Stage 2: Gathering information

Data

Data for cycling and walking on Scilly is limited. However, pct.bike provides confirmation that there are already high levels of cycling, as expected, for both commuter trips and school journeys. Other information has been sourced from a quantitative survey of residents and face to face qualitative public engagement with the public and key stakeholders including the Police, school head teacher and the Duchy (see qualitative outputs in Stage 1).

Overall, Census 2011 outputs show the total number of commuters in the Isles of Scilly SOA as 1,622, of whom 209 cycled (13%), 505 walked (31%) and 290 drove to work (18%).

Main trip generators on Scilly are not disaggregated in the DFT's propensity to cycle tool, pct.bike. A second main source of processed Census data, Datashine, also does not provide information about mode choice, origin and destination by mode for St Mary's and thus it is not possible to use these tools to determine where exactly demand comes from and by which mode. We also looked at www.widenmypath.org which does not include any comments for Scilly but will be advertised to residents through the islands' Facebook pages as a means of commenting.

Map figures 4&5 show the principal and secondary desire lines based on demand, noting that the only areas with relatively concentrated 'suburban' populations outside of Hugh Town are Telegraph, Old Town and Porthloo. A loose cluster of 'villages' exists to the east of the island comprising Normandy, Pelistry and Holy Vale. We also sought

to investigate where collisions have taken place and found very few, and certainly not enough to identify areas of particular concern.

Instead, we used the stakeholder feedback derived from the formal Sustrans questionnaire survey, stakeholder interviews and informal feedback given to us at a 'market stall' to identify areas where people feel most at risk.

A particularly important source of information was the police force who identified issues of 'approach speeds' and 'corners'. Other stakeholders said they felt unsafe on some corners where forward visibility is restricted and the wider and / or

straighter sections of road where driving speeds appeared higher.

Stakeholder and public feedback is broadly represented on the maps accompanying stage 3 and 4. Achieving a design speed of 20mph on the island's quiet roads would meet the LTN1/20 criteria which allows cyclists to share the road with other traffic rather than needing to be separated.
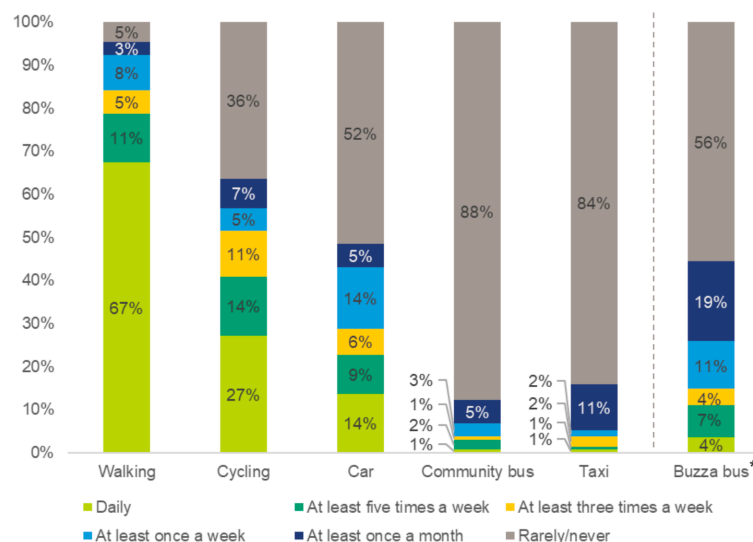
Figure 3: Walking and cycling are the most popular modes of transport on Scilly. Source: Sustrans

