



Infra22-046 Camborne Town Deal

Public Engagement Report

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Cormac Solutions Ltd | Infrastructure Design



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1 EXECUTIVE SUMMARY

1.1 Introduction

- 1.1.1 The Camborne Renew scheme seeks to stimulate the local economy and increase dwelling time in the town centre by providing an enhanced environment and reducing the volume of unnecessary through traffic. The project is predominantly focussed on Treloowarren Street and Commercial Square but there are also proposals to alter the character of adjoining streets to complement the overall project.
- 1.1.2 Camborne Life Cycle aims to enhance walking and cycling routes from the town centre, along the former Roskear tramway with connections to Park Gerry (a Town Deal project) and the Red River Trail. The route will also improve links to Roskear School and connect to the Great Flat Lode Trail via Kerrier Way.
- 1.1.3 A Business Improvement District (BID) meeting was held on Wednesday 19th April 2023 between 17:30pm and 19:30pm prior to the public exhibition. This gave members of the BID the opportunity to view and provide feedback on the proposals. The general concerns of the BID members were over the proposals to reduce through traffic and the perception that the scheme may lead to a reduction in custom for local businesses.
- 1.1.4 The first public exhibition for Camborne Renew was held on 1st November 2022, with the second exhibition incorporating Life Cycle having taken place on the 24th of April 2023 between 14:00pm and 19:00pm. The outcome of this latest exhibition will inform the design principles that have potential to be taken forward to the preliminary and detailed design stages. The consultation period for the public survey commenced on the 24th of April 2023 and finished on the 29th of May 2023. Summary of Findings
- 1.1.5 Prior to the consultation a total of 9000 flyers were distributed to residential and commercial properties in Camborne by a third party commissioned by Cornwall Council. The aim was to advertise the forthcoming exhibition and survey to ensure a high level of responses. It is important to note that a number of those who attended the BID engagement and exhibition reported that they had not received a copy of the flyers that had been distributed. It is understood that there were issues with the third-party supplier responsible for arranging the printing and distribution of the flyers and as such additional social media posts were made to inform the wider public of the upcoming exhibition.
- 1.1.6 There was a good level of attendance at the public exhibition in April 2023. According to the sign-in sheet there were a total of 121 sign ins and some additional attendees who chose not to sign in. It is estimated that approximately 160 people attended the public exhibition.

1.1.7 The public survey web page received over 2500 total visits during the survey window with a single day peak of 1335 visits on the 25th of April 2023. 1680 of the survey web page visits were via social media and 534 were through direct links. Paper copies of the survey were also kept at the Council Offices, Library and distributed through the BID team to local businesses.

1.1.8 Despite relatively high numbers of visitors to the survey web page, the public survey only received a total of 578 responses, with 162 of these received in paper form.

1.1.9 516 of the total 578 responses were from people who identify as a 'Camborne Resident' and 32 people identified as 'Business Owners'. This shows that the majority of respondents were people who have a good understanding of the area and its current condition.

1.1.10 48.6% of survey respondents were over the age of 55. Those aged 45 and above made up 70.5% of all respondents. These age categories (above 45) make up only 44.2% of Camborne's demographic (Census 2021) showing that the younger demographic were not as engaged with the scheme proposals despite the proposals being advertised on various social media platforms to help reach this audience.

1.1.11 **Camborne Renew:** The overarching consensus from the responses received was that there was little support for many of the proposals presented. The majority of proposals that altered the existing traffic within the town centre received strong objection. The use of different paving materials (coloured asphalt or block paving) received a neutral opinion, while only a few of the improvements received overall support. These are:

- Improved pedestrian crossing provisions
- Upgrading free parking bays in the town centre to 1 hour (instead of the current 30 minutes)
- Improved CCTV & speed monitoring

1.1.12 One of the key aims of the Camborne Renew scheme is to reduce unnecessary through traffic on Treloarren Street (Camborne High Street) however, 77.9% of respondents were of the opinion that there was not excessive motorised traffic in the town centre. This opinion therefore conflicts with one of the key project aims for Camborne Renew.

1.1.13 **Camborne Life Cycle:** The majority of the proposals for the Life Cycle scheme received strong support. There were three proposed interventions that did not receive support. These are:

- Proposed one-way on Vyvyan Street (Rosewarne Road to North Road)
- Prohibition of traffic on the high street link and street lighting
- Narrowing of the junction at Albert Street and Park Road

1.1.14 The above interventions are considered to be relatively minor within the wider Life Cycle scheme. Further design development at the developed/preliminary design stage may be required to try and address objections from respondents in order to gain support for all scheme proposals.

1.1.15 Please refer to Pages 68-74 of this report for the conclusion and recommendations based on the outcome of the consultation.

2 REPORT STRUCTURE

2.1 Purpose of the report

2.1.1 This report summarises the public engagement that Cormac, Lavigne Lonsdale MWJV on behalf of Cornwall Council have carried out on behalf of the Camborne Town Deal Board. The report aims to identify the key areas of feedback to be reported back to the public and further developed through the next design stages.

2.2 Structure of the Public Engagement Report

2.2.1 This report is structured as follows:

- Section 3 Background
- Section 4 Initial Engagement
- Section 5 Recent Engagement
- Section 6 Method of Analysis for consultation responses
- Section 6 Analysis of public consultation responses
- Section 7 Conclusion

3 BACKGROUND

3.1 Scheme Background

- 3.1.1 As part of the UK Government's Towns Fund Deal programme that commenced in November 2019, Camborne was chosen as one of the 100 towns nationwide to receive up to £25m (million) for 'levelling up' the existing infrastructure and boost economic growth.
- 3.1.2 Camborne was selected for the Town Deal funding in May 2021 with a total funding of £23.7m.
- 3.1.3 In May 2022, Cormac were commissioned by Cornwall Council to design a scheme that will increase dwelling time in the town centre by providing an enhanced environment and removing unnecessary through traffic on Trelowarren Street.
- 3.1.4 In November 2022 the first public exhibition was held in Camborne with an overwhelming response of consultees echoing that improvements should be made in Camborne. The outcome of this was various aspects of the Renew and Life Cycle schemes being progressed at the instruction of the client.

3.2 Scheme Objectives - Renew

- 3.2.1 The proposals have been developed at the request of Cornwall Council, working in conjunction with the Town Deal Board to deliver a scheme that meets the objectives and provides value to the people of Camborne.
- 3.2.2 The main principle of the Camborne Renew proposals are to reduce unnecessary through traffic from using Trelowarren Street. The aim is to provide an enhanced environment and as a result increase dwelling time of visitors and locals alike.
- 3.2.3 The reduction of through traffic would help to improve air quality and assist in promoting active travel within the vicinity of the town centre. Improvements to pedestrian facilities e.g. crossing points and pedestrian spaces aim to support this proposal.

3.3 The Proposed Scheme – Renew

- 3.3.1 The main pedestrian improvements cover the majority of roads within Camborne town centre, providing upgraded crossings, increasing space and function for pedestrians while improving the visual appeal.
- 3.3.2 Starting with the proposal of the signing change at the mini-roundabout on Commercial Street & Church Street, directing traffic onto Basset Road for the destination of Redruth, leading to a reduction in traffic through the centre and an increase in traffic volume along Basset Road.

- 3.3.3 Proposed amendments to the existing priority at the junction of Commercial Road and Fore Street with an aim of reducing unnecessary through traffic within the town centre by making the entrance to Treloowarren Street the side road instead of primary route.
- 3.3.4 Under current proposals, there will be no-entry from Fore Street onto Commercial Street, prohibiting southbound traffic from turning left onto Treloowarren Street and thereby reducing flows through the town centre. In order to minimise disruption to the taxis it is proposed to relocate the taxi rank to Commercial Street, outside the White Hart hotel. It is anticipated this will lead to an increase in traffic on the side roads, Vyvyan Street and North Parade.
- 3.3.5 Access for motor vehicles will be banned for Treloowarren Street onto Rosewarne Road, with an alternative route along Vyvyan Street or North Parade to access the car park.
- 3.3.6 At the junction of Treloowarren Street and Union Street right turn movements onto Union Street will be prohibited as a result of converting a forty-metre length at the northern end of Union Street to one way.

3.4 Scheme Objectives – Life Cycle

- 3.4.1 Camborne Life Cycle aims to enhance walking and cycling routes from the town centre, along the former Roskear tramway which connects to Park Gerry (a Town Deal project) and the Red River Trail. The route will also improve links to Roskear School and connect to the Great Flat Lode Trail via Kerrier Way.

3.5 Proposed Scheme – Life Cycle

- 3.5.1 The LifeCycle scheme encompasses improvements to the northern area of Camborne, broadly between Fore Street and Boiler Works Road, improving crossing facilities for cyclists and pedestrians heading towards Tehidy.
- 3.5.2 Providing new or improved crossing facilities on Rosewarne Road, Vyvyan Street, Albert Street, Park Road, the A3094, Roskear Road, North Roskear Road and Boiler Works Road.
- 3.5.3 One specific aspect of Life Cycle is to improve the access to Roskear Branch tramway while provided street lighting along its length.
- 3.5.4 Some elements of traffic calming are proposed as part of the Life Cycle scheme.

4 INITIAL ENGAGEMENT

4.1 Public Exhibition Event - November 2022

- 4.1.1 In November 2022, a public engagement event was held in Camborne. The aim of this event was to gain initial comments on a concept design from residents and businesses within Camborne.
- 4.1.2 Although the exact number of attendees is unknown it is estimated that approximately 200 people attended this event. 90% of the attendees at the event were either residents of Camborne or worked in Camborne.
- 4.1.3 Attendees of the event were questioned on their main mode of transport to the venue, with 41% walking and 40% arriving by car.
- 4.1.4 The results of the session led to a majority of 89% of attendees agreeing that Camborne town centre needs improving.
- 4.1.5 Alongside the overwhelming support for action to be taken and some individual feedback on specific aspects of improving the town centre, proposals were taken forward to design and presented at the subsequent public exhibition event in April 2023.

5 RECENT ENGAGEMENT

- 5.1.1 Public Exhibition Event – April 2023. Prior to the consultation a total of 9000 flyers were distributed to residential and commercial properties in Camborne by a third party commissioned by Cornwall Council. The aim was to advertise the forthcoming exhibition and survey to ensure a high level of event attendance and survey responses.
- 5.1.2 It is important to note that a number of those who attended the BID engagement and subsequent public exhibition reported that they had not received a copy of the flyer that had been distributed. It is understood that the third-party supplier arranging the printing and distribution confirmed the task was completed as instructed but many properties reported not receiving a copy of the flyer. This approach needs to be reviewed should a third public exhibition event take place as many attendees commented on the lack of notice.
- 5.1.3 In addition to the flyers the event was advertised on Radio Cornwall, social media platforms and Let's Talk Cornwall website.
- 5.1.4 A Business Improvement District (BID) meeting was held on Wednesday 19th April 2023 between 17:30pm and 19:30pm prior to the public exhibition. This gave members of the BID the opportunity to view and provide feedback on the proposals. The general concerns of the BID members were over the proposals to reduce through traffic and the perception that the scheme may lead to a reduction in custom for local businesses. Again, there were several comments from attendees regarding the lack of notice.
- 5.1.5 The first public exhibition for Camborne Renew was held on 1st November 2022, with the second exhibition incorporating Life Cycle having taken place on the 24th of April 2023 between 14:00pm and 19:00pm. The outcome of this latest exhibition will inform the design principles that have potential to be taken forward to the preliminary and detailed design stages.
- 5.1.6 The consultation period for the public survey commenced on the 24th of April 2023 and finished on the 29th of May 2023. Details of the proposals were made available on the Let's Talk platform: <https://letstalk.cornwall.gov.uk/camborne-renew>.
- 5.1.7 Paper copies of the survey were made available at the public exhibition event alongside QR posters providing a link to the Let's Talk platform. Additional copies of the questionnaire and QR posters were printed and delivered for distribution to local businesses and Camborne library. Despite approximately 1500 copies of the survey being issued only 162 were received by Cormac during the consultation period.

6 METHOD OF ANALYSIS FOR CONSULTATION RESPONSES

6.1 Introduction

6.1.1 This section of the report outlines how the responses received have been processed, compiled and analysed in order to identify the key themes.

6.2 Analysis of Consultation Responses

6.2.1 Feedback was received through the online survey and paper copies received by Cormac during the consultation period.

6.2.2 Regardless of the feedback, the same approach was applied to all received to ensure consistency. Care was taken to identify and avoid skewing results in the instance where feedback was received multiple times from the same individuals.

6.2.3 The questionnaire was divided into the following questions:

- 1. Which of the following best describes you? (Question to assess whether the response was given by a resident, business owner or other.)
- 2. What is your age?
- 3. Do you have reduced mobility?
- 4. Do you have a blue badge?
- 5. When you are visiting Camborne, how often do you typically travel to the town centre?
- 6. On average how long do you spend in the town centre in a single visit?
- 7. What is your main reason for visiting the town centre?
- 8. How do you typically travel to Camborne?
- 9. Do you think there is too much motorised traffic in the town centre?
- 10. Do you think there is too much motorised traffic in Camborne as a whole?
- 11. If you walk into the town centre, what do you think of the convenience and safety of the facilities?
- 12. If you cycle into the town centre, what do you think of the convenience and safety of the facilities?
- 13. If you travel by bus into the town centre, what do you think of the convenience and safety of the facilities?
- 14. If you travel by train into the town centre, what do you think of the convenience and safety of the facilities?

- 15. Is there sufficient on-street vehicle parking in the town centre?
- 16. Is there sufficient off-street vehicle parking in the town centre?
- 17. What are the biggest barriers to you walking and cycling shorter journeys (up to 3 miles)?
- 18. What are the biggest barriers to you using buses and trains?
- 19. Are you aware there is a network of walking and cycling trails in the area?
- 20. How often do you...
 - A) walk for leisure purposes?
 - B) cycle for leisure purposes?
 - C) use the bus for leisure purposes?
 - D) use the train for leisure purposes?
- 21. In our November 2022 survey, 89% of approximately 300 respondents stated that Camborne town centre needs improving. Please rank the following changes with 1 being your highest priority and 10 being your lowest priority. (Users are given a list of options such as '*Less traffic in the town centre*' and '*Improved public transport*').
- 22. We would like to obtain your opinion on the traffic flow proposals that aim to reduce unnecessary through traffic on Treloowarren Street (refer to exhibition boards for more information). Please tick below any proposals you support or object to: (Users are given the 3 main scheme principles for Camborne Renew to support or object).
- 23. We would like to obtain your opinion on other proposals within the Camborne Renew scheme (refer to exhibition boards for more information). Please tick below any proposals you support or object to: (Users are given a list of scheme aspects such as '*Improved pedestrian crossings*').
- 24. We would like to obtain your opinion on the transport engineering proposals for Camborne Life Cycle. Locations are shown on exhibition board no.21. Please tick below any proposals you support or object to: (Users are given the 11 Life Cycle proposals to support or object to).
- 25. We would like to better understand where respondents to this survey live. Therefore, we would be grateful if you could provide a partial post-code. This does not enable us to identify your home address but provides sufficient detail for analysis purposes.
- 26. Do you have any comments or suggestions that could support the delivery of the Camborne Renew or Life Cycle projects. If so, please write them below:

- 6.2.4 The quantitative assessment of feedback is possible due to the number of responses received for each question.
- 6.2.5 Qualitative assessment of feedback is possible through the analysis of feedback received in each question of the survey.
- 6.2.6 Where feedback was received in a format other than the returned survey, this was assessed comparatively against the questions in the survey where possible. If the feedback was unclear what proposal it related to, then it was assessed as closely as possible to the proposals at Cormac's discretion.
- 6.2.7 Responses were assessed in a quantitative nature if they were in a yes/no format or had a range of answers. With a representation of the amount scored for each response.
- 6.2.8 Responses that would be considered qualitative, are those which have written feedback, such comments are compiled into appropriately categorised answers and represented by volume to assess common themes from respondents. Where applicable, they could also be related back to the existing scheme principles if necessary.
- 6.2.9 In instances where questions on the paper form were not filled in correctly (i.e. giving multiple conflicting answers to the same question, or by highlighting the same priority level for multiple responses on question 21), they were inputted as 'skipped' to avoid skewing the final results. Please note that only the individual incorrectly responded questions were disregarded and not the whole user survey in these instances.

6.3 Public Understanding of Proposals

- 6.3.1 A number of methods have been undertaken to communicate the key principles and aims of the schemes including attaching the drawings to the survey web page, sharing the drawing links via social media and leaving paper copies of the design of the proposals at the Library and Council offices at Dolcoath. Despite the clear communication of the proposals, it is important to acknowledge that there has been some public misconception regarding the proposals. The design proposals were mis-reported in the early stages of this round of consultation on local social media groups as being a scheme that is banning vehicles from using Treloowarren Street and fully pedestrianizing the high street. This has led to a number of survey responses being completed based on incorrect understanding of the scheme. Below are a number of responses that highlight the misconceptions.

Anonymous - "If you stop cars going through Camborne it will kill the shops. They will suffer greatly. Sadly, please make parking longer and more disabled parking"
 – There are no plans to pedestrianize the high street, a lot of parking is being increased to 1 hour free parking on street and there is also an increase in disabled parking bays.

