



Torpoint Transport Regeneration Strategy

Strategy Report

EDG2028 v0.2

Consultancy | Engineering Design Group



PART OF THE
CORSERV GROUP
A CORNWALL
COUNCIL COMPANY

Issue & Revision Record

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0.2	18-Nov-21	A. Shailes	D. Seares	A. Archer	Final following client feedback	Hub Locations, E-bike compatibility, St Germans Station access
0.3	24-Nov-21	A. Shailes	D. Seares	A. Archer	Final following client feedback	Final updates to Ferry Routes

CORMAC

Prepared by
Engineering Design Group
Western Group Centre
Radnor Road
Scorrier
Redruth
TR16 5EH

If you would like this report in another format, please contact

CORMAC Solutions Ltd

Head Office
 Higher Trenant Road
 Wadebridge
 Cornwall
 PL27 6TW

Tel: 01872 323 313

Email: customerrelations@cormacltd.co.uk
www.cormacltd.co.uk/

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LIST OF ABBREVIATIONS

CC	Cornwall Council
PCC	Plymouth City Council
CNA	Community Network Area
CNP	Community Network Plan
DPD	Development Plan Document
EDG	Engineering Design Group (Cormac Solutions Ltd)
CC	Cornwall Council
SWOT	Strengths Weaknesses Opportunities Threats
LLSOA	Lower Level Super Output Area
MLSOA	Middle Level Super Output Area
MCA	Maritime and Coastguard Agency
ONS	Office for National Statistics
TfC	Transport for Cornwall
RFC	Ratio of Flow to Capacity
WPD	Western Power Distribution

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1 Introduction

1.1 Background

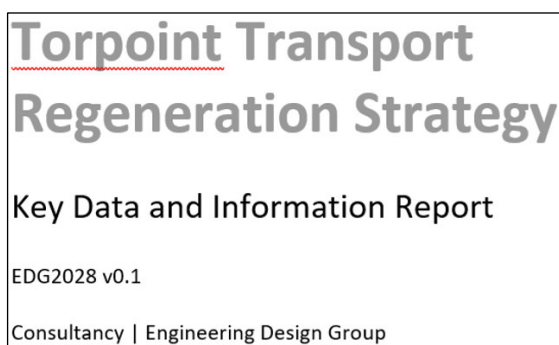
- 1.1.1 This report contains a recommended transport strategy for Torpoint. Cornwall Council (CC) have asked Cormac to provide this to accompany and complement the town's ambitious regeneration and economic development plans.
- 1.1.2 The first stages of the project involved data gathering and analysis to understand the function of Torpoint and recent planning documents relating to the future regeneration of the town were analysed. This was combined with focused investigation to obtain qualitative information from the key stakeholders shown in Table 1.1.

Table 1.1 Stakeholders consulted in data collection phase

Name	Title	Organisation
Dom Squire	Director	Plymouth Boat Trips Ltd (PBL)
James Church	Commercial & Customer Manager	GoSouthWest
Alexis Field	Looe Valley Trails Project manager	Aecom
Dr Andrew Seedhouse	Director of Transport	Plymouth University (School of Geography, Earth and Environmental)
Dabid List	General Manager	Tamar Crossings
Mark Meredith	Bridge Manager	Tamar Crossings
Simon Murray	England South Team	SusTrans
Dan Turner	Low Carbon City Officer	Plymouth City Council
Milly Southworth	Town Clerk	Torpoint Town Council
Catherine Thomson	Community Link Officer	Cornwall Council
Gary Davis	Torpoint Town Councillor	Torpoint Town Council

Source: Torpoint Transport Regeneration Strategy - Key Data and Information Report

- 1.1.3 This process was completed, and findings are contained in the following report;



- 1.1.4 Following this process, and in combination with the Torpoint regeneration team, Cormac was able to recommend the sustainable travel strategy outlined in this report.

1.2 Report Structure

- 1.2.1 This remainder of this report is structured as follows

- Chapter 2 - A brief summary of the SWOT analysis undertaken in the Key Data and Information Report (EDG2028);
- Chapter 3 – An outline of our recommended strategy;
- Chapter 4 - A description of our recommended active travel network;
- Chapter 5 - Advised public transport improvements;
- Chapter 6 – Recommendations regarding suggested electric ferry network;
- Chapter 7 - Recommendations regarding a balanced parking strategy;
- Chapter 8 – Implementation and Next Steps
- Chapter 9 – Conclusion

2 SWOT Analysis

2.1.1 To recap, the Key Data and Information Report (EDG2028) focused on several categories of travellers as follows;

- Torpoint residents; daily life, transport needs, journeys to work, education, sports, leisure and shopping;
- Visitors;
 - Local Trips – relationship with Rame Peninsula;
 - Local Trips – through trips / ferry to Plymouth;
- UK domestic tourist market;
- International tourist market.

2.1.2 The Key Data and Information Report summarised findings in the form of a comprehensive Strengths, Weaknesses, Opportunities and Threats analysis (SWOT). This formed a core part of the analysis and is summarised in Table 2.1. For the full description and breakdown of the SWOT, please see the key data report.

2.1.3 The Transport strategy recommended in this report is predicated on trying to capitalise on the strengths and opportunities in Torpoint and address the weaknesses and threats. The natural geography, demographics and urban layout of Torpoint all suggest potential to increase walking, active travel and water transport and support the economic vitality of the town through increased visitor numbers and use of sustainable modes of transport. The severance of Torpoint and the Rame Peninsula from the wider Cornwall Gateway region and the reliance on Plymouth as a major employment area are weaknesses against which little progress has been made in recent years. Dominance of the car route to the ferry (without direct economic benefit to Torpoint) and gaps in the public transport offering are two key issues this strategy has aimed to address.

Table 2.1 SWOT analysis summary

Transport Strengths in Torpoint	Transport Opportunities
<ul style="list-style-type: none"> • Strong support framework in place with 'Vision' and 'Economic Strategy'. • Urban layout in <u>Torpoint</u> has good potential to increase walking. • Positive propensity to use buses and motorcycles (e.g. to Plymouth City centre, <u>Keyham</u> and <u>Devonport</u>). • Relatively younger population with lower car ownership (compared to surrounding area). • Hinterland geography naturally restricts private vehicle travel and nudges travellers towards sustainable means (including water travel evidenced by use at special events on <u>Rame</u>). • Leisure is a dominant reason for travel in and around <u>Torpoint</u>. • Geography, high median age, car ownership and second addresses at <u>Rame</u> accentuate need for sustainable transport gateway at <u>Torpoint</u>. 	<ul style="list-style-type: none"> • Capitalise on forthcoming investment in active travel in Plymouth and SE Cornwall (strong marketing required). • Daytime chain ferry traffic highest in summer. • Relatively healthy bus use in <u>Torpoint</u>. • Likely increase in future visitors due to positive net immigration. • Local foot ferry operator willing to run <u>year round</u> enhanced <u>Torpoint</u> service including service to Saltash. • Plymouth University developing electric foot ferry charging concept. • New pontoon and ferry service at National Trust property elsewhere in Cornwall has successful record from implementation. • Economic development at South Yard in Plymouth likely to provide significant potential for increased sustainable <u>water based</u> travel at <u>Torpoint</u>.
Transport Weaknesses in Torpoint	Transport Threats
<ul style="list-style-type: none"> • Local propensity for short journey car use. • Limited progress after 5 years against six month and five year 'Vision' targets. • Significant immediate investment in SE Cornwall and Plymouth active travel has not included <u>Torpoint</u> in its remit. • Community severance due to highway layout where 'main' road orientates towards ferry waiting area. • Travel information perceived to be poor especially regarding ferry (delays and reliability). • Principle parking area is 'Sainsburys' food store resulting in a town centre disconnect. • Dependence on Plymouth for employment results in pressure on ferry lanes and parking conflict in immediate surrounding areas. • Some weakness regarding regional and longer distance public transport access. • <u>Torpoint</u> is less well known as a town centre destination. 	<ul style="list-style-type: none"> • If opportunity of transport strategy development not realised or properly funded <u>Torpoint</u> may fall proportionately further behind in terms of sustainable travel compared to South East Cornwall and Plymouth. • Development of new food store at 'top part' of <u>Torpoint</u>, without development of sustainable travel and town centre regeneration, may result in existing shopping facilities in town centre becoming less viable with increased future dependency on non-sustainable modes. • Given current perception of 'Sainsburys' as main destination to park, if bottom end of town regeneration fails to provide adequate 'fit for purpose' parking opportunity (in keeping with government guidance) regeneration may be stifled, viability <u>affected</u> and regeneration opportunity not realised. • Community severance worsened if enhanced water and sustainable travel not realised.

Source: Torpoint Transport Regeneration Strategy - Key Data and Information Report

3 The Recommended Transport Strategy

3.1 Overview

3.1.1 Cormac recommends the following measures for the improvement of transport and accessibility in Torpoint;

- Development of an active travel network;
- Provision of a new electric ferry route;
- Public transport improvements;
- A balanced parking strategy;

3.1.2 A summary of the recommended transport strategy is shown in Figure 3.1.

3.2 Active Travel Network

3.2.1 The introduction of an active travel network will capitalise on the opportunities highlighted in the section 2 SWOT analysis of this report by providing healthy and sustainable transport options for residents to use, encouraging visitors to walk and cycle, and providing good interchange connections with the ferries and public transport.

3.2.2 In terms of the SWOT, in particular the location of the primary travel hub (the detail of which is explained later in this document) is designed to complement the need for a new town centre regeneration building and parking area as outlined in the 'Vision for Torpoint'. The intention is to allow Torpoint to function as an onward sustainable travel gateway which would both satisfy the needs of the Rame Peninsula Neighbourhood Plan and reflect an approach which acknowledges higher car ownership and population patterns in Torpoints hinterland which were opportunities revealed in the SWOT. The recommendations regarding the primary travel hub also reflect the fact that the population in the town centre is younger and has lower levels of car ownership.

3.2.3 The active travel network and public transport improvements in the strategy (outlined in detail later in the report) are designed to capitalise on the output from the SWOT analysis where high levels of existing bus use in the Torpoint area were identified along with the high propensity of existing travellers using motorcycles for commuting, especially for Devonport and Keyham.

- 3.2.4 Mobility hubs have been designed to integrate with existing bus routes and also integrate with forthcoming planned cycle and active networks in the area as identified in the SWOT.