Travel on St Mary's

Walking and cycling are the most frequently used forms of transport

Ten respondents separately mentioned using **electric vehicles**

44% of those eligible to use the **Buzza bus** use it at least once a month, compared to **12%** for the **Community bus**
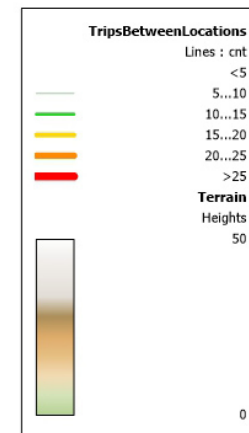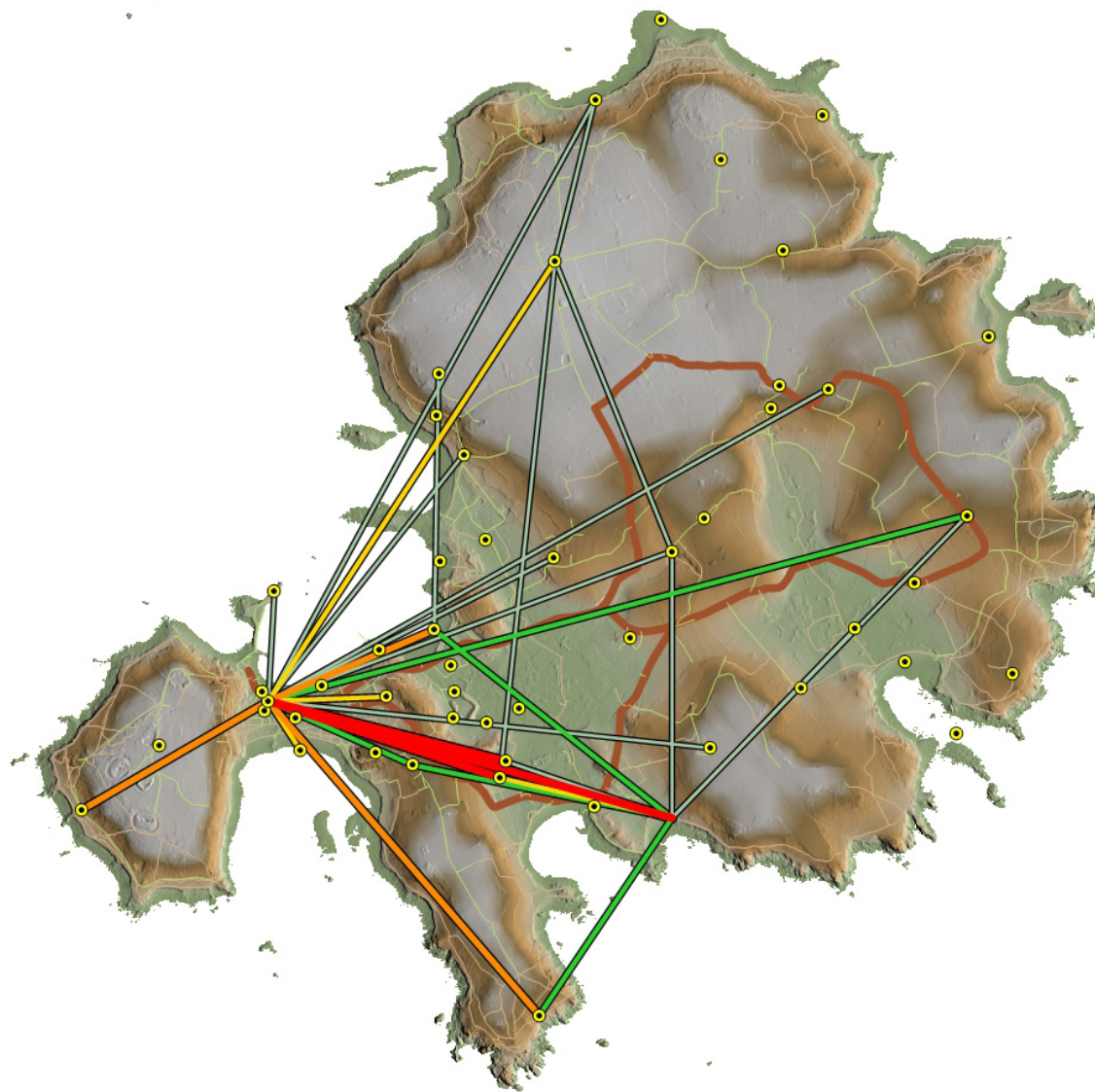
UK comparison

79% of respondents **walked five or more days a week** compared to 50% UK average

41% of respondents **cycle five or more days a week**, compared to 5% UK average

The UK averages are largely based on cities and urban areas. Full results can be found in the Walking and Cycling Index UK report.

**Figure 4: Walked and cycled trips between locations**

Respondents to our survey indicated their origins and destinations (including settlements, isolated residential properties and attractions which may be remote from the main population centres).