Anonymous - “It's a ridiculous idea to pedestrianize Treloowarren St. Doing so would make the town's shops and businesses inaccessible to disabled people like my parents. I need to be able to park outside the shops they want to go in, otherwise they simply cannot get to them. I can't push them both in wheelchairs and whilst they can walk very short distances, they can't walk from the car park into town.” – There are no plans to pedestrianize the high street

Anonymous - “If you stop on street parking it will kill the town” - On street parking isn't being removed in the proposals and parking in the direct vicinity of the town centre would be increased by 17%.

6.4 Development of our Responses to Feedback

- 6.4.1 Section 7 of this report sets out how Cormac will use feedback and outline the influence it will have on the design.
- 6.4.2 In this report, Cormac has identified individual representations to particular issues that have been raised from responses to question 26.
- 6.4.3 To ensure compliance with the requirements of the Data Protection Act 2018, no names or other personal identifiers have been provided in this report and as such, the results of question 25 relating to postcode has been omitted.

6.5 Presentation of Findings

- 6.5.1 Findings for each question are displayed in graphical form for ease of reference. The graphs set out how respondents answered each question and, in some cases, where no answer was given.
- 6.5.2 Key themes could be drawn from general comments in the written response of question 26, such comments related to a small number of issues not initially covered by the questionnaire. A response and comment from Cornwall Council can be seen in section 7 for each of these issues.

7

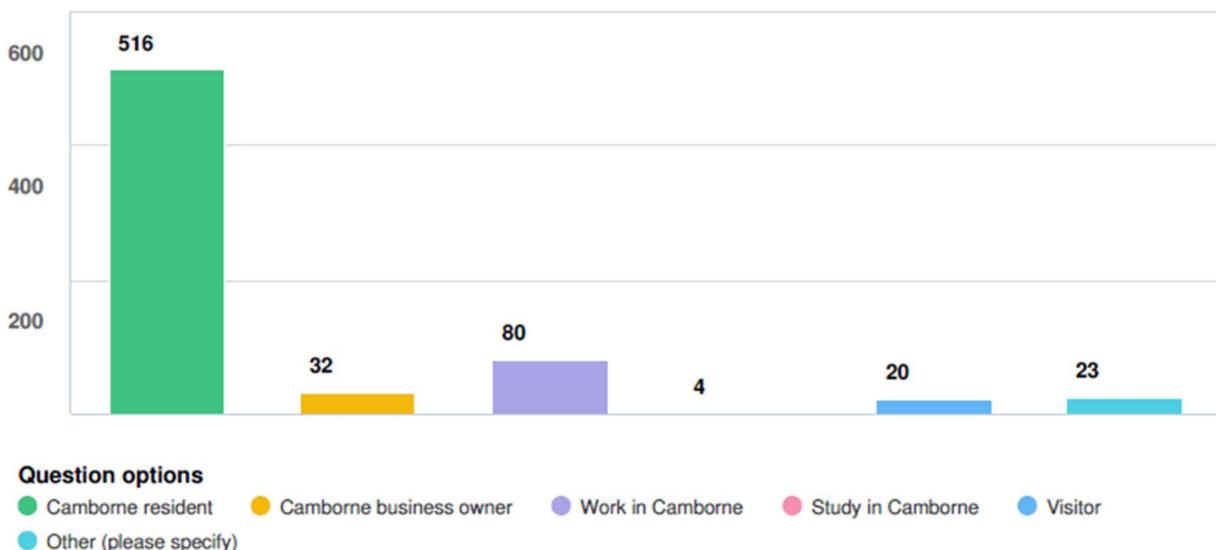
ANALYSIS OF PUBLIC CONSULTATION RESPONSES

7.1 Introduction

7.1.1 The graphs below have been downloaded directly from Let's Talk Cornwall and are based on all 578 survey responses received. This includes both electronic and paper copies of the survey.

7.2 Question 1

7.2.1 The question presented to the public was: '*Which of the following best describes you?*', where respondents were asked to choose their relation to Camborne as a resident, business owner, visitor etc. A graphical representation of results is seen below:



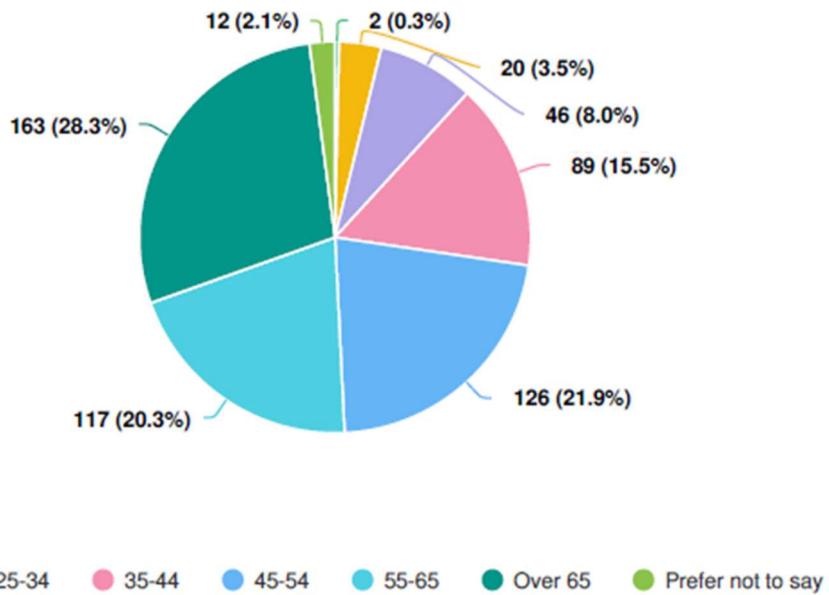
7.2.2 A total of 578 people responded to this question, with 516 responding as residents, 32 business owners, 80 workers, 4 students, 20 visitors and 23 listed as other affiliation. There were no skipped responses to this question.

7.2.3 This question allowed respondents to choose more than one answer.

7.2.4 Of the 32 Camborne business owners 23 identified as Camborne residents. This shows that the majority of respondents have detailed knowledge of the study area and are well placed to comment on existing conditions and the design proposals.

7.4 Question 2

7.4.1 The question presented to the public was: '*What is your age?*', a graphical representation of the results can be seen below:



Optional question (575 response(s), 3 skipped)

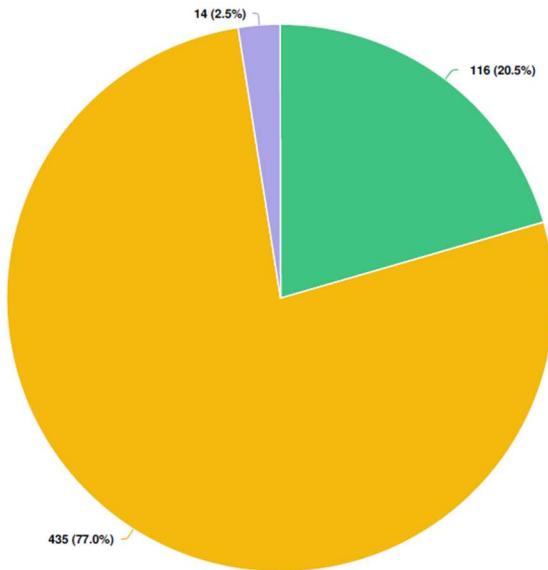
Question type: Dropdown Question

7.4.2 There were a total of 575 responses to this question. 2 respondents were under 18, 20 were aged 18-24, 46 were aged 25-34, 89 were aged 35-44, 126 were aged 45-54, 117 were aged 55-64, 163 were over the age of 65. 12 respondents opted to not disclose their age and 3 skipped the question altogether.

7.4.3 48.6% of survey respondents were over the age of 55. Those aged 45 and above made up 70.5% of all respondents. These age categories (above 45) make up only 44.2% of Camborne's demographic (Census 2021) showing that the younger demographic were not as engaged with the scheme proposals despite the proposals being advertised on various social media platforms to help reach this audience.

7.6 Question 3

7.6.1 The question presented to the public was: '*Do you have reduced mobility?*', this question was to assess the need for extra accessibility needs in and around Camborne. A graphical representation is seen below:



Question options
● Yes ● No ● Prefer not to say

*Optional question (565 response(s), 13 skipped)
 Question type: Dropdown Question*

7.6.2 Of the 565 responses 116 answered 'Yes' to this question and a majority 435 responded 'No', with 14 choosing not to disclose and 13 responses skipped this question.

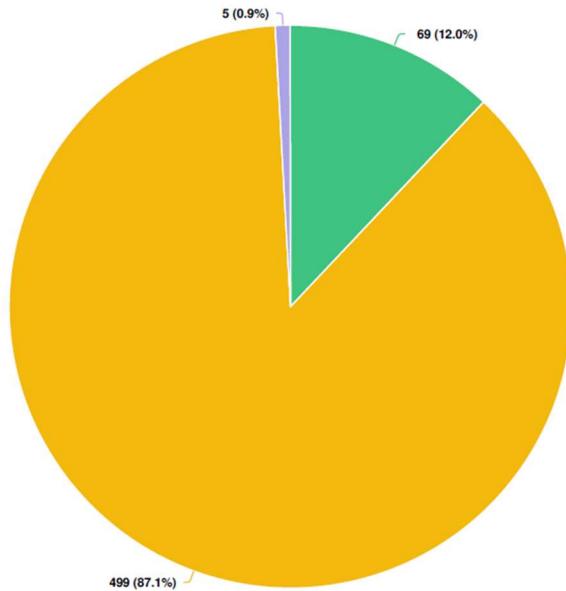
7.6.3 This is broadly in line with the proportion recorded in the 2021 Census. Of the 116 that stated they had reduced mobility 63 stated that were blue badge holders. Please refer to Question 4.

7.6.4 The top priority for those answering 'Yes' to reduced mobility was increased blue badge parking and disabled facilities. They were also supportive of improved pedestrian crossing facilities, CCTV and speed monitoring.

7.6.5 The remaining questions were answered broadly in line with the other respondents.

7.8 Question 4

7.8.1 The question presented to the public was: '*Do you have a blue badge?*', referring to disabled parking badges, assessing the need to provide further disabled parking. A graphical representation can be seen below:



Question options
● Yes ● No ● Prefer not to say

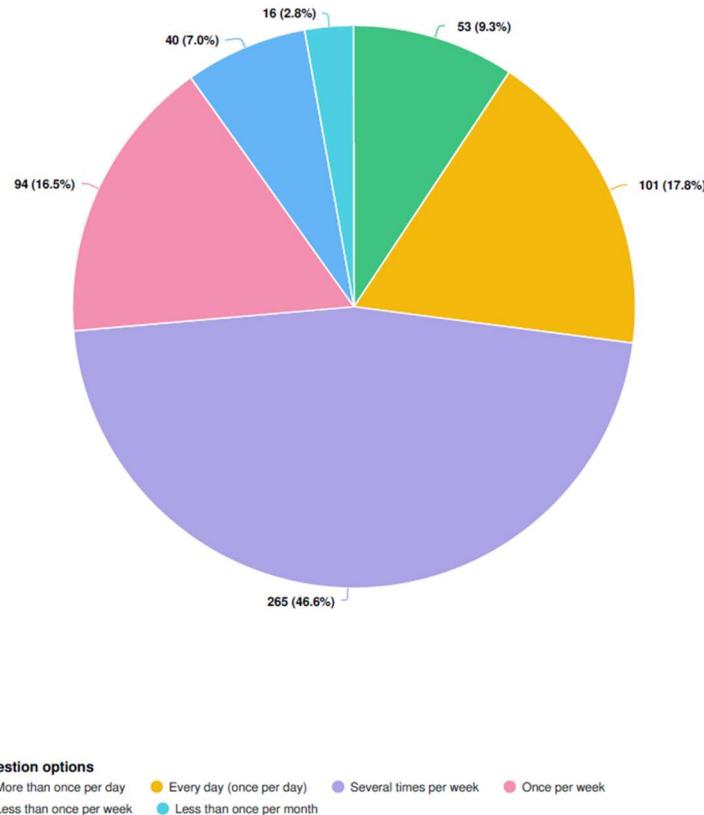
Optional question (573 response(s), 5 skipped)
Question type: Dropdown Question

7.8.2 The results show a total of 573 responses, with 69 responses for 'Yes' and 499 for 'No', with 5 opting to not disclose and 5 skipping the question.

7.8.3 This question aligns with the results of Question 3 where blue badge holders considered there was a need for additional blue badge parking in the vicinity of the town centre.

7.10 Question 5

7.10.1 The question presented to the public was: “*When you are visiting Camborne, how often do you typically travel to the town centre?*”, the responses to this question were a possible range from ‘More than once per day’ to ‘Less than once per month’. A graphical representation of the results is shown below:



7.10.2

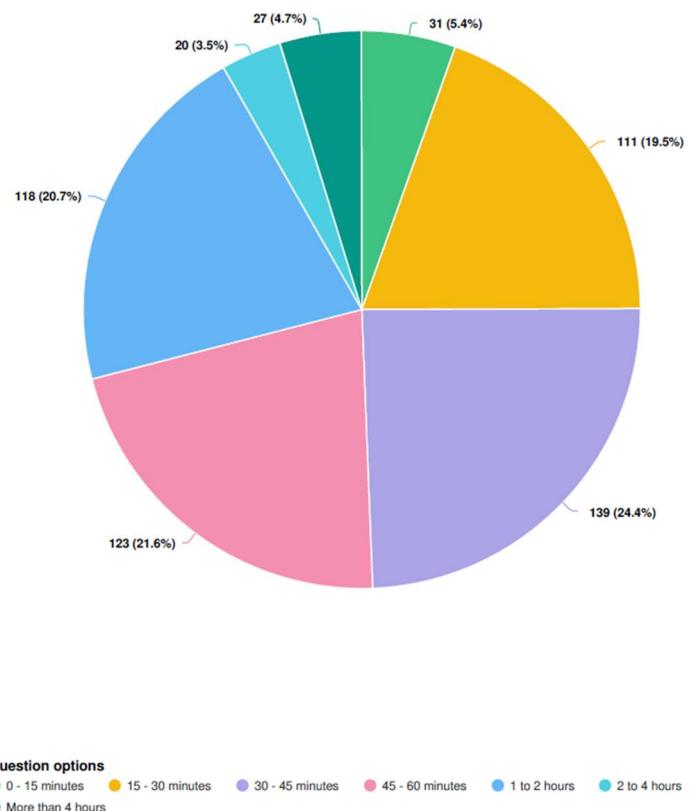
7.10.3 There were a total of 569 responses, with 53 for more than once per day, 101 once per day, 265 several times per week, 94 once per week, 40 less than once per week, 16 for less than once per month. 9 chose to skip the question.

7.10.4

This question was answered as expected based on the answers received for Question 1 with the majority of respondents living within Camborne. Those that identified as a visitor within Question 1 answered this question differently with 55% of respondents visiting only once per week or less.

7.12 Question 6

7.12.1 The question presented to the public was: '*On average how long do you spend in the town centre in a single visit?*', with responses divided into answers ranging from '0-15 minutes' up to 'More than 4 hours'. A graphical representation of the results is included below:

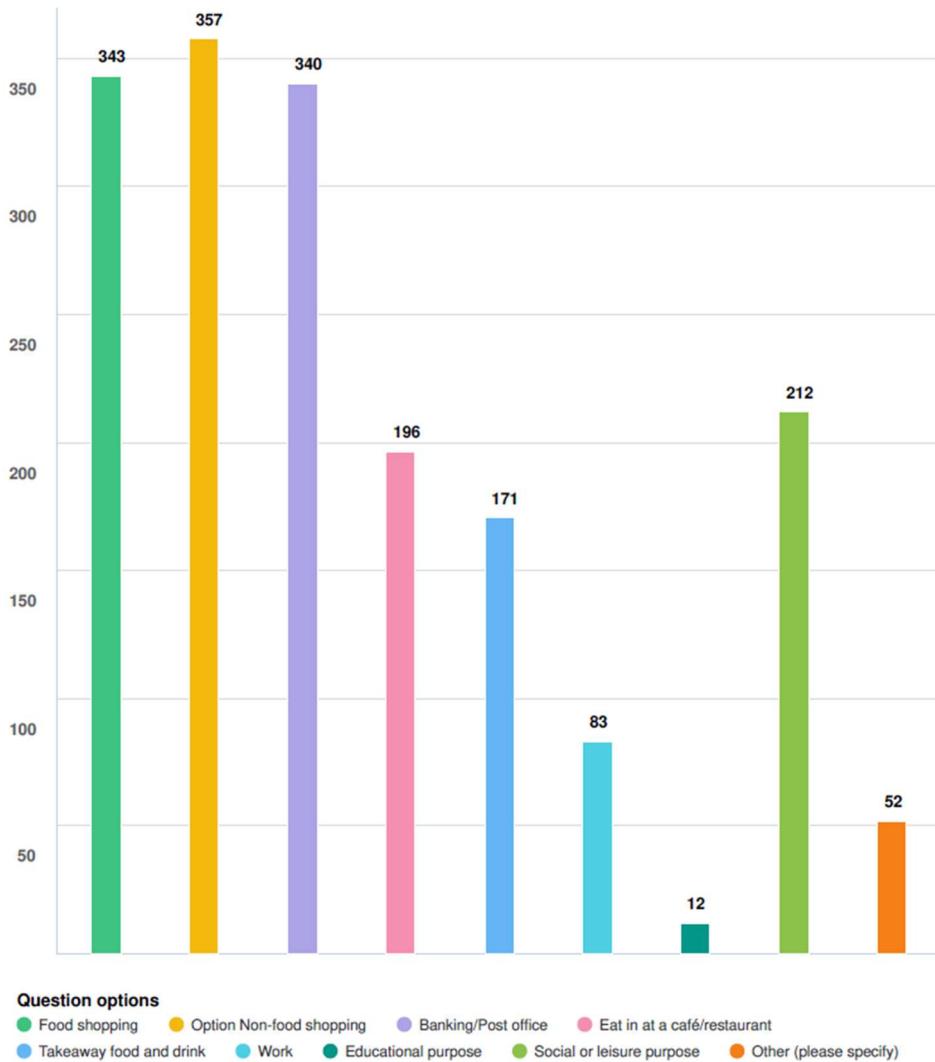


7.12.2 There were a total of 569 responses with 31 visiting for 0-15 minutes, 111 for 15-30 minutes, 139 for 30-45 minutes, 123 for 45-60 minutes, 118 for 1 to 2 hours, 20 for 2 to 4 hours and 27 for more than 4 hours. 9 chose to skip the question.