3.3 Public Transport Improvements

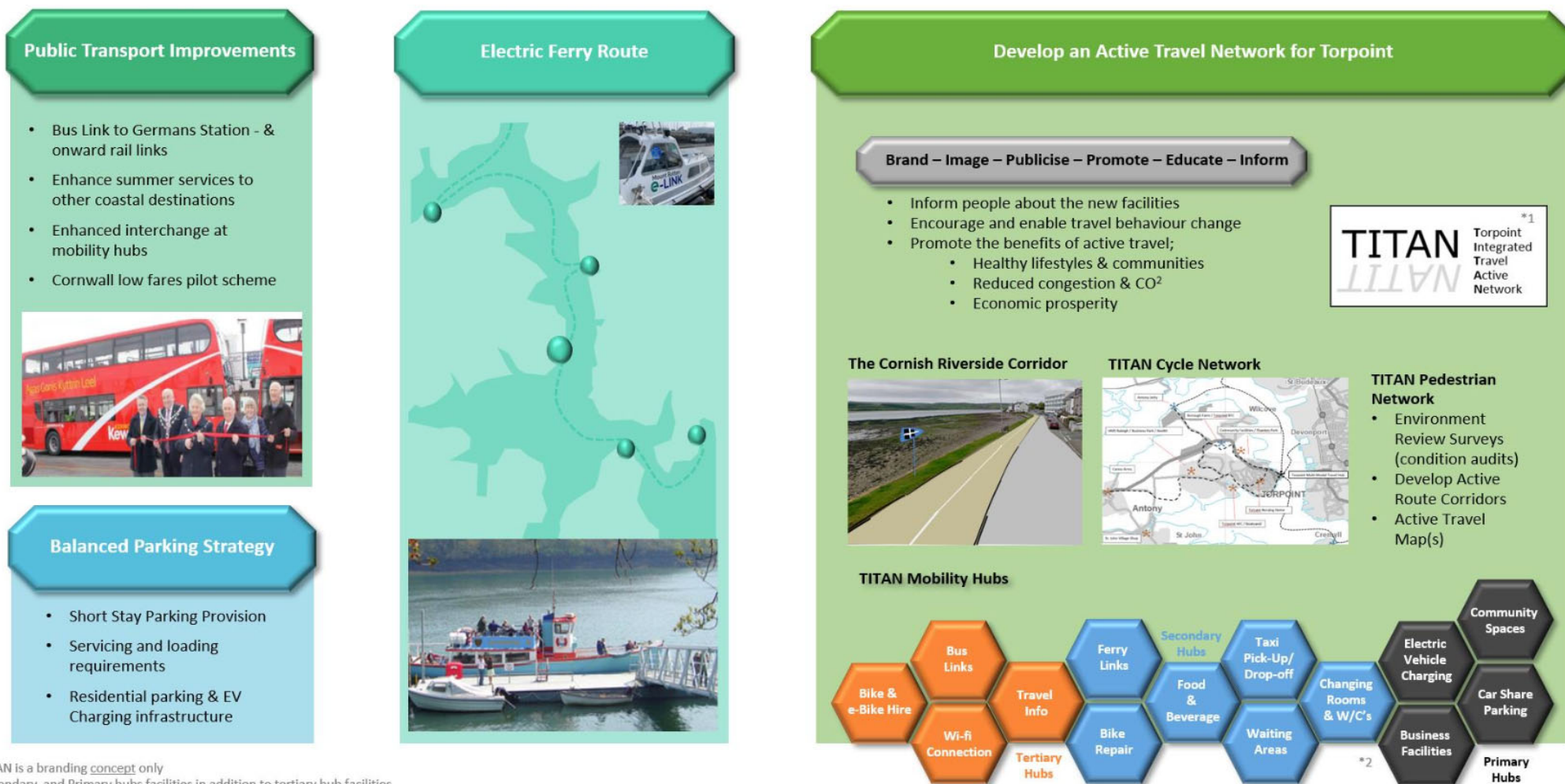
- 3.3.1 The recommended improvements in public transport, active travel and provision of working space in the primary hub building are intended to address some of the weaknesses and threats highlighted in the SWOT specifically community severance and the role that Plymouth plays in shaping travel. The proposed improvements will make Torpoint and the Rame Peninsula less 'cut-off' and provide more options for the Torpoint community to travel for work, education and retail trips as well as attracting inward trips to Torpoint. In addition, this will support the regeneration outlined in the 'Vision for Torpoint' and expand the local economy to reduce the commuting time and distance currently undertaken by residents of Rame and Torpoint, thereby reducing carbon emissions and raising the sustainability of the town.

3.4 Electric Ferry Route

- 3.4.1 The provision of a new electric ferry route makes use of the natural peninsula geography and reflects the existing commuter corridors identified by census data and emphasised in the SWOT analysis.
- 3.4.2 The proposed year round ferry service from Saltash and Torpoint to Plymouth City Centre reflects known patterns of travel to work. This would support local trips for residents and help expand the tourist and leisure economy in a sustainable way which is an aspiration of the Rame Peninsula Economic Plan as identified in the SWOT.

3.5 Balanced Parking Strategy

- 3.5.1 This strategy recommends that a structured approach is taken toward parking provision in Torpoint, recognising the needs of local residents and visitors and the changing nature of ways that we travel. Bike and e-Bike parking should become a significant part of parking provision and some accommodation for electric vehicles should also be considered. Short distance amenity trips by car should generally be discouraged by providing people with sustainable and convenient alternatives, for example, by providing high quality cycle parking located very close to the goods and service they wish to access. It is recommended to provide some short stay parking for those who make longer distance trips through the town (for example a through trip toward the ferry) but who currently don't stop in Torpoint.

Figure 3.1 Summary of Recommended Transport Strategy for Torpoint

TITAN is a branding concept only
 Secondary and Primary hubs facilities in addition to tertiary hub facilities

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4 An Active Travel Network for Torpoint

- 4.1.1 Cormac recommends an active travel network be developed for Torpoint. This will increase the amount of sustainable travel in the town and serve as a sustainable gateway for onward travel to the Rame Peninsula. The network proposed is designed to account for significant origin and destination travel patterns, future increased visitor numbers and it capitalises on the latest technology. The revealed potential for development of water-based travel in the area is also incorporated in the strategy along with integration with existing bus services.

4.2 T.I.T.A.N Active Travel Network

- 4.2.1 Cormac suggests naming the network T.I.T.A.N (Torpoint Integrated Transport Active Network). This is described in more detail in section 4.12 and an example logo is shown below.

Figure 4.1 Proposed name and logo for the active travel network for Torpoint



Source: Cormac Engineering Design Group (EDG)

4.3 Integration of T.I.T.A.N Network

- 4.3.1 T.I.T.A.N is designed to capitalise on substantial forthcoming investment in two planned neighbouring active travel networks in South East Cornwall and Plymouth. These planned networks are summarised in Figure 4.2 General Overview of Looe Valley Trails project, Figure 4.3 and Figure 4.4 below (for a full description of these schemes please see the Key Data and Information Report).

Figure 4.2 General Overview of Looe Valley Trails project



Source: Cornwall Council / Cormac EDG

Figure 4.3 Looe Valley Trails Project Specific Route Options July 2021



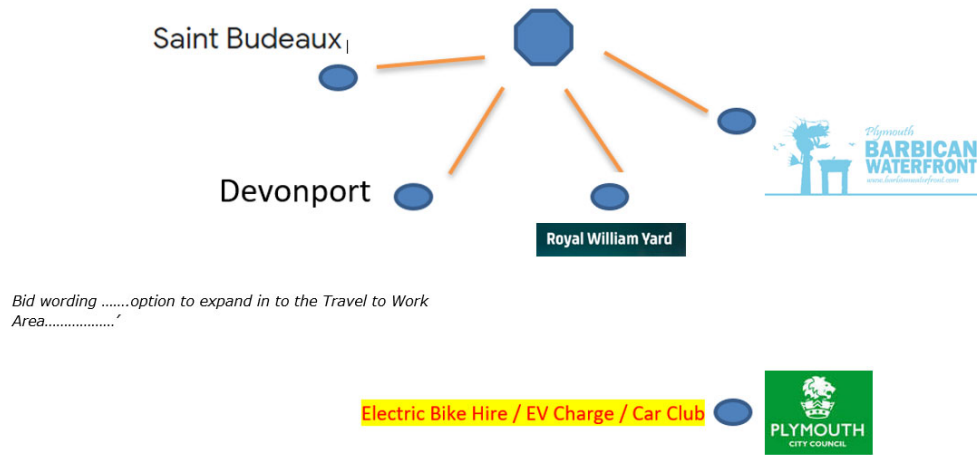
KEY

- = route option, on road
- = route option, off road

Source: Cornwall Council

Figure 4.4 Plymouth City Council Transforming Cities Project

Plymouth City Council £9.6m Mobility Hub and Spoke



 www.cormacltd.co.uk

Source: Cormac Plymouth City Council Low Carbon Officer

- 4.3.2 In Cormac's view it would benefit Torpoint as a town to capitalise and keep up with the substantial investment in these forthcoming schemes that represent capital spending of £10m within Plymouth and £40m within South east Cornwall.





















4.4 T.I.T.A.N Network

- 4.4.1 The recommended concept for the T.I.T.A.N active travel network for Torpoint is based on provision of sustainable travel related mobility hubs connected by a series of active sustainable travel routes. The T.I.T.A.N network is formed by combining these hubs with the active travel routes. The recommended network that results from this is shown in the context of the wider area in Figure 4.6. It is shown in terms of the local area in Figure 4.7.

4.5 T.I.T.A.N Mobility Hubs

- 4.5.1 The recommended facilities for each mobility hub type is shown in Figure 4.5

Figure 4.5 Recommended Specification for Mobility Hubs at Torpoint

		Primary Hub	Secondary Hub	Tertiary Hub
 Recommended Facilities				
	Bike & e-Bike Hire / Return	X	X	X
	Bike Repair	X	X	O
	Taxi Spaces	X	X	O
	Bus Links	X	X	X
	EV Charging	X	O	O
	Ferry Links	X	X	O
	Car Share Parking	X	O	O
	Travel Information	X	X	X
	Wi-fi Connectivity	X	X	O
	Waiting Area	X	X	O
	Business Facilities	X	O	O
	Community Space	X	O	O
	Changing Facilities	X	X	O
	W/Cs	X	X	O
	Food / Drink	X	X	O

X = Recommended, O = Optional

Source: Cormac EDG

Figure 4.6 Torpoint Integrated Travel Active Network (TITAN) Area View

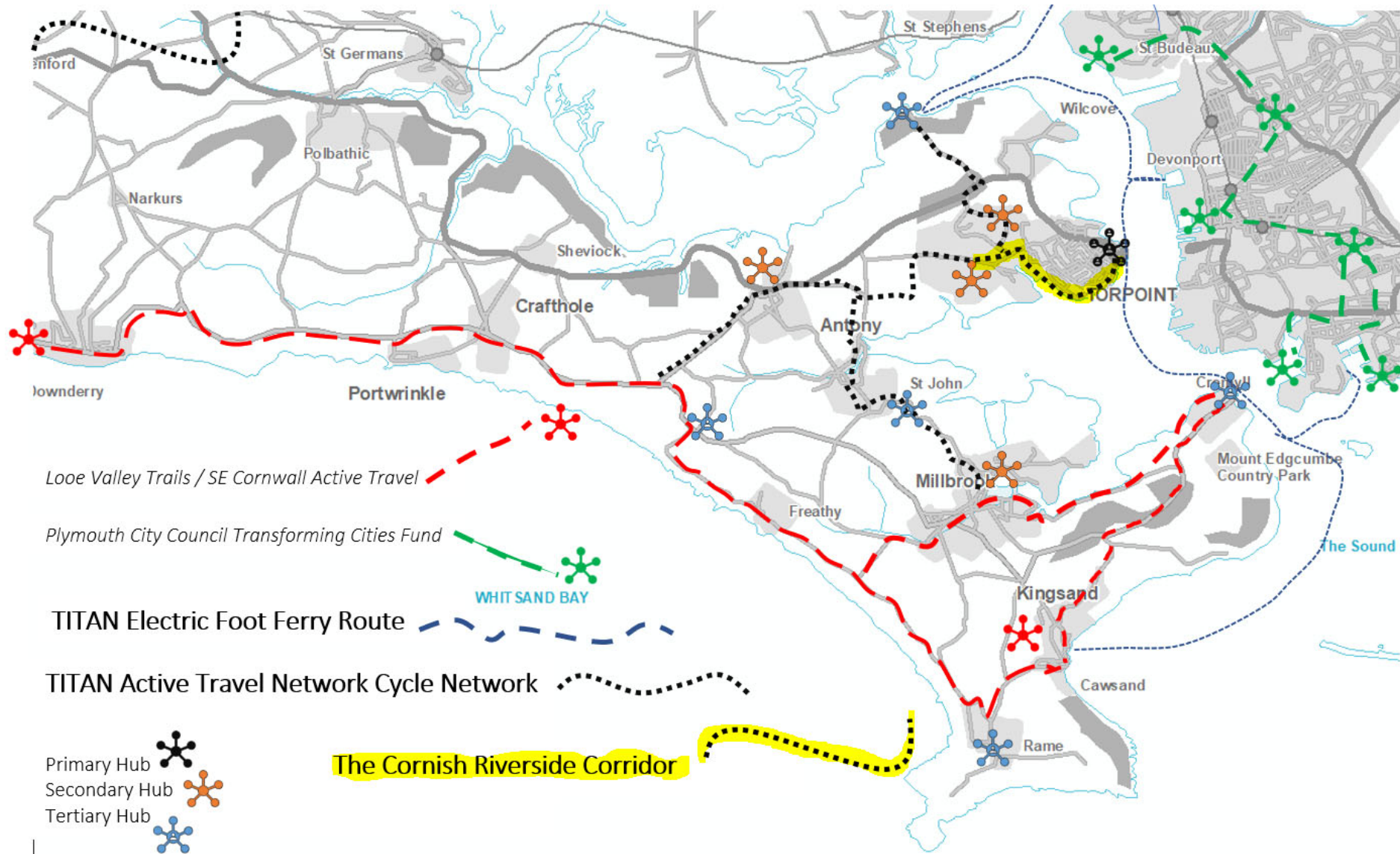
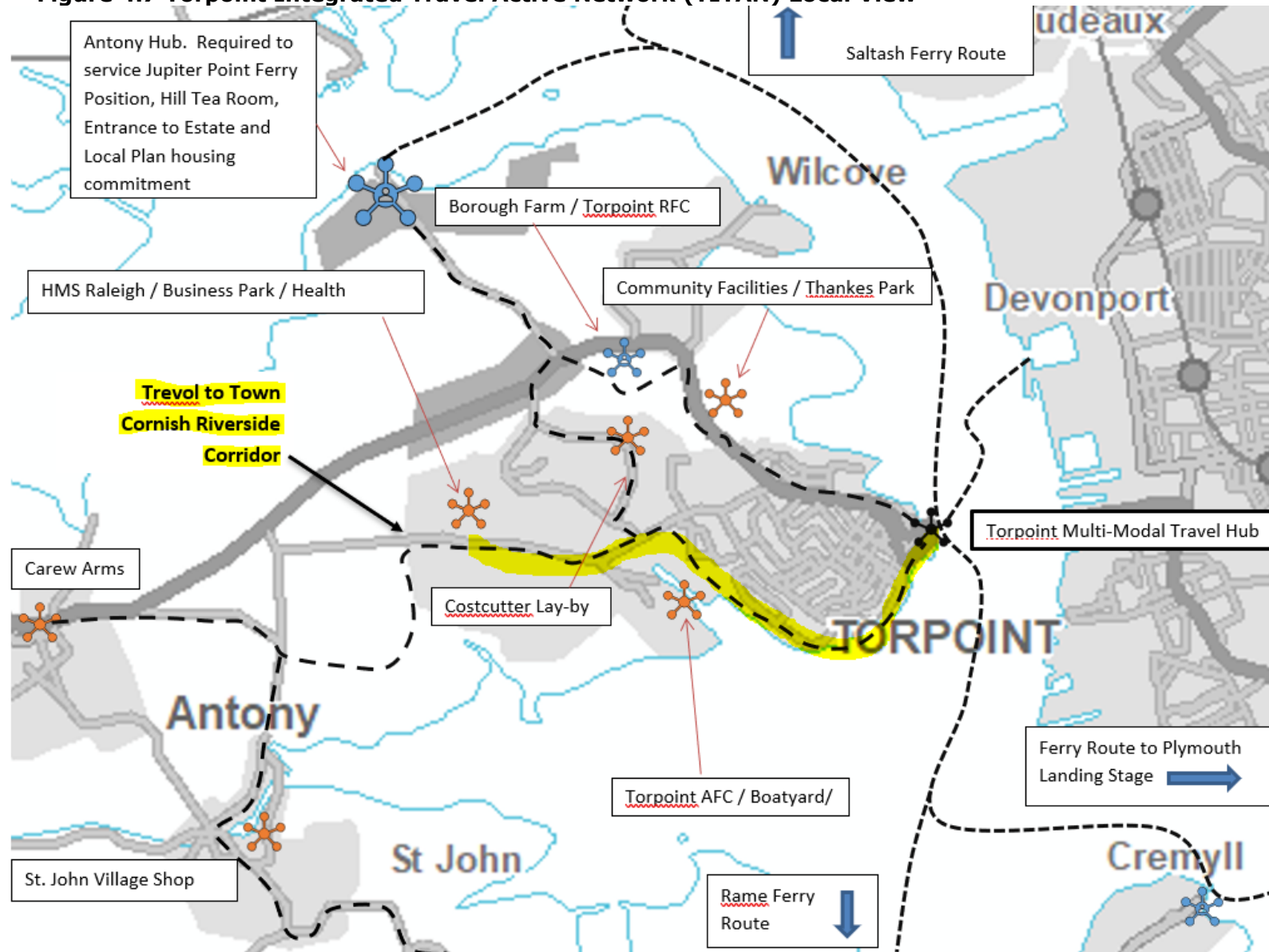


