Ponsanooth Parish Neighbourhood Development Plan

Accessibility, Transport and Connectivity Evidence Overview Report

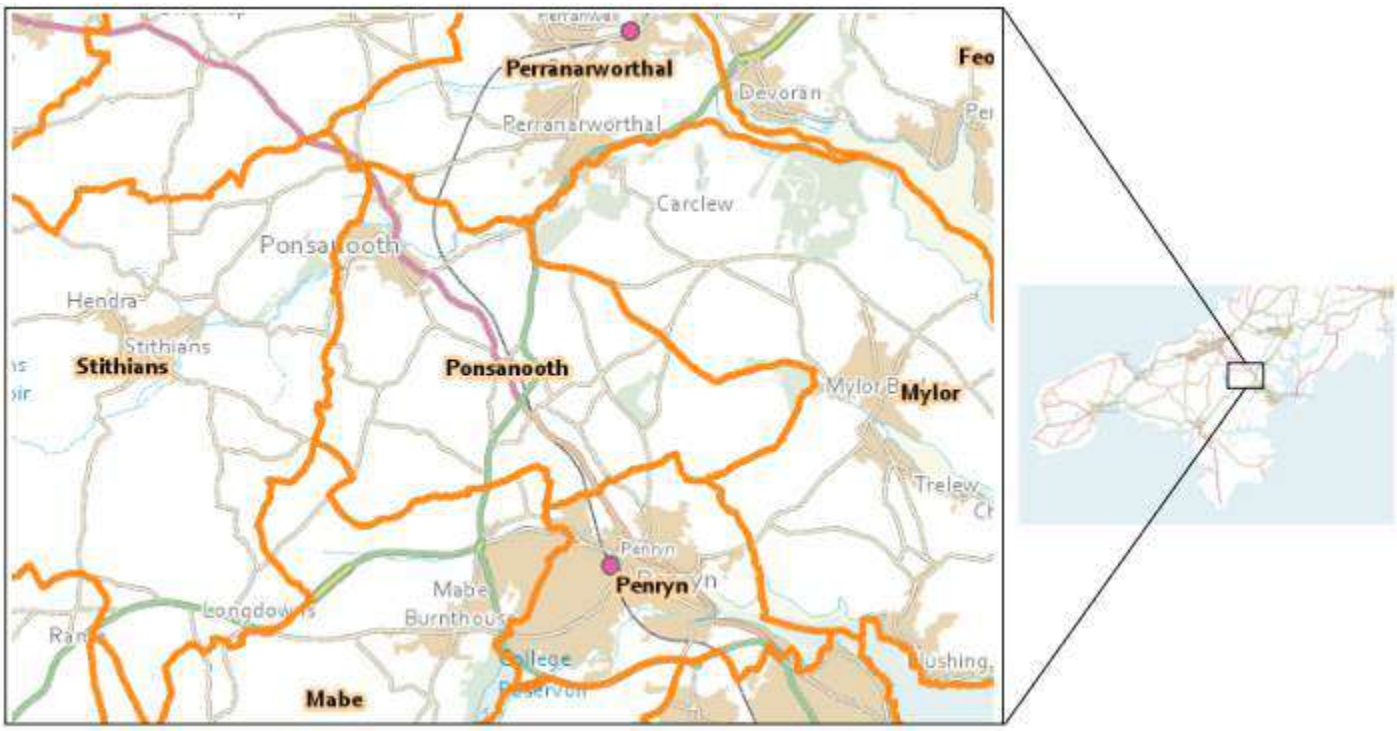
Contents

1. Introduction

1.1 This evidence overview draws together material relating to transport, highways, public transport, walking, cycling, parking, rail access, digital connectivity and development-related infrastructure. The purpose is to provide a proportionate evidence summary to support the NDP's Infrastructure and Accessibility policies.

1.2 The NDP recognises that accessibility and connectivity are central to sustainable development in Ponsanooth Parish. They affect access to jobs, education, services, community facilities, health and well-being, social inclusion, climate change mitigation, and the ability of new development to function successfully.

Map 1: Location



2. Parish context

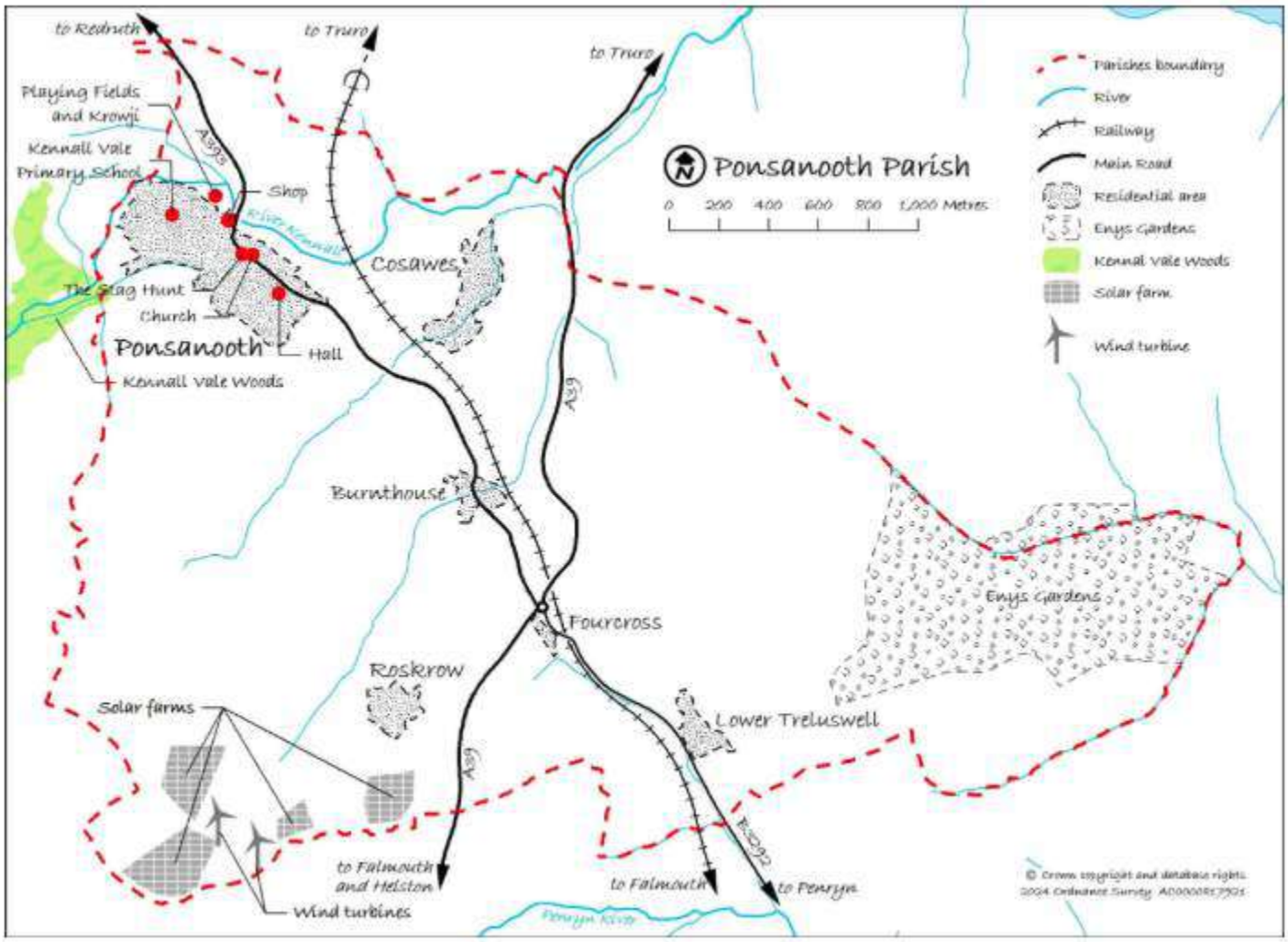
2.1 Ponsanooth Parish lies roughly midway between Truro, Falmouth, Penryn and Redruth. These settlements are important centres for employment, education, shopping, services and public transport. Although Ponsanooth is physically close to these places, it remains a rural parish, with a dispersed settlement pattern, steep valleys, wooded areas and a main concentration of population at Ponsanooth village and Cosawes.