7.12.3 The Camborne Renew proposals included upgrading numerous parking bays from 30 minutes to one hour. The answers to this question confirm that there is a need for parking of this duration with 46% of people spending between 30 minutes and one hour in the town centre. 24.9% of people stated they stayed less than 30 minutes. This identifies a need to retain a number of 30-minute bays to cater for these individuals. Only 8.2% of people stayed longer than 2 hours.

7.14 Question 7

7.14.1 The question presented to the public was: '*What is your main reason for visiting the town centre?*', respondents were given a range of options with which they could select as many as were appropriate, from examples such as: 'Food shopping', 'Work', 'Education' etc. A graphical breakdown of the responses can be seen below:

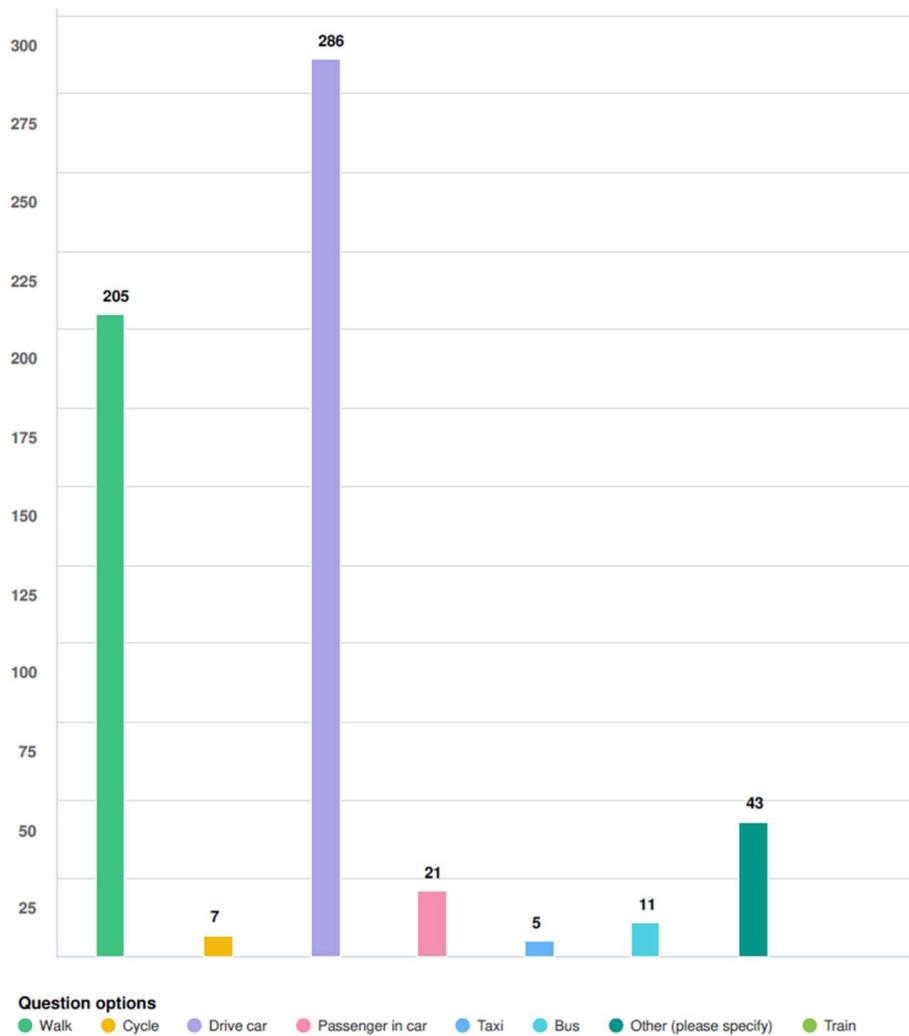


7.14.2 There were a total of 576 respondents to this question, with 343 responses for food shopping, 357 responses for non-food shopping, 340 responses for banking/post office, 196 responses for trips to cafes/restaurants, 171 responses for takeaway food and drink, 83 responses for work, 12 responses for education, 212 responses for social/leisure and 52 responses listed as other. 2 users skipped the question altogether.

7.14.3 This shows that the majority visit the town centre for shopping and/or to visit the bank and/or post office. This implies that these users enjoy the facilities of a traditional high street rather than out of town superstores and online alternatives.

7.15 Question 8

7.15.1 The question presented to the public was: '*How do you typically travel to Camborne?*', the public were given a few modes of transport to choose from, such as walking, cycling or via car, taxi, bus etc. A graphical representation can be seen below:



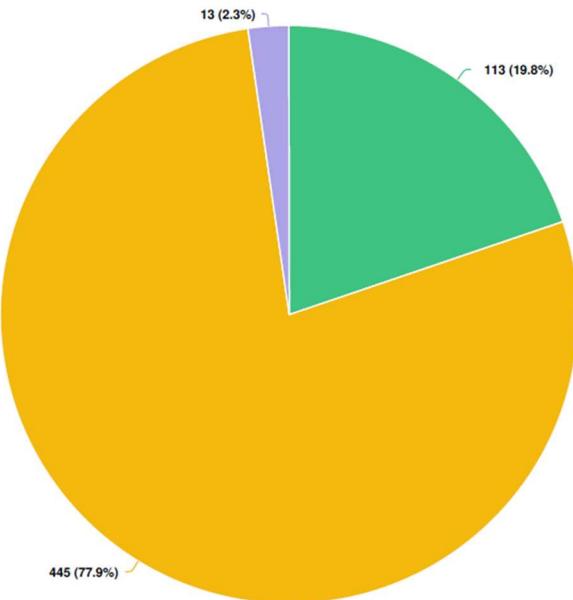
7.15.2 There were a total of 578 responses. 205 responses for walking, 7 responses for cycling, 286 for driving, 21 as passengers in a car, 5 for taxis, 11 for buses and 43 responses listed as other, please note that 'other' includes skipped results.

7.15.3 The results show that 49.5% drive a car whereas only 35.5% walk. The responses to the initial survey in November 2022 stated a near even split between walking and driving, however the latest result show a preference to driving. This also confirms as per the feasibility research undertaken for Life Cycle that those who choose to cycle are in the minority.

7.15.4 When reviewing the answers by the respondents age category those under the age of 24 years old showed a 50/50 split between walking and driving. The proportion of those driving increases with age.

7.16 Question 9

7.16.1 The question presented to the public was: '*Do you think there is too much motorised traffic in the town centre?*', this was a yes / no question asking the opinions of the local community. A graphical representation is included below:



Question options
● Yes ● No ● I don't know

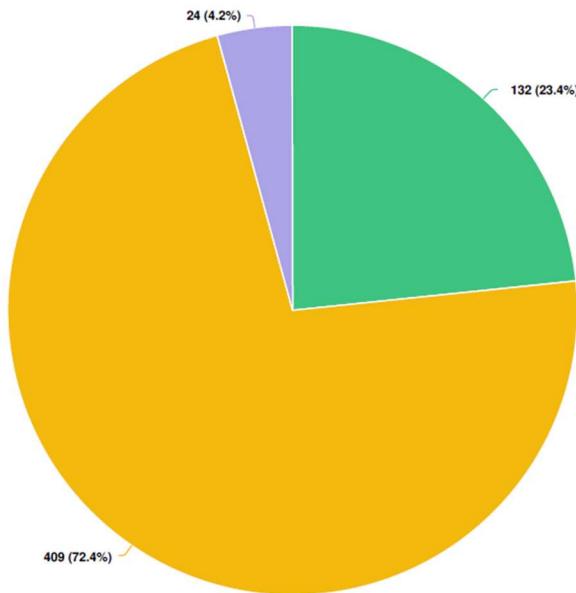
Optional question (571 response(s), 7 skipped)
Question type: Dropdown Question

7.16.2 A total of 571 responses were received for this question, with 113 answering 'Yes' and a majority of respondents answering 'No'. 13 users responded unsure and 7 skipped the question.

7.16.3 It is important to note that those who identified as walking to the town centre answered 'No' in line with those that drive. Typically, you would expect those who walk to have a differing opinion from drivers, but the results show there is a direct similarity. This is not the case for cyclists and bus users with over 70% stating that there was too much traffic, however the response numbers for these categories are very low so have not affected the overall scoring.

7.17 Question 10

7.17.1 The question presented to the public was: '*Do you think there is too much motorised traffic in Camborne as a whole?*', this again was a yes / no type answer to query the views on motorised traffic around Camborne. A graphical representation of the results is below:



Question options
● Yes ● No ● I don't know

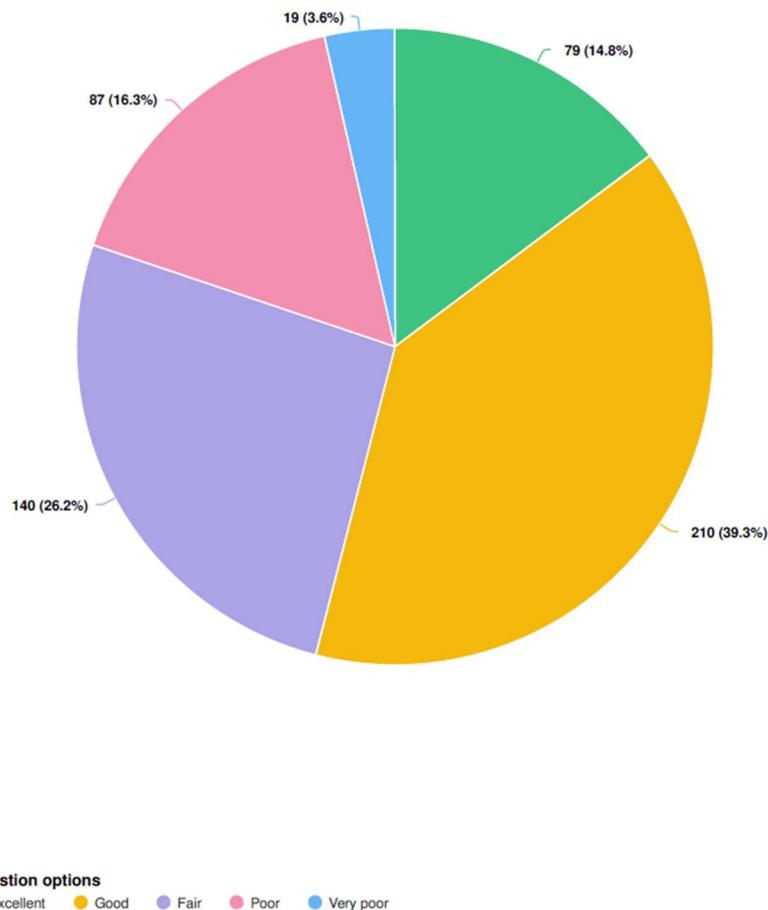
Optional question (565 response(s), 13 skipped)
Question type: Dropdown Question

7.17.2 A total of 565 responses were received for this question, with 132 answering 'Yes' and the majority answering 'No' with 409 responses. 24 users responded unsure and 13 skipped the question.

7.17.3 As expected, the answers received to this question are broadly in line with those received for Question 9.

7.19 Question 11

7.19.1 The question presented to the public was: '*If you walk into the town centre, what do you think of the convenience and safety of the facilities?*', this question gave a range of answers to understand the feelings of pedestrians who travel in and around the town centre. A graphical representation of the results can be seen below:

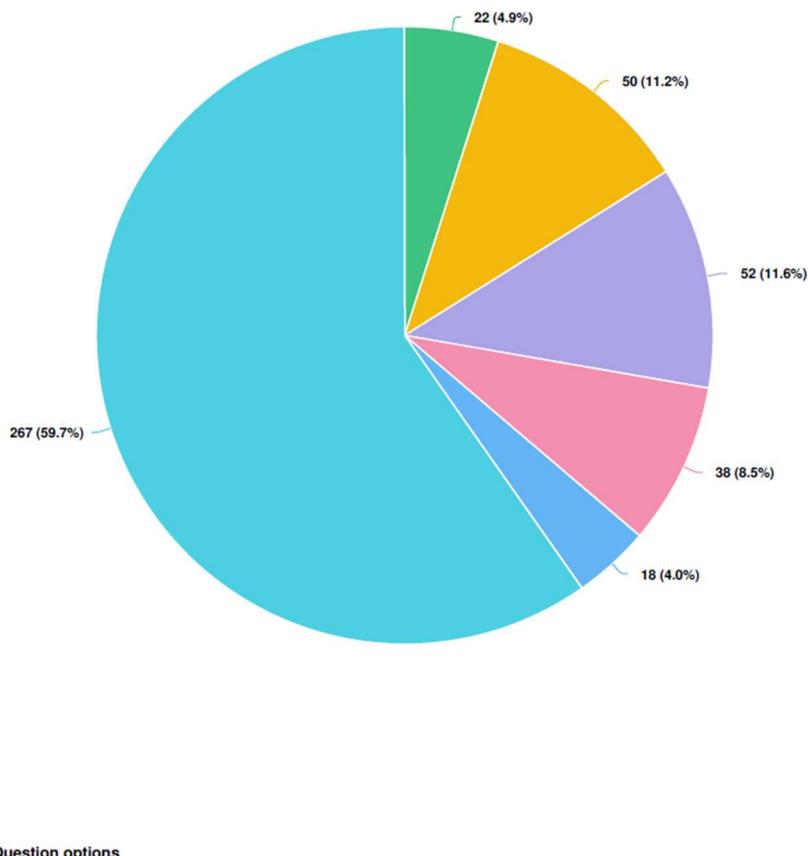


7.19.2 With a total of 535 responses; 79 respondents feel there is an excellent quality of facilities available to them as pedestrians, 210 responded 'good', 140 responded 'fair', 87 responded 'poor' and 19 responded 'very poor'. 43 users skipped the question.

7.19.3 54.1% of respondents thought that the walking facilities were good or excellent with another 26.2% stating that they were fair in terms of convenience and safety. Only 19.7% of people considered the facilities to be poor or very poor.

7.20 Question 12

7.20.1 The question presented to the public was: '*If you cycle into the town centre, what do you think of the convenience and safety of the facilities?*', this question again posed a range of answers to understand the thoughts of cyclists travelling to and from the town centre. A graphical representation of the results can be seen below:

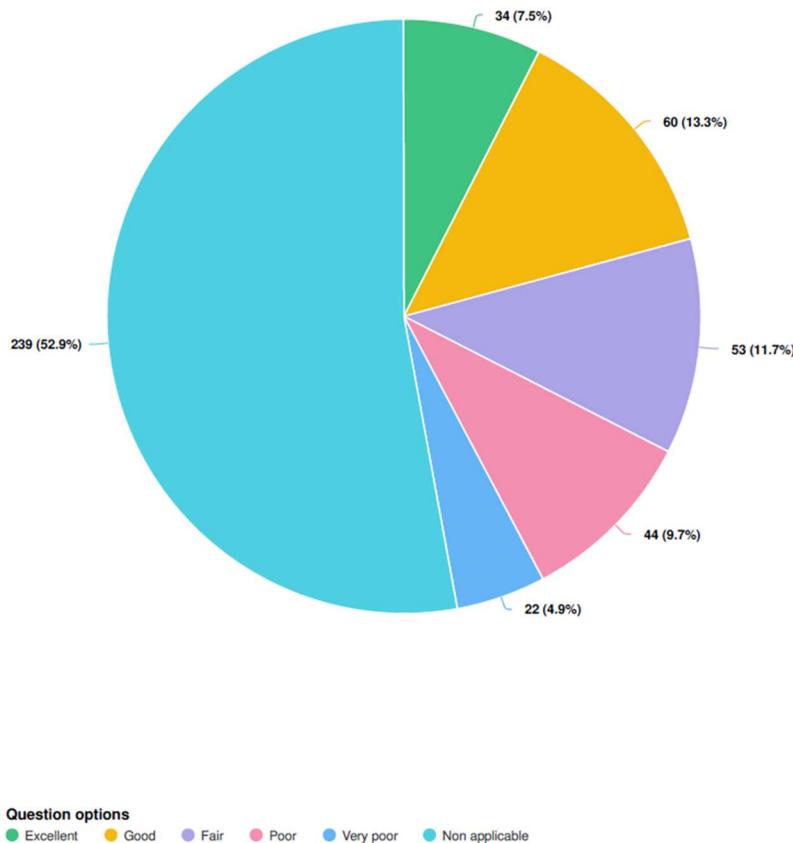


7.20.2 With a total of 447 responses; 22 respondents feel there is an excellent quality of facilities available to them as cyclists, 50 responded 'good', 52 responded 'fair', 38 responded 'poor' and 18 responded 'very poor'. 267 users responded as N/A and 131 users skipped the question.