Figure 4.7 Torpoint Integrated Travel Active Network (TITAN) Local View

- 4.5.2 Cormac recommends that this active travel network for Torpoint should include three types of hub, primary, secondary, and tertiary. Cormac recommends that the primary hub is located somewhere in, or around, either the existing waiting area for the Torpoint ferry or the new central building or pontoon outlined in the 'Vision for Torpoint' ¹.
- 4.5.3 The proposed location of the primary hub is a natural point where strategic integration of land and water travel modes can occur and it would be highly significant to locate this interchange around the new 'Vision' sculpture which will serve to emphasise the role of Torpoint as a gateway for onward sustainable travel to the Rame hinterland. The principle of this idea is outlined in Figure 4.8

Figure 4.8 Recommended Location of Primary Hub

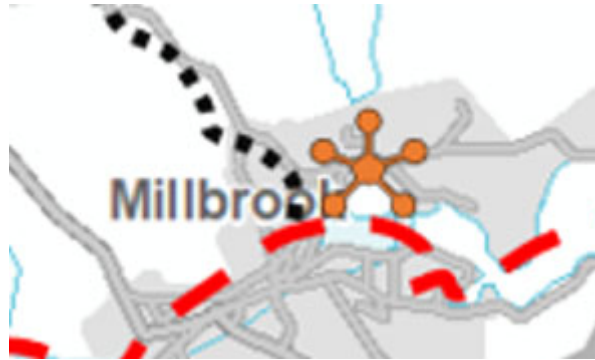


Source: Adapted From A Vision For Torpoint by Clifton Emery Design, Jillings Heynes Planning, Cornwall Regen and Awcock Ward Partnership

- 4.5.4 Explanation of the reasoning behind secondary and tertiary hub locations, is as follows;

¹ It should be noted that currently a design scheme is in progress to refurbish the Torpoint Ferry waiting area as commissioned by Tamar Crossings. It may be advisable to check this re-design meets the aspirations of CC Public Transport Unit and 'The Vision for Torpoint' document.

4.6 T.I.T.A.N Secondary Hub - Millbrook



- 4.6.1 This location was selected because the Looe Valley trails project will include a route through Millbrook (shown in red) which will eventually become the national cycle network (NCN) therefore the hub would interface between the two active travel projects.
- 4.6.2 Millbrook is a key stopping point for the TfC 70 bus service. It also suffers from acute vehicle traffic conflict, particularly in holiday season. Sustainable travel at this location is a high priority in the Rame Neighbourhood Development Plan.
- 4.6.3 There are car parks in Millbrook which have potentially good utility connections to allow electric vehicle and bike charging (including by Millbrook Village Hall). There is also a known local community of environmentally conscious cyclists. The Millbrook secondary hub would also function as an intermediate stop between the planned hub at Cawsand (Looe Valley Trail scheme). Millbrook is also picturesque and attractive as a local free-standing tourist destination in itself.

4.7 T.I.T.A.N Secondary Hub - Antony Village

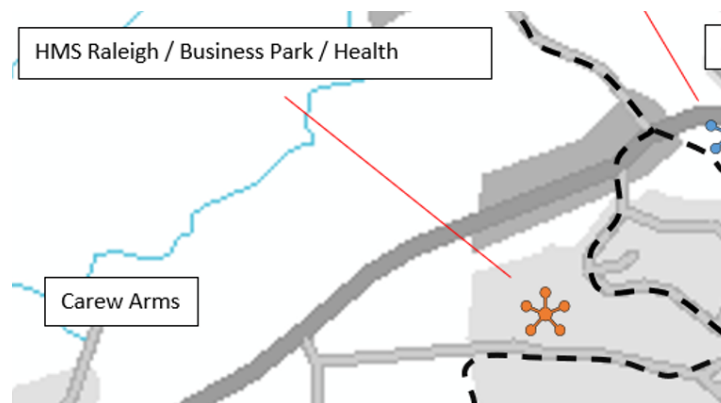


- 4.7.1 The Carew Arms bus stop and village shop location in Antony Village is recommended as a secondary hub point because it is a key part of the local bus network and serves as a bus hub where the TfC 70 service varies either to Tregantle or Shevioc. In addition the TfC number 75 bus stops on its way to Liskeard.
- 4.7.2 The active travel network for Torpoint has been designed to extend along the B4237 Antony Hill to meet the Looe Valley Trails scheme at the Tregantle Fort three arm priority junction.



- 4.7.3 This will be the subject of improvement works to alter the junction to a cycle safe format on two arms.²

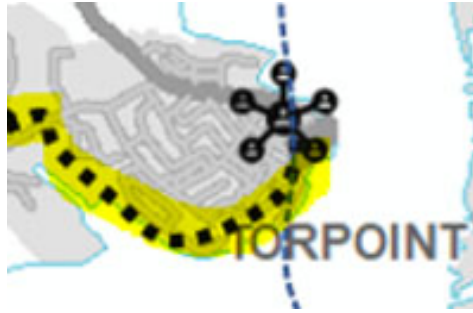
4.8 T.I.T.A.N Secondary Hub - Trevol



- 4.8.1 This location, at HMS Raleigh and Business Park, is recommended for a secondary mobility hub as the location is a significant movement generator. This is due to HMS Raleigh, the business park and NH S health facility. It is also a key bus stopping point for the number 70 service.

² Please note the new Antony to Torpoint active travel link is shown using the A374 and an existing public right of way. This is for concept only and viability checking is required in terms of safety and practicality and alternative routes may need to be considered. In addition it is recommended that the forthcoming improvements planned for the Tregantle Fort Junction include safety measures to allow cyclists to use the B4237 Antony Hill

4.9 The T.I.T.A.N Cycle Trail



The Cornish Riverside Corridor



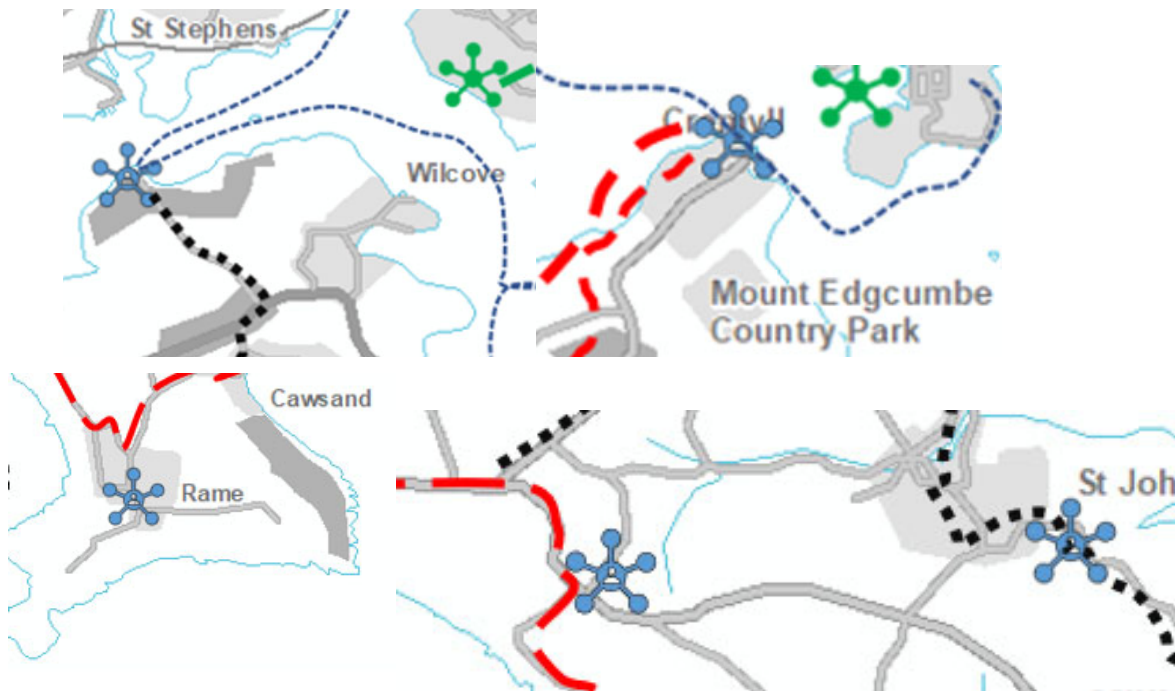
- 4.9.1 Cormac recommends that a high-profile waterside cycle trail should be at the heart of the Torpoint Transport Regeneration Strategy and T.I.T.A.N network and a perfect location for this would be Trevol Road, Carbeile Road and Marine drive, linking to Ferry Street and the new multi modal primary travel hub. The route is already known to be well used for cycling so opportunity exists to build on the routes natural cycling potential.
- 4.9.2 Such a facility would help raise the profile of Torpoint as a free standing destination and complement the 'Vision for Torpoint' which aims to raise the profile of the town by advertising and profiling the fact that it is part of Cornwall which is a county renowned for providing outstanding visitor experiences, including for visiting cyclists. This would help set Torpoint apart and fulfil the 'Vision for Torpoint'.

