

a vehicle repair garage. Outside of there minor settlements, the Parish has the key services of a hall. ¹

St Eval Parish contains the minor villages of Porthcothan and St Eval and the smaller settlements of Engollen and Treburrick. Porthcothan village has a general store, a mobile library and a daily bus service. St Eval village has a combined Post Office and general store, a community centre, a primary school and a daily bus service (including a travel-to-work service to Newquay). It is also served by the mobile library. Outside of there minor settlements, the Parish has the key services of a hall. ¹

St Issey Parish has the main village of St Issey, the minor village of Little Petherick and the smaller settlements of Canalidgey, Mellingey, Tregonce, Trevorrick, Trewinch, Tredinnick, Tregonna, Trenance and Trevance. St Issey has a community centre, a pub, a daily bus service (including a travel to work service to Wadebridge, Bodmin and Padstow), a primary school, and a playgroup and is served by the mobile library. There is also a church in the village. The minor village in the parish is Little Petherick which also has a community centre and a daily bus service (including a travel to work service to Wadebridge, Bodmin and Padstow). Outside of these settlements the parish also has two pubs. ¹

St Merryn Parish has the main village of St Merryn/Shop, the minor villages of Constantine Bay, Harlyn and Treyarnon and the smaller settlements of Lower Harlyn Farm, Trehemborne, Treveglos and Towan. St Merryn village has two general stores, a post office, a community centre, a pub, a daily bus service (including a travel-to-work service to St Columb) and a primary school. It also has a petrol station/garage, a GP, a mobile library and a playgroup. Other services in the village include restaurants, cafes and a bakery. Constantine village has a general store and a daily bus service and is visited by the mobile library. Harlyn has a pub and a daily bus service. Treyarnon has a general store and the mobile library. Outside of these settlements, the Parish has a hall and two pubs. ¹

The 2001² Census population of Padstow and District was 7,037 with an estimate of 7,146 in 2005 provided by the Office for National Statistics. It was also estimated in 2005 that 1,558 (21.8%) were under the age of 20, and 1,470 (20.6%) were over the age of 65.

At Parish level, population estimates for 2001 are shown in table 1 below.

Padstow	St Ervan	St Eval	St Issey	St Merryn
3,147	407	964	883	1605

Table 1

Access to Services

“Most people regard easy access to GP surgeries, corner shops, supermarkets and public transport, for example, as important, but people in rural areas do not find it as easy to get to many basic services as do people in urban areas. However in many rural areas, local services are declining and accessing basic services can be difficult.”

Countryside Agency, State of the Countryside 2000.

Car Ownership

Table 3, from the 2001 census², shows that in 2001, just fewer than 16% of households in the Padstow and district area did not have a car or van. This compares favourably with the South West region, where just over 20% of households didn’t have a car or van and the whole of England, where it was nearly 27% of households.

However, this is probably partly due to the rural nature of the area

	Padstow and District	Cornwall	South West	England
All Households	3096	214814	2085984	20451427
Households with no cars or vans	492 (15.9%)	43741	421517 (20.2%)	5488386 (26.8%)
Households with one car or van	1587 (51.3%)	104748	963145 (46.2%)	8935718 (43.7%)
Households with two cars or vans	812 (26.2%)	52390	554149 (26.6%)	4818581 (23.6%)
Households with three cars or vans	148 (4.8%)	10520	111469 (5.3%)	924289 (4.5%)
Households with four or more cars or vans	57 (1.8%)	3415	35704 (1.7%)	284453 (1.4%)
All cars or vans in the area	3926	256568	2565747	22607629

Table 3

Appraisal of existing passenger transport network

Public Transport

Bus services within the Padstow and District Ward run to Bodmin, Bodmin Parkway, Newquay, St Columb Major (interchange), Truro and Wadebridge³

Bus Service Frequencies

Table 2 shows the bus services in Padstow and the major and minor villages.