7.20.3 To fully understand this question, it needs to be considered in conjunction with those identifying as cyclists in Question 8. Only one person thought the facilities were good, two stated fair, one stated poor and one very poor. None of the cyclists answered excellent and this highlights there is an opportunity to improve cycle facilities and provision within the town.

7.21 Question 13

7.21.1 The question presented to the public was: '*If you travel by bus into the town centre, what do you think of the convenience and safety of the facilities?*', a range of answers was provided to assess the local opinion on bus facilities in Camborne. A graphical representation of the results can be seen below:

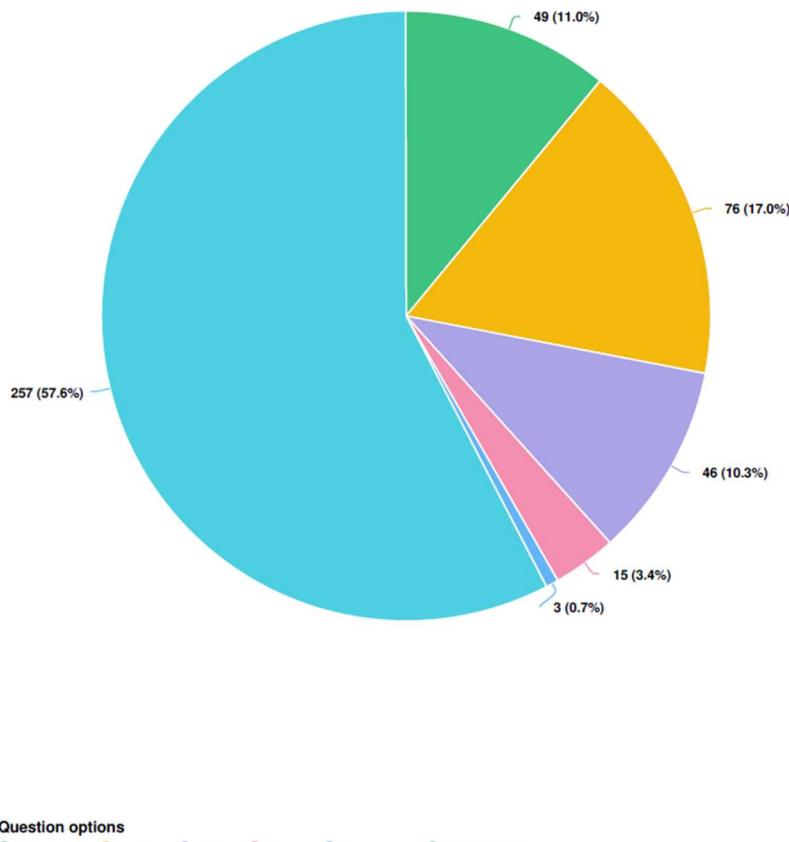


7.21.2 With a total of 452 responses; 34 respondents feel there is an excellent quality of facilities available to them as pedestrians, 60 responded 'good', 53 responded 'fair', 44 responded 'poor' and 22 responded 'very poor'. 239 users responded as N/A and 126 users skipped the question.

7.21.3 11 respondents to the survey identified as typically travelling to the town centre by bus. Out of these 11 people; 6 people described the facilities as Poor (60%). Whilst this is a relatively small respondent group, it is important to consider the opinion of those actually using the facility on a regular basis. This shows there is an opportunity to improve the safety and convenience of bus facilities in the town.

7.22 Question 14

7.22.1 The question presented to the public was: *'If you travel by train into the town centre, what do you think of the convenience and safety of the facilities?'*, a range of answers was given in the questionnaire, aimed to understand the local opinion on the quality of facilities available to train passengers. A graphical representation of the results can be seen below:

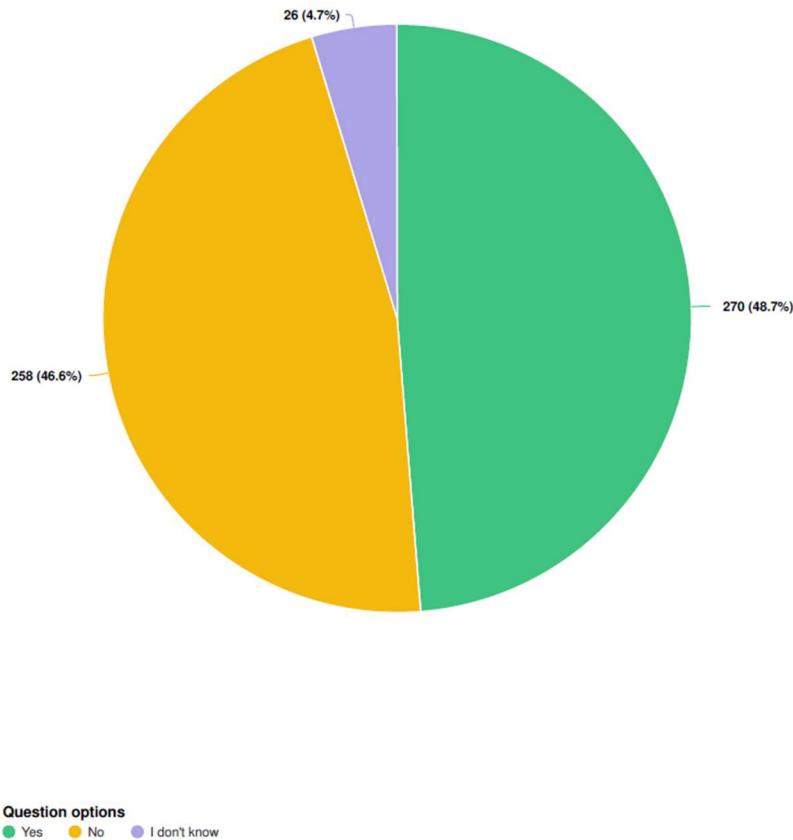


7.22.2 With a total of 446 responses; 49 respondents feel there is an excellent quality of facilities available to them as pedestrians, 76 responded 'good', 46 responded 'fair', 15 responded 'poor' and 3 responded 'very poor'. 257 users responded as N/A and 132 users skipped the question.

7.22.3 It is important to note that nobody in question 8 identified as using the train to travel the town centre. This is likely because of the large proportion of respondents to the survey who are 'Camborne residents' (Question 1), rather than visitors.

7.24 Question 15

7.24.1 The question presented to the public was: '*Is there sufficient on-street vehicle parking in the town centre?*', this was a yes / no style question to assess the public view on the on-street parking facilities available. A graphical representation can be seen below:



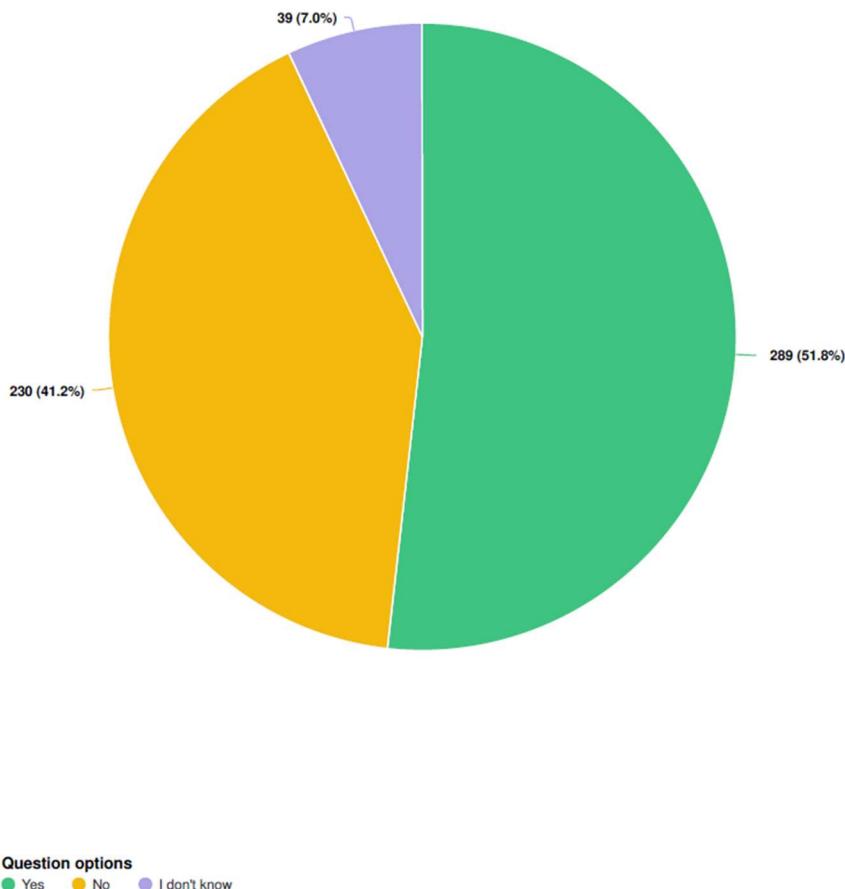
7.24.2 A total of 554 responses were received for this question, with 270 answering 'Yes' and 258 answering 'No'. 26 users responded unsure and 24 skipped the question.

7.24.3 Parking has been a common theme throughout the public engagement exercise with many people stating concerns and issues around parking in the town. Question 15 actually shows that more people perceive there is already sufficient on-street vehicle parking.

7.24.4 A worthwhile observation is that when cross examined with those who are under 35 years of age, the percentage of those that answered yes increased from 48.7% to 55.2%.

7.26 Question 16

7.26.1 The question presented to the public was: '*Is there sufficient off-street parking in the town centre?*', this again was a yes / no style question to gauge the public opinion on the amount of off-street parking available. Provided below is a graphical representation of the results:



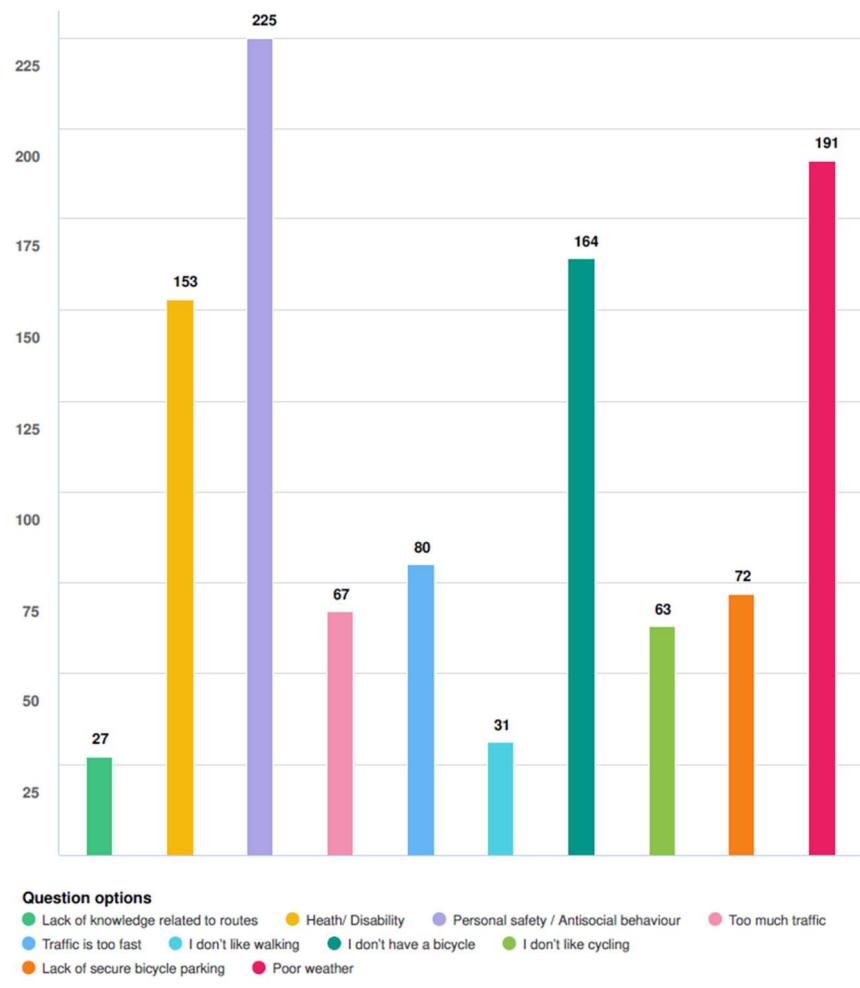
7.26.2 A total of 558 responses were received for this question, with 289 answering 'Yes' and 230 answering 'No'. 39 users responded unsure and 20 skipped the question.

7.26.3 A number of the respondents commented that the quantity of parking was sufficient in Rosewarne Car Park but there were significant concerns over the security of parking in the Long Stay car park due to the "emergency accommodation pods" and the "anti-social" behaviour that has been observed.

7.28 Question 17

7.28.1

The question presented to the public was: '*What are the biggest barriers to you walking and cycling shorter journeys (up to 3 miles)?*', respondents were given a few answers to choose from, with which they can pick as many as were relevant. A graphical representation of the results can be seen below:



7.28.2

A total of 529 users responded to this question. 27 responded quoting lack of knowledge of routes, 153 responded regarding health/disability, 225 responded with regards to personal safety / antisocial behaviour, 67 responded quoting too much traffic, 80 responded with regards to traffic being too fast, 31 do not like walking, 164 do not own a bicycle, 63 do not like cycling, 72 quote a lack of secure bicycle parking and 191 responded quoting poor weather. 49 users skipped this question.

7.28.3

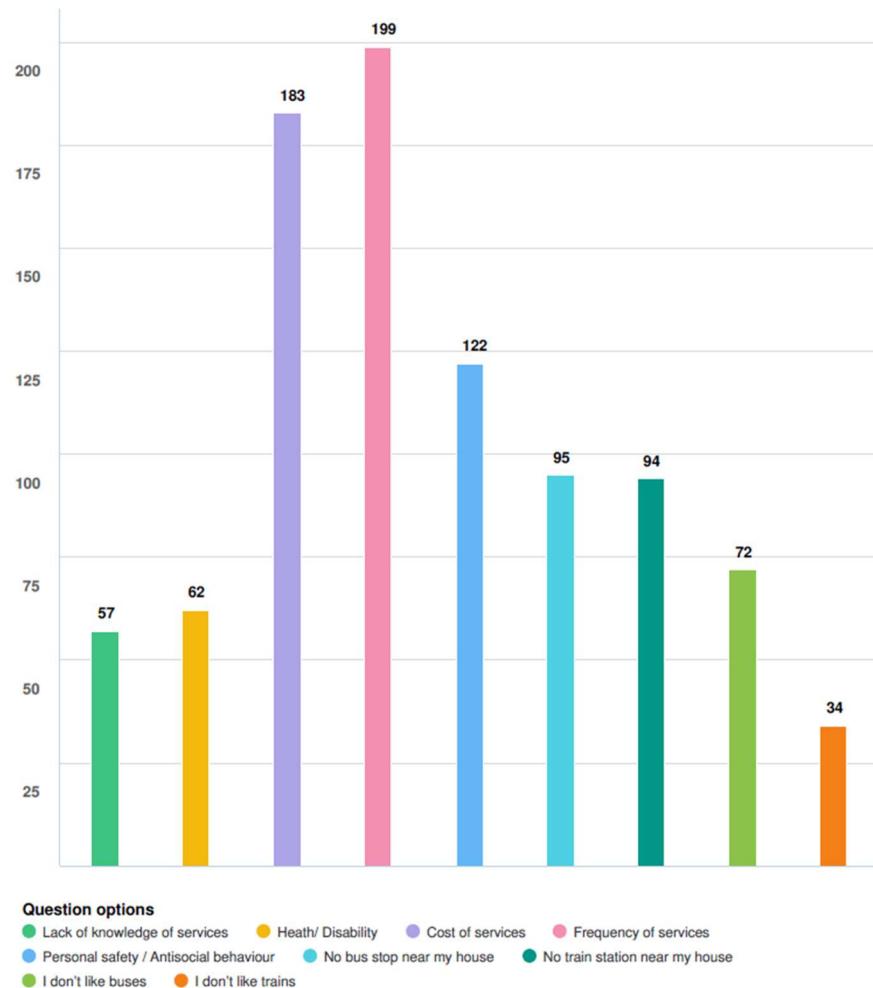
A large proportion reported health/disability as a barrier to cycling which is in line with 2021 Census results that show a higher-than-average rate of people identifying as having a disability. In summary this question identifies some barriers that the Lifecycle scheme can aim to address:

- Personal Safety/Anti-social behaviour through street lighting and safe facilities

- Encourage cycle ownership by providing high quality facilities to attractive destinations and explore the use of cycle schemes e.g. Beryl Bikes
- Install secure bicycle parking
- Reduce traffic speeds on cycling routes
- Locate cycle facilities on routes with low traffic volumes

7.30 Question 18

7.30.1 The question presented to the public was: '*What are the biggest barriers to you using buses and trains?*', similar to question 17, a range of answers was provided, with respondents encouraged to tick as many options as relevant. A graphical representation of the results can be seen below:

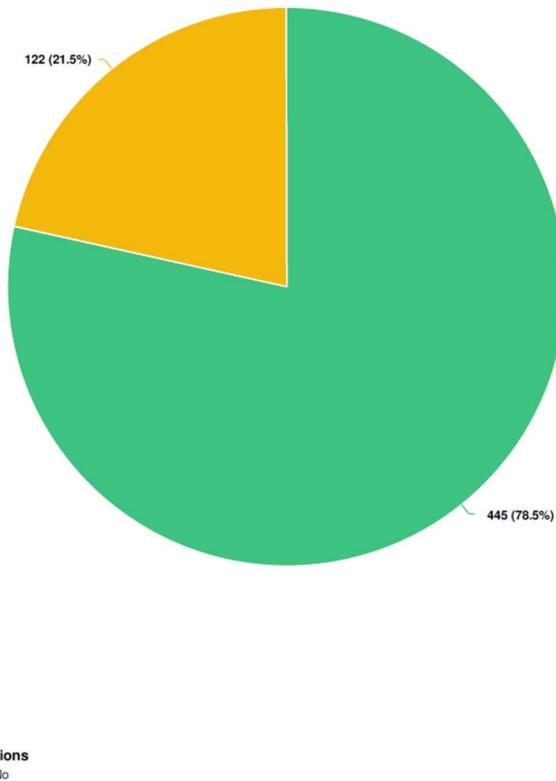


7.30.2 A total of 469 users responded to this question. 57 responded quoting lack of knowledge of services, 62 responded regarding health/disability, 183 responded with regards to the cost of services, 199 responded with regards to the frequency of services, 122 responded regarding concerns of personal safety / antisocial behaviour, 95 do not have a bus stop near their house, 94 do not live near a train station, 72 do not like buses and 34 do not like trains. 109 users skipped this question.