Figure 4.9 Visualisation of 'Trevol to Town' Cornish River Corridor



Source: Cormac (based on desktop research)

4.10 T.I.T.A.N in the Torpoint and Rame hinterland



- 4.10.1 The locations of Rame, St John, Tregantle and Cremyll are recommended as tertiary hubs because they generate significant amounts of leisure travel. Such travel may increase as identified in the data and information report.
- 4.10.2 In addition, some of these locations can be served by the water and there is an ambition to run foot ferry services at these points. Cormac believes that if a new pontoon was installed at Antony House (Jupiter Point) this could be a success as based on the new pontoon at Trelissick Gardens at Feock near Truro in Cornwall this is shown in Figure 4.10. The Antony House hub will need to manage the ferry position on Jupiter Point, the Tea Room half way up the hill and the entrance to Antony House and adjacent local plan housing commitments. It may be that integration is considered with the Torpoint RFC / Borough Farm hub

Figure 4.10 New Pontoon and Foot Ferry Service Trelissick Gardens

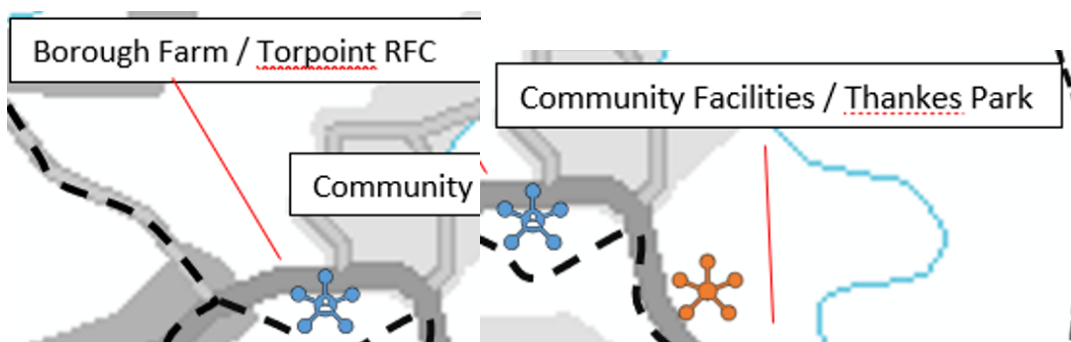


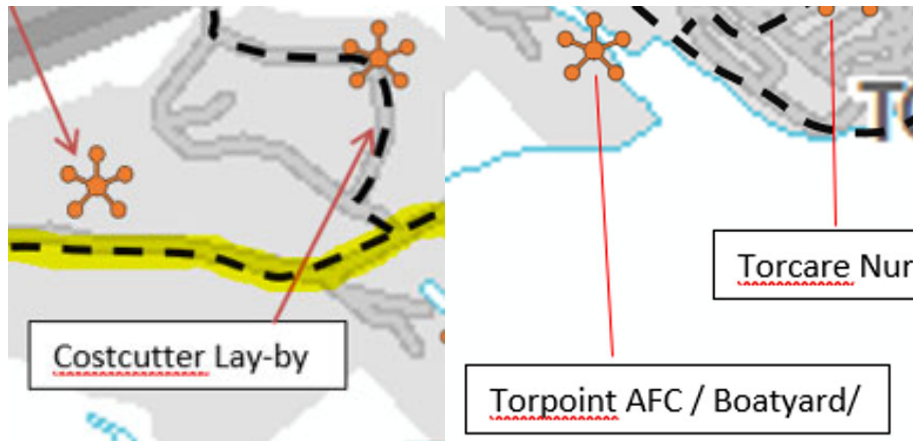
Source: Fal River Links

- 4.10.3 A hub is also recommended at Cremyll due to the significant potential of the Cremyll Ferry in combination with Mount Edgcumbe as shown in the data and information reports.
- 4.10.4 Rame Head is a focal leisure destination and naturally attracts visitor numbers so has been afforded hub status.
- 4.10.5 Cormac is also of the view that a hub is required at the top of the hill out of Antony on the side of the road near where the carpark is for Tregantle ranges and beach. Given the community interactions that occur at this site, and location between various administrative boundaries during the summer Cormac suggests this possibly be run as a local social enterprise. There is a bus stop at the location and bus data indicates there is high demand for the bus to Tregantle from Torpoint during good weather in the summer (the bus often cannot meet demand at Torpoint stops) which is another reason for choosing this site.

4.11 T.I.T.A.N within Torpoint Town

- 4.11.1 It is recommended that local hubs also be placed at appropriate locations within the Torpoint town area as follows;
- Borough Farm / Torpoint RFC
 - Community Facilities / Thanks Park
 - Costcutter lay-by on Trevithick Ave ('Top Part')
 -
 - Torpoint AFC / Carbeille Boatyard





4.12 Cross River E-Bike / Active Travel Compatibility

- 4.12.1 Cormac is of the opinion that it is critical that any Highway Authority E-Bike Active Travel scheme should be compatible on both the Cornwall and Devon side of the Tamar River and the transition from one side of the river to the other for scheme users should be as simple and effective as possible. Therefore the equipment specification within the tendering process for the forthcoming Looe Valley Trails and Plymouth City Council schemes should be compatible. This can then be used as an input in to the Torpoint TITAN scheme. An appropriate forum to achieve this may be through the Tamar Bridge and Torpoint Ferry Joint Committee which consists of Councillors and Senior Officers from either side of the Tamar.

4.13 Marketing of T.I.T.A.N

- 4.13.1 The active travel network for Torpoint is designed to enable the town to potentially serve as a sustainable gateway for onward travel to the Rame Peninsula. It reflects the existing known origin and destination trip generation patterns in the area and is designed to facilitate travel by increased visitor numbers, using sustainable means and the latest technology. It is also designed to utilise the known potential for development of water-based travel in the area and it is designed to complement and integrate with existing bus services.
- 4.13.2 Cormac has reviewed the situation in the area regarding existing transport network provision and has come to the conclusion that Torpoint could become an exemplar for excellent sustainable travel practise, however a strong marketing message will be required to raise profile and achieve this. Some examples, highlighting this point, are shown below.

Figure 4.11 Examples of Transport Related Marketing in the Sub Region



Source: Cornwall Council and Plymouth City Council Websites

Figure 4.12 Britain's First Full Colour Road Sign Unveiling

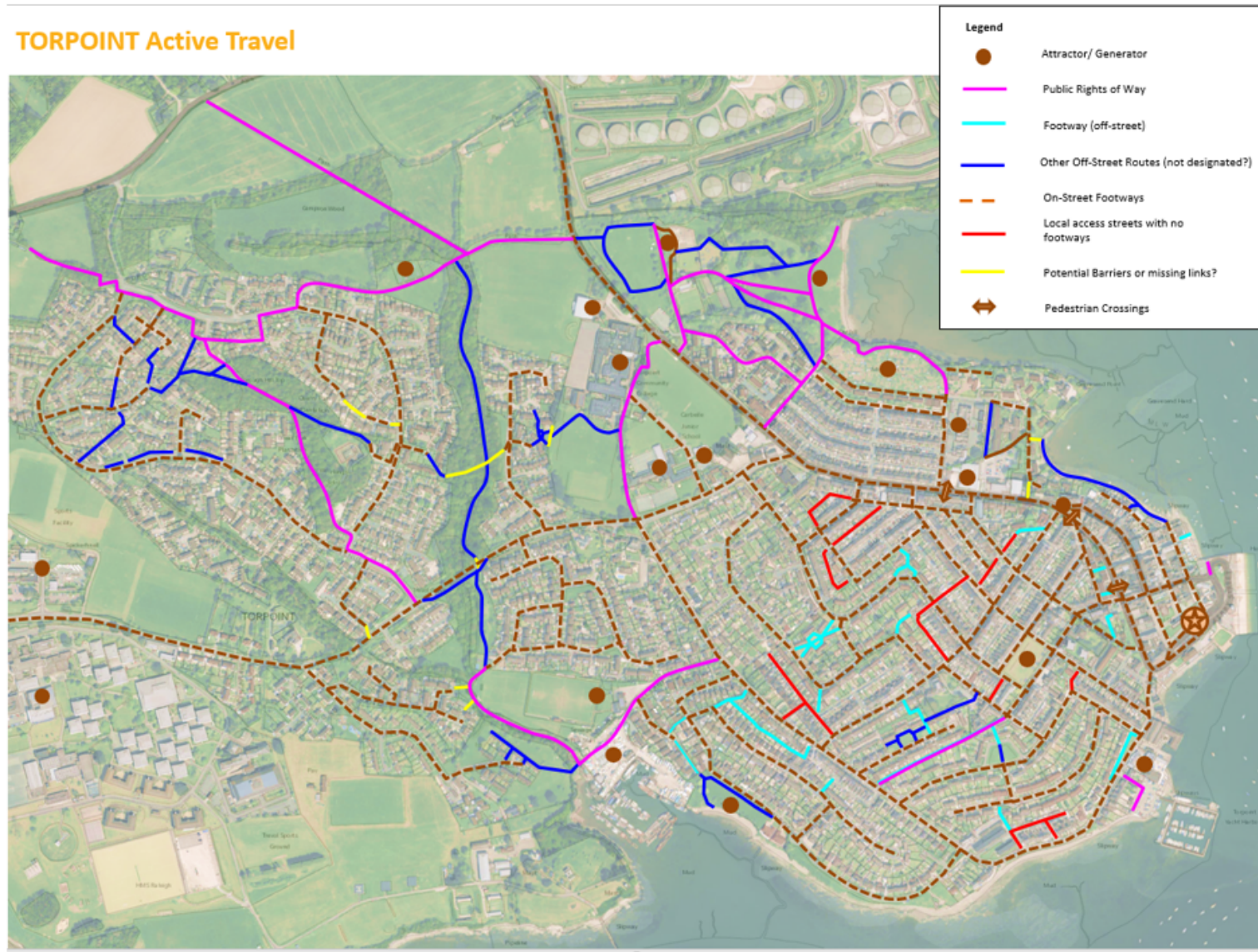


Source: 'Plymouth Herald 19th December 2019'

4.14 T.I.T.A.N Local Active Travel Audit

- 4.14.1 The Key Data and Information Report and SWOT analysis revealed that the main area of Torpoint has lower car ownership and population of slightly lower age than surrounding areas. There also appears to be a propensity to use cars for short journeys in the town. Cormac would therefore recommend that, given the street layout is very suitable for development of a higher mode split for walking, a local active travel audit would be of use. Improvements to the network to allow a walking increase would also complement the proposed active travel hubs.
- 4.14.2 Cormac recommends that, as part of the strategy being outlined in this document a pedestrian environment review survey (PERS) should take place. A PERS is where the streetscape and urban environment of a settlement are surveyed and assessed to ascertain the demand patterns for walking, for example a route between a play park and housing area. This is then compared to weaknesses in the provision of walking infrastructure such as dropped kerbs, footway surface width and quality and availability of controlled crossings.
- 4.14.3 In order to demonstrate the utility of such an approach Cormac has undertaken a desktop PERS for Torpoint which could be used as an information base by which to continue a more detailed survey moving forward as part of the transport strategy. This is provided in Figure 4.13 and Figure 4.14 and Table 4.1 Pedestrian Environment Review Survey.
- 4.14.4 It should be noted this would complement any active travel hub network as part of the active travel network for Torpoint.
- 4.14.5 In addition to this recommended audit, Cormac would recommend considering if it would be viable to undertake a parking beat survey around the residential streets in the immediate vicinity of the Torpoint Ferry waiting lanes. This could assess length of stay of vehicles to understand the approximate level of daytime parking that may possibly be occurring on residential streets by onward travellers commuting to Plymouth for employment.
- 4.14.6 This is covered in detail, along with wider issues related to parking in the strategy within section 7.