All these services are supplied by Western Greyhound. The settlements of Penrose, Rumford, Trevone and Treyarnon have no bus service at all.

Town/Village	Route no	Destination	Approximate frequencies		
			Daytime	Evening	Sun
Constantine	556	Bodmin Parkway/Newquay	6 journeys	-	-
Harlyn	556	Bodmin Parkway/Newquay	Hourly	-	-
Little Petherick	555	Bodmin & Bodmin Parkway	Hourly	3 journeys	2 hourly
Padstow	555	Bodmin & Bodmin Parkway	Hourly	3 journeys	2 hourly
	556	Bodmin Parkway/Newquay	Hourly	-	-
	557	St Columb Major	6 journeys	-	-
Penrose	None				
Porthcothan	556	Bodmin Parkway/Newquay	Hourly	-	-
Rumford	None				
St Eval	556	Bodmin Parkway/Newquay	7 journeys	-	-
St Issey	555	Bodmin & Bodmin Parkway	hourly	3 journeys	2 hourly
St Merryn	556	Bodmin Parkway/Newquay	hourly	-	-
	557	Padstow/St Columb Major	3 journeys	-	-
Trevone	None				
Treyarnon	None				

Table 2.

Concessionary Fares Scheme

Under the new National Bus Concession, Cornwall provides free travel at any time on local buses for people aged 60 and over and those with certain disabilities. Unlike many other local authorities, under certain conditions, Cornwall allows concessionary fares on community buses as well.

Padstow Parish Plan 2007

The plan highlighted the lack of public transport available to access key health facilities such as the hospital (particularly in Trevone). One resident commented “Why give pensioners a free bus pass when there is no Trevone bus? It was our link to Treliske and Bodmin hospitals. Improving access to health facilities was seen as a medium to long term priority for the parish.

St Issey and Little Petherick Appraisal Report 2002

42% of respondents said that they often or occasionally had difficulties getting out of the parish to other areas. 14% had transport difficulties when having to visit doctors or dentists. 83% would like to see a regular bus service for hospital appointments

Safer Routes to School Report: Padstow Primary School Summary Travel Report 2005

10 pupils that travelled to school by car would have preferred to travel by bus. None of the staff said that they would prefer to travel by bus.

St Issey and Little Petherick Appraisal Report 2002

Only 20% of respondents to the Report said that they made use of the St Issey Community bus. There were a number of respondents who were not aware that the parish had a community bus and the majority were unaware of its use. Unsurprisingly therefore, 62% of respondents felt that it wasn't used to its full potential. Comments showed that this was due to lack of advertising of its existence and routes throughout the parish. Further comments suggested that proposed trips/outings could be advertised with indication of the appropriate age group if necessary. There was also a lack of drivers which added to the lack of fulfilling its potential. At the time of the survey (2002) 37 people said that they would be willing to act as a driver for the bus if one was needed.

St Merryn Parish Plan 2003

The Parish Plan has a section on Public Transport. Of 500 definitive responses, 416 (83%) said that local bus services did not meet their needs. Further questions about local bus services got the following responses:

- 79% of respondents did not use local bus services
- 58% did not feel that the bus service was reliable
- 74% felt that bus service frequency was unsatisfactory
- 68% would use bus services more if they met their needs

168 people also said they had difficulty attending health appointments.

196 people (74%) said that they would support a community bus or minibus that could complement public transport

The Local Transport Plan

The integrated Transport White Paper A New Deal for Transport – Better for everyone (DETR 1998) established the concept of five year Local Transport Plans (LTPs) to set out strategies, devised in partnership with the community, to deliver integrated transport solutions to transport issues faced in a specific area. Cornwall produced its second Local Transport Plan (LTP2)⁵ in March 2006, to cover the period through to 2011. Cornwall's Transport Vision is contained within the Community Strategy. It is:

“Cornwall – a strong, sustainable community for one and all.”

In LTP2 this is expressed in its five aims.