7.30.3 The frequency and cost of services are the primary barriers to people using the bus services.

7.31 Question 19

7.31.1 The question presented to the public was: '*Are you aware that there is a network of walking and cycling trails in the local area?*', this was a simple yes / no question to understand public knowledge on the existing trails around Camborne. A graphical representation of the results can be seen below:

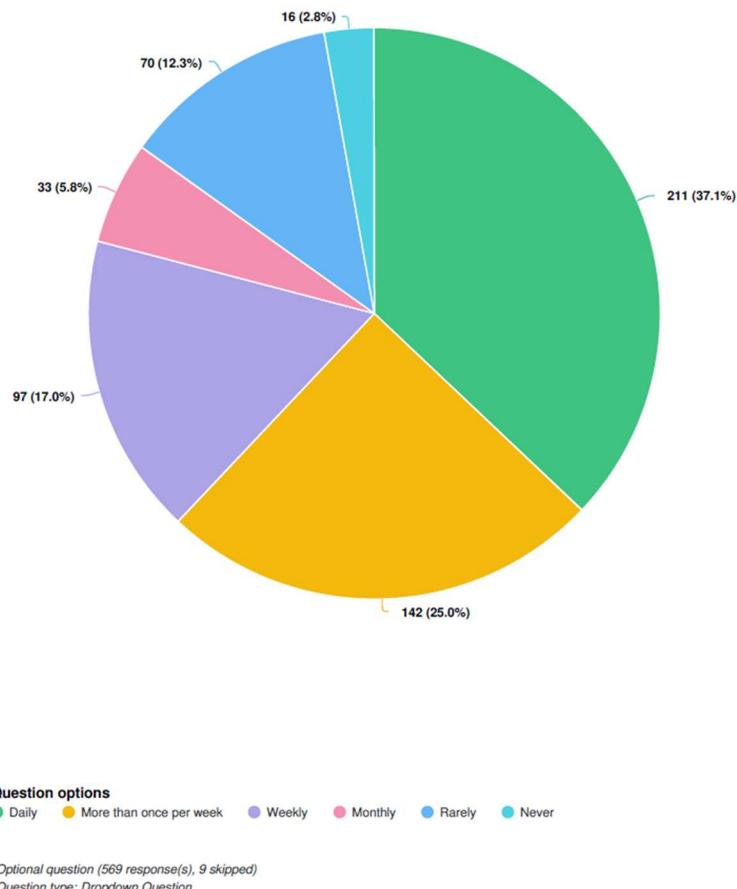


7.31.2 A total of 567 responses were received for question 19. With 445 respondents aware of local services and 122 unaware. 11 users chose to skip this question.

7.31.3 There is good public knowledge of the surrounding trails however relatively low numbers of people appear to use these trails for cycling based off the response to question 21 regarding cycling for leisure.

7.32 Question 20

7.32.1 This question was: *'How often do you walk for leisure purposes?'*

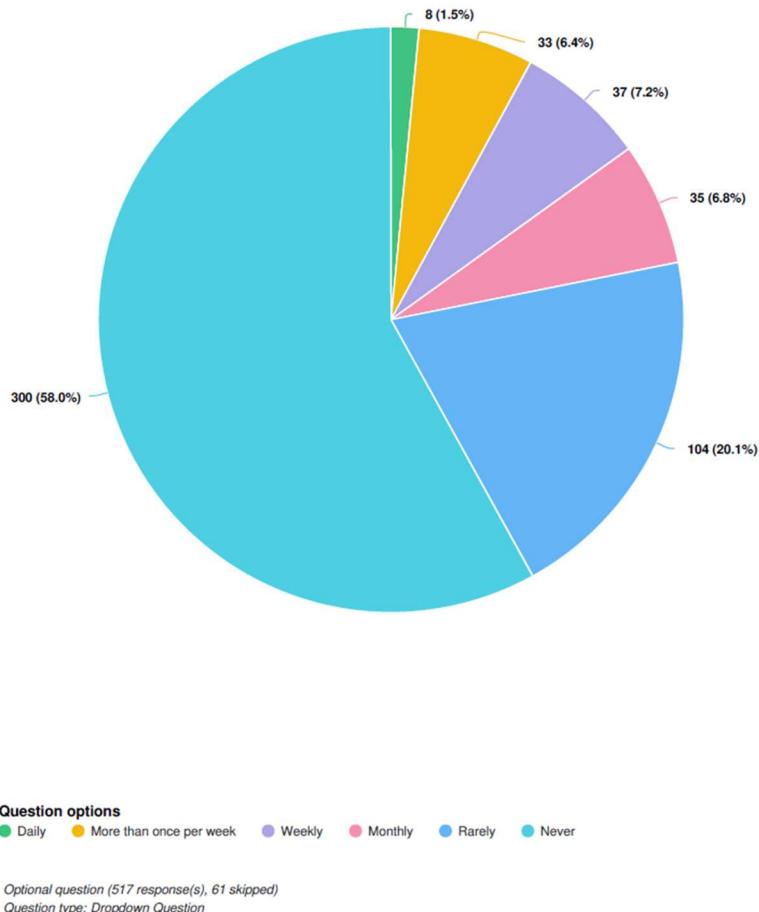


7.32.2 The majority of responses for walking was 'daily' with a score of 211, 'more than once weekly' scored 142, 'weekly' scored 97, 'monthly' scored 33, 'rarely' scored 70 and 16 responded with 'never'. A total of 9 respondents skipped the question.

7.32.3 This result shows that there are relatively high numbers of people who identify as walking for leisure purposes with 62.1% walking more than once per week (including daily 37.1%).

7.33 Question 21

7.33.1 This question was: *'How often do you cycle for leisure purposes?'*



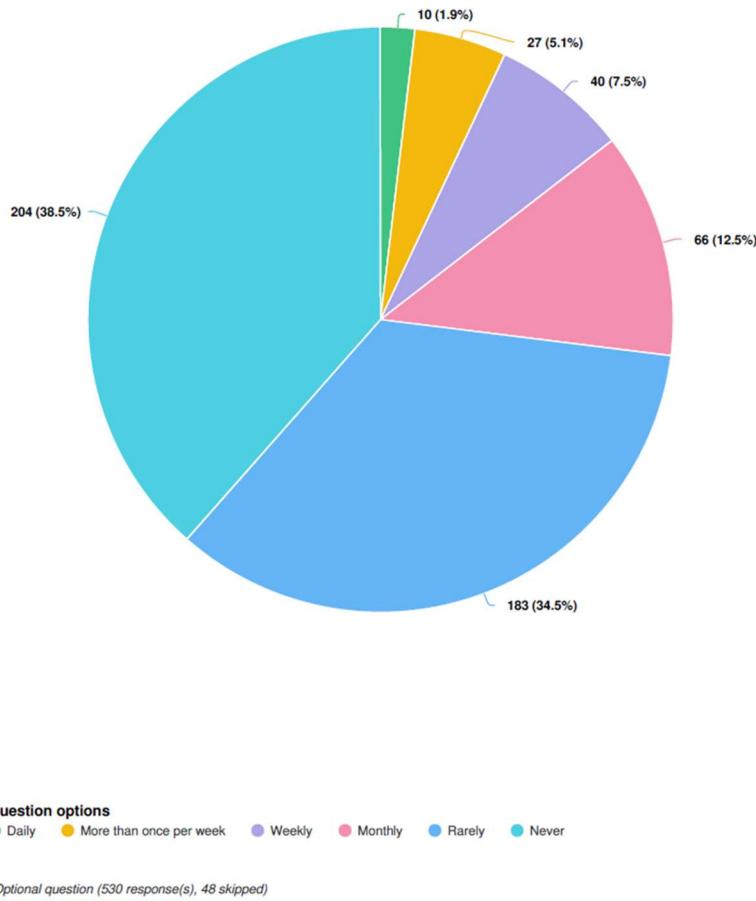
7.33.2 The majority of responses for cycling was 'never' with a score of 300, 'daily' scored 8, 'more than once weekly' scored 33, 'weekly' scored 37, 'monthly' scored 35, 'rarely' scored 104. A total of 61 respondents skipped the question.

7.33.3 There is a clear contrast to those who walk for leisure which shows an opportunity through Camborne Life Cycle to encourage new cyclists as the current cycle audience is very small in number. According to Question 8 7 people cycle to Camborne but 217 respondents cycle for leisure purposes.

7.33.4 When cross examined against age, it is those aged 55-65 who cycle most regularly (weekly or more). There are no daily cyclists under 25 from the survey respondents. This would indicate that there is low cycle usage from young people in the town, however, on multiple site visits there have been relatively high numbers of school children observed using cycles to travel to school. This result therefore may be skewed by the age of the survey respondents from question 2.

7.34 Question 22

7.34.1 This question was: *'How often do you use the bus for leisure purposes?'*

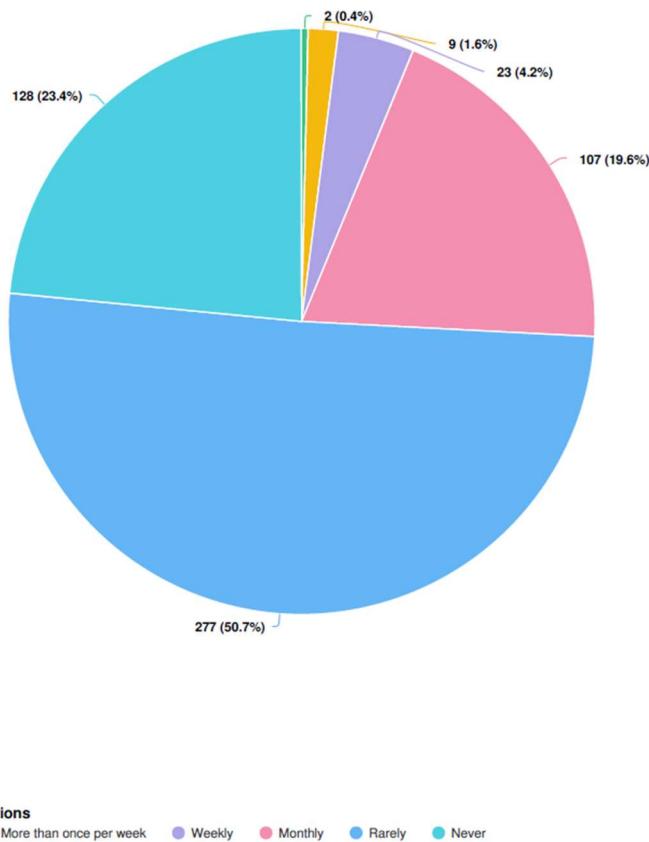


7.34.2 The majority of responses for bus use was 'never' with a score of 204, 'daily' scored 10, 'more than once weekly' scored 27, 'weekly' scored 40, 'monthly' scored 66, 'rarely' scored 183. A total of 48 respondents skipped the question.

7.35 Question 23

7.35.1 This question was: 'How often do you use the train for leisure purposes?'

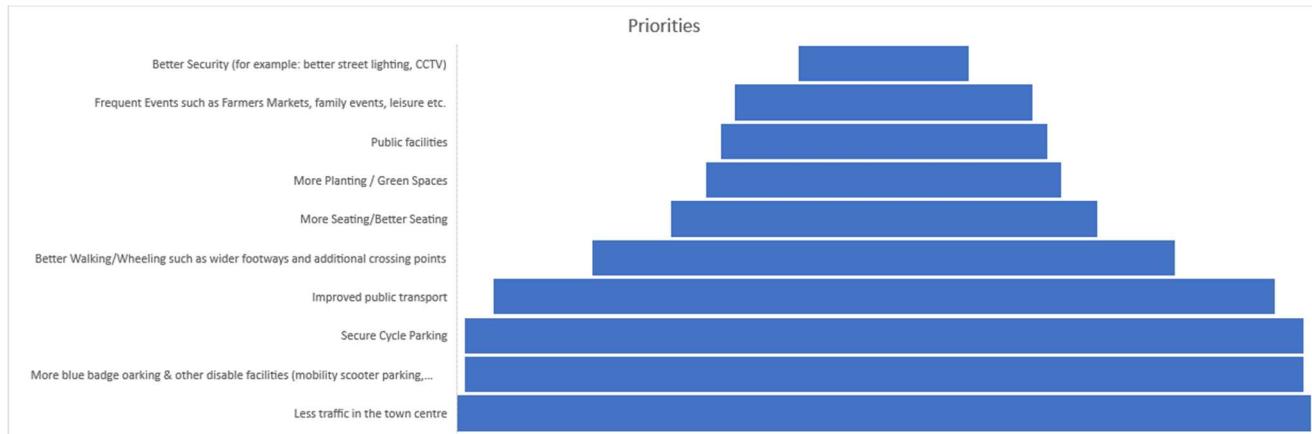
The options provide an insight into respondent's habits for active travel and use of public transportation. A graphical representation of the findings can be seen below:



7.35.2 The majority of responses for train use was 'rarely' with a score of 277, 'daily' scored 2, 'more than once weekly' scored 9, 'weekly' scored 23, 'monthly' scored 107, 'never' scored 128. A total of 32 respondents skipped the question.

7.37 Question 24

7.37.1 The question presented to the public was: '*In our November 2022 survey, 89% of approximately 300 respondents stated that Camborne town centre needs improving. Please rank the following changes with 1 being your highest priority and 10 being your lowest priority.*', users were given a range of options to pick an order of priority for improving the town centre. The results of the question can be seen in graphical form below:



7.37.2 A total of 512 responses for this question were received. Some responses given to this question in paper form had listed the same priority for multiple different options or had left certain options blank, these could not be included in the final results of the survey and are shown as skipped. There were 66 total skips.

7.37.3 The most common answer with the highest priority was '**Better security (streetlighting, CCTV)**', the priorities in descending order of priority are as follows:

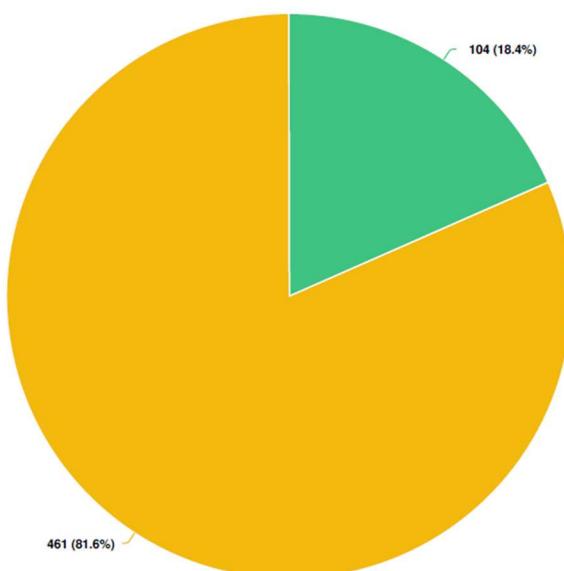
1. Better security (for example: better street lighting, CCTV)
2. More frequent events such as farmers markets, family events, leisure etc
3. More/improved public facilities
4. More planting/green spaces
5. More seating/improved seating
6. Better walking/wheeling such as greater width footways and more crossing points
7. Improved public transport
8. Secure cycle parking
9. More blue badge parking & other disabled facilities
10. Less traffic in the town centre

7.37.4 It is important to note that the lowest priority item is 'less traffic in the town centre'.

7.38 Question 25

7.38.1 The question presented to the public was: 'We would like to obtain your opinion on the traffic flow proposals that aim to reduce unnecessary through traffic on Treloowarren Street (refer to exhibition boards for more information).', respondents were given the option to respond support or object to the Camborne Renew proposals outlined in section 3 of this report. A graphical representation of the results can be seen following each of the results below.

7.38.2 The responses received show a majority object for No entry from Fore Street to Treloowarren Street. A total of 565 responses were split with 104 for support, 461 for object and 13 skipping the question.