The main flows indicate heaviest demand between Old Town (noting a the geographical anomaly), Five Islands Academy and Hugh Town.

The main secondary flows are between Garrison and Hugh Town, and between Hugh Town and Rose Hill / Telegraph.

Strong flows to outlying unpopulated areas may reflect the popularity of those areas for recreational active travel.

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TripsBetweenLocations
Lines : cnt
<5
5...10
10...15
15...20
20...25
>25
Terrain
Heights
50

0
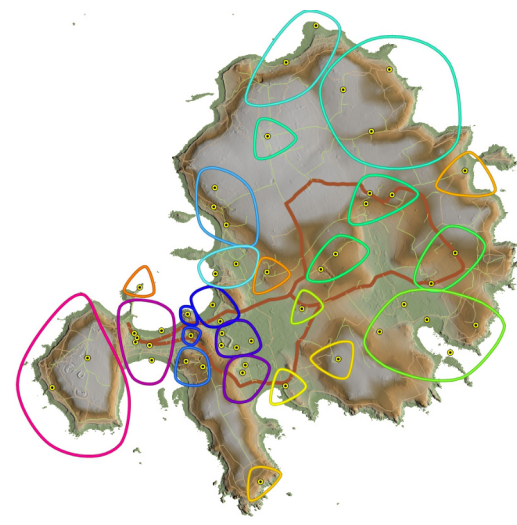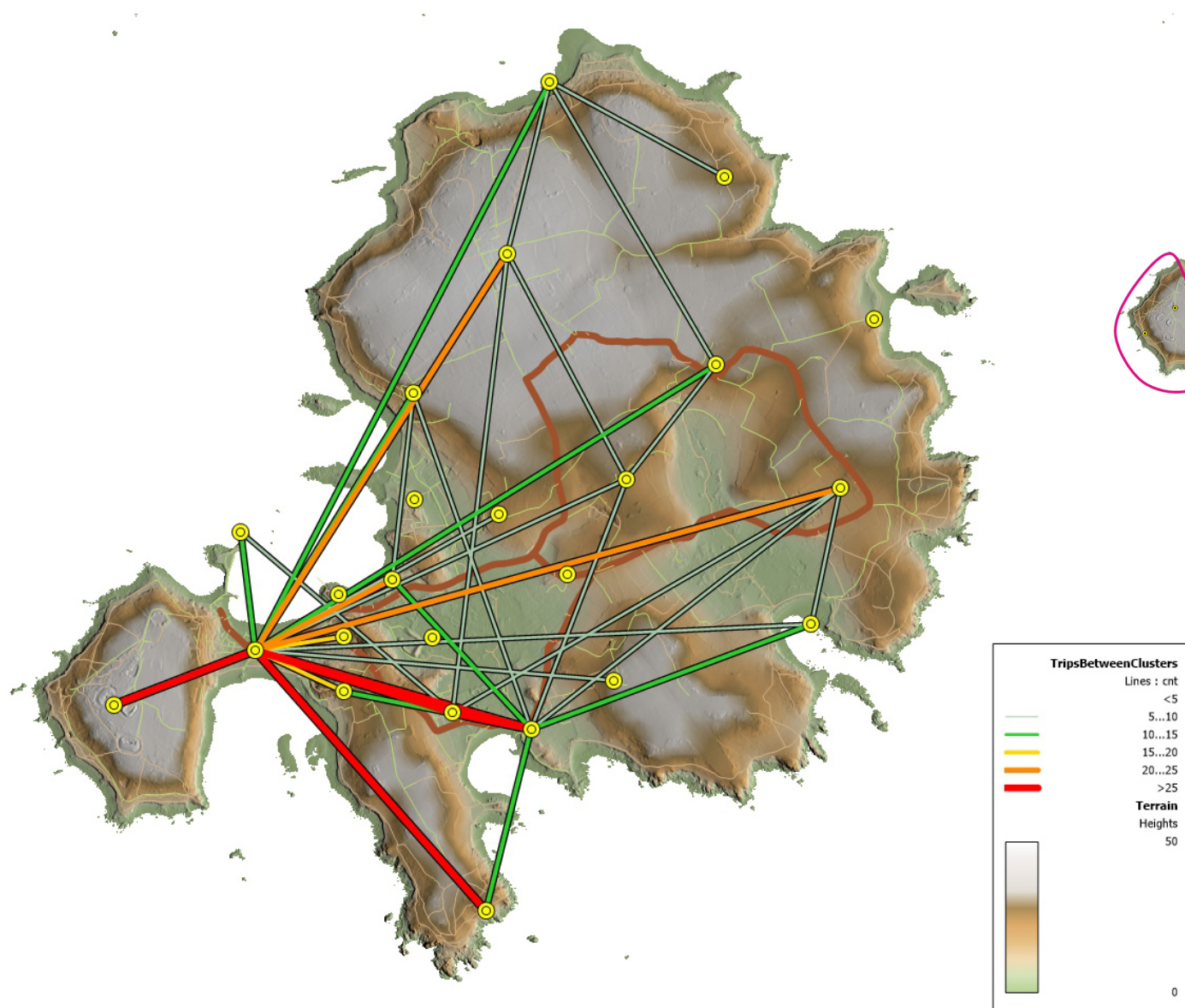
Figure 5: Cycled and walked trips between clusters of activity