1. Improve access to key services and facilities in Cornwall;
2. Improve local safety for all who travel in Cornwall;
3. Reduce the growth of traffic congestion and transport related air pollution and improve public transport in Cornwall;
4. Provide and maintain an integrated transport network that contributes towards the development of a vibrant and successful Cornish economy and regeneration;
5. Reduce the impact of transport on Cornwall's natural, historic and built environment.

LTP2 used needs based evidence to map not only areas with poor access in Cornwall, but also the density of vulnerable populations including the jobless; over 65; long term sick; 16-19 year olds and indices of deprivation. In this way it was possible to start to define priority areas for action.

The area to the south of Padstow and St Merryn was identified as a priority area for improved access.

Definition of Improved Access

LTP2 defines improved access to healthcare as; *“access provided to a GP health centre, at least three days a week or access provided to nearest hospital at least five days a week (including where a new community-based scheme connects into the public transport network to enable onward travel to the hospital).”*⁵

Community Transport Services

Cornwall has many community transport schemes whose existence helps alleviate transport problems for those living in isolated rural areas. A variety of community transport schemes operate in the county including voluntary car services, community bus schemes, minibus hire, Dial-a-Ride, Shopmobility, Wheels to Work and Wheels to Learn.

Padstow and District is served by voluntary car schemes (particularly through TAP), Wheels to Work and Wheels to Learn. Wheel to Work and Wheels to Learn address the issues of access to employment and to further education. TAP co-ordinates the needs of isolated people to get to health appointments, with the volunteers who drive for the 18 schemes⁶ in Cornwall. However, there is an agreement in place with local taxi companies, that volunteer drivers do not do journeys of fewer than 10 miles. This is to prevent taxis losing too much custom to volunteer cars.

In practice, this means that most patients are unable to use the scheme to access their GP as normally they would live within 10 miles of the surgery. This forces people to rely on taxis for these journeys were they do not have access to their own transport or are unable to use conventional public transport either through disability, frailty or because there is no bus service where they live.

Resident's survey

With this background in mind, a Transport Needs Survey was carried out in July 2009. As car ownership in the district is above average, it was decided to target the survey at those most likely to have difficulties with transport – young people, older people, young families and groups.

As there were different questions that were directed at different audiences, four different questionnaires were developed: one for young people, one for people aged 60 and over, one for groups and a general one.

The group questionnaire was mailed out to all the known groups in the area; the young people's questionnaire was distributed via the youth groups and the 60+ questionnaire via groups for people in that age group. The general questionnaires were sent home with every pupil that attended Padstow, St Merryn, St Issey or Trevisker schools, and via Padstow Library, the Post Offices in the parishes and the St Eval postman.

Approximately 965 questionnaires were distributed in total and of these, 150 were returned, giving a return rate of 15.5%. Of the returned questionnaires, only one was spoilt, although a further 15 had incomplete information that meant analysing the answers to one or more sections was not possible.

44 returns were 60+ questionnaires
6 returns were Young People questionnaires
21 returns were Group questionnaires
79 returns were General questionnaires

Which is your closest town or village?

	General	60+	YP	Groups
Padstow	18	23	3	15
Trevone	11	4	1	1
Wadebridge	3	2	1	
St Eval	15			1
St Merryn	11			1
Newquay	1			
St Issey	4			1
Little Petherick	1			
St Columb Major	5			
Mawgan Porth	1			
Penrose	1			
Metropole				1
Not stated	8	15	1	1
Total	79	44	6	21

Summary of findings from the 60+ questionnaire:

- The 44 returns equates to 35% of questionnaires returned by individuals.
- Of the 44, only 12 said that they had no problems with mobility
- Of the 44, only 18 said that they had their own transport
- Of the 44, 21 use the bus at least once a week

- Looking at respondents current travel
 - 4 travel to Wadebridge for leisure or sporting activities and 1 goes to Egloshayle
 - For shopping, 7 go to Padstow, 3 go to Wadebridge, 1 goes to Newquay, 1 to Truro, 4 to Wadebridge/Padstow, 3 to Wadebridge/Bodmin/Truro, and 1 to Wadebridge/Truro
 - 12 use the bus to go shopping. One has a friend take them and they do find it difficult.
 - 16 said that they attend the GP surgery in Padstow and 3 have difficulty getting there. 6 people attend the GP's at least once a month.
 - 14 attend either Bodmin or Treliske hospitals, but not very often.