Question options
● Support ● Object

*Optional question (565 response(s), 13 skipped)
 Question type: Radio Button Question*

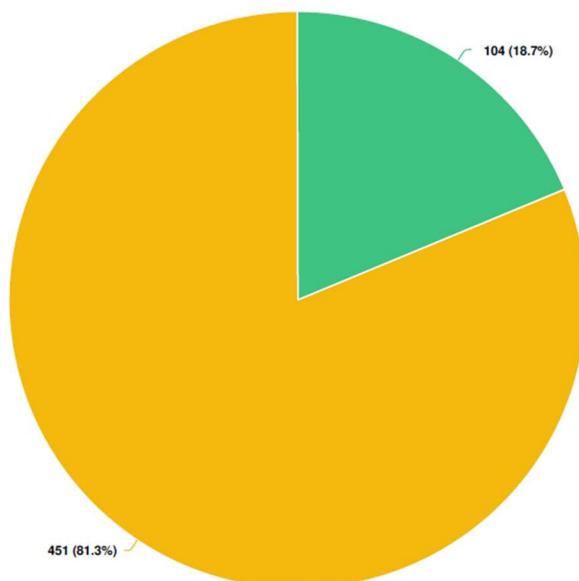
7.38.3 The response to this question is in line with the views of those expressed at the Public Exhibition. There was significant objection to the proposed traffic flows around the town with many people concerned about the following impacts:

- Reduction in the number of people using the high street
- Negatively impacting businesses
- Increasing traffic flows on narrow residential roads adjacent to Treloowarren Street

7.38.4 Similar responses were received for questions 26 & 27 which also relate to traffic flow proposals.

7.39 Question 26

7.39.1 There was a majority of objections for No entry from Treloowarren Street to Rosewarne Road (access only). A total of 555 responses was split with 104 for support, 451 for object and 23 skipping the question.

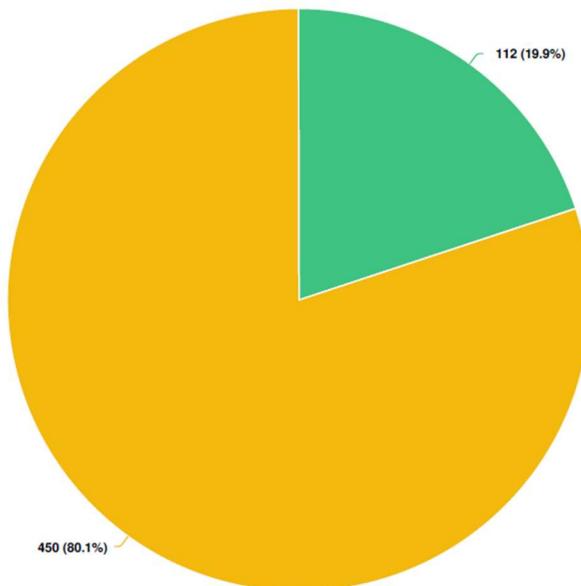


Question options
● Support ● Object

*Optional question (555 response(s), 23 skipped)
Question type: Radio Button Question*

7.40 Question 27

7.40.1 Finally, the responses for No right turn to Union Street from Treloowarren Street show a majority of object. A total of 562 responses were split with 112 responses for support, 450 for object and 16 skipping the question.



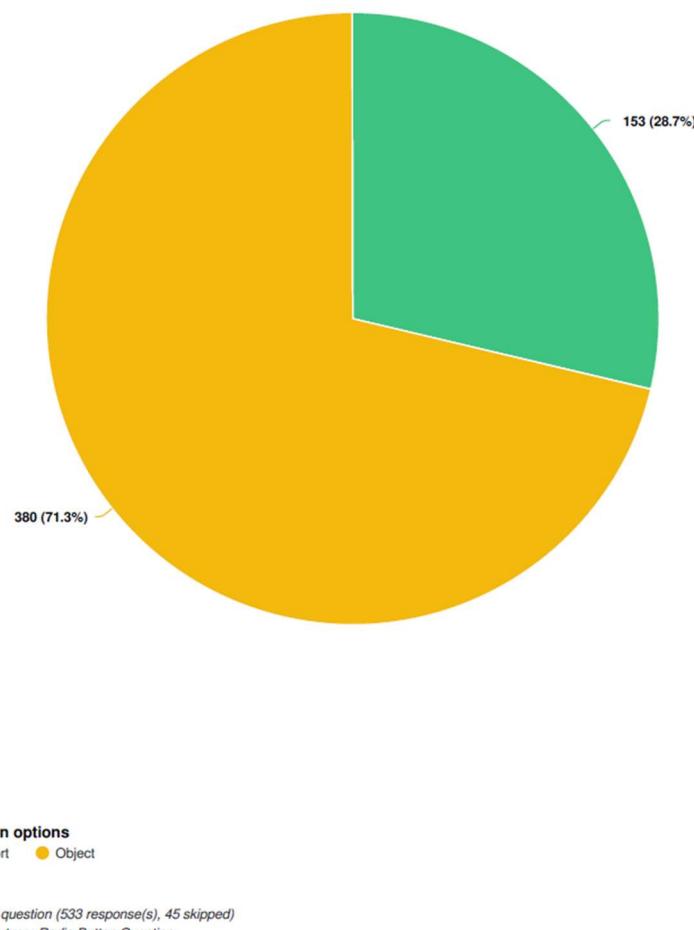
Question options
● Support ● Object

*Optional question (562 response(s), 16 skipped)
Question type: Radio Button Question*

7.42 Question 28

7.42.1 The question presented to the public was: 'We would like to obtain your opinion on other proposals within the Camborne Renew scheme (refer to exhibition boards for more information).', this question was similar to the above but with some more general scheme objectives. The outcome can be seen in graphical form following the individual results below.

7.42.2 The proposal to raise Commercial Square was met with a majority object - with a score of 380, support had a score of 153 with 45 skipping the question.

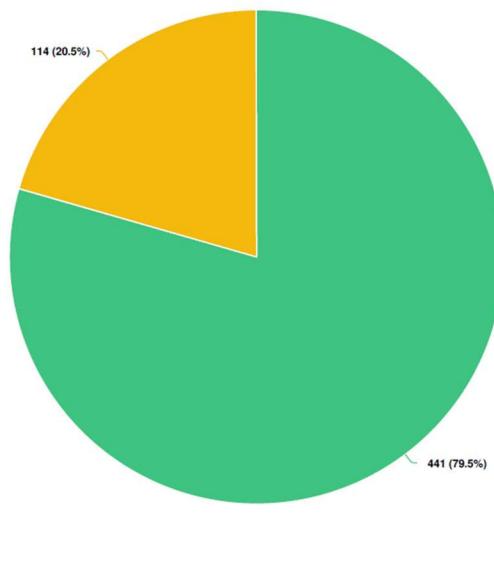


7.42.3 The design proposals illustrated that the reason for raising the level of the highway at the square was a way of promoting events in the high street such as farmers markets or local events.

7.42.4 The result to this question is surprising as these types of frequent events ranked second overall as people's priorities (question 24) and this design proposal aimed to enhance this type of event.

7.43 Question 29

7.43.1 The proposal for improved pedestrian crossings was met with a majority support with a score of 441, object had a score of 114 with 23 skipping the question.



Question options

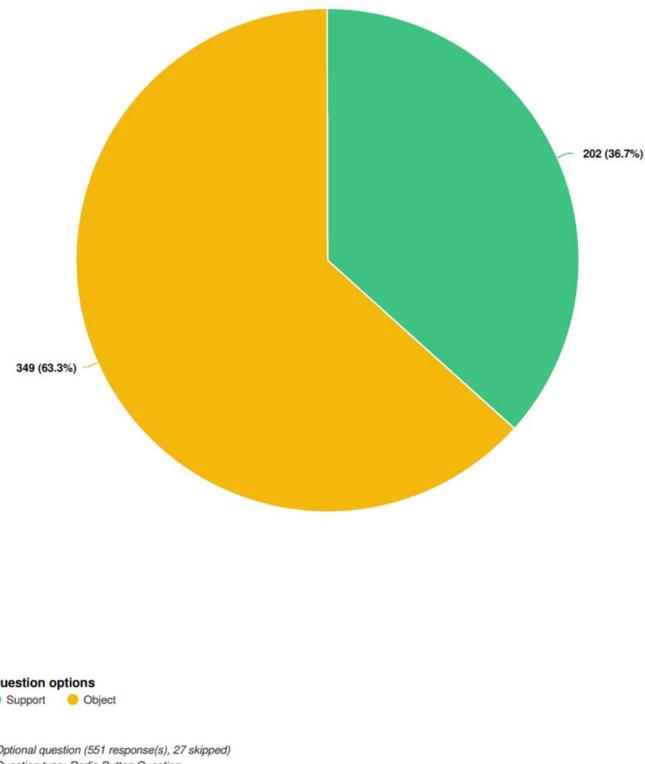
● Support ● Object

Optional question (555 response(s), 23 skipped)
Question type: Radio Button Question

7.43.2 There is a clear opportunity to develop the improved pedestrian crossings as shown in the proposals. These included the non-prescribed zebra crossings and the continuous footways.

7.44 Question 30

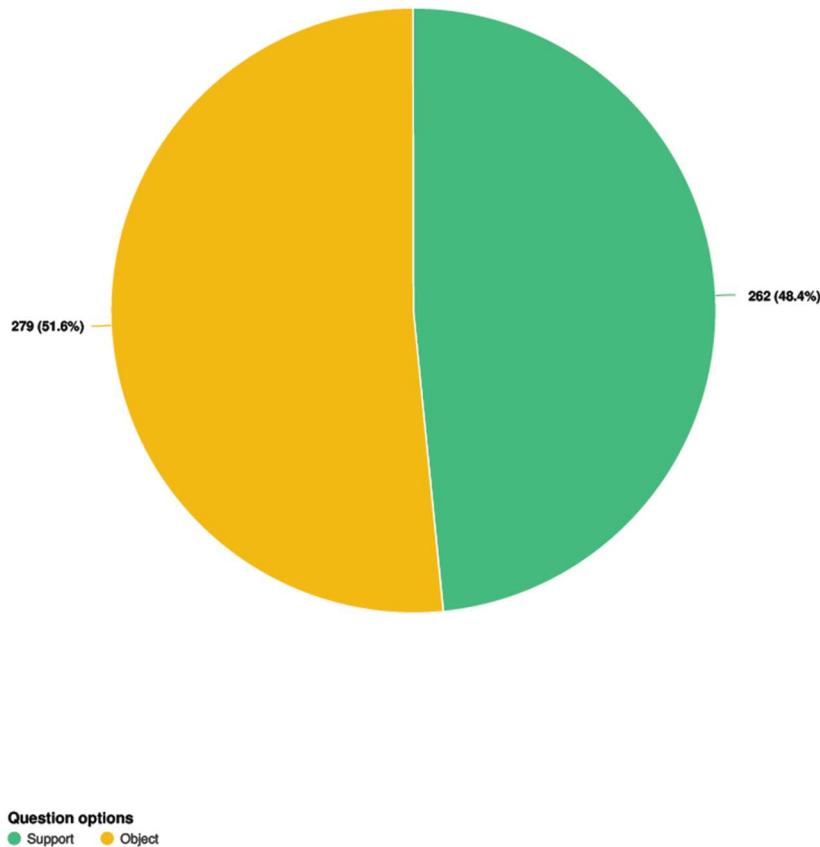
7.44.1 The proposal to introduce traffic calming features (chicanes, raised tables etc) was met with a majority object with a score of 349, support had a score of 202 with 27 skipping the question.



7.44.2 There are already a number of chicanes within the high street and there was general opposition to adding additional chicanes. The response to this question does conflict with other question responses where people identified concerns over vehicle speeds.

7.45 Question 31

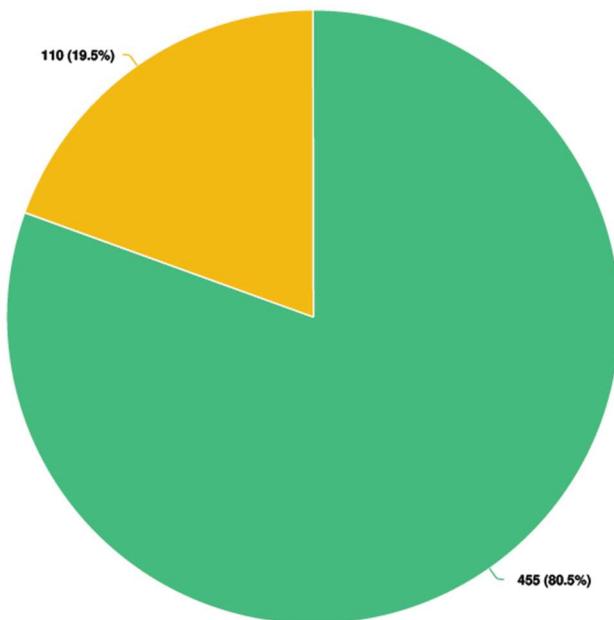
7.45.1 The proposal to use different paving materials (coloured asphalt or block paving) was met with a close majority object with a score of 279, support had a score of 262 with 37 skipping the question.



7.45.2 There is a mixed response on the use of alternative paving materials. Some respondents stated concerns over the future maintenance issue with the materials and the durability with specific reference to Trevithick Day engines using the carriageway. This aspect would need detailed consideration when specifying any materials.

7.46 Question 32

7.46.1 The proposal to upgrade free parking bays in the town centre to 1 hour duration was met with a majority support with a score of 455, object had a score of 110 with 13 skipping the question.



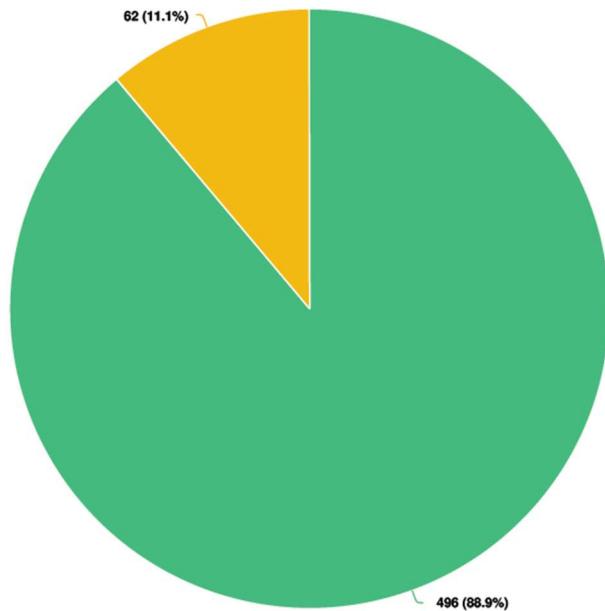
Question options
● Support ● Object

Optional question (565 response(s), 13 skipped)
Question type: Radio Button Question

7.46.2 As discussed in question 6 the 70.9% of respondents spend less than 1 hour in the town centre in a single visit and 46% between 30mins and 1 hour. This would further support the proposal to increase on street parking to 1 hour and maintain a proportion as 30mins.

7.47 Question 33

7.47.1 The proposal to introduce CCTV and speed monitoring was met with a majority support with a score of 496, object had a score of 62 with 20 skipping the question.



Question options
● Support ● Object

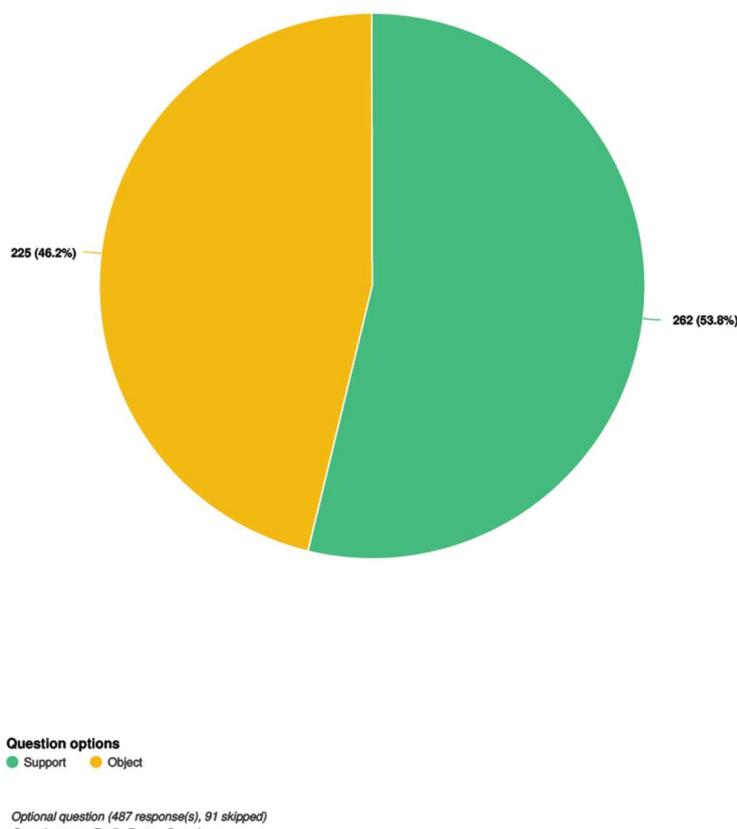
Optional question (558 response(s), 20 skipped)
Question type: Radio Button Question

7.47.2 This result is in line with the response to question 24 in which better security scored as the highest priority for people.