Figure 4.13 Torpoint Active Travel Desktop Assessment



Source: Cormac EDG

Table 4.1 Pedestrian Environment Review Survey

Information Classification: CONTROLLED

Pedestrian Environment Review Surveys

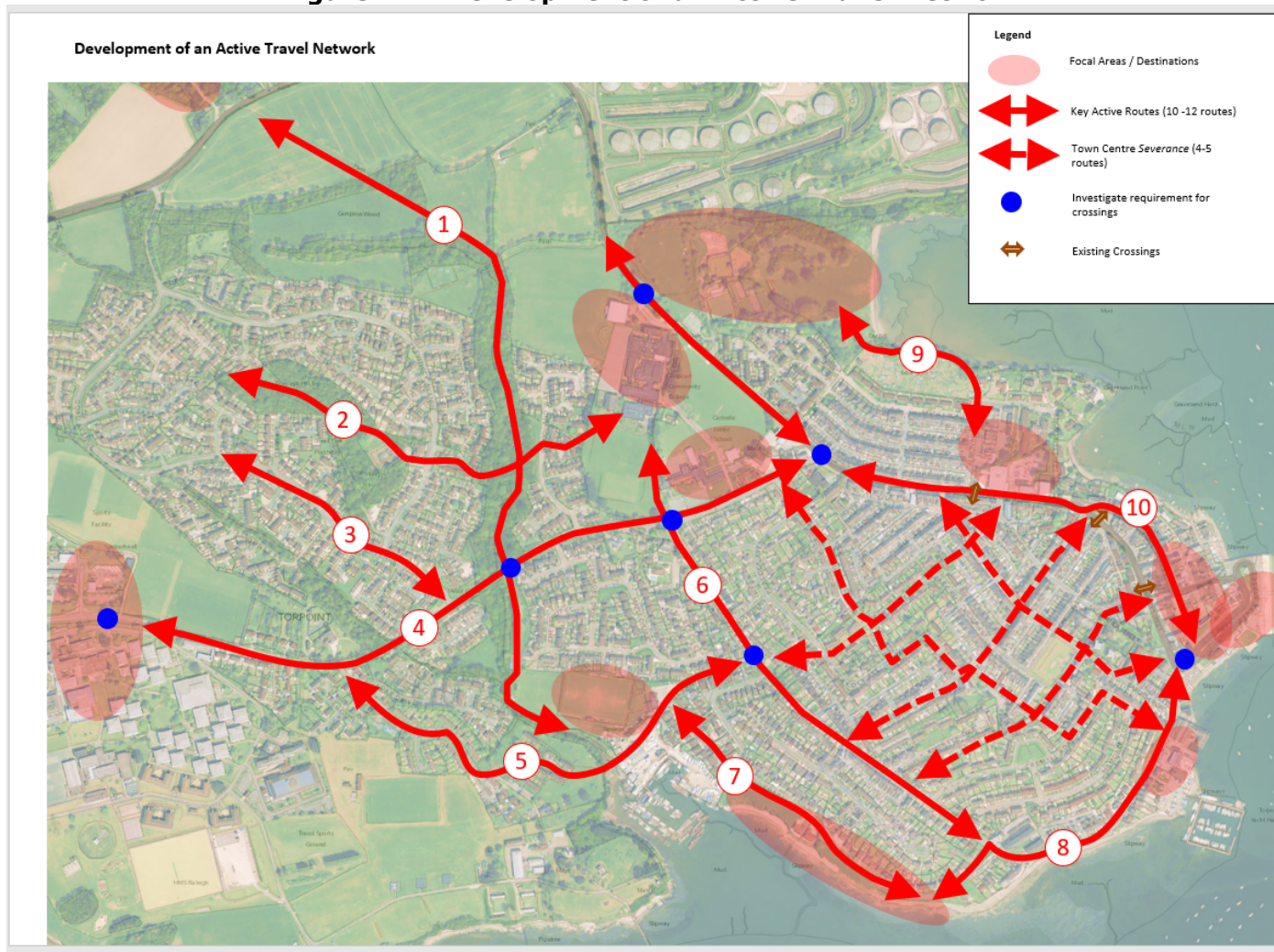
	Link	Crossings	Routes	Public Transport Waiting Areas
Effective Width	✓			
Dropped Kerbs	✓	✓		
Gradient	✓	✓		
Obstructions	✓	✓		
Permeability	✓		✓	
Legibility	✓	✓	✓	
Legibility for Sensory Impaired		✓		
Lighting	✓			✓
Tactile Information	✓			
Colour Contrast	✓			
Personal Security	✓		✓	✓
Surface Quality	✓	✓		
User Conflict	✓			
Quality of Environment	✓		✓	✓
Maintenance	✓	✓		✓
Crossing Provision		✓		
Deviation from desire line		✓		
Performance		✓		
Capacity		✓		
Delay		✓		
Directness			✓	
Road Safety		✓	✓	✓
Rest Points			✓	
Information (to and at the waiting area)				✓
Infrastructure to the waiting area				✓
Boarding Public Transport				✓
Waiting area comfort				✓
Moving between modes				✓
Opportunity for Activity			✓	✓
Sense of Place				✓

• The PERS scoring system, used for all pedestrian environments ranges from -3 to +3, where 0 is an average score as below:

Poor Average Good

-3 -2 -1 0 1 2 3

Source: Transport Research Laboratory, Crowthorne, Berkshire

Figure 4.14 Development of an Active Travel Network

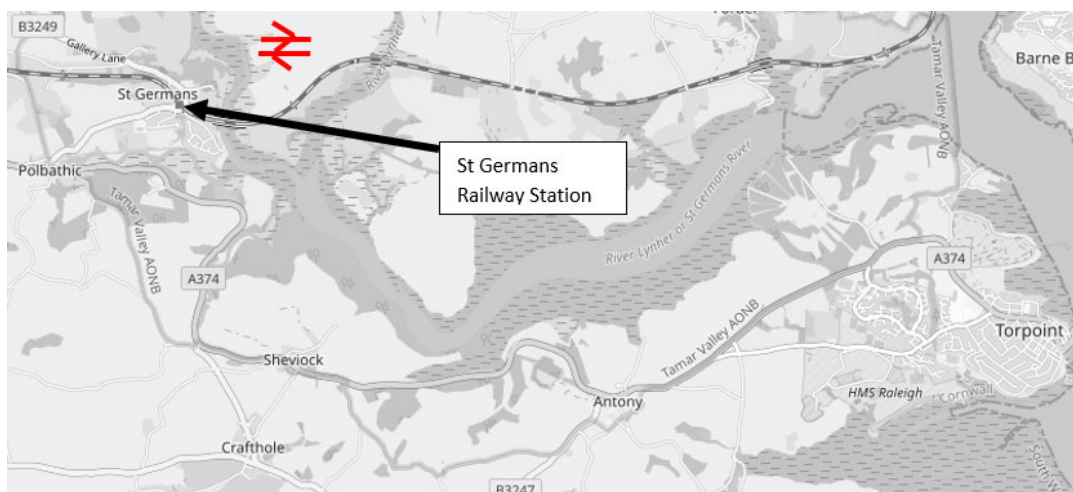
Source: Traveline SW

5 Public Transport Improvements

5.1 Access to St Germans Railway Station

- 5.1.1 In the key trends data report Cormac investigated the accessibility of rail based public transport in the wider area. In terms of strategy we feel that opportunity exists specifically regarding St Germans Station. This opportunity is outlined in the following section.
- 5.1.2 In terms of the general function of St Germans Railway Station it is operated by Great Western Railway and its location is shown in Figure 5.1. The Station is rural in nature which is reflected by the fact that there is no ticket office and it is unstaffed. East-bound and west-bound bus stops are located in close proximity to the station at the junction of the stations access road and the B3249 Quay Road, which is the main road through the village. There is a limited amount of car parking in the vicinity of the station and local tension has been reported regarding on-street parking by rail users. The Station has direct level platform access although a footbridge is involved in order to cross platforms.

Figure 5.1 Location of St Germans Railway Station



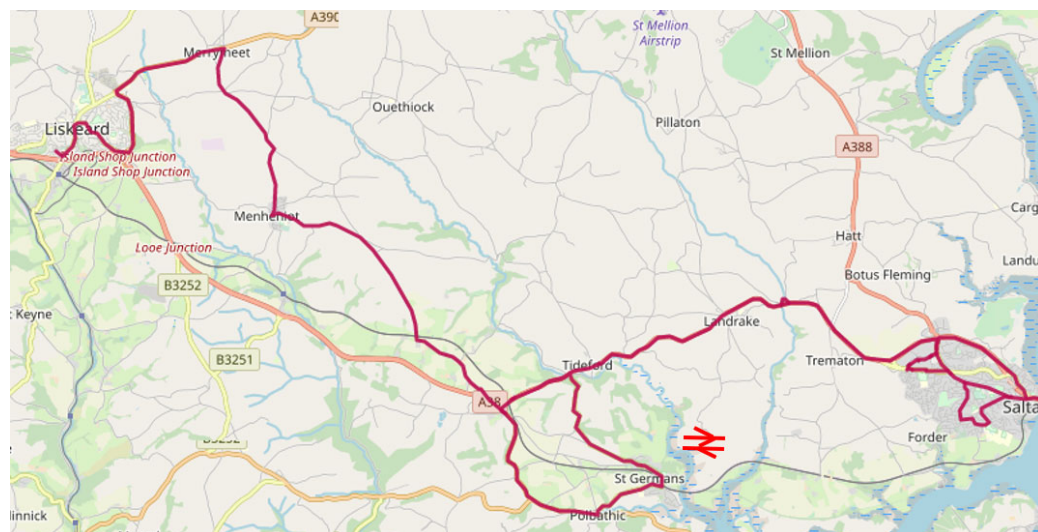
Source : Basemap

- 5.1.3 The Station is located on the London, Bristol, Exeter and Plymouth to Penzance route known as the Cornish Main Line. The manner in which St Germans features in this network is shown in Figure 5.2.

Figure 5.2 Position of St Germans Railway Station in Network

Source : Great Western Trains

- 5.1.4 In terms of rail services to Penzance the trains that stop at St Germans originate either from Bristol Temple Meads, Plymouth or Paddington. In general services call at the station every 30 minutes on a weekday and hourly between 6 pm -10 pm. On a Saturday there is a mix of half – hourly and hourly services. Regarding services to Plymouth, Bristol Temple Meads, Cardiff and Paddington these are also offered regularly through the day.
- 5.1.5 Cormac feels that Torpoint residents would benefit from a direct bus link to St Germans Station which currently does not exist. The only bus service serving St Germans is the TfC 71 Derriford to Liskeard Service routing around Polbathic, Menheniot, the A38, Tideford and Landrake as shown below;

Figure 5.3 TfC 71 Saltash to Liskeard bus service

Source: Traveline SW

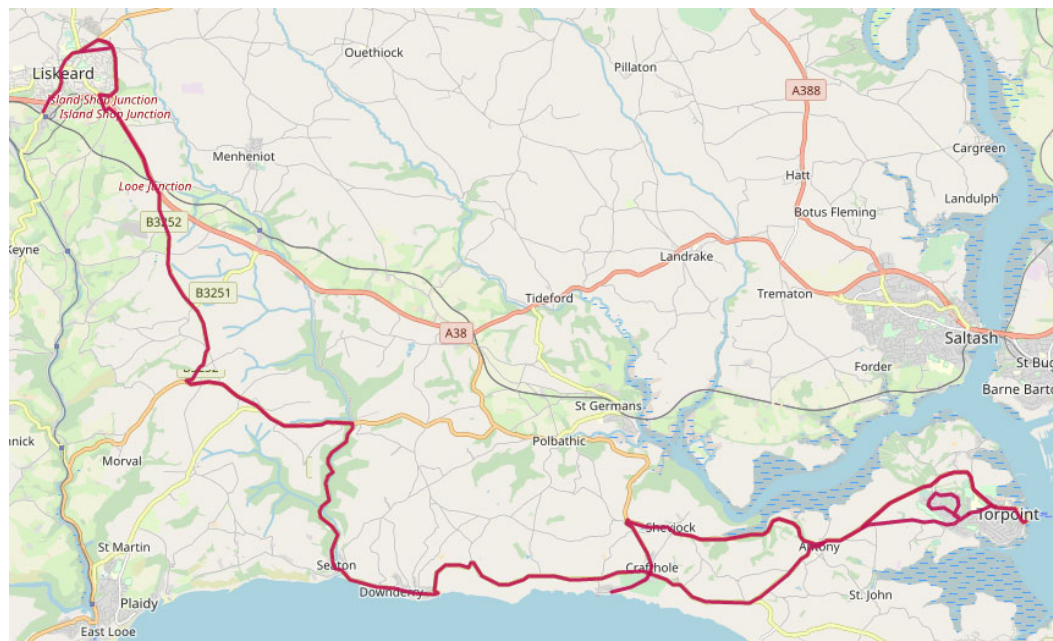
- 5.1.6 If there was a direct hourly bus service from Torpoint to St Germans this would significantly increase the options for longer distance travel to destinations, particularly in Cornwall, using onward rail transfer via branch lines. An hourly service would mirror the rail timetable and represent opportunity for clock face bus to rail onward transfer to destinations that would include the following;