From responses to the General questionnaire:

- 17 attend either Bodmin or Treliske hospitals, 8 of these go at least once a month.
- 44 attend Padstow GP surgery and 15 of those go at least once a month.

From all individual respondents (ie. Not groups):

- Looking at what respondents would like to be able to do
 - 9 respondents said that they would welcome the opportunity to travel to Wadebridge and 6 of them would like to go at least weekly
 - 4 would like to go to St Austell, and 4 to Newquay, all at least weekly.
 - 8 would like to go anywhere, or didn't mind where they went and all wanted to go at least weekly.

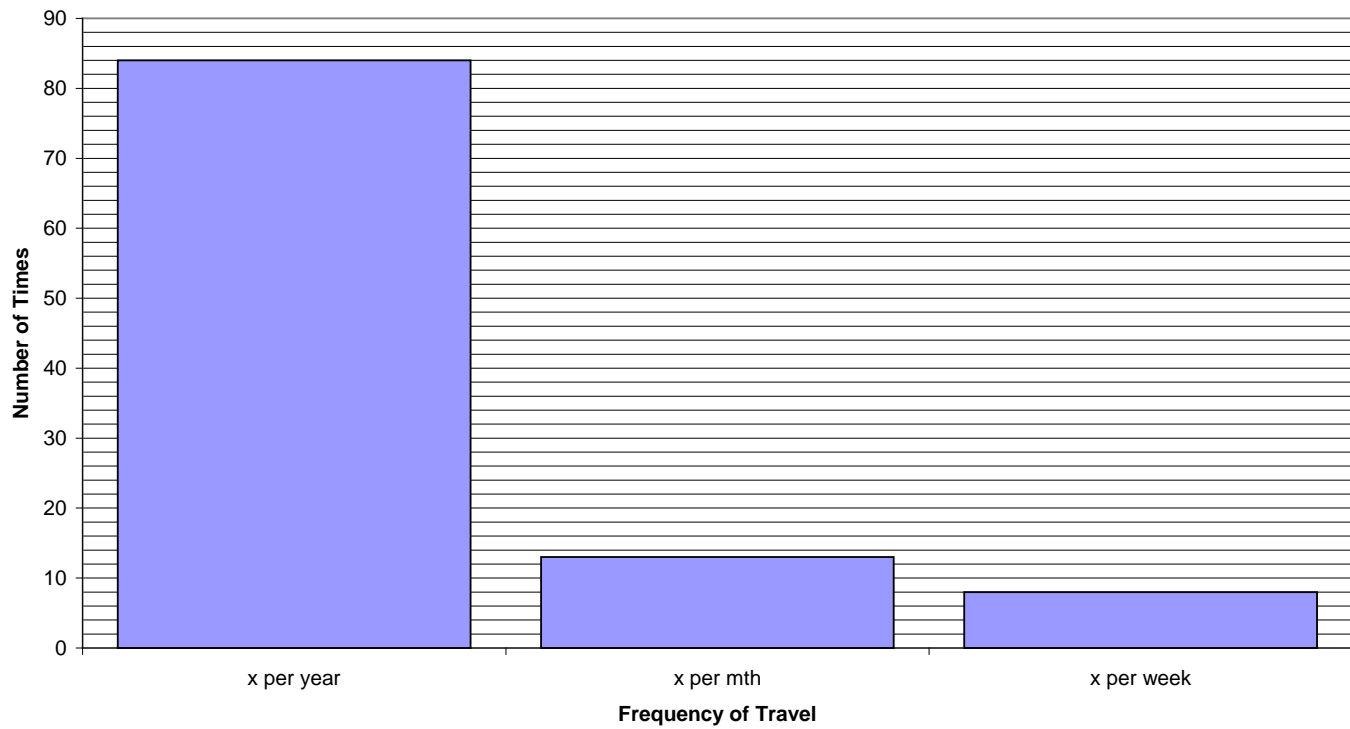
From responses to the Groups questionnaire:

- Summary of the age ranges served by the groups

0-11 yrs	12-18 yrs	19-24 yrs	25-44 yrs	45-64 yrs	65 yrs +
28%	8%	1%	23%	19%	21%

- Groups currently undertake 425 journeys per year between them.
- There are a further 231 journeys they would like to make, but currently cannot
- This is a total of a potential 656 journeys per year, or at least 12 every week.

Potential Group Travel Needs



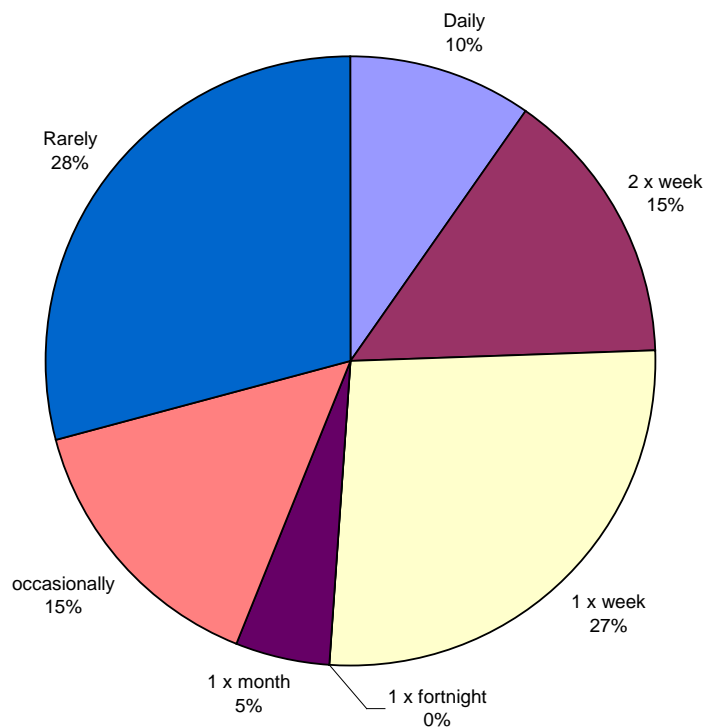
Assessment and analysis of travel needs

60 individuals said that they attend the GP surgery in Padstow and 21 of them attend at least once a month.

31 people attend either Treliske or Bodmin Hospital

21 people use the bus at least once a week

How Often Respondents Said They Used The Bus



Conclusions

1. Health Care

The survey showed some need for improved access to health care and this is backed up by most of the other research carried out in support of this report. Funding may also be available to support a new project that addresses this issue.

2. Groups

The feedback from the groups shows that a minibus that they could use would be most welcome and that potentially it would be hired every day of the week. The only potential issue could be that a minibus may not be large enough to meet the needs of some groups, who would then still have to hire a coach.

3. Villages with no public bus service or expressing a particular need

There are particular problems with access for residents in Trevone and as there is also no public bus service in Rumford, Treyarnon and Penrose, it could be assumed that residents in those villages also have difficulties. None of the people completing questionnaires lived in any of those three villages though so further study may be needed to determine real demand.

Responses to the St Merryn Parish Plan questionnaire showed that residents of the village would welcome a community minibus, but as the survey was carried out six years ago, attitudes may have changed.

Reponses

1. Improved access to health care.

Improved marketing and publicity of TAP, and volunteer car schemes should make people more aware of their vital work.