7.49 Question 34 & 35 (Life Cycle)

7.49.1 The question presented to the public was: '*We would like to obtain your opinion on the transport engineering proposals for Camborne Life Cycle (refer to exhibition board no 21.)*', this question was a simple support / object style question and also included a text style question to understand the public view on the various locations for Life Cycle proposals. A graphical representation is included below each following result:

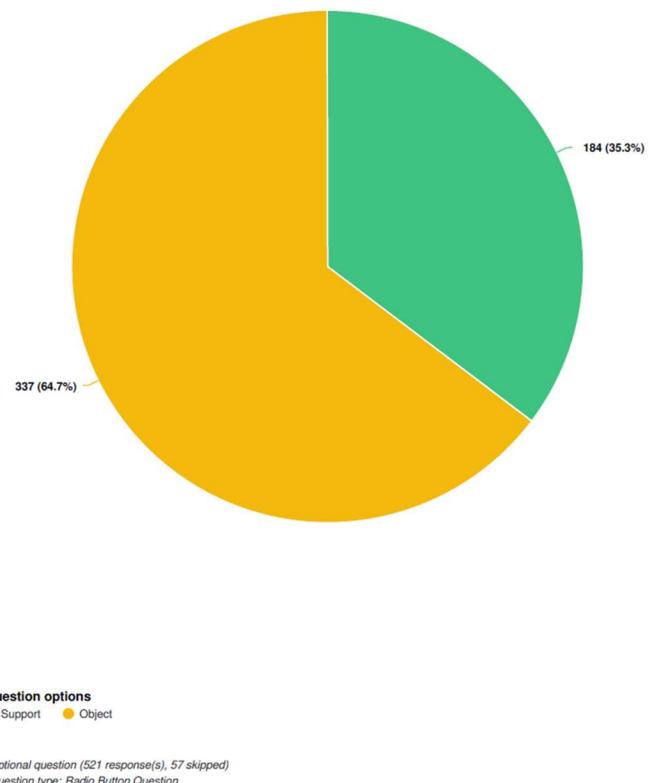
7.49.2 Location 1: Raised table crossing for Rosewarne Car Park returned a majority support with 262 responses, there was 225 objects and 91 who skipped the question.



7.49.3 When analysing the text responses for this question there were many in support for improved pedestrian safety. Some of the negative comments on this question were from respondents who felt the proposals to be "a waste of money" or "not needed".

7.50 Question 36 & 37 (Life Cycle)

7.50.1 Location 2: One-way at Vyvyan Street returned a majority object with 337 responses, there was 184 supporting views and 57 who skipped the question.

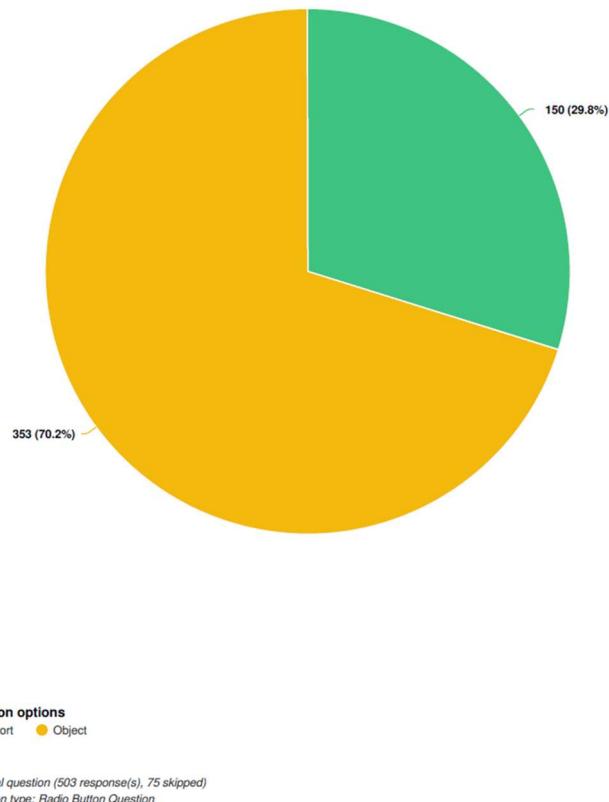


7.50.2 Concerns were raised in the text comments around potential increase in vehicle speeds if the street were to become one way. A number of other comments stated that there is no need for this proposal and that the current system works well as it is.

7.50.3 Some of the supporting comments said the road is currently too narrow for two-way traffic and preferred that the street be one-way.

7.51 Question 38 & 39 (Life Cycle)

7.51.1 Location 2: Prohibition of traffic on high street link and street lighting returned a majority object with 353 responses, there was 150 supporting views and 75 who skipped the question.



7.51.2 The wording of this question 'Prohibition of traffic on high street.....' appears to have misled a number of respondents as to what this question is asking. A number of users have responded regarding prohibition of traffic in Treloowarren St (High St) rather than the High Street Link which is a small alleyway connecting Treloowarren Street and North Parade which is already subject to a number of traffic regulation orders.

7.51.3 Some examples of this type of response are shown below:

Anonymous - "It will cause more traffic on side roads what are too small for cars and lorries to fit down"

Anonymous - "Traffic works well, if you ban the traffic, you will kill the town centre."

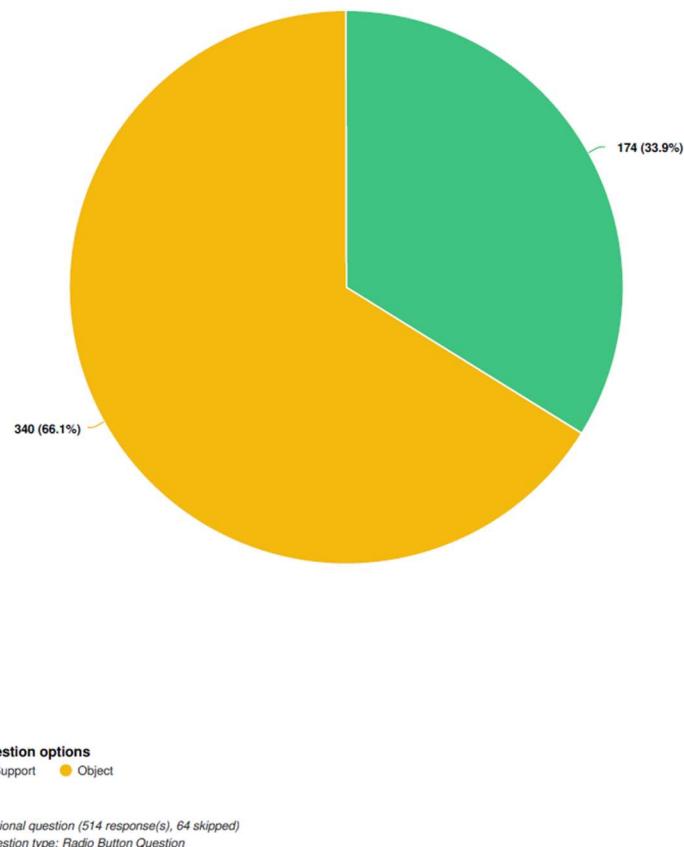
Anonymous - "The town will become a ghost town"

Anonymous - "The high street needs to be open for passing trade if you stop this the town will decline completely"

7.51.4 This misunderstanding must be considered when viewing the result of this question.

7.52 Question 40 & 41 (Life Cycle)

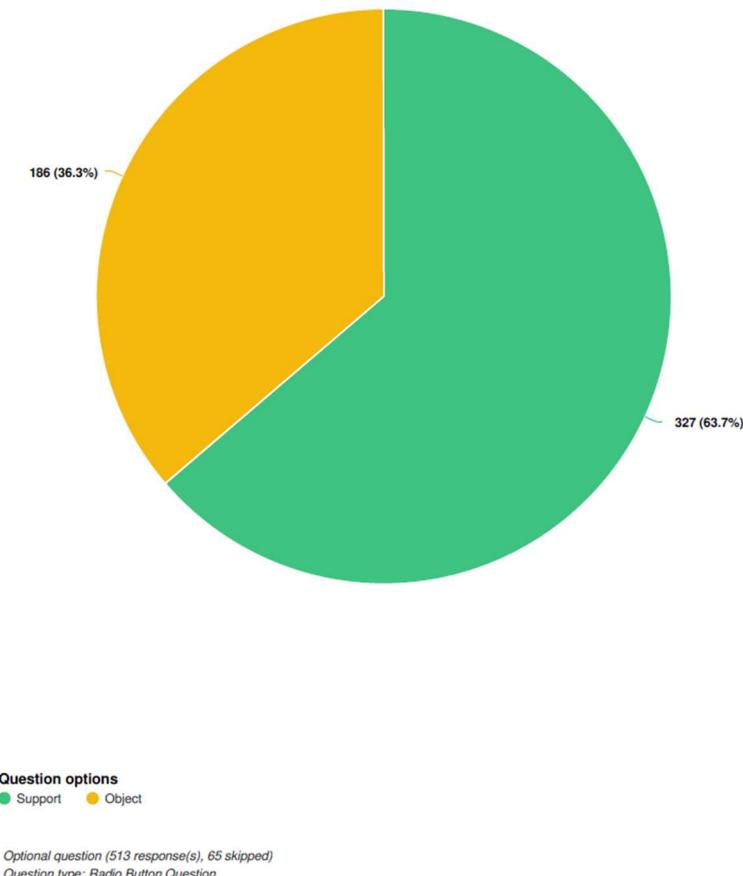
7.52.1 Location 3: Narrowing of the junction at Albert Street and Park Road returned a majority object with 340 responses, there was 174 supporting views and 64 who skipped the question.



7.52.2 216 respondents left text responses to this question, there were mixed responses, but a common concern was around the visibility around the junction and in particular regarding visibility to the proposed pedestrian crossing points. This would need to be reviewed at a further design stage. It is worth noting that a large proportion of the negative comments were relating to inconvenience the proposal would cause to motorised vehicle users rather than anything to do with pedestrian safety.

7.53 Question 42 & 43 (Life Cycle)

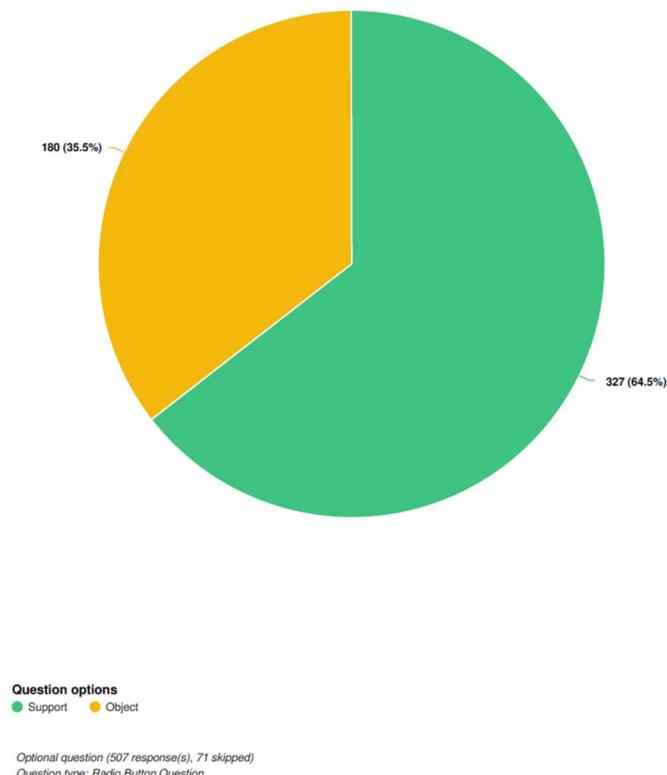
7.53.1 Location 4: Controlled crossing of A3047 returned a majority support with 327 responses, there was 186 objecting views and 65 who skipped the question.



7.53.2 The text responses for this question raised some concerns of the proximity to the roundabout. However, the crossing is situated at the exact location of the existing crossing. Other responses stated a preference for a fully signalised crossing as it gives the user more confidence.

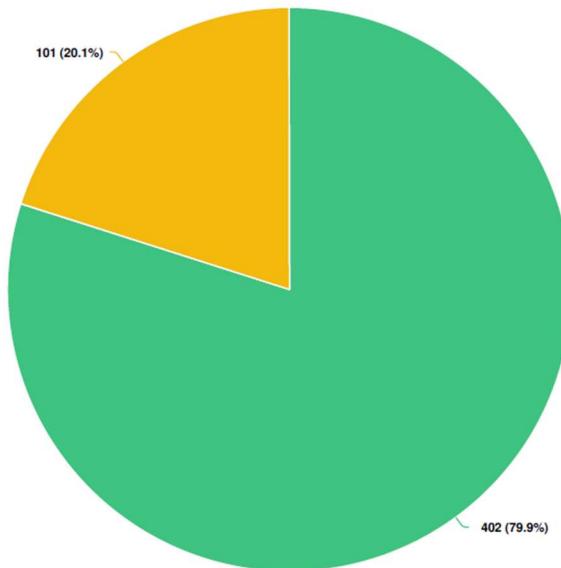
7.54 Question 44 & 45 (Life Cycle)

7.54.1 Location 5: Priority give way and crossing facility at Roskear Road returned a majority support with 327 responses, there was 180 objecting views and 71 who skipped the question.



7.55 Question 46 & 47 (Life Cycle)

7.55.1 Location 5 & 6: Street lighting on Roskear Tramway returned a majority support with 402 responses, there was 101 objecting views and 75 who skipped the question.

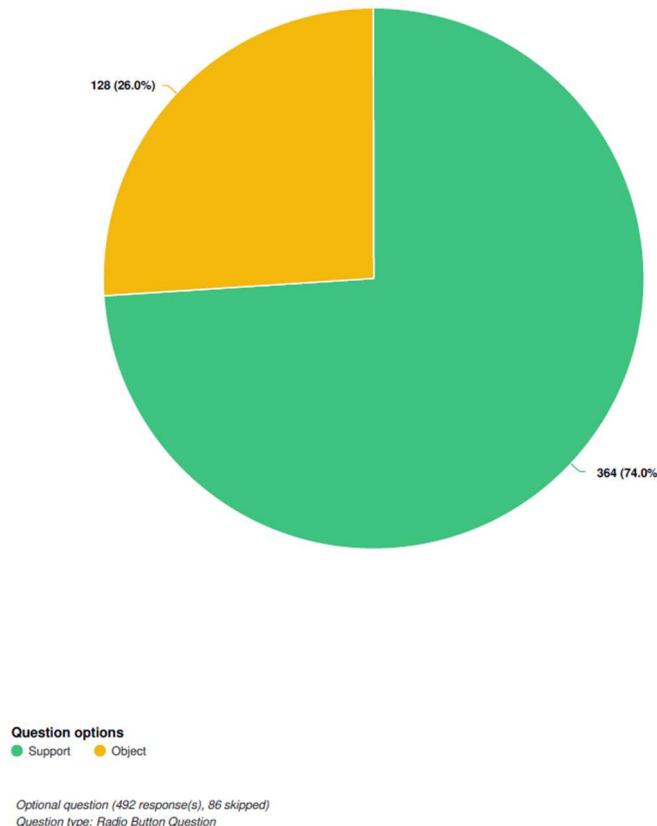


Question options
● Support ● Object

*Optional question (503 response(s), 75 skipped)
Question type: Radio Button Question*

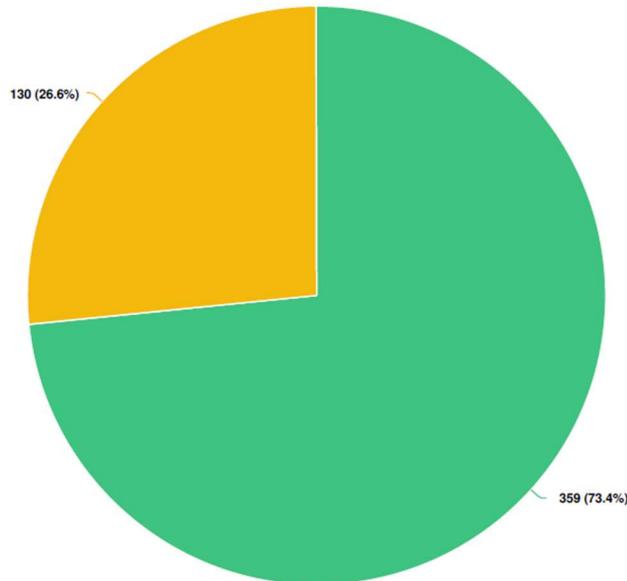
7.56 Question 48 & 49 (Life Cycle)

7.56.1 Location 6: Crossing facility on North Roskear Road returned a majority support with 364 responses, there was 128 objecting views and 86 who skipped the question.



7.57 Question 50 & 51 (Life Cycle)

7.57.1 Location 7: Crossing facilities at Boiler Works Road Junction returned a majority support with 359 responses, there was 130 objecting views and 89 who skipped the question.

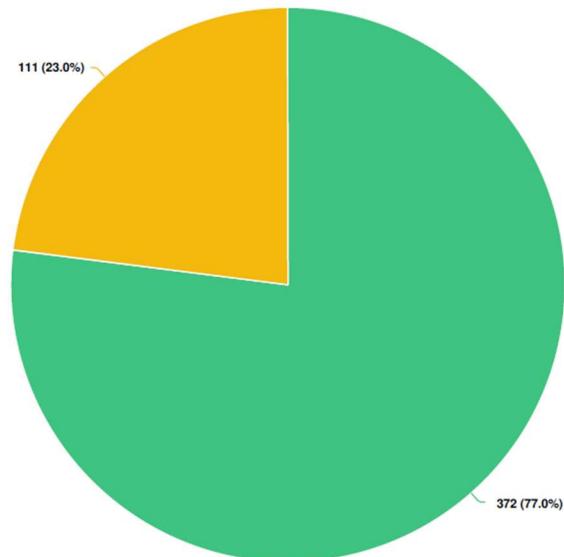


Question options
● Support ● Object

*Optional question (489 response(s), 89 skipped)
Question type: Radio Button Question*

7.58 Question 52 & 53 (Life Cycle)

7.58.1 Location 7: New footways at Boiler Works Road Junction returned a majority support with 372 responses, there was 111 objecting views and 95 who skipped the question.