2.2 The parish is crossed by two important strategic roads. The A393 Falmouth to Redruth route runs through Ponsanooth village itself and has a strong physical presence in the settlement. The A39 Truro to Falmouth route crosses the parish from east to west. These routes meet at Treluswell Roundabout, close to the centre of the parish.

2.3 The Truro to Falmouth Maritime Branch Line also crosses the parish. It passes close to Ponsanooth and crosses the Kennall valley by the Ponsanooth Viaduct, a major historic feature. However, despite the proximity of the rail line, there is no station or halt at Ponsanooth.

2.4 This creates a key issue for the NDP. Ponsanooth is crossed by strategic road and rail infrastructure, but the local community does not fully benefit from it. The parish experiences the impacts of traffic movement, especially along the A393, but has limited access to rail, limited public transport choice, and constrained active travel options.

Map 2: Communications Links and Main Features



3. Community priorities

3.1 Community engagement undertaken for the NDP has consistently identified transport, traffic and accessibility as major local concerns.

3.2 The 2018 parish-wide NDP survey identified highways and transportation matters as the highest ranked priority. Other high-ranking issues included the need for new housing and environmental protection. Later community engagement continued to identify traffic, pedestrian safety, parking, public transport and footpath provision as important matters.

3.3 A specific parking consultation meeting was held in October 2019. This recorded detailed local concerns about St Michaels Road, Commercial Hill, St Andrews Terrace, Cot Hill, Kennall Vale Woods, event parking, the possible use of school or pre-school parking, yellow lines, permit parking, and the need to ensure that future development does not repeat or intensify existing parking problems.

3.4 The same consultation also recorded concern about traffic speeds, including reported traffic flows on St Michaels Road and vehicles entering the village above the 30 mph limit. Public comments also raised concern about dangerous movements from Frog Hill onto St Michaels

Road, congestion at the bottom of Commercial Hill, and parking that forces vehicles onto the wrong side of the road.

3.5 The community evidence therefore supports a clear conclusion: Transport and connectivity are not secondary matters in Ponsanooth - they are central to local quality of life, safety, access to services, and the acceptability of future development.

4. Current movement patterns and car dependency

4.1 Census evidence recorded in the NDP shows that Ponsanooth has a high level of reliance on private vehicles. A significantly higher proportion of Ponsanooth residents commute by car or van, 56.2%, compared with 44.5% across England. Walking, bus and rail use are all considerably lower than national levels, with walking at 3.6%, bus use at 1.5%, and train use at 0.6%. This reflects the rural location of the parish, limited public transport provision, lack of a local railway station, and constrained walking and cycling infrastructure.

4.2 Working from home is above the national average above the national average, at 32.1%. This is important because digital connectivity now forms part of the wider accessibility picture. Good broadband and mobile coverage can reduce the need to travel, support local economic resilience, and help residents access services, education, employment and emergency support.

4.3 However, digital connectivity does not remove the need for physical transport improvements. Many residents still need to travel for work, school, health care, shopping, social activities and access to wider public services. The evidence indicates that many of those journeys are currently made by car because alternatives are limited.

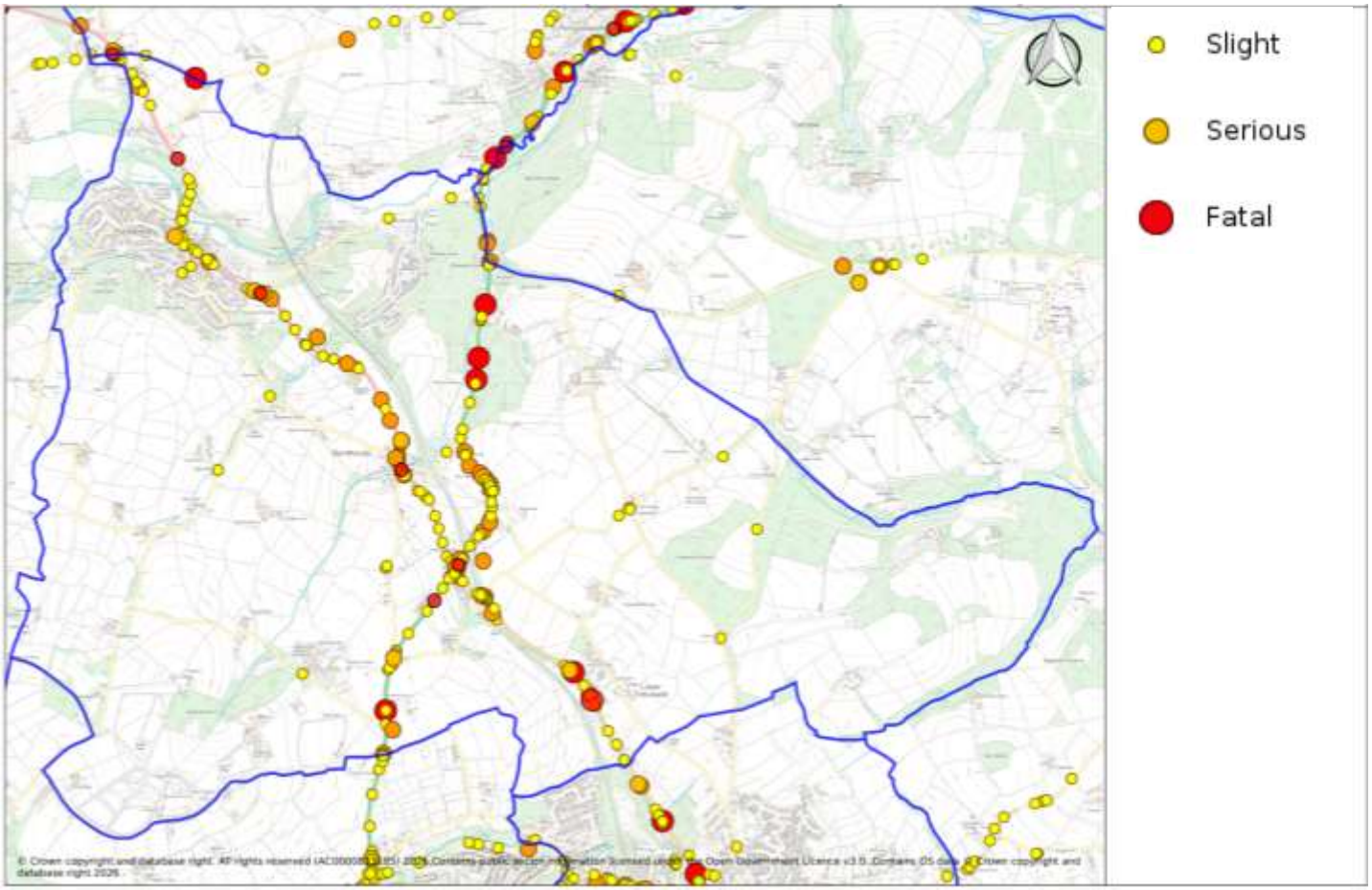
5. Highway network issues

5.1 The A393 is the most important local highway issue. It performs a strategic movement function between Falmouth, Ponsanooth, Redruth and the wider road network, but it also forms the main street through Ponsanooth village. This dual role creates tensions between through movement and village life. Although a pedestrian crossing was delivered in 2022, there remain concerns about pedestrian safety, particularly because much of the village has a single narrow pavement.

5.2 The road environment affects the safety and convenience of everyday trips within the village. It also affects access to local services such as the shop, pub, school, pre-school, community buildings and open spaces. A particular issue is St Michaels Road, where there are around 60 homes but only one footway, on the north side of the road. This footway tapers to less than 90 cm where it wraps around the bend, which is far below the width needed for safe and comfortable pedestrian movement, especially for parents with pushchairs, wheelchair users, people using mobility aids and pedestrians needing to pass one another. The impact is likely to be greater for older people, disabled people, children, parents with pushchairs, and people without access to a car. This creates road safety, severance, amenity and accessibility issues for residents.

5.3 The 2019 parking consultation adds further detail. Residents referred to speeding, poor visibility, conflict between parked vehicles and moving traffic, obstruction at junctions, and difficulty caused by large vehicles. Commercial Hill and St Michaels Road were repeatedly identified as areas of concern. The meeting also recorded a local view that new housing development should provide at least two off-road parking spaces per dwelling to avoid worsening existing parking pressure.