An additional volunteer car scheme or targeted volunteer driver recruitment within the district may also help to improve the availability of volunteer drivers and also reduce the amount that passengers have to pay as there will be less "dead mileage". This is the distance from the volunteer driver's home, to where they pick up the passenger. Good practice, however, excludes the use of volunteer cars to access GP surgeries.

A taxi voucher scheme, where the parish council provides a voucher that covers the cost of part of the journey to the health centre or hospital is another possibility and works very well elsewhere in the county. However, this would place additional demand on the limited resources of the parish councils. The additional funding could possibly be met through community fundraising, but the economic climate is such that income through such activities could not be guaranteed.

A community minibus could provide transport to health facilities. To make this cost effective, co-operation would be required from the GP surgery to enable appointments to be set aside for those travelling on the community bus. Launceston community Transport Partnership have such an arrangement with the health centre in Launceston.

2. Enabling people to have improved choice

The survey shows demand for a weekly trip to Wadebridge and possibly to Newquay as well, with less regular trips to St Austell and Truro.

A Community Bus could provide trips to these towns. Community buses elsewhere in the county provide monthly trips to the larger towns in Cornwall, and some to Plymouth as well.

A Carshare Club where several people travel together in one vehicle could also be tried, especially where only 3-4 people want to go to the same place. The cost of travel can then be shared equally between them. A scheme called Carshare does run on the Internet, but obviously relies on people having access to the internet to enable them to use it. A similar scheme could be run locally without using computers, but would need some co-ordination to begin with to put people in touch with each other or to find an accessible way for those travelling by car with spare capacity, or those wanting to travel to get in touch with each other.

References

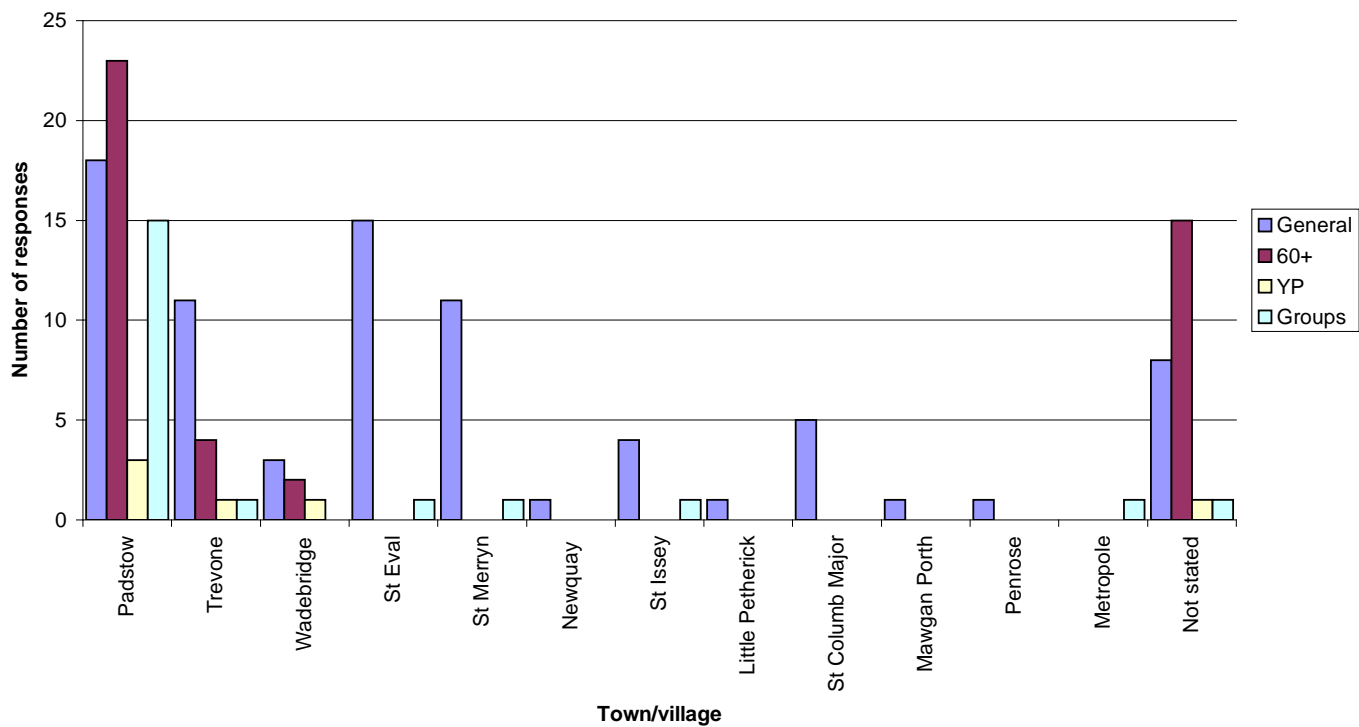
1. North Cornwall District Council, Community Facilities Survey
2. www.neighbourhood.statistics.gov.uk
3. North Cornwall guide to buses, trains, ferries and planes. Summer 2009
4. Cornwall local transport plan 2006-2011
5. <http://www.cornwall.gov.uk/default.aspx?page=6010>

