

Lostwithiel Housing Needs Survey 2016

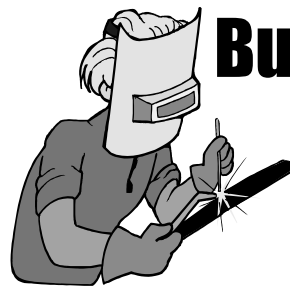
Many thanks to all of you who responded to the online survey carried out for the Town Council by Cornwall Council.

There isn't enough space here for all the results, but of those people who replied nearly 23% said someone in their household required "affordable housing". 64% said they would support "affordable led housing developments" to meet the needs of local people.

Over 10% said that at least one person in their house had moved away in the last five years.

We hope to get the full survey results on the Neighbourhood Plan website in the near future.

Need large print or Braille - send us your details.



Business and Economy Survey

As part of the Neighbourhood Plan we want to look at the issues facing local business. This is a complex issue, partly because of the range of businesses that are based locally. Over the summer we will be doing a survey with the **Lostwithiel Business Group** to first identify the number and types of businesses based locally and then to look at factors that help and hinder their growth.

We hope to contact all the businesses we are aware of, either by post or email. If we don't contact you and you would be willing to take part please go to www.lostwithielplan.org.uk for details.

If you are thinking of starting a business we would also like to hear from you, again go to the website for details.

We need your views

Quick response form on draft transport policy areas

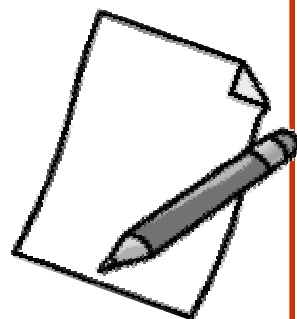
If you just want to agree or disagree with some or all of the policies on the inside, this quick response form may help. Just "✓" the appropriate box for each policy. **"Yes" if you agree, "No" if you disagree or "Don't Know" if you are undecided.** If you have the same view for all the policy areas just "✓" the "All Policies" box at the top. If you wish to make other comments, suggest amendments or other policies, please add them or write to the address below or email to clerk@lostwithieltowncouncil.gov.uk

Your Name.....

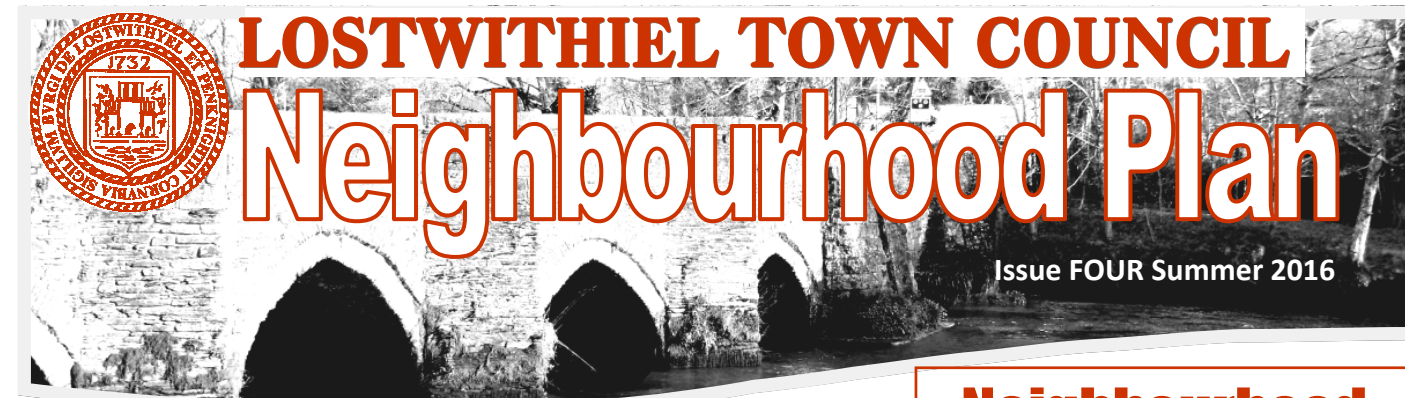
Address

email

	Yes	No	Don't Know
All Policies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy One	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy Two	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy Three	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy Four	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy Five	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Respond to items in this newsletter by post to "Freepost LOSTPLAN" (No stamp required)
Or deliver by hand to the RED boxes in the Community Centre (Oasis), the Co-operative or Penhaligons



IDEAS FOR TRANSPORT



Lostwithiel Town Council have approved the Neighbourhood Plan Steering Group's proposed draft policy areas for transport to be used as a basis for public consultation.

