable transport network and service improvements between Cornwall and the rest of the UK.

Policy 6: Working with partners, we will ensure a resilient, sustainable and reliable transport system for the movement of people and freight through the efficient operation and maintenance of the transport network.

Policy 7: We will work with local communities and the tourism industry to develop transport solutions to support sustainable tourism.

Policy 8: We will support the economic vitality and integrity of our town centres through a range of sustainable transport improvements that prioritise access by active travel and public transport.

Goal 3: Respecting and enhancing the environment

Policy 9: We will incorporate our Nature Recovery Strategy ambitions to protect, enhance, create and restore nature into the planning, design, and maintenance of our transport network.

Policy 10: We will incorporate our Heritage Strategy ambitions to protect, conserve, maintain and manage our historic environment into the planning, design, construction and maintenance of our transport network.

Policy 11: We will minimise the use of natural resources, reduce waste and pollution and give priority to the maintenance and improvement of existing infrastructure and the development of new sustainable transport infrastructure, over building new roads.

Goal 4: Supporting healthy active lifestyles and wellbeing

Policy 12: We will support health, wellbeing and quality of life by delivering Healthy Streets improvements in our communities alongside behaviour change activities that together will reduce traffic dominance, the impacts of noise and poor air quality and promote active travel.

Policy 13: We will use the planning process to ensure that development proposals are sustainable and include quality walking and cycling infrastructure with direct links to neighbouring communities, services and transport facilities and integration with existing rights of way network.

Policy 14: We will promote, provide and maintain environmentally sensitive infrastructure and services that enable safe and inclusive access to Cornwall's environment, through active travel or public transport.

Goal 5: Supporting community and road safety

Policy 15: We will improve road safety for everyone in Cornwall and reduce the number of those killed or seriously injured by delivering Cornwall Council's Casualty Reduction Strategy and supporting Vision Zero South West.

Policy 16: We will ensure that speed limits are reviewed, set appropriately and enforced by working with Devon & Cornwall Police and Vision Zero South West, with a focus on delivering a 20mph programme.

Policy 17: We will reduce the potential rate of crime, fear of crime and incidences of antisocial behaviour related to transport in Cornwall by using established design principles and standards and in collaboration with partners.

Goal 6: Supporting equality of opportunity

Policy 18: We will improve access to employment, education, healthcare and leisure with flexible solutions in rural areas and provision of efficient, affordable transport services throughout Cornwall.

Policy 19: We will improve access to public transport and other transport facilities by addressing the physical accessibility of the transport network, including streets, bus stops, stations, car parks, vehicles and information.

Policy 20: We will encourage participation in shaping and delivering transport initiatives by working with communities to develop ideas for sustainable transport services and infrastructure in their localities.

The new Transport Plan signals significant changes in approach with primary goals of meeting the challenge of the forecasted changes in the climate, prioritising walking, cycling and public transport – the sustainable form of transport- over motor vehicles, supporting active lifestyles and travel, and adopting a Decide and Provide model of the Council working with communities to agree what they need and then planning to achieve it. It is all very laudable and ambitious, and a number of the policies are concerned with issues relevant to St Hilary and would be supportive of policies proposed in its draft NDP.

Policy 2 and 6 supportive NDP Policy 6a
Policy 7 supportive of NDP Policy 9c
Policy 9 supportive of NDP Policies 1a, 1b, 1c, 2a and 2b
Policy 10 supportive of NDP Policies 3a, 3b, 3c and 3d
Policy 11 supportive of NDP Policies 1a, 1b, 1c, 2a ,2b , 3a, 3b, 3c, 3d and 6a
Policy 12, 13 and 14 supportive NDP Policies 6a and 6b
Policy 15, 16, 18, 19 and 20 supportive of NDP Policy 6a

The Policy 16 is very welcome as is the priority set out in Streets for People to deliver a reduction in speed in 30mph speed limits to 20 mph in towns and villages. However for rural areas, where nearly two thirds of the population in Cornwall live, most of the roads are subject only to the national speed limits and with no footways these roads are a shared space for pedestrians and vehicles and speeding is also an issue on them. In the parish there are is only 1.5 km of 30 mph road, mainly on the B3280 and short section on A394, 1.3 km of the B280 is subject to 40 mph restriction and two sections of road of 0.7 km are restricted to 20mph. The roads with speed restriction represent around 18-20% of the roads in the parish with those restricted to 30 mph representing about 8%. The issue of dealing with speeding traffic on roads subject to national speed limits does not appear to be addressed in the new plan.

As is mentioned on page 63 “Reducing speed limits will be critical to creating the suitable conditions for walking and cycling…”. In rural areas like St Hilary parish, where there is very little in the way of footways alongside the road and no dedicated cycle ways, there is little practical alternative but to walk and cycle on these roads.

Quiet Lanes, which are minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles, have been introduced in recent years in areas around Truro. However, Quiet Lanes do not appear to be mentioned in the transport plan as being something that could be introduced more widely in Cornwall to make minor rural roads safer for all the users. Speed restrictions combined with signage and traffic calm measures could be an alternative to Quiet Lane designation as a practical and cost effective way of making minor rural roads safer spaces for walking and cycling.

Like in the old transport plan there is much emphasis in the new plan on improving the opportunities for increasing the use of cycling and walking for both functional travel and leisure activities.

Although it is recognised that Cornwall has unique road network with narrow lanes and Cornish hedges that are difficult to widen to implement cycle lanes / bus routes there is little put forward in the new transport plan in way of solutions to overcoming these restrictions for the rural areas where it is said that nearly two-third of the resident population live.

For rural parishes like St Hilary with small dispersed settlements the journeys to accesses key services are not short trips. The average travel times for eight key services for the LSOA containing St Hilary parish are around 15 minutes by car, 30 minutes by public transport/walking or cycling and almost 70 minutes walking

For many of the rural communities in Cornwall the journeys to access such key services would be greater than 3 miles and not short trips.

Switching transport modes to low carbon modes are seen as one of the main strategies to achieving the Council's ambitious target on greenhouse gas emissions. And the key to this modal shift are high quality public transport network complemented by comprehensive walking and cycling networks in the towns and villages. It is not clear how high quality public transport network, walking and cycling networks would be provided for the many small villages and settlements in the rural areas of Cornwall such as those in St Hilary parish.