

Traffic and Transport

Vision Statement:

Actively support traffic and parking initiatives where beneficial to the town

The public comments analysed in this document were received at the following consultation events:

Penryn Neighbourhood Plan Launch, 25th March 2017
May Day celebrations, Doorstep Green, 30th April 2017
Gig at Glasney, College Field, 4th June 2017

The full transcript of public responses can be downloaded from:

www.planforpenryn.co.uk

Please note that the 'Issues', 'Key Themes' and 'Next Steps' outlined here are interpretations from the public comments, are not exhaustive and are subject to change.

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Question: What are Penryn's traffic, parking and transport needs?

Example public responses:

"Cheaper public transport."

"More regular buses running in the evenings and Sundays."

"Some buses to service the local area (school etc) not all going to the campus."

"Sustainable transport network, trams to Falmouth?"

"Buses too big for the town."

"Reduce traffic by provision of more free parking out of the centre."

"More visible 'shoppers' parking – links up from car parks to high street and Commercial Road."

"Close main street to other than (small is poss) buses, taxis and disabled and resident access."

"Trial pedestrianising High St at certain times 10-4? Lots of precedents for this in other places!"

"20mph speed limit in West St, Helston Rd and through Penryn Town Centre."

"Cycle path for A39 / by pass"

"Dedicated cycle paths safe and separate from traffic."

"Cycle stands in centre of town. I currently use railings outside chippy and local store."

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Issues arising from public responses:

- The bus service is too expensive
- Large busses are dangerous, polluting and noisy
- Bus service is infrequent, limited and does not service enough destinations
- The rail service is good but access to it could be improved
- Lack of parking
- Cost of parking
- Underuse of current pay and display car parks
- Too many cars in Penryn
- Large busses are dangerous, polluting and noisy
- Historic town unsuited to vehicles
- Speeding
- Dangerous stopping and parking on Zebra crossing
- Danger to cyclists from traffic and poor drainage
- Lack of cycle stands

Key Themes arising from public responses:

- Improving the public transport service
- Reducing the cost of busses
- Making public transport environmentally sustainable
- Protecting the 'historic' character of the town
- Increasing the number of parking spaces
- Maintaining free parking
- Supporting shops and businesses with parking initiatives
- Prioritising pedestrians over vehicles
- Protecting public safety
- Improving safety for cyclists
- Improving cycling infrastructure

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Next Steps:

Potential Policy Areas:

- Green transport plan (fully integrated)
- Pedestrianising the High Street
- Increase/encourage parking outside Town Centre
- Park & Ride scheme
- 20mph zone
- Impact of new housing and other developments on traffic
- Any development must improve existing cycle routes (or at least maintain).
- Improving cycle routes

Potential Evidence Base:

- Review current public & private transport service
- Review current parking options & costs
- Traffic census in Town Centre
- Cycling census

Potential Projects:

- Circular town route (with Falmouth?)
- Tram system
- Fully electric busses
- Utilize Commercial Road car park better with links to Town (via St Gluvias)
- Possibility of using Commercial Road car park for long term resident parking
- A plan for parking: shoppers & residents
- Car free Penryn
- Signage
- Improve and create new cycle paths
- More cycle stands
- Cycling awareness & safety scheme