Map 3: DoT Stats 19 from 2000 to 2024.



6. Parking pressures

6.1 Parking is a recurring issue in Ponsanooth. There is no parking in the village centre, other than limited amounts of on-street parking for which there is great competition, resulting especially from those visiting the village shop, and also visitors to Kennall Vale Woods, which lies in neighbouring Stithians Parish but is accessed through Ponsanooth.

6.2 The 2019 consultation recorded a range of specific concerns. These included long-term use of lay-bys, SORNed or broken-down vehicles occupying spaces, vans parked in locations that create visibility problems, congestion at road junctions, displaced parking from one street to another, possible use of school or pre-school parking, and possible yellow lines or permit parking.

6.3 Parking pressure has several planning implications. It affects residential amenity, road safety, emergency and service access, the operation of local facilities, and the quality of the public realm. It also strengthens the case for ensuring that new development provides adequate, functional and well-designed parking, rather than relying on constrained village streets.

6.4 The issue also has a visitor management dimension. Kennall Vale Woods is a valued recreational and heritage asset, but access pressure can fall on Ponsanooth. Better parking management, walking links and visitor access arrangements would help reduce conflict between visitors and residents.

7. Bus services

7.1 Despite proximity to Truro, Falmouth, Penryn and Redruth, Ponsanooth is relatively poorly served by public transport. Public transport provision in Ponsanooth has declined over the years, particularly in relation to travel to and from Truro. There is no longer a direct Falmouth to Truro bus service serving Ponsanooth. There is a more indirect service from Penryn to Truro stopping in Ponsanooth, and a Redruth to Falmouth service. See Bus Audit, Appendix 1.

7.2 This limited pattern of bus provision reinforces car dependency. It also affects people who do not drive or do not have regular access to a vehicle. The groups most likely to be affected include young people, older people, disabled people, people on lower incomes and households with one car shared between several adults.

7.3 The evidence supports an NDP objective of improving accessible local transport and reducing reliance on the private car. However, bus service provision itself is largely outside the direct control of the planning system. The NDP can therefore support development that improves access to bus stops, protects space for interchange, contributes to infrastructure, and increases the local population within walking distance of services, but it cannot by itself require new or improved bus services.

8. Rail access and the missed opportunity at Ponsanooth

8.1 The Truro to Falmouth branch line passes close to Ponsanooth but does not serve the village. The closest existing station is Perranwell, approximately 4 km from Ponsanooth. This limits the usefulness of the railway for Ponsanooth residents, particularly where access to Perranwell station requires a car journey.

8.2 This as a significant missed opportunity for improvement of accessibility. The railway provides direct links to Truro, Penryn and Falmouth, and forms part of the wider Mid Cornwall Metro corridor. A local rail halt could improve access to employment, education and services, reduce car dependency, improve travel choice, and provide a more sustainable alternative for some journeys.

8.3 The opportunity is particularly important because Ponsanooth lies between major centres and close to the Falmouth and Penryn university campuses. It also lies close to the A393, so a rail halt with park and ride could serve both local residents and a wider catchment.

Network Rail Position

8.4 Network Rail has undertaken initial high-level feasibility work on the possible construction of a new rail halt at Ponsanooth. This work considered whether a station could be physically accommodated on the Truro to Falmouth branch line, close to the proposed housing, park and ride and mobility hub opportunity on land behind the Old School House.

8.5 The feasibility work records that the proposed site lies alongside the Truro to Falmouth branch line, between Perranwell and Penryn. The proposed station location would be within a railway cutting. There is an estimated 5 metre level difference between the proposed housing land and the railway, but this reduces to almost level at the location identified for the proposed park and ride facility. This is significant because it suggests that the rail halt and associated access infrastructure may be capable of being integrated more easily with the lower part of the site than with the housing area itself.

8.6 The proposed station location is identified at approximately 306 miles 11 to 14 chains, or 242 to 308 yards, and lies on a slight curve. Network Rail assessed the location against Rail Industry Standard RIS-7016-INS, which relates to the interface between station platforms, track, trains and buffer stops. That standard specifies that station platforms must not be located on horizontal curves with radii of less than 1,000 metres. Historic data indicates that the curve at the proposed location has a radius of approximately minus 1,250 metres. On that basis, Network Rail concluded that the proposed location meets the relevant standard.

8.7 Network Rail's high-level feasibility conclusion is that a new station at Ponsanooth is a viable option in principle. However, this conclusion is necessarily qualified. It does not amount to a commitment to deliver the halt, nor does it confirm that it is operationally, financially or timetably deliverable. Future progression would require detailed design work and further timetable analysis to understand the implications of introducing an additional stopping service on the branch line.

8.8 The wider Network Rail position was also discussed at a meeting with the NDP Group on 30 September 2021. The meeting noted that the Falmouth branch line was already carrying around 98% of pre-Covid traffic, and referred to wider rail improvements, including the planned upgrade of Plymouth to Penzance trains from 5 to 9 carriages and the implementation of the Ponsandane siding scheme. It also discussed the Cross Cornwall Metro concept, linking Falmouth through Truro, via Par and St Austell, to Newquay. The meeting noted that the emerging metro concept included a funding request for a passing loop and second platform at Newquay, to enable service frequency to increase from one train per hour to two trains per hour. It also identified a possible next stage involving three-car trains on the Falmouth to Truro route, with one train in two running through from Falmouth to Newquay, while allowing all trains to stop at Perranwell.

8.9 The meeting note also recorded that a typical single platform station could cost in the order of £5 million to £8 million. Network Rail emphasised that the design and placement of any new station would need to consider first and last mile access for pedestrians, cyclists, buses and cars. It was also noted that any business case would need to define clearly the transport problems being solved, both locally and strategically, and that rail business cases require a return on investment of better than 4.0.

8.10 Taken together, the Network Rail evidence supports the NDP approach of safeguarding and further exploring the rail halt opportunity. It confirms that the proposed location is technically viable at a high level and that there are no immediate platform curvature issues that would rule it out in principle. However, it also confirms that delivery would depend on further technical, operational, financial and business case work.

8.11 The rail halt should therefore be treated in the NDP as a strategic opportunity and infrastructure aspiration, not as a committed scheme. Its potential justification is strongest when considered as part of a wider transport package, including park and ride, bus interchange, walking and cycling links, accessible first and last mile connections, and wider benefits such as reduced car dependency, improved access to employment and education, and possible highway benefits on the A393 and wider local road network.

9. Mid Cornwall Metro context

9.1 The Mid Cornwall Metro scheme is relevant to Ponsanooth because it seeks to improve rail connectivity across a wider corridor linking Newquay, St Austell, Truro, Penryn and Falmouth.

9.2 The Mid Cornwall Metro material identifies benefits including serving a population of over 180,000 people within 4 km of a railway station, connecting four of Cornwall's largest towns, providing new

rail infrastructure to enable clockface hourly services, increasing service levels between Par, St Austell and Truro, improving access to employment and higher education, supporting inward investment, and improving access to university campuses at Penryn and Falmouth.

9.3 The scheme material includes both rail-side infrastructure and supporting measures. Rail-side elements include signalling upgrades, a passing loop, additional platform provision, platform extensions and access improvements. Supporting measures include digitalisation of rail ticketing, station public realm improvements, bus stop and interchange improvements, active travel measures and links to stations.

9.4 Although the Ponsanooth rail halt is not presented as a core committed element of the Mid Cornwall Metro package, the wider scheme strengthens the strategic context for considering a future halt. The policy logic is consistent. Rail investment should be supported by first and last mile improvements, walking and cycling access, public realm improvements, interchange facilities and mode shift away from private cars.

10. Land behind the Old School House

10.1 The land behind the Old School House lies adjacent to the A393 and close to the Truro to Falmouth railway line. It is agricultural land, approximately 4.5 hectares in size, although not all of it is developable because of hedgerows, trees and other constraints. The site slopes gently away from a high point along the southern boundary, with steeper land to the east. The land to the north and north-east is close to grade with the rail line. Access is currently from the A393 near the Old School House, with a former second access associated with the former highways depot further east now blocked and vegetated.