- Newquay (via Par)
- Falmouth (via Truro)
- St Ives (via St Erth)

5.2 Public Transport Access to Liskeard, Bodmin and Padstow.

- 5.2.1 In the key trends data report Cormac investigated the accessibility of bus based public transport in the wider area. We feel opportunity exists in increasing frequency of buses to Liskeard in order to provide greater access to the Transport for Cornwall (TfC) 11 and 11A services. This strategy would allow greater access for Torpoint travellers to reach Bodmin, Wadebridge and Padstow.
- 5.2.2 In terms of the current bus service from Torpoint to Liskeard this is provided by the TfC 75 service. This covers a route that takes in Antony, Sheviock, Crafthole, Portwrinkle, Dowlerry and Widegates, as outlined in Figure 5.4

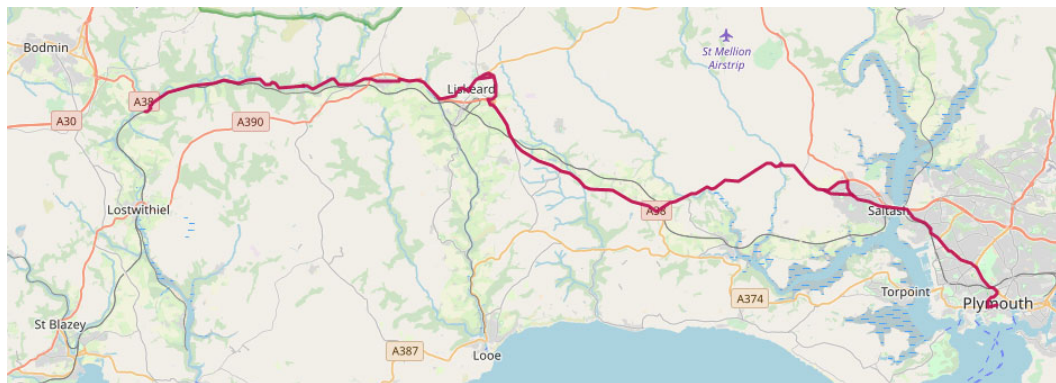
Figure 5.4 TfC Bus service between Torpoint and Liskeard



Source: Traveline SW

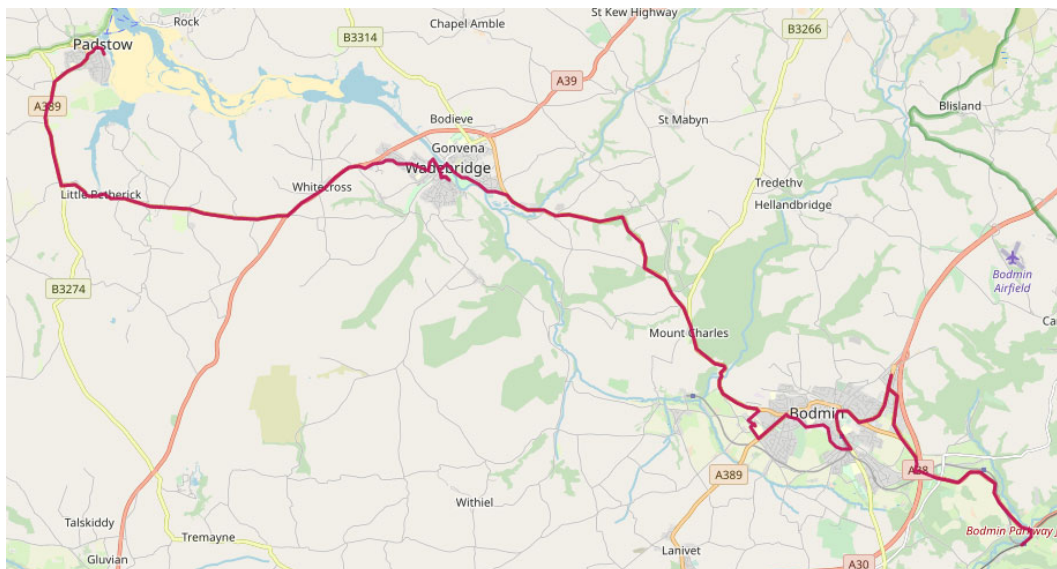
- 5.2.3 The 75 service provides 5 daily services at approximately 8.30, 11:00, 13:00, 15:30 and 18:00. This represent only 3 services during the day and if this frequency was increased to hourly it would provide greater access to facilities in Liskeard and also greater opportunity for onward travel to Bodmin, Wadebridge and Padstow via the TfC 11 and 11a Plymouth – Padstow service that runs hourly from all of the Liskeard stops.
- 5.2.4 The TfC 11 service route stops at Bodmin Parkway Station where it becomes the TFC 11a service to Wadebridge and Padstow. These services are shown in Figure 5.5 and Figure 5.6.

Figure 5.5 TfC Bus Service 11 Plymouth - Bodmin Parkway



Source: Traveline SW

Figure 5.6 TfC 11a Bus Service Bodmin Parkway - Padstow



Source: Traveline SW

6 Electric Ferry

- 6.1.1 As part of the active travel network for Torpoint Cormac recommend enhancement of the existing foot ferry network. A successful ferry currently operates between Cremyll and Admirals Hard in Stonehouse, Plymouth. Cormac recommends that the aspiration to run a year-round service between Saltash Torpoint, Stonehouse and the Barbican should be pursued as part of the Torpoint regeneration transport strategy. Cormac has specifically designed the active travel network for Torpoint to interface with this aspiration which is held by Cornwall Council, Plymouth City Council and respective ferry operators. The Vision for Torpoint document proposes a new pontoon at Rendel park and the economic strategy for the Rame peninsula also outlines the ambition of an expanded ferry service. The proposed ferry network and the way in which it integrates with the active travel network for Torpoint proposed in this strategy document is shown in Figure 4.6 Torpoint Integrated Travel Active Network (TITAN) Area View and Figure 4.7.
- 6.1.2 In addition, Plymouth City Council (PCC) also have an ambition to secure an expanded ferry service and are particularly keen on facilitating the installation of electric ferry charging points. They have been working with Plymouth University and Western Power Distribution to facilitate this. Plymouth City Council have suggested that they would potentially be happy to install an electric ferry charging point at the new pontoon at Rendel Park in Torpoint and Cormac feel this should be pursued as part of the transport regeneration strategy.
- 6.1.3 Plymouth Boat Trips Ltd are currently the major ferry operator in the area and have significantly expanded that operation from a low level base. They have detailed knowledge regarding passenger demand from existing services and they also have aspiration to expand strategically. Plymouth City Council (PCC) authorise the routes that they use and are keen to work with the company to expand the ferry network in order to meet sustainable travel objectives and reduce carbon emissions and grow Plymouth's reputation as a successful thriving maritime City.
- 6.1.4 Cormac recommends that a strong partnership is forged between Cornwall Council and Plymouth City Council to enable the transport strategy objectives outlined in this report to come to fruition. This partnership could take the Tamar Bridge and Torpoint Ferry Joint Committee as an example of a successful partnership between the authorities. This should then involve development of;
- A joint implementation plan and working group
 - Trial ferry runs

- Improvement to the joint ticketing offer which is currently limited to hey discount on the bus if proof of Berry uses provide
- Installation of pontoons and associated infrastructure
- Co-ordination with all necessary maritime and harbour authorities
- Compatibility and interchangeability of any future E-bike active travel scheme that may occur either side of the Tamar River to allow travellers to move between Devon and Cornwall seamlessly.

7 Balanced Parking Strategy

7.1 Parking Context

- 7.1.1 Cormac feels that the transport regeneration strategy for Torpoint should include a balanced parking offer. The 'Vision for Torpoint' document outlines plans for regeneration of the town centre and Cormac feels that government guidance on parking which is outlined in the key data report is pertinent in terms of such plans. The guidance requires new developments to be accompanied by a balanced parking offer which does not penalise drivers and residents by creating additional parking pressure on neighbourhood streets and Cormac feel this should be accounted for within the plans for the town centre regeneration.
- 7.1.2 The key data report outlines some information regarding parking pressure on the residential streets around the Torpoint ferry queuing lanes and Cormac recommends that this be assessed through a parking beat survey and the findings accounted for in any planning for the parking offer within the proposed regeneration of the town centre.
- 7.1.3 In addition, balanced short stay parking should be provided to support the viability of shops within the Torpoint regeneration. This should be designed to enable a greater amount of the chain ferry traffic to stop and experience the town which would help fulfil the vision of Torpoint becoming a destination within itself. This should be set alongside the sustainable transport offered by the active travel network for Torpoint (TITAN).
- 7.1.4 Adequate electric vehicle charging infrastructure should be provided at the primary hub and potentially the secondary hubs where viable. In terms of a balanced parking strategy a recommended way forward is outlined in the following paragraphs.

7.2 Existing Off-Street Car Park Provision

7.2.1 At present the following car parks are available to the public in Torpoint:

- Tamar Street – 16 Spaces, Short Stay
Mon-Sat 09:00 – 16:00 (1hr £0.60, 2hrs £2.20, 3hrs £3.10)
- Anthony Road – ~100 spaces, Short Stay
Mon-Sat 09:00 – 16:00 (1hr £0.60, 2hrs £2.20, 3hrs £3.20)
- Thanckes Park – ~35 spaces, Long Stay
FREE
- Anthony Road Cemetery/Sports Field – 25 spaces, Long Stay
FREE

7.2.2 Vehicle occupancy and duration of stay data has not been interrogated for the development of this transport strategy. However, it is recommended that further analysis is undertaken via two means:

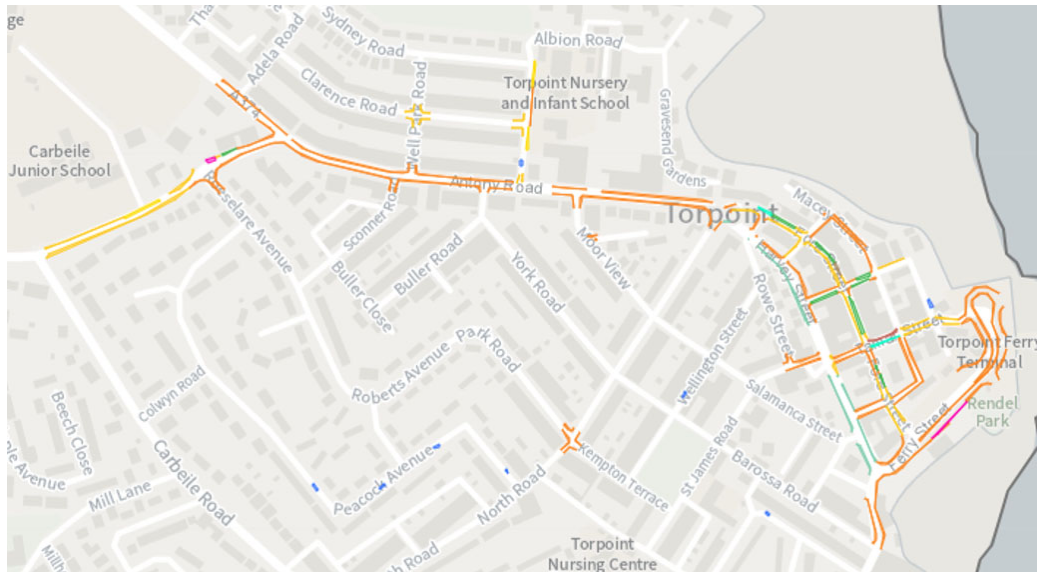
- **1) Analysis of existing data for Cornwall Council owned car parks.** Where car parks are owned and operated by Cornwall council ticketing data may be available and this will help determine average vehicle occupancy and duration of stay.
- **2) Parking beat surveys.** These can be undertaken for on-street of off-street car parks and will also enable analysis of occupancy and duration of stay.

7.3 Existing On-Street Car Park Provision

7.3.1 The parking beat surveys recommended above should include an element of targeted surveys in nearby residential zones – the purpose of which would be to identify if there is an issue with long term parking i.e. park and float, commuter who park in Torpoint for the whole day and catch the ferry to Plymouth. These surveys should identify if this is an issue, the extent to which it happens, and if it has an impact on availability of parking for local residents.