Background

The Neighbourhood Development Plan Steering Group started from an assumption that "Transport" will be one of the key issues in the development of a robust and sustainable plan. It is expected to be one of the more important issues for consideration therefore priority is being given to early consultation with the public and other stakeholders.

The Steering Group hopes that the Neighbourhood Plan will develop transport policies that can be implemented locally, and the evidence gathered will also be useful in influencing the strategic transport policies of Cornwall Council and transport service providers. The consultation process will therefore be broadly-based around draft proposals that identify the key issues and how they might be approached. The consultation process may radically change these proposals, but the draft proposals will at least provide a basis for discussion.

The full details for public comment and discussion are included inside.

Neighbourhood Plan Website!

For some time the Council has been working towards a dedicated website for the Neighbourhood Plan. We realise that for many this is the best way to communicate.

So go to:
www.lostwithielplan.org.uk

Proposed Transport Policy Areas Inside

Thank You!

A big "Thank You!" to all those who returned the Transport Survey in March and April. The survey has now closed. We have used the results to help prepare the draft policy areas on transport. The full results of the survey can be seen on the Neighbourhood Plan website.



LOSTWITHIEL NEIGHBOURHOOD PLAN

Published by Lostwithiel Town Council, Edgumbe House, Fore Street, Lostwithiel
 The views expressed in this newsletter are those of the Neighbourhood Plan Steering Group and do not necessarily reflect the policies or decisions of Lostwithiel Town Council

DRAFT TRANSPORT POLICIES FOR CONSULTATION ~ WE NEED YOUR VIEWS AND IDEAS

The present situation

Lostwithiel lies in the Fowey valley on the A390 linking the A38 to St Austell, this is a busy road with one pedestrian crossing in the town centre.

Lostwithiel is on the mainline rail route through Cornwall from Paddington to Penzance, and is the junction for the minerals railway line to Fowey, still very much in use for the export of china clay.

Lostwithiel is an active and thriving community, many needs are met within the community but there are a number of reasons that residents need to access services in larger towns on either a regular or occasional basis. In a previous **Town Questionnaire** published in 2014 which drew a response from 30% of households, only 10% of responders said that their public transport needs were met by current provision.

Many **young people** feel isolated and find connections to larger towns to access leisure and social activities limited due to the intermittent and therefore restrictive public transport service. Many **older residents** are not car users and are therefore also isolated without public transport.

The frequency and spread of trains stopping in **Lostwithiel** is limited. Furthermore it is not possible to purchase a ticket at **Lostwithiel**, consequently the accuracy of assessing numbers of actual and potential users are diminished.



Buses

connecting **Lostwithiel** with surrounding towns are non-existent. There is a National Express service to London, Eastbourne or Penzance, a supermarket sponsored bus once a week and the Lerryn mini bus.

There are facilities within the town for recharging electric cars.

In the Town Questionnaire 68% of responders thought there was a parking problem. **Lostwithiel's** central area is of historic significance and was built prior to motor vehicles. Many dwellings in the central part of the town have no off-street parking. 82% of residents have at least one car per household with a significant percentage having more than one. There are **3 car parks** managed by **Lostwithiel Town Council**, the largest 'Cattle Market' is owned by Cornwall Council. This is currently free and the maintenance cost covered by the Town Council's Precept - it provides 43 spaces. The Quay Street car park is adjacent to the highway and provides 24 spaces and there is a small underused car park in Coulson Park a short walk from the town centre that can park around 10 cars. There is on-street parking around the town which can cause problems for other road users especially as enforcement of the parking restrictions is poor.

Frequently there are **no parking spaces** in the car parks and this has a negative impact on many aspects of the town's life including its economic viability.

Speed of vehicles, particularly Heavy Goods Vehicles using the **A390** through the town centre is of concern to residents. There are narrow pavements both within the town and along the main road which causes further anxiety. There are good walking routes around the urban area but within this area there are often poor links into the centre.