10.2 The majority of the site is in private ownership, with the easternmost part in Cornwall Council freehold and leasehold ownership associated with a former highways depot that ceased use in the 1990s. The site is largely free of planning policy constraints, although there is a below-ground gas pipeline nearby.

10.3 The site therefore has a combination of opportunities and constraints. Its location next to the railway and A393 gives it strategic accessibility potential. Its edge-of-village position allows access to village services. Its topography, trees, hedgerows, gas pipeline and access arrangements require careful design and further technical work.

10.4 To follow up on this a Site Masterplan was commissioned from AECOM to provide detailed evidence on how the land behind the Old School House could be developed in a way that links housing, open space, active travel, park and ride and a possible rail halt.

10.5 AECOM records that the site covers approximately 4.7 hectares and is bound by the railway to the north-east and the A393 to the south-west. The report identifies the proposed rail halt as an opportunity to improve connectivity between Ponsanooth and the rest of Cornwall, and to provide an additional travel option for residents commuting to other parts of Cornwall. It also identifies capacity for a park and ride car park to serve rail users.

10.6 The AECOM constraints analysis identifies several relevant transport issues. Access is limited by level changes between the A393 and the site. The A393 experiences frequent fast-moving traffic, making junction design a potential safety issue. The exact location of access points would need further transport assessment to confirm adequate visibility. Improvements to the existing footway and potential traffic calming on the A393 may be required.

10.7 The constraints analysis also identifies mature trees, hedgerows, steep topography, a gas main crossing the site, a rail communications mast, existing drainage, water infrastructure and the railway corridor. These constraints influence both development capacity and transport design.

10.8 The AECOM opportunities analysis identifies several positive features. The site is within about five minutes' walk of Ponsanooth village, giving access to facilities such as schools, pubs and restaurants. It has two existing access points that could potentially be adapted. It is strategically located along the A393, bound by the railway, and has capacity for a park and ride facility. The rail halt aspiration could promote active travel and provide an additional mode of transport for commuters.

10.9 The AECOM masterplan considered three development options. The preferred option provides 50 dwellings at an average density of 11 dwellings per hectare, and includes a park and ride facility to the south of the site, providing 60 parking spaces and a bus stop for a potential circular bus service for passengers using the proposed rail halt. It also safeguards an area for possible future expansion of the park and ride.

10.10 The preferred option includes extensive open space and a footpath network, providing car-free connections across the site towards the rail halt. Existing hedgerows, trees and vegetation along the edges of the site are retained and incorporated into the design. The main vehicular access is shown to the south of the site, with pedestrian and cycle access to the north, closest to the village. This northern access could also serve as emergency vehicle access.

10.11 The AECOM connectivity plan shows how proposed pedestrian, cycle and vehicle access could connect the site with Ponsanooth village. It identifies nearby facilities including Ponsanooth Methodist Church, Ponsanooth Hall, the village shop, The Stag Hunt Inn, Ponsanooth pre-school, the playground, Ponsanooth Viaduct, bus stops, and the route towards Kennall Vale School.

10.12 The preferred option therefore demonstrates how the housing allocation could be planned as more than a residential estate. It could form part of a wider mobility hub approach, linking homes, village facilities, bus access, rail access, park and ride, walking and cycling.

11. Park and ride and mobility hub potential

11.1 The evidence supports the principle of a local mobility hub at the Old School House site. This would not need to be limited to car parking and rail access. It could include a combination of park and ride spaces, cycle parking, EV charging, bus stop or interchange provision, pedestrian links, accessible routes to the village, and information or wayfinding.

11.2 The AECOM preferred option identifies 60 park and ride spaces, cycle parking, EV charging points, a park and ride bus stop, and pedestrian/cycle access. The earlier confidential briefing note referred to approximately 65 parking spaces in an earlier draft layout. The Network Rail meeting note emphasised the need to consider first and last mile access by pedestrians, cyclists, buses and cars.

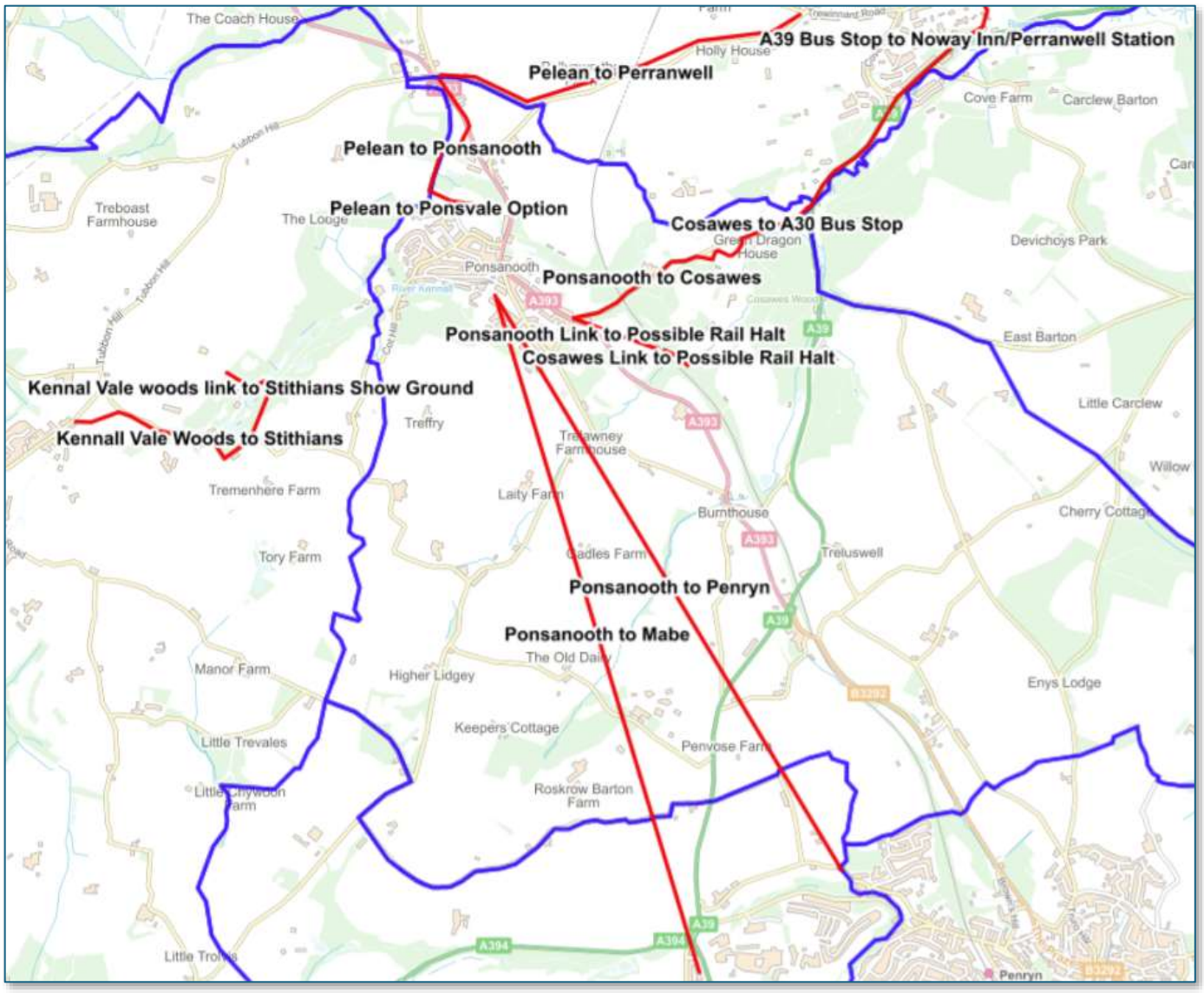
11.3 The transport case for the rail halt would be stronger if it is presented as part of a wider mobility hub rather than as a stand-alone platform. This would help demonstrate mode shift, strategic highway benefits, access to education and employment, visitor management benefits, and integration with the wider Mid Cornwall Metro objectives.

12. Walking, cycling and active travel

12.1 Walking and cycling provision is a recurring issue in the evidence. There is a notable shortage of footpaths and trails outside Ponsanooth. The parish's steep roads and limited footway provision deter access to the countryside and limit active travel opportunities.