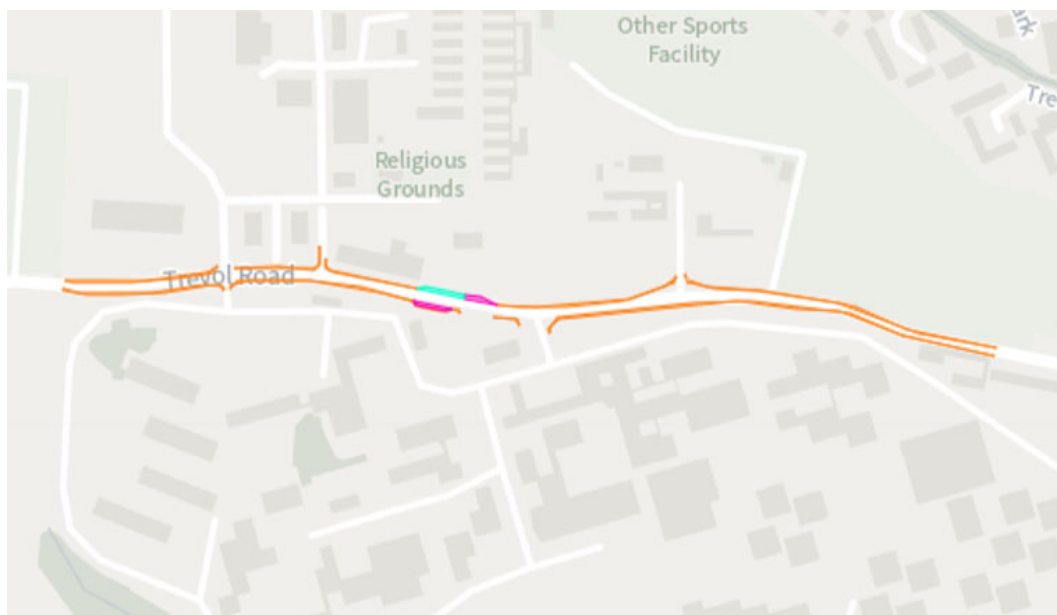
- 7.3.2 The parking beat survey may also be useful because in terms of on street parking options it should be noted that current on-street parking order regulations in Torpoint are found in two areas which are 1) the town centre and 2) Trevol in the vicinity of HMS Raleigh's frontage. This is shown in Figure 7.1 Existing On-Street Parking Regulation - Town Centre and Figure 7.2 below. The majority of Torpoint has no parking regulation so it would be useful to understand how parking behaviour currently operates within this environment so that improvements could be made in terms of a balanced parking strategy approach which is described in the next section.

Figure 7.1 Existing On-Street Parking Regulation - Town Centre












Source: Cormac EDG

Figure 7.2 Existing On-Street Parking Regulation - Trevol



Source: Cormac EDG

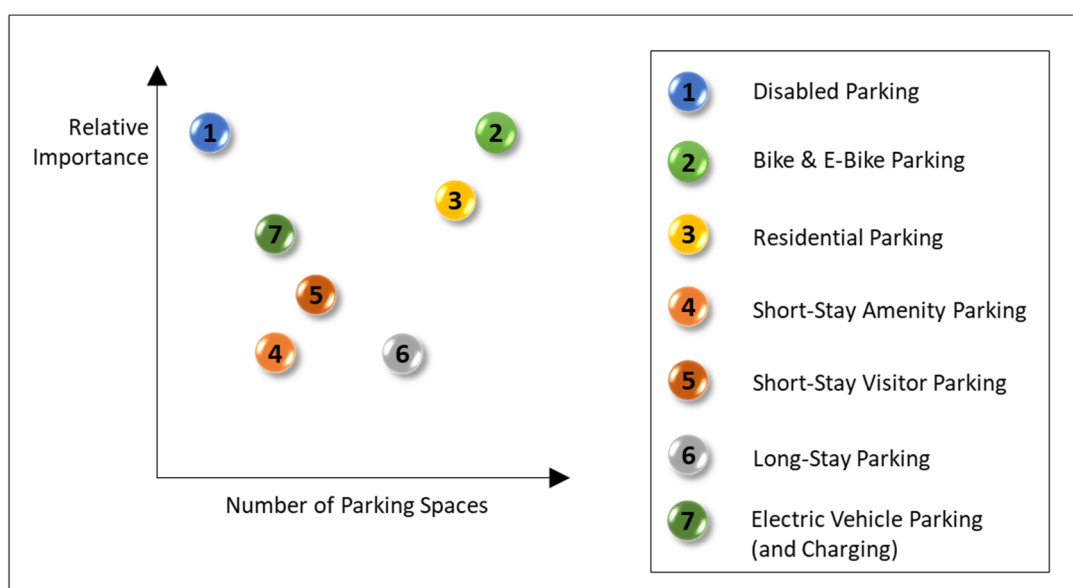
	Limited Waiting Bay (1 Hour - No return within 3 hours)		Double Yellow Lines (No Waiting at any time)
	Single Yellow Lines (No Waiting 0900-1800)		Disabled Parking Bay
	Bus Stop		Ambulance Bay / Taxi Rank
	School Keep Clear		Double Yellow Line and Single Yellow Kerb Mark (No Loading 1000 - 1700)
	Taxi Rank (1800 - 0900) & Limited Waiting Bay or Disabled Bay		

7.4 Proposed 'balanced' parking strategy for Torpoint

7.4.1 This section outlines a proposed strategy to develop a balanced parking provision for Torpoint based upon the vision for economic regeneration and the need for parking in the town both now and in the future. This strategy consists of broad proposals for considering the importance of different types of parking provision. The details regarding exact numbers of parking spaces and fees/charges will follow on if the strategy is properly adopted and supported by relevant stakeholders.

7.4.2 The proposed importance and magnitude (number of parking space) for different types of parking in Torpoint is set out in Figure 7.3

Figure 7.3 Proposed Balanced Parking Strategy for Torpoint



- 7.4.3 In developing a balanced parking strategy Cormac proposes the following approach;
- 7.4.4 **Disabled Parking** should be considered as very important but is likely to only be required in small numbers. There is some guidance regarding how many disabled parking spaces should be provided (e.g. British standards institute recommends 5% of total parking provision). For Torpoint, there are not large commercial car parks with which to apply such guidance. In practice it seems more important simply to ensure that *some* disabled parking provision is made at all key destinations (not least Fore Street and surrounding town centre streets, supermarket(s), Sports Centre, and all community facilities). Disabled parking spaces should be a minimum size of 2.4m x 4.8m plus wide side and rear clear access zones for safe access.
- 1
- 7.4.5 **Bike and E-Bike Parking** should be considered as very important in the hierarchy and should be provided in large numbers where possible. When it is considered that 10-12 secure bike parking spaces can easily be provided in the same space as 1 car park space, space provision for cycle parking should not be seen as burdensome or detrimental to car parking. For Torpoint, cycle parking should be provided in safe and convenient locations which encourage their use, especially as an alternative for short amenity, leisure trips, work trips and education related trips.
- 2
- 7.4.6 **Residential Parking** should be considered as of quite high importance in the sense that it should be retained for local residents use and not diminished or impacted by visitor parking or park and float commuter parking. Residential parking probably already has the largest number of parking spaces in Torpoint compared to the other categories in this hierarchy. However, neither the relative importance nor the number of parking spaces for residential parking spaces should be increased or inflated. Local residents should be encouraged not to make short amenity trips by car and should have good access to alternative modes such as walking, cycling and public transport.
- 3
- 7.4.7 **Short-Stay Amenity Parking** should generally be viewed as having a diminishing role in Torpoint over time as other modes of transport become viable and more convenient. Where residents or visitors are making a short distance trip to the town centre, they should be encouraged to use other modes such as walking cycling. This could for example mean the reallocation of some on-street parking spaces for cycle parking. Parking for larger retail stores and leisure purposes would not be impacted as this tends to be more medium to long-stay in duration and catered for off-street and/or in private car parks.
- 4

- 7.4.8 **Short-Stay Visitor Parking** should be provided in moderate numbers in support of the economic regeneration of the town. This may seem contradictory to the recommendation regarding Short-stay amenity parking. However, the purpose is to provide short-stay spaces (maximum 30 mins) for visitors and car drivers who normally travel through Torpoint without stopping. As such the location (placement) of these spaces and fees/charges and restrictions are very important and should enable a type of short stay parking which supports the town vitality, for example short stops to visit food and beverage outlets before getting on to the ferry.
- 5
- 7.4.9 **Long-Stay Parking** does not have a high importance for Torpoint at present but could play an important role in the future. If further study and parking surveys reveals that there is an issue with all-day parking impacting residential areas, then there could be potential to provide park and float /park and ride facilities. This would not help the Torpoint regeneration directly but could marginally impact the choice/balance of those using the Tamar Ferries vs Tamar Bridge. Also, if development of the active travel network and mobility hubs is successful, there could be potential to provide more long-stay parking for visitors on the outskirts of town – who can then transfer to bike, e-bike or public transport in order to visit town or the wider Rame Peninsula.
- 6
- 7.4.10 **Electric Vehicle Parking (and Charging)** is proposed at the primary mobility hub in the active travel network. Electric vehicles are already becoming more popular and are expected to continue to do so over the next few years. They will undoubtedly provide benefits to the local environment by reducing overall CO2 emissions from travel and therefore have a role to play with the future of transport for Torpoint. However, electric vehicles do not reduce traffic congestion and therefore short journey by other sustainable modes in Torpoint is still preferable. For this reason parking and charging for electric vehicle is shown in Figure 7.3 to be of moderate to high importance but in the short term only modest provision/number of spaces should be provided. As the use of electric vehicle increases the provision of charging infrastructure and parking for electric vehicles should be careful considered in Torpoint as it will potentially change travel patterns and induce traffic to charging stations. It is also recommended to await more clarity regarding the design and installation of charging infrastructure both for public spaces and at residential locations before large investment decisions are made for charging infrastructure in Torpoint.
- 7

8 Implementation and Next Steps

8.1.1 In order to assist with the next steps Cormac has created the following information. This consists of;

- An **Integration Matrix** for the recommended active travel network for Torpoint. This is intended to assist with any further feasibility, costing, or eventual installation. The matrix also shows how the network has been designed to provide integration between land and sea, sustainable and active travel modes, as based on analysis of data collected in the Stage 1 and 2, Data and Trend Analysis report.
- An **Implementation Matrix** which allocates individual tasks to those that Cormac feel is responsible for moving forward with the implementation of the regeneration transport strategy contained in this report.

8.1.2 The Integration Matrix is shown in Table 8.1 and the Implementation Matrix is shown in Table 8.2

A summary of the recommended Transport Strategy Measures is as follows:

8.1.3 The introduction of an active travel network which consists of:

- 1 Primary Mobility Hub (location area shown in Figure 4.8)
- 9 Secondary Mobility Hubs (locations shown in Figure 4.6 and Figure 4.7)
- 3 Tertiary Mobility Hubs (locations shown in Figure 4.6 and Figure 4.7)
- Development of the Trevol to Town Cornish Riverside Network (Visualisation in Figure 4.9)
- Development of approximately 7 kilometres of active travel network corridors to accompany the 20 km of cycle and footway planned in SE Cornwall (Looe Valley Trails shown in Figure 4.3)

8.1.4 Undertaking of a full Pedestrian Environment Review Survey to support improvement and development of walking facilities in Torpoint (information in Figure 4.13, Figure 4.14, and Table 4.1 Pedestrian Environment Review Survey

8.1.5 Introduction of a daily bus service with an hourly frequency to connect Torpoint with St Germans which would mirror the frequency of the rail timetable and improve direct rail access to Cornwall locations for Torpoint residents whilst addressing local parking conflict around St Germans Station.

- 8.1.6 Increase frequency of TfC no 70 service from Torpoint to Liskeard from 5 a day to hourly in order to mirror the hourly frequency of the Plymouth to Padstow Service 11 allowing clock face interchange at Liskeard to Service 11.
- 8.1.7 Introduction of an electric passenger ferry network to connect Saltash, Antony Estate, Torpoint, Devonport South Yard, Royal William Yard, Cremyll and the Barbican.
- 8.1.8 Adoption of a balanced approach to parking provision which enhances opportunity for people who usually pass through Torpoint to stop and contribute to the local economy whilst protecting existing residential parking provision and offering parking provision for sustainable modes of transport.