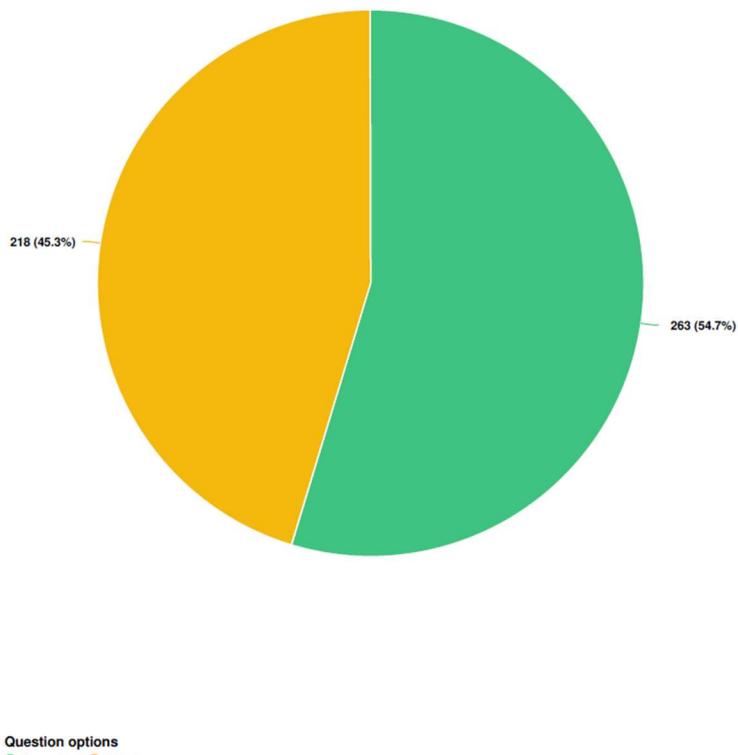


Question options
● Support ● Object

*Optional question (483 response(s), 95 skipped)
Question type: Radio Button Question*

7.59 Question 54 & 55 (Life Cycle)

7.59.1 Location 8: Traffic calming on Treverno Road returned a majority support with 263 responses, there was 218 objecting views and 97 who skipped the question.



7.59.2 A number of respondents left text comments to this question stating that they support this proposal but see it as unnecessary as speeds are low and the volume of traffic is also low. Speed readings at the location of the proposed traffic calming are recommended to confirm if these statements are correct.

7.60 Question 56

7.60.1 Question 25 was to obtain partial post-codes from respondents, the purpose was to understand the relation between respondents and their views on specific proposals. The results for this question are not included in this report. However, as the results of Question 1 showed, the majority of respondents were residents of the area.

7.61 Question 57

7.61.1 The question presented to the public was: '*Do you have any comments or suggestions that could support the delivery of the Camborne Renew or Life Cycle projects?*', the final question was open-ended and allowed respondents to write in any suggestions they had for the project. While not every written response is included, some common themes of suggestions could be drawn from the results, the distribution of responses is included below in graphical form.

7.61.2 A total of 338 comments were received, with 240 respondents skipping the question. Although there was number of different responses to this question, some common themes are found below:

- Parking
- Don't change the road layout/Pedestrianisation
- Encourage more shops and big brands to the high street
- Anti-social behaviour
- Poor condition of shop fronts and high street
- Waste of money

7.61.3 A table containing all key phrases identified and the number of times they appeared in the responses can be found overleaf.

Action	Phrase	Times Repeated	CC Response
	Parking		
	Keep or increase the amount of parking (on street and in car parks).	30	
	Decrease the amount of on street parking	1	
	Not enough parking for local residence in surrounding streets (Wellington, Vyvyan etc)	4	
	Introduce parking permits for local residents.	4	
	Reduce amount of Blue Badge Parking.	4	
	Increase amount of Blue Badge Parking.	7	
	Like the extended free on street parking (going from 30 mins to one-hour).	10	
	Don't change the 30 mins free on street parking time.	3	
	Reduce Rosewarne parking fees/make free	12	
	Increase parking fees	1	
	Pedestrianisation/Road layout		
	Don't make Trelowarren Street Pedestrian only or restrict traffic in town centre.	31	
	Redruth damaged by pedestrianisation/lack of on street parking, etc.	32	
	Do pedestrianise Trelowarren Street.	1	
	Don't change road layout.	33	
	Do change road layout (certain areas only).	4	
	Do change road layout (as per proposals).	7	
	Don't prevent right turn into Union Street from Trelowarren Street.	4	
	Sort traffic chaos when railway crossing closed at the railway station	4	
	Homeless		
	Help homeless people (remove them from streets)	7	

	Remove homeless pods from Rosewarne car park to free up parking spaces	10	
	Feeling Safe		
	Deal with Anti-social behaviour i.e., drug dealing/users, drunks/drinking in the street, sleeping on the street, begging, abusive behaviour/language, vandalism, graffiti and dog mess.	77	
	More Police on patrol.	35	
	Install active CCTV	29	
	Install speed cameras, instead of speed humps	5	
	Safety/congestion issues with increased traffic in side/surrounding streets	28	
	More pedestrian crossings and improved crossings for disabled people or those pushing prams in Treloowarren Street and surrounding roads.	7	
	Wider footways	1	
	Want better street lighting	11	
	Prevent parking on pavements	7	
	Change pub Licenses	1	
	Tackle bad drivers/speeding	2	
	More traffic calming on surrounding streets/reduce speed limit to 20mph	13	
	Clean and Repair		
	Clean and repair poorly maintained buildings/shop fronts	34	
	Clean and repair footways and roads (including missing granite paving)	30	
	Regular cleaning/maintenance of streets, street furniture, trees and plants/planters	30	
	Clear Tramway Footpath from Roskear Road – Boiler Works Road.	3	
	Social		

	More social housing for locals/take over and convert rundown spaces to social housing, new business start-ups and education centres i.e., The Old Council Chambers/Fire Station on South Terrace/Trevenson Road.	21	
	More things for children and teenagers to do (Youth clubs, play spaces etc.)	10	
	Notice boards	2	
	Better navigation systems (maps, apps etc.)	1	
	More jobs	5	
	Encourage more people from outside Camborne to visit the town.	3	
	Shops, cafes, restaurants and entertainment		
	Encourage more shops and big brands into Treloowarren Street instead of out of town (Lower rents/business rates).	51	
	Encourage more cafes, restaurants and entertainment venues into the town centre to persuade more people into the town throughout the day and evening.	14	
	Rearrange shop locations to improve Commercial Square i.e., move shop/s from the Square to another location and replace with a café/restaurant to allow outside eating.	3	
	Expansion of the Market is a great idea.	4	
	Lifecycle/cycling		
	Existing cycle paths need improvements (certain areas)	7	
	Against cycle path improvements	5	
	New cycle paths are a good idea	5	
	Stop cycling in Treloowarren Street	1	
	Lockable bike storage	1	
	Mobility scooter/electric bike hire	3	

	Scheme Proposals Overall		
	For the whole scheme	9	
	Against the whole scheme (waste of money)	42	
	Some positives – some negatives.	3	
	Transport and Bus Station		
	Don't move the Taxi rack	4	
	Mini/hooper bus routes serving outlying villages with Camborne	4	
	Bring back the Camborne-Redruth Tramway	1	
	Improve Camborne Bus Station/relocate and rebuild.	8	
	Improve Security/feeling safe at Camborne Bus Station.	5	
	Street Furniture		
	Liked improved seating/street lighting/signage in the proposal	2	
	Need improved seating	7	
	No wooden planters	1	
	More litter and dog bins	3	
	Public Spaces		
	Like the addition of greenery i.e., trees	3	
	More green spaces/greenery/planters	2	
	Bring in hanging baskets	3	
	Miscellaneous		
	Drainage in Rosewarne Road (flood water entering properties	1	
	Mental health support	3	
	More public toilets	7	
	Move the library back to its original building	1	

Table 7.1 Summary of key phases

8 CONCLUSION

8.1 Overview

- 8.1.1 The consultation has afforded equal opportunities for the local people of Camborne to share their views other a month-long survey. The public were given the opportunity to comment in detail on the scheme proposals and shape the final outcome. With the feedback, Cornwall Council have been given insight into the key issues raised by members of the public and assess what areas need further assessment.
- 8.1.2 A record of the survey results will be held by Cornwall Council online, allowing Cornwall Council to carry out more targeted filtered or cross comparison analysis in the future should it be required.
- 8.1.3 Cornwall Council sees this public consultation as a contribution to the requisite process for public engagement, further consultation may later be required between affected persons as a matter of course at key stages through the design. Future updates will be given to respondents via official communication from Cornwall Council or the Camborne Town Deal Board.

8.2 Exhibition Event

- 8.2.1 The views and opinions shared with the project team were largely critical of the proposals. The majority of concerns related to the traffic flow proposals included within the Camborne Renew and LifeCycle Schemes.
- 8.2.2 The other frustration expressed by a number of people at the exhibition was around the funding for the scheme and that they felt the money would be of more value elsewhere. It was made clear by a number of attendees that there were genuine concerns about anti-social behaviour in the town.
- 8.2.3 Some positive comments were given with regard to improving the pedestrian crossings and reducing vehicle speeds in Treloowarren Street. Positive comments were received with regard to the proposed planting in the street however a number of attendees expressed concerns over the future maintenance of such features and gave reference to the existing planters in commercial Square which are not well maintained to a high standard.
- 8.2.4 Refer to Appendix A for Exhibition Photos

8.3 Public Survey Results

- 8.3.1 To summarise the findings of the results the below statements are made:
 - The majority of respondents are local residents of Camborne (89.3%)
 - 32 business owners responded to the survey

- Nearly 20% of people identified as having reduced mobility and 12% have blue badges
- The majority of respondents visited the town more than once a week
- 70.9% of respondents visit the town centre for less than 1 hour
- A large number of respondents use the high street for traditional facilities such as food shopping and banking. This would suggest that there is less of a trend towards other facilities such as out of town superstores and internet banking.
- The majority of respondents travel to Camborne by Car (49.5%) with the second most popular option being walking (35.5%).
- The respondents stated there was no issue with the current traffic levels in the Town Centre of Camborne as a whole
- There is a mixed opinion on the existing quality of walking, cycling, bus and train facilities.
- The results state that there is enough on street parking and off-street parking in Camborne.
- A high proportion of people walk for leisure purposes more than once per week (62.1%)
- The respondents rarely cycle, use the bus or use the train for leisure. With those who do cycle regularly being in the older age categories.
-

8.3.2 The below statements are a summary of the findings specifically relating to Camborne Renew:

- There is a clear objection to the traffic flow proposals
- There is support for improving pedestrian crossings
- There is support for upgrading on street parking to 1 hour
- There is support for better CCTV
- There is a mixed opinion on the use of alternative paving such as coloured asphalt and block paving.

8.3.3 The below statements are a summary of the findings specifically relating to Camborne Life Cycle:

- There is support for the majority of the proposed design interventions on the scheme
- There was objection to the Vyvyan Street one-way proposal
- There was objection to the High Street Link traffic prohibition (although a number of respondents misunderstood the question)

- There was objection over the narrowing on the Park Road and Albert Street junction although there is room for some of the concerns to be addressed through further design.

9 Recommendations

9.1 General recommendations

9.1.1 Following an in-depth review of survey responses for both Camborne Renew and Camborne Life Cycle, a number of recommendations are listed below.

Traffic Flows

9.1.2 Alterations to the flow of traffic were proposed on both schemes, and these were all met with objection at the public exhibition and confirmed in the wider public response through the survey.

9.1.3 When considering that the majority of the respondents were local residents, it is fair to conclude that the respondents have a detailed knowledge of the study area and know the intricacies of the existing traffic flow arrangements. For example, how the smaller residential streets adjacent to Treloarren Street handle larger volumes of traffic and the impact that the proposals may have on some of these streets. Camborne is very compact in nature with many interconnecting side roads. It would therefore be very difficult to accurately model the full impact of the proposals within the timeframes of the project. The knowledge that local people have is important to consider and, in some cases, may be of equal or greater importance than modelling these scenarios.

9.1.4 It is therefore recommended that a review of the Camborne Renew scheme be carried out to assess what the proposals would look like with the omission of the traffic flow interventions. An assessment can then be made as to whether or not the scheme can still achieve the desired outcomes in-line with the funding.

9.1.5 In the case of Camborne Life Cycle, it is anticipated that removing the one-way proposal on Vyvyan Street would not impact the scheme and therefore it be omitted from the proposals.

Pedestrian and Cycle Facilities

9.1.6 The improved pedestrian crossings within the proposals for Camborne Renew received strong support in the public survey.

9.1.7 It is recommended for Camborne Renew that that the continuous footways and non-prescribed zebra crossings be developed in line with the public response.

9.1.8 The interventions within Camborne Life Cycle that contained improved crossings obtained support with the exception of the Park Road/Albert Street junction narrowing. The Park Road/Albert Street junction received a number of comments from drivers regarding the poor visibility from Albert Street and concerns over traffic speeds. However, speed surveys have identified the 85th percentile speeds at this location to be 22mph eastbound and 23mph westbound. Therefore, the excessive speeds reported by the public may be more perceived than factual. As such there is scope for a developed design proposal at this location, if visibility concerns can be addressed.

Anti-Social Behaviour

9.1.9 Better security (for example: better street slighting, CCTV) scored as the highest priority for respondents. It is recommended that this is a primary focus of the design going forward. It is also recommended that the local police are engaged in this element of the design to identify further opportunities to address this issue.

Camborne Renew Project Scope

9.1.10 The project scope for Camborne Renew that is defined by the Camborne Town Deal Board is outlined in section 3 of the report.

9.1.11 "The main principle of the Camborne Renew proposals are to reduce unnecessary through traffic from using Treloowarren Street. The aim is to provide an enhanced environment and as a result increase dwelling time of visitors and locals alike."

9.1.12 The public opinion is that there is no issue with the level of motorised traffic in the town centre or Camborne as a whole. All proposed interventions to traffic flows within the scheme received strong objection.

9.1.13 It is clear that from the comments made by the public during the exhibition and the comments received in the public survey that there is a conflict with the proposal to achieve the project aim by reducing unnecessary through traffic.

9.1.14 The overarching aim of the scheme is to provide an enhanced environment and as a result increase dwelling time of visitors and locals alike. It is felt that taking into account the public comments, there is still an opportunity to achieve the project aim without altering traffic flows in the town.

9.1.15 The top 6 priorities from question 24 were:

- Better security (for example: better street lighting, CCTV)
- Frequent events such as, farmer's markets / family events / leisure
- Public facilities
- More planting / Green spaces
- More Seating / Better seating
- Better walking / wheeling such as, wider footways, additional crossing points

9.1.16 The focus of a scheme going forward for Camborne Renew should focus on the top 6 priorities listed above with the addition of the improvements to on-street parking. Parking was a key consideration of the proposals with plans to upgrade a large proportion of on-street parking bays from 30min to 1hour receiving strong public support. This was also confirmed as being suitable based on the public response to question 6 showing that 46% of people spend between 30

minutes and one hour in the town centre and 24.9% stayed less than 30 minutes. It is hoped that the parking measures will allow a proportion of those staying less than 30mins currently to extend their dwelling time in the town centre.

9.1.17 It is therefore recommended that the proposed upgrade to parking and the key 6 priorities will enable a scheme that still meets the primary aim of the Camborne Renew scheme which is to “provide an enhanced environment and as a result increase dwelling time”.

9.2 Summary of recommendations

9.2.1 A summary of recommendations for each scheme are made below:

9.2.2 Camborne Renew – Proceed with an amended scope

- Assess the Camborne Renew scheme without the traffic flow proposals to identify what can be achieved and whether an amended scheme meets the funding requirements.

9.2.3 Further to the above recommendation there are some other areas of the scheme that could be developed in line with the public responses:

- Details of the improved pedestrian crossings should be developed for the Camborne Renew scheme.
- Liaise with the local Police to identify opportunities in the design to address anti-social behaviour, upgraded CCTV and street lighting in the town.
- Remove additional chicanes from the design
- Details of the planting / green spaces and seating provision

9.2.4 Camborne Life Cycle – Proceed with the original project scope

- Continue to develop the Camborne Life Cycle scheme proposals as the majority of the proposals obtained support.

9.2.5 Further to the above recommendation there are some other areas of the scheme that could be developed in line with the public responses:

- Remove the proposed one-way system on Vyvyan Street from the design
- Review the High Street Link prohibition of traffic given the identified misunderstanding of the question.
- Review the Park Road/Albert Street junction design in light of the public comments to achieve a solution that increases visibility, slows traffic speeds and improves safety for users.
- Despite public support it is recommended to carry out a traffic speed survey at the Treverno Road A30 over-bridge Location 8 to assess if the proposed traffic calming (road narrowing) is required.

- Review the location and crossing type at the A3047. Upgrading the proposed crossing to a toucan should be reviewed in line with the public feedback at this location.