12.2 AECOM records that there are currently no cycling routes throughout Ponsanooth or in the nearby vicinity. This limits the potential for everyday cycling and reinforces reliance on the car, particularly for journeys to nearby settlements or rail stations.

12.3 The preferred masterplan responds to this by proposing internal pedestrian and cycle links, car-free routes through open space, and pedestrian/cycle access at the northern part of the site closest to the village. However, the effectiveness of these links will depend on safe and attractive onward connections along or across the A393 and into the existing village network.



Map: 4 Possible footpath links.

12.4 A possible future footpath connection is from Perranwell Station to Ponsanooth, Stithians to Ponsanooth, and Mabe to Ponsanooth, including continuation of the pavement next to the A39.

This project would improve access between settlements, strengthen recreational and functional walking links, and help support a wider shift towards active travel.

12.5 Map 5 also illustrates the relative paucity of public rights of way within Ponsanooth Parish when compared with neighbouring parishes. This reinforces the evidence that local walking and recreational access opportunities are constrained and that new or improved links would have a clear accessibility benefit.

Map 5: PROW Network

13. Accessibility and inclusive design

13.1 Accessibility must be treated as a core issue, not an add-on. The transport evidence identifies several barriers to movement, including steep topography, narrow pavements, traffic speed, limited public transport, lack of rail access, limited footpath provision and parking congestion.

13.2 These barriers affect the whole community, but they can have a disproportionate effect on older people, disabled people, people with limited mobility, children, young people, people without access to a car, and residents of lower-income households.

13.3 The NDP should therefore emphasise safe, accessible walking routes and least restrictive access. New development should provide step-free, direct, overlooked and well-lit walking routes where

possible. It should avoid creating layouts that are technically connected but unattractive or impractical for people with mobility limitations. Safe crossing points, adequate footway widths, resting places, legible routes and inclusive access to public transport should all form part of future design and assessment.

14. Development management implications

14.1 The evidence supports a strong development management approach in the NDP. New development should be expected to address the following matters:

1. Development should not worsen existing highway safety issues on the A393 or within Ponsanooth village. Where development uses the A393, it should provide safe access, adequate visibility, appropriate traffic calming where required, and safe pedestrian and cycle links.

2. Development should provide adequate off-street parking and servicing. This is particularly important given existing parking stress. Parking should be designed so that it is functional, usable, safe and visually integrated. It should not dominate the public realm or reduce garden and open space quality.

3. Major development should contribute to sustainable transport infrastructure where fairly and reasonably related to the proposal. This may include walking and cycling links, public transport infrastructure, bus stop improvements, rail halt safeguarding, park and ride infrastructure, EV charging and mobility hub provision.

4. Development should be designed to connect with existing and future networks. Cul-de-sac layouts and inward-looking schemes should be avoided where they would reduce permeability. Footpath and cycle connections should be direct, safe and legible.

5. Proposals affecting the Old School House allocation should not prejudice the future delivery of the rail halt, park and ride or associated access corridors. Land, access arrangements and internal layouts should be planned so that the transport opportunity is not lost.

15. Delivery issues

15.1 The evidence is clear that the proposed rail halt cannot be delivered by the Parish Council alone. It would require strategic leadership, detailed design, business case preparation, timetable analysis, funding and partnership between relevant bodies including Cornwall Council, Network Rail, train operators and landowners.

15.2 Cornwall Council's strategic transport and infrastructure team have indicated willingness to support the proposal because of potential public transport benefits and diversion from road-based to rail-based movements. It also records that success would depend on discussions with Network Rail and a strategic partnership approach.

15.3 The Network Rail meeting note identifies a typical single platform station cost of £5 million to £8 million. It also highlights the importance of defining the transport problem being solved and achieving a strong return on investment. The Network Rail feasibility summary confirms that the station appears viable at high-level feasibility stage, but requires detailed design and timetable analysis.

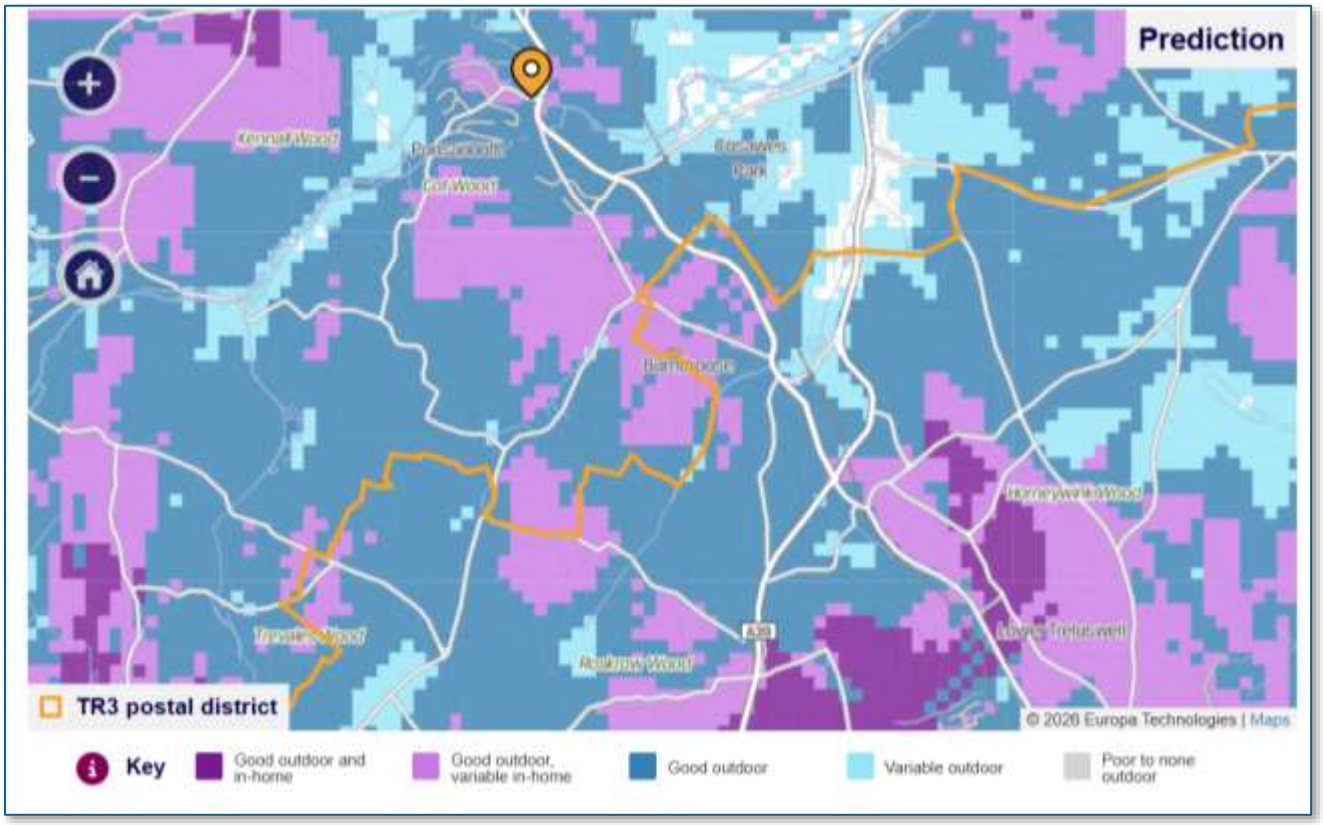
15.4 This means the NDP should pursue a realistic two-stage approach. The first stage is policy safeguarding and land use coordination. The second stage is project development, funding, design and delivery through transport partners.