Table 8.1 TITAN Integration Matrix

Modes of Viable Integration At Hub			Notes
Torpoint Integrated Travel Active Network TITAN Integration Matrix			
HUB LOCATION	Primary Hub	Secondary Hub	Tertiary Hub
New town centre regeneration building with multi modal hub and parking area as outlined in the 'Vision for Torpoint'	Bus / Cycle / Ebike / Electric Foot Ferry / Car / Yacht / Foot Encourage private vehicles to be parked here with marketing of Cornish Riverside Corridor and info for sustainable onward travel including ticketing Plymouth CC happy to install ferry charger Links to Plymouth Mobility Hub Scheme Possible Park and Float to Devonport South Yard		
Tregantle Ranges and Beach		Cycle / Car / Foot / ebike	Suggested operation as Local Social Enterprise
Torpoint AFC / Boatyard		Cycle / Car / Foot / ebike	
St John Village Shop		Cycle / ebike / Foot Optional as no bus service and high level of second home presence	
Community Facilities / Thanks Park		Cycle / ebike / Foot / bus (70/75) Car Park to be checked for functionality as first Cornish park and ebike ride	
Borough Farm / Torpoint RFC			Cycle / ebike / Foot / Potentially Bus Dependent on strategic developments coming forward
Antony House			Foot / ebike / Electric Foot Ferry Depends on new pontoon - feasibility and viability to be assessed. Hub needs to account for Tea Room on Hill and Antony entrance and local plan committed housing
Cremyll			Cycle / ebike / Foot / Bus (70) / Electric Foot Ferry Ferry provider willing to increase vessel size Plymouth CC happy to install ferry charger Links to Plymouth Mobility Hub Scheme
Rame			Foot / ebike / Bus Needs to account for forthcoming Cornwall Council hub at Kingsand (Looe Valley Trails)
Antony Carew Arms		Cycle / ebike / Foot / Bus (70/75) Cycle Route on A374 to be assessed hub links to Looe Valley Cycle Scheme via link to Tregantle Cycle Safe Junction	
Trevol / HMS Raleigh / Business Park		Cycle / ebike / Foot / Bus (70/75) Key Origin Destination for new Cornish Riverside Cycle Corridor	
Millbrook Car Park		Cycle / ebike / Foot / Bus (70) / Car Car Park to be checked for functionality as first Cornish park and ebike ride	

Table 8.2 TITAN Implementation Matrix

STRATEGY PROPOSAL	KEY COMPONENTS	STAKEHOLDERS	DATA REQUIREMENTS	RECOMMENDED IMPLEMENTATION STEPS	FUNDING
Develop an Active Travel Network	<ul style="list-style-type: none"> Primary Mobility Hub at 'town centre' Secondary and Tertiary Hubs within Torpoint and Rame Hinterland Active Travel Corridors/Routes linking hubs Travel Information Including Signing and Lining Electric Bike Hire EV Charging Stations Car Club Operation Bus Interchange at mobility hub sites Bus to e-bike transfer at mobility hub sites Ferry Interchange F&B vendors Town to Trevol Cornish Riverside Cycleway / Footway Strong marketing message and identity to compete and raise profile 	<ul style="list-style-type: none"> Torpoint Town Council Torpoint Regeneration Project Board Cornwall CC – Transport Strategy Team Cornwall CC – Public Transport Cornwall CC – Highways Electrical Plymouth City Council SUSTRANS The Cornwall AONB trust Edgecumbe House and Country Park Antony Estate National Trust HMS Raleigh Ministry of Defence Torpoint AFC Carew Arms St John Village Shop Maker and Rame Parish Council Millbrook Parish Council 	<ul style="list-style-type: none"> Pedestrian Environment Review Survey Land Ownership Records and Plans Existing Public Rights of Way Emerging specifications, contract and plans for Plymouth Active Travel Network Tender Quotes from Utility Providers Accident Records Specifications for Maintenance Draft Memorandum of Understanding / Wayleave agreements for access to third party lane NRSWA / Utility Surveys and Plans Alternative route suggestions where cycle link deemed unsafe Compatible equipment specifications both sides of Tamar River 	<ul style="list-style-type: none"> Undertake Feasibility and costing for TITAN Undertake spatial planning/sizing/design exercise for 'standard' mobility hubs Identify suitable locations for mobility hubs and land requirements Liaise with 3rd party's and land owners such as Antony House and Edgcombe House Commission Pedestrian Environment Revue Surveys Develop the active travel network (key active travel routes and corridors to be focussed on) Decide on operational model for bike & e-bike hire (centralized CC or Town council run, or commercial licence controlled, or PPP model) Power/utility requirements for each mobility hub 	<ul style="list-style-type: none"> Make sure CC Strategy team is aware of Torpoint ambitions when undertaking the LTP refresh Approach Plymouth City Council to explore options of using Transforming Cities Award which specifies application within Plymouth Travel To Work Area which includes Torpoint Explore S106 Developer Contributions including South Yard Major Scheme Consider fresh bid for Government funding under forthcoming rural transport decarbonisation white paper Use of car park revenue (CC general fund)

STRATEGY PROPOSAL	KEY COMPONENTS	STAKEHOLDERS	DATA REQUIREMENTS	RECOMMENDED IMPLEMENTATION STEPS	FUNDING
Provide a new electric ferry route	<ul style="list-style-type: none"> • A ferry route network • New ferry stops, infrastructure and pontoons at Devonport South Yard, Jupiter Point Antony, Saltash, Rendel Park Torpoint • New vessels or conversion of existing vessels to electric power • New Ferry Charging Infrastructure • Marketing and publicity including at South Yard 	<ul style="list-style-type: none"> • Potential ferry operator • Mountbatten Ferry • Cornwall CC • Plymouth CC • RNLI • Maritime and Coastguard Agency (MCA) • Queens Harbour Commissioners • Sutton Harbour Company • Transport For Cornwall (TfC) • First South West • Plymouth University • Western Power Distribution • Rame Peninsula Transport Committee • Torpoint and Rame Peninsula Coastal Community Team • MOD 	<ul style="list-style-type: none"> • Study may be required to understand potential patronage and revenue – maybe numerous scenarios dependant on type of service provided, frequency of service, price of service. Liaise with potential ferry operator and Plymouth City Council first. • Marine and tidal survey work to understand requirements for making safe all physical ferry manoeuvres 	<ul style="list-style-type: none"> • Form working group and joint Plymouth City Council and Cornwall Council Committee or consider extending remit of Tamar Crossings Joint Committee • Retrieve previous record of patronage issued by potential ferry operator to Cornwall Council. • Liaison and co-ordination of timetables for good interchange with public transport service • Undertake feasibility and costing assessment of new infrastructure potentially using information from new pontoon currently being implemented at Wilcove managed by Aecom 	<ul style="list-style-type: none"> • Explore S106 Developer Contributions including South Yard Major Scheme in Plymouth, Broadmoor Farm or Borough Farm Torpoint RFC housing allocation • Consider fresh bid for Government funding under forthcoming rural transport decarbonisation white paper

STRATEGY PROPOSAL	KEY COMPONENTS	STAKEHOLDERS	DATA REQUIREMENTS	RECOMMENDED IMPLEMENTATION STEPS	FUNDING
Implement public transport improvements	<ul style="list-style-type: none"> • Bus service between Torpoint and St Germans • Increased frequency of Torpoint to Liskeard Service Number 75 from five buses a day to hourly service 	<ul style="list-style-type: none"> • Transport For Cornwall (TfC) • First South West • Torpoint Town Council • Cornwall Council • National Federation of Bus Users • Great Western Railway • Cornwall Council – Transport Strategy Team • Cornwall Council PTU • Cornwall Council Highways Development Management 	<ul style="list-style-type: none"> • Passenger Data for Existing Services in the area • Cornwall Council PTU Subsidy and Contract Information 	<ul style="list-style-type: none"> • Consult with Cornwall Council PTU • Liaise with Transport for Cornwall and GoBus Cornwall • Run trial / test services • Check against recent 'One Cornwall' Public Transport modelling Exercise • Amend Operator Agreements 	<ul style="list-style-type: none"> • Explore S106 Developer Contributions including major strategic developments in the area such as Broadmoor Farm or Borough Farm Torpoint RFC housing allocation • Consider fresh bid for Government funding under forthcoming rural transport decarbonisation white paper

STRATEGY PROPOSAL	KEY COMPONENTS	STAKEHOLDERS	DATA REQUIREMENTS	RECOMMENDED IMPLEMENTATION STEPS	FUNDING
Provide a balanced parking strategy	<ul style="list-style-type: none"> • Ensure sufficient residents parking is protected • High-quality and well-located parking for mobility impaired 	<ul style="list-style-type: none"> • Cornwall Council Parking team • Cornwall Council – Strategic Transport • Cornwall Council – Highway Development Management • Torpoint Town Council • Rame Tourism and Business Association • Devon and Cornwall Police 	<ul style="list-style-type: none"> • Parking beat survey • Survey/questionnaire of residents parking • Specifications, maintenance and contract information for installation and maintenance of car park enforcement and management hardware and systems • Utilities information for installation of lighting and management equipment • Car Parking information and signing assessment, including at Primary travel hub 	<ul style="list-style-type: none"> • Draft options for parking zones to integrate with master plan for regeneration of Torpoint in particular bottom end of town • Analyse findings from parking beat survey 	<ul style="list-style-type: none"> • Explore S106 Developer Contributions including major strategic developments in the area such as Broadmoor Farm or Borough Farm Torpoint RFC housing allocation • Consider fresh bid for Government funding under forthcoming rural transport decarbonisation white paper • Use of car park revenue (CC general fund)

9 Summary & Conclusion

- 9.1.1 Cormac has provided Cornwall Council with a transport planning assessment and overview for Torpoint which has facilitated identification of a fit for purpose transport regeneration strategy. This will assist the town with its aspiration to both regenerate and experience significant economic development.
- 9.1.2 Cormac has employed a data gathering and analysis approach along with consultation among key stakeholders to formulate a SWOT analysis for transport in the town (this is fully detailed in the key data and information report and summarised in this strategy report). This process has operated at both the area wide hinterland sub regional level, and also in terms of local short trip movement within the boundary of the town.
- 9.1.3 In summary, this identified the strengths of the transport planning situation in Torpoint as being related to the potential to increase walking for short trips, a healthy use of buses and motorcycles and leisure being a dominant reason for travel. Given the gradients in the wider Rame Peninsula, use of e-bikes has great potential. There is also another key strength which is that the natural geography will support water-based travel expansion, whilst also serving as a natural barrier against use of the private vehicles in the hinterland. This is because use of the car to reach key attractors on the Rame is challenging from further afield.
- 9.1.4 Subsequently, Cormac has concluded that significant opportunity lies in the potential to use forthcoming investment in active travel in Plymouth and Cornwall as a catalyst for Torpoint to become a future town where exemplary levels of sustainable travel are notable. This is whilst also being combined with an appropriate and balanced parking offer, that preserves activity and vibrancy, as opposed to currently, where the Sainsbury's food store on Antony Road is perceived as the parking centre.
- 9.1.5 Cormac feels, that the town could become an important gateway where private vehicle trips are intercepted by the attractive 'nudge' offer of onward sustainable travel. In particular this can be achieved by using a new integrated transport active network, based on mobility hubs. This needs to carry a very strong marketing and promotional identity and should include a new riverside active travel path as its 'centre piece'. This could also help Torpoint become a bespoke leisure cycling location (with multiple point access to the UK National Cycle Network NCN). This could also capitalise on the growing reputation of Cornwall as a cycling county.
- 9.1.6 Alongside this, Cormac has identified gaps in onward sustainable public transport access for local travellers. We have made recommendations accordingly in relation to St Germans railway station and the Plymouth to Padstow bus service.

- 9.1.7 We have also identified need for a potential pedestrian audit to take place and we have provided an example of a desktop pedestrian audit of the town. This is in order to offer some early findings and also show the value of undertaking such an exercise. If used to improve the walking experience this would help reduce the level of short journey private vehicle trips within the town.
- 9.1.8 Cormac feels that the strategy recommended in this report is in line with the overall objective of Cornwall Council that 'Transport in Cornwall will be excellent and the transport system will connect people, communities, businesses and services in a way that is reliable, efficient, safe, inclusive and enjoyable'. The recommended Torpoint Strategy also recognises an acceptance that in Cornwall we face a climate change crisis. Cornwall Council has a commitment to be carbon neutral by 2030 which involves an 80% reduction in emissions from transport across the county. The recommended Torpoint transport regeneration strategy, contained in this report, will help achieve this.