Clustering self-reported activity into areas (inset map above) produced more concentrated flows and tend to aggregate groups of residential properties.

When compared with flows between individual points the strongest flows are between Hugh Town and Old Town and stronger flows connecting Hugh Town with Telegraph and Normandy.

Strong flows to outlying unpopulated areas may reflect their popularity as destinations for recreational active travel.

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TripsBetweenClusters

Lines : cnt

<5
5...10
10...15
15...20
20...25
>25

Terrain

Heights

50

0

Policy background

Draft Corporate Plan

The Consultation Draft Corporate Plan sets out a number of measures that are included in this LCWIP:

- Making it easier for pedestrians to walk around St Mary's by improving footways and making them safer and more accessible.

- Reducing the number of registered vehicles on St Mary's by 5% (from 2020) by reducing the need for people to own vehicles.

- Tackling traffic management, road danger and parking on St Mary's, prioritising problem areas such as the industrial estate and Hugh Town.

Local Plan 2021

The Isles of Scilly Local Plan was published in March 2021 and covers the period 2015-2030. It describes the Isles as an archipelago that includes five inhabited islands designated as an Area of Outstanding Natural Beauty and a Conservation Area with a total population of approximately 2,203 people living in a number of rural 'towns' – essentially villages, with the largest being St Mary's.

Sites have been allocated for a total of 68 homes on land at Old Town (56 homes) and Hugh Town (12 homes). These will increase travel demand, particularly for journeys between Old Town and Hugh Town, ideally on foot, cycle or bus.

Isles of Scilly Local Transport Plan

The Council of the Isles of Scilly does not currently have a Local Transport Plan. However, there is a strong case for capital and revenue investment in the existing road, footway, active travel and public transport network to serve our community.

Consideration is being given to preparing a Local Transport Plan. In the meantime the Council refers to strategic policies in the Cornwall Local Transport Plan which guide its overall approach to transport on the islands.

The **Cornwall Transport Plan**

Local Transport Plan to 2030

Highways Asset Management Plan (HAMP)

The Council has prepared a Highways and Footpath Condition Survey which identifies and prioritises highway and footway maintenance and improvement works. Where possible, highlighted priorities for maintenance will be delivered together with capital improvements to make efficient use of resources.

Isles of Scilly Area of Outstanding Natural Beauty (AONB) Management Plan

Legislation underpinning the AONB places a Duty of Regard *to the purpose of conserving and enhancing natural beauty* when coming to decisions affecting the designated area. Thus, schemes proposed in this LCWIP shall be carried out with due regard to the AONB, including visible surface treatments, the extent of accessibility measures, and other physical interventions that have a visual impact.

The AONB vision includes a desire for thriving communities that enjoy a range of health and well-being benefits due to the wonderful environment. The LCWIP contributes to this objective by enabling people to walk and cycle every day.

Walking and cycling will also contribute to other efforts to achieve sustainable development, including environmental growth, and the Council's commitment to net zero carbon emissions by 2030 expressed in the Corporate Plan and the consultation Climate Change Action Plan 2021, which includes a commitment to enabling and encouraging more walking and cycling.