16. Digital connectivity and reduced travel demand

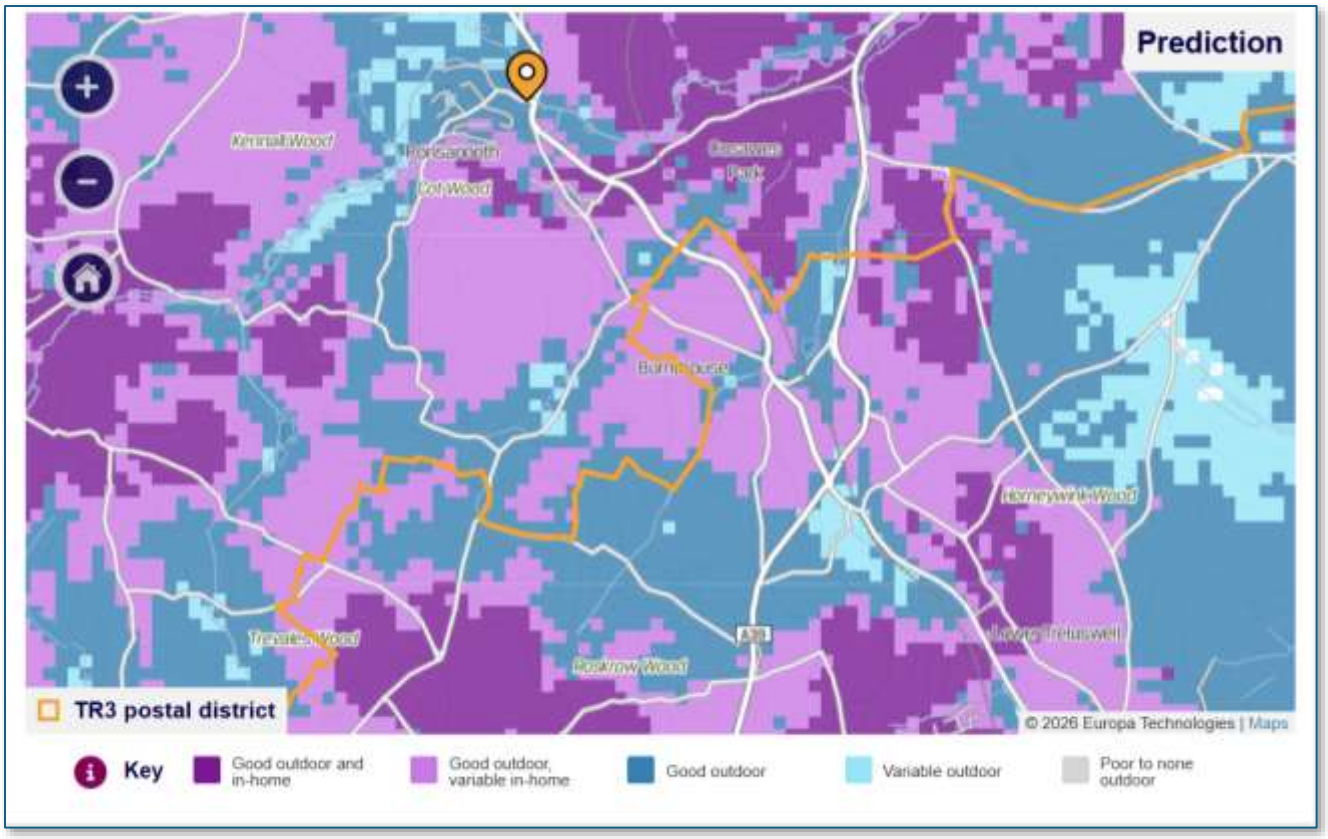
16.1 Although not strictly transport infrastructure, digital connectivity is treated in this report as part of accessibility, as it enhances communication links, reduce the need to travel, prevent digital disadvantage, and ensure rural communities can access emergency support.

16.2 This is supported by the local evidence that 32.1% of residents work mainly at or from home, which is above the national average. Improved broadband and mobile connectivity therefore has a direct relationship with reducing travel demand, supporting home working, improving resilience and widening access to services.

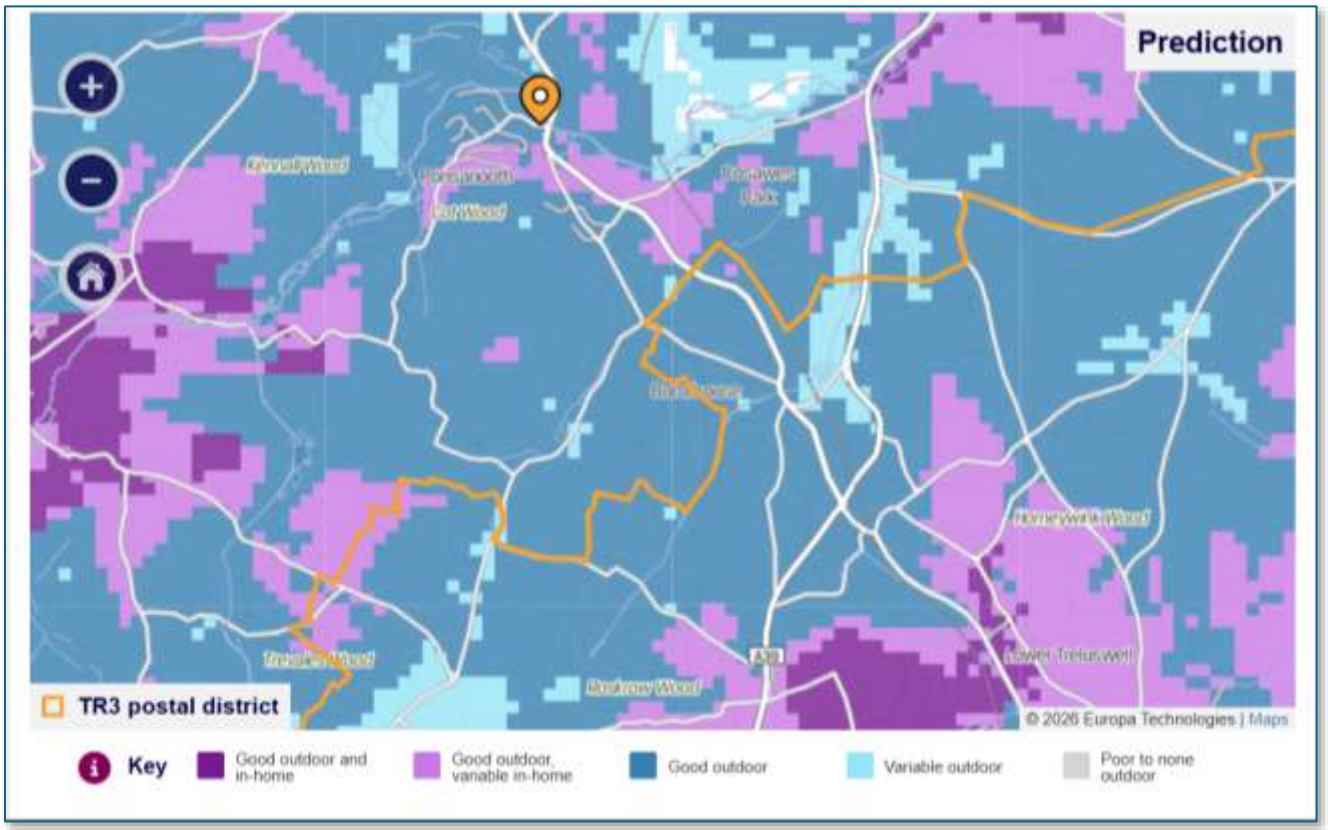
16.3 Ofcom now provides a map-based mobile coverage service, Map Your Mobile, which allows coverage to be checked by postcode and by network, including predicted 4G and 5G coverage indoors and outdoors. The checker is available at https://www.ofcom.org.uk/mobile-coverage-checker [See Maps 6 to 9 below]. Local review of the checker indicates that, while the parish has the patchy pattern typical of a rural, wooded and valley landscape, coverage is relatively poor across most networks in several parts of the parish, including much of the main Ponsanooth settlement. This adds weight to an NDP policy approach of supporting appropriate improvements to mobile connectivity, where this can be achieved without unacceptable landscape, heritage or amenity effects.