Although **cycling out of Lostwithiel** on the major roads is not regularly undertaken due to the steep inclines, the Steering Group consider that the Neighbourhood Plan may wish to consider if an opportunity could be identified to link **Lostwithiel** with the cycle networks at **Bodmin, Lanhydrock**.

River traffic is limited due to the tidal nature and silting up of the river but there may be an opportunity to develop and promote this method of transportation especially as a tourist benefit.

**PLEASE RESPOND BY
24th SEPTEMBER 2016**

Looking forward

How people move around influences the 'carbon footprint' of the town. If an environment can be created that will encourage people to adopt active modes of travel (cycling and walking) then it will make **Lostwithiel** a healthier place to live and work, less-congested and a more attractive place to do business and visit. When long journeys are necessary then the Neighbourhood Plan

hopes to promote public transport provision as the most sustainable means of transport. This would also help to ensure that those who do not drive, or cannot afford to own a vehicle, are not socially excluded from the places that they wish or need to visit. The town is historic and the streets and spaces within it must be protected from inappropriate alterations, however it is acknowledged that improvements can and should be made to facilitate accessibility for

residents and visitors with impaired mobility. Reducing the impact of vehicles within the town centre area could make the town safer, more attractive and more peaceful for all its users. A better-connected **Lostwithiel** within which it is easier and more pleasant to move around will be an important stimulus to the social, economic and environmental well-being of individuals and the town.

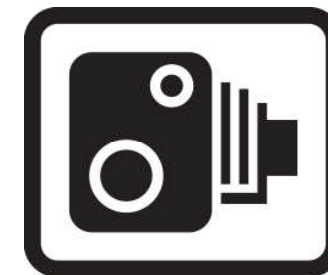


Potential Policy Area One - Rail

- ◆ Reintroduction of some form of Scheduled passenger services on Fowey Branch line
- ◆ Footbridge over track by the station
- ◆ More trains stopping in **Lostwithiel**
- ◆ Identify land around station for parking to encourage rail use.
- ◆ Station improvements – shelters etc

Potential Policy Area Two - New Developments

- ◆ Footpaths and cycle ways (active transport) to link into town from new developments.
- ◆ Provision of cycle storage with each dwelling
- ◆ New development proposals which improve the free flow of traffic in the town will be supported
- ◆ Proposals which increase traffic generation will need to show that they do not exacerbate parking stress.
- ◆ All new housing developments must provide pedestrian access to link up with existing or proposed footpaths, ensuring safe access to schools & other town facilities.
- ◆ Streets that are not to be adopted by the local highways authority shall be designed in accordance with the principles of 'Manual for Streets' as published by DOT/CLG. 'Shared Space' and 'Home zone' principles are encouraged and supported for secondary streets and mews spaces.
- ◆ Provision of crossing above Cott Road to support residents crossing on the east end of **Lostwithiel**
- ◆ All new homes should provide for one off-street parking space for each bedroom
 - ◆ Developer contributions will be sought to improve road markings, junction visibility and safety from proposed developments to existing roads.



Potential Policy Area Three -

Traffic

- ◆ Town Centre 20mph zone or traffic calming
- ◆ 30 mph zone extended out to Downend Garage and St. Winnow School
- ◆ Improved Town Centre parking, both generally and specifically in the retail areas.
- ◆ Development of property within the conservation area should not increase but ideally decrease the burden for on-street parking within the town.

Potential Policy Area Four - Buses

- ◆ Support for Lerryn minibus and other small 'bus' developments
- ◆ Off-road stops for buses (school as well as commercial) Coach Park

Potential Policy Area Five - Reducing Carbon Emissions

- ◆ Increased electric car charging points
- ◆ Promotion of "Wheels to Work" or other workplace travel plans, car clubs, car sharing schemes, community car hire
- ◆ Improvements to facilitate cycling or walking
- ◆ Implement cycle links to link **Lostwithiel** with surrounding cycle networks
- ◆ Plan for ways to reduce existing car use as well as increase opportunities for non-car users, using not only traditional public transport provision, but other methods also.
- ◆ Cycle Parking