Questionnaire Responses

Which is your closest town or village?

	General	60+	YP	Groups
Padstow	18	23	3	15
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Little Petherick	1			
St Columb Major	5			
Mawgan Porth	1			
Penrose	1			
Metropole				1
Not stated	8	15	1	1
Total	79	44	6	21

Place of Residence or Base



Please show the number of people in your household in the following age categories:

0-4 yrs	26	12-17 yrs	22	25-44 yrs	72	65-74 yrs	13
5-11 yrs	58	18-24 yrs	2	45-64 yrs	49	75 yrs +	11

Does anyone in your household, apart from babies and toddlers have problems with mobility?

Able to walk with no problem	225	Not able to walk very far	27
Able to walk on a level surface	20	Unable to walk	5

Where do you travel to reach the following facilities?

Work

Padstow	14	Mawgan Porth	1
Wadebridge	2	St Mawgan	4
Truro	1	Camborne	1
Bodmin	4	Constantine	1
Falmouth	1	Newquay	3
St Merryn	3	Roche/Bugle	1
St Eval	2	London	2
St Columb	1	St Austell	1
North Cornwall	1	Trevoze	1
St Issey	1	Varies	2

Leisure/sport

Wadebridge at least weekly	22
Newquay at least weekly	4
St Austell at least weekly	1
Camel Trail at least weekly	1
Little Petherick at least weekly	1

Shopping

Padstow	35
Wadebridge	32
Truro	6
Newquay	11
St Merryn	1

In the 60+ age group

Padstow	7
Wadebridge	3
Padstow/Wadebridge	4
Wadebridge/Bodmin/Truro	3
Newquay	1
Truro	1
Wadebridge/Truro	1

12 of these use the bus to go shopping

Post Office

St Merryn	14
Padstow	33
St Eval	19
Wadebridge	7

Medical Service

31 attend either Bodmin or Treliske hospitals, with 8 people attending at least once a month

60 attend the GP surgery in Padstow, with 21 of them attending at least monthly. 3 people said they found it difficult to get there.

Are there places you would like to go but cannot due to lack of transport?

35 people answered this question. 7 people either didn't mind where they went, or wanted to go to various destinations

5 people want to go to Wadebridge at least once a week.

4 people want to go to Newquay at least once a week.

3 people want to go to St Austell at least once a week.