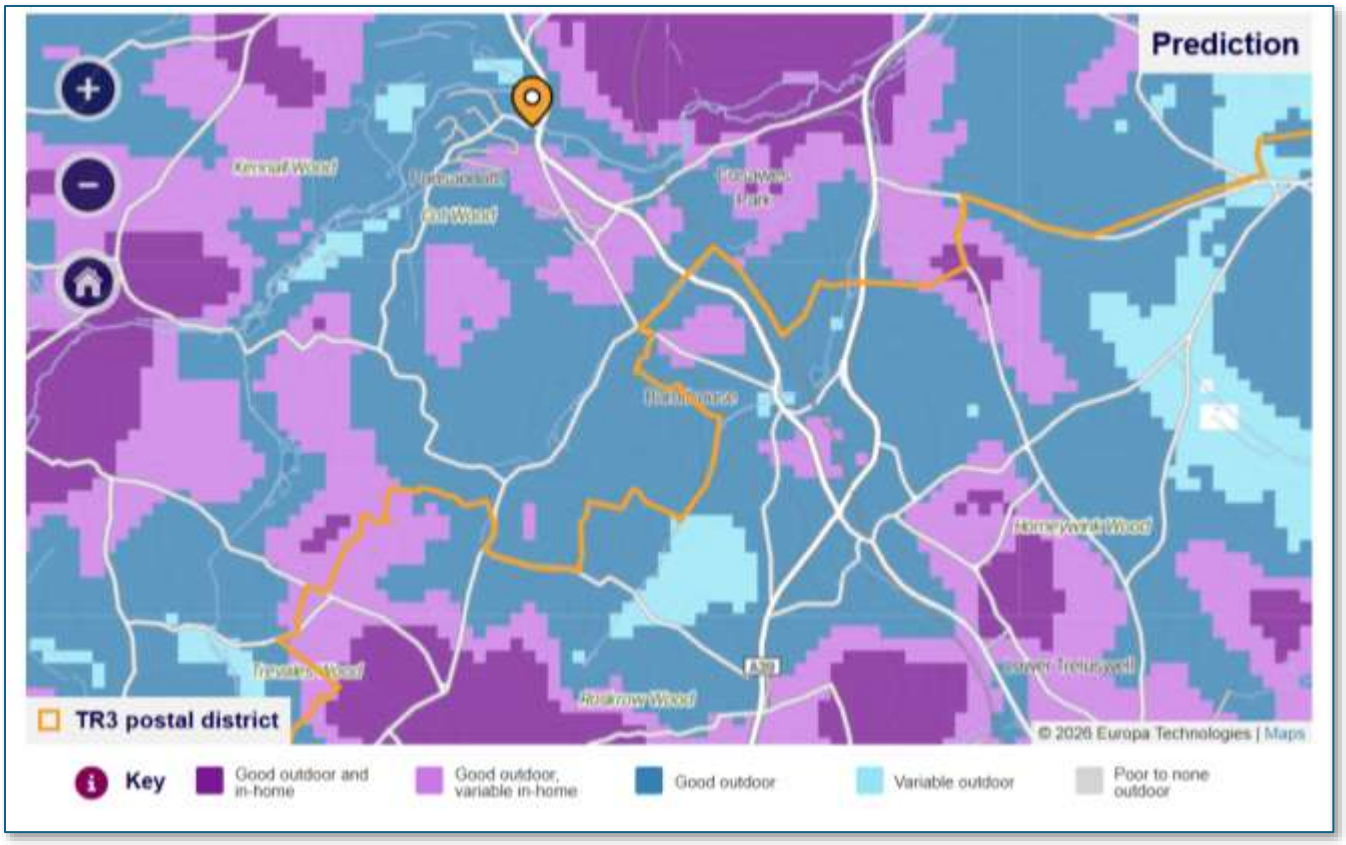
Map 6: Ofcom Mobile Checker EE



Map 7: Ofcom Mobile Checker 02



Map 8: Ofcom Mobile Checker Three



Map 9: Ofcom Mobile Checker Vodafone

16.4 The thinkbroadband Project Gigabit OMR Map, January 2026, [Map 11] indicates that broadband provision in and around Ponsanooth Parish is mixed. It indicates that gigabit broadband is available or planned at Treluswell, and in the Sampson Gardens area of Ponsanooth. However a significant number of premises in the main village and nearby settlements appear to be shown as "under review", rather than clearly shown as already gigabit-served or commercially planned. There are also some yellow dots in and around the parish, indicating places where no current gigabit plans are shown. This means that digital connectivity is uneven across the parish and that NDP policy support for improved broadband infrastructure is justified.

Dot colour	Meaning
Yellow	"White", no current plans for gigabit-capable broadband
Blue	"Under Review", status not settled, or being assessed
Grey	Gigabit available or planned

17. Penvose Farm / student village

17.1 There is a permitted mixed-use student-led development at Penvose Farm in the south of the parish. The scheme includes 1,860 student bed spaces, a 180-space park and change facility, additional car parking for 333 spaces, a new A39 roundabout junction, a hotel, pub/restaurant, retail parade, doctor's surgery, day nursery, business units, office space and sports/leisure facilities. It must be recognised that, if delivered, the scheme would have significant positive and negative effects, including effects on the local transport network.

17.2 This development is therefore relevant to any transport overview because it may alter movement patterns, service provision, traffic flows and pressure on local infrastructure.

18. Key findings

18.1 The evidence supports the following key findings.

- Ponsanooth is strategically located between Truro, Falmouth, Penryn and Redruth, but local access to sustainable transport is limited.

- The A393 is a major source of local concern because it carries through traffic while also functioning as the main street through Ponsanooth village.
- Car dependency is high, and walking, bus and rail commuting levels are low.
- Bus services have declined, particularly in relation to direct access to Truro.
- The Truro to Falmouth railway passes close to Ponsanooth but does not serve the village.
- A future rail halt at Ponsanooth has been assessed by Network Rail at high level and is considered technically viable in principle, subject to detailed design and timetable work.
- The land behind the Old School House provides a rare opportunity to coordinate housing growth with transport infrastructure, including a possible rail halt, park and ride and mobility hub.
- The AECOM Site Masterplan demonstrates that the site could accommodate housing, open space, pedestrian and cycle links, park and ride provision, and safeguarded rail halt access.
- Parking pressure is a significant local issue, and new development must avoid worsening it.
- Walking and cycling infrastructure is limited, and the parish would benefit from better links within the village and to nearby settlements.
- Inclusive access is essential, particularly given the ageing population, disability evidence, steep topography and limited public transport options.
- Ofcom mobile coverage evidence indicates that coverage is patchy and relatively poor across most networks in several parts of the parish, including much of the main Ponsanooth settlement.
- The rail halt and park and ride should be treated as a strategic opportunity requiring safeguarding, partnership and further technical work, not as a guaranteed deliverable.
- The Penvose development could, if it proceeds, alter movement patterns, service provision, traffic flows and pressure on local infrastructure.
- Digital connectivity remains uneven across the parish and that policy support for improved broadband infrastructure is justified.

19. Policy implications for the NDP

19.1 The evidence provides clear support for inclusion in the NDP of Infrastructure and Accessibility policies. These should include:

Policy intention	Evidence supporting the policy
A policy which intends to safeguard and support the long-term opportunity for a rail halt and associated park and ride / mobility hub at Ponsanooth, linked to the land behind the Old School House and the Truro to Falmouth	The absence of a rail halt at Ponsanooth as a significant missed opportunity, given that the Truro to Falmouth branch line passes close to the village. The land behind the Old School House lies adjacent to both the A393 and the railway, creating a rare

railway line. It should seek to improve access to rail services, reduce reliance on the private car, and ensure that development does not prejudice future delivery of this infrastructure.	opportunity to combine housing growth with sustainable transport infrastructure. Network Rail's high-level feasibility work concluded that a new station at Ponsanooth is technically viable in principle, subject to detailed design and timetable analysis. The AECOM masterplan also demonstrates how housing, park and ride, pedestrian and cycle links, and a future rail halt could be planned together as part of an integrated mobility hub. The wider Mid Cornwall Metro evidence supports the strategic principle of improving rail connectivity, interchange and first / last mile access.
A policy which intends to support improved digital infrastructure, including broadband resilience and investment, so that residents and businesses can work, access services, communicate and participate in economic and community life without unnecessary travel.	Working from home is significant in the parish, with 32.1% of residents working mainly at or from home, slightly above the national average. The NDP also identifies limited local employment opportunities and high levels of commuting by car or van. Better digital infrastructure can therefore support home working, reduce travel demand, help local businesses, improve access to services, and strengthen community resilience. This is particularly relevant in a rural parish where physical public transport options are limited and where digital access can help reduce social and economic isolation.
A policy which intends to support appropriate improvements to mobile signal infrastructure, ensuring that rural residents, businesses and visitors have reliable communications access, including for emergency use, digital inclusion and day-to-day connectivity.	The evidence base identifies Ponsanooth as a rural parish with dispersed settlements, steep topography and areas where access to services and infrastructure is constrained. In that context, reliable mobile connectivity is important for social inclusion, emergency access, home working, business activity, visitor safety and general resilience. Ofcom's Map Your Mobile checker provides a map-based source for checking predicted 4G and 5G coverage by postcode and network, including whether coverage is likely to be good or variable indoors and outdoors. Local checks indicate that mobile coverage is patchy and relatively poor across most networks in several parts of the parish, including much of the main Ponsanooth settlement. The AECOM masterplan also identifies railway communications infrastructure near the Old School House site, demonstrating that telecommunications infrastructure is already a practical design consideration in the area. The policy is therefore