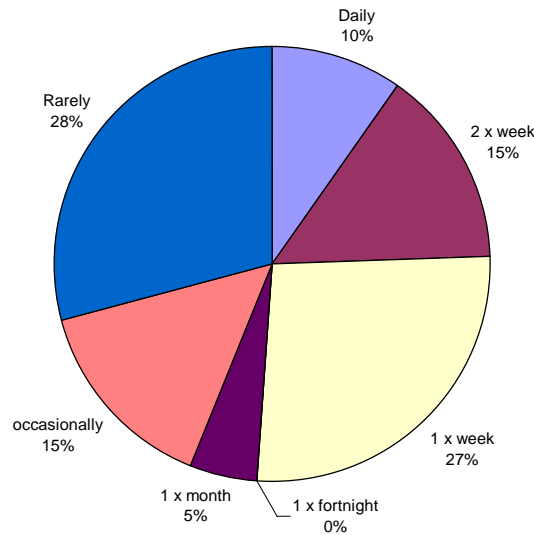
Plymouth, Truro and Bodmin were other destinations stated, with trips requested at least monthly.

The 60+ questionnaire asked three additional questions.

How often do you use the public bus service?

Daily	2 x week	1 x week	1 x fortnight	1 x month	occasionally	Rarely	No response
4	6	11	0	2	6	12	3

How Often Respondents Said They Used The Bus

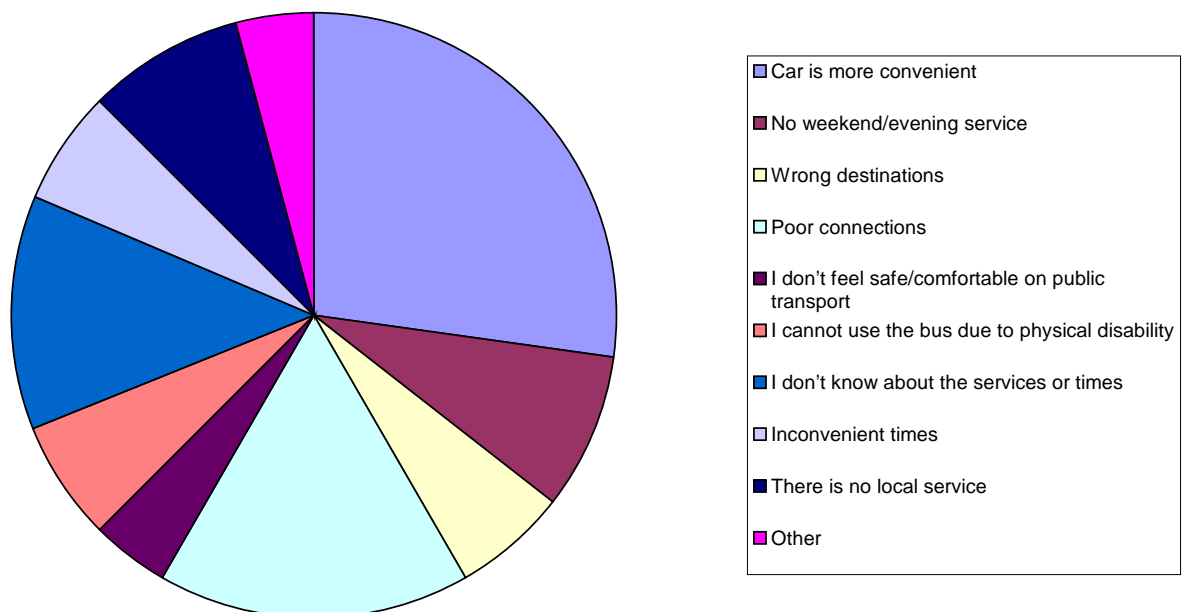


If you don't use the bus very often, or at all, why is that? Tick all that are applicable

Car is more convenient	13
No weekend/evening service	4
Wrong destinations	3
Poor connections	8
Other	2

I cannot use the bus due to physical disability	3
I don't know about the services or times	6
Inconvenient times	3
There is no local service	4
I don't feel safe/comfortable on public transport	2

Reasons given for not using public transport



If you don't use the bus, how do you travel?

I don't Taxis Volunteer Drivers Friend/Relative
2 2 2 14

If you don't use the bus, how do you travel?