	supported by the need to maintain and improve communications resilience without causing unacceptable landscape, heritage or amenity impacts.
A policy which intends to ensure that new development provides safe access, adequate parking, appropriate servicing, sustainable travel measures, and mitigation for traffic impacts. It should also seek to respond to existing highway constraints and avoid worsening known local transport problems.	The A393 is a major concern because it carries substantial traffic through Ponsanooth village and has a strong physical presence in the village. Although a pedestrian crossing was delivered in 2022, the NDP records continuing concerns about pedestrian safety, including the presence of a single narrow pavement along much of the road. St Michaels Road is a specific local example. Around 60 homes lie along this road, but the only footway is on the north side and it tapers to less than 90 cm where it wraps around the bend. This is far below the width needed for safe and comfortable pedestrian movement, especially for parents with pushchairs, wheelchair users, people using mobility aids and pedestrians needing to pass one another. There is limited public transport provision, high car dependency, village centre parking problems and parking pressure associated with Kennall Vale Woods. The 2019 parking consultation provides detailed local evidence of congestion, displaced parking, visibility problems, speeding concerns, obstruction and concern that new development should not create similar problems. The AECOM masterplan also notes that the A393 experiences frequent fast-moving traffic and that further transport assessment, visibility checks, footway improvements and possible traffic calming may be required for the Old School House site.
A policy which intends to protect and improve footways, pedestrian links, public rights of way and active travel connections. It should seek to ensure that routes are safe, accessible, connected and capable of supporting walking, cycling, wheeling and access to local facilities, countryside and public transport.	There is a notable shortage of footpaths and other trails outside Ponsanooth, with steep approach roads acting as a deterrent to countryside access for residents and visitors. Map 5 illustrates the relative paucity of public rights of way in Ponsanooth Parish compared with neighbouring parishes. The NDP also records low levels of walking, bus and rail commuting, reflecting limited local sustainable transport options. Community engagement identified public footpaths and open spaces as one of the top local priorities. The AECOM masterplan states that there are currently no cycling routes through Ponsanooth or nearby, and identifies the need for pedestrian and cycle links between the Old School House site, the

	village, the proposed rail halt and local facilities. The evidence therefore supports a policy approach requiring development to improve walking and cycling connectivity, provide accessible routes, and avoid layouts that increase car dependency or create barriers for older people, disabled people, children and non-drivers.

19.2 The NDP could usefully also make reference to local projects section covering road safety priorities, including Pelean Cross, [a dangerous junction affecting traffic, buses, bus users, cyclists, pedestrians, local residents, Pellyn Downs residents, school bus users and access to the post box], parking improvements at Kennall Vale Woods, a pedestrian crossing at Kennall Vale School, and safety improvements to St Michaels Road and Commercial Hill. These would be mainly project management and implementation matters rather than planning policy controls, but they could help address the movement and safety issues experienced by the community.

20. Conclusion

20.1 The transport and connectivity evidence demonstrates that Ponsanooth faces significant accessibility challenges but also has a strategic opportunity. Current movement patterns are heavily car dependent. The A393 creates traffic and pedestrian safety concerns. Bus services are limited. There is no local rail access despite the railway passing close to the village. Walking and cycling links are constrained by topography, limited infrastructure and gaps in the network.

20.2 The land behind the Old School House offers a rare opportunity to align new housing with sustainable transport infrastructure. The AECOM masterplan shows how housing, open space, walking and cycling routes, park and ride, and rail halt safeguarding could be integrated. Network Rail's high-level feasibility work indicates that a station is technically viable in principle, subject to detailed design and timetable analysis.

20.3 The NDP is therefore justified in seeking to safeguard the opportunity for a future rail halt and park and ride, requiring development to support walking, cycling and public transport, and ensuring that new development addresses parking, access and highway safety. The approach is proportionate, locally distinctive and consistent with the wider objective of creating a more sustainable and resilient parish.

Appendix 1. Bus Service Audit, Ponsanooth Village

1. Scope and source base

This audit reviews the current bus service provision for Ponsanooth village, with particular attention to routes, weekday frequency, evening provision, weekend provision, and access to Truro, Falmouth, Penryn and Redruth.

The audit is based on current online timetable information from Transport for Cornwall and BusTimes, checked in June 2026, together with local verification of how the services operate through Ponsanooth. It should be rechecked immediately before publication, as local bus timetables, operators and temporary diversions can change at short notice.

2. Summary of current provision

Ponsanooth village is served by a small number of bus routes. Since First Bus withdrew from all Cornwall services after 14 February 2026, Transport for Cornwall has operated a revised network of new and amended commercial services from 15 February 2026. The principal route for regular inter-urban access is now Service 33, which links Falmouth, Penryn Campus, Ponsanooth, Lanner and Redruth. Service 36A provides a less frequent link between Truro, Frogpool, Ponsanooth and Penryn ASDA. Service 32B is effectively a college service, running between Penryn and Truro College via Ponsanooth, and should not be treated as a general-purpose Truro service because it does not stop in Truro city centre. Service 36 no longer runs through Ponsanooth village, Service 33A does not run through Ponsanooth, and the former U2 does not now operate as a separate service.

Overall, the village has usable bus access to Falmouth, Penryn Campus and Redruth, mainly through Service 33. Access to Truro is materially weaker, relying principally on the limited 36A service, with 32B providing only a college-related link to Truro College rather than a city-centre service. There is no simple high-frequency direct all-day Ponsanooth to Truro service. This supports the evidence that, despite Ponsanooth's proximity to nearby towns, the parish remains relatively poorly connected by public transport, particularly for direct travel to Truro.

3. Main services relevant to Ponsanooth village and services checked

Service	Ponsanooth relevance	Main destinations and frequency	Audit finding
33	Current core Ponsanooth village service. Serves village stops including Speech Lane, Stag Hunt, Kemyel House / opposite Kemyel House and Pelean Cross.	Falmouth, Penryn, Penryn Campus, Lanner and Redruth. Broadly hourly during the day, but evening provision is only around two-hourly. Sunday provision is also around two-hourly .	The strongest public transport service for Ponsanooth. It gives usable access to Falmouth, Penryn Campus and Redruth, but it does not provide direct access to Truro.
36A	Current Ponsanooth village service, but limited. Serves Ponsanooth Stag Hunt and other village stops, subject to current timetable and diversions.	Truro, Perranwell, Frogpool, Ponsanooth and Penryn ASDA. Less frequent than Service 33 and not a strong all-day turn-up-and-go service.	The main direct bus link between Ponsanooth and Truro / Penryn ASDA. Evening provision is poor and stops in the early evening in both directions.
32B	Very limited Ponsanooth stop at Stag Hunt. Effectively a college service rather than a general public transport service.	Penryn, Penryn Campus, Perranwell, Carnon Downs, Playing Place and Truro College. It does not stop in Truro city centre, because it turns left at Arch Hill and runs to Truro College, with the reverse pattern in the opposite direction.	Should not be counted as a general Truro service. Best treated as a supplementary education link.
33A	Does not run through Ponsanooth village.	Very limited daytime Penryn College to Falmouth University service.	Not a Ponsanooth village service and should not be grouped with Service 33 when assessing Ponsanooth bus provision.

4. Access to key destinations

Destination	Current bus access from Ponsanooth	Assessment

Falmouth	Mainly by Service 33, which provides regular daytime access via Penryn / Penryn Campus, with limited evening provision.	Falmouth is reasonably accessible by bus compared with other destinations. Frequency is not urban in character, and evening provision is limited, but Service 33 provides a usable regular link for many daytime trips.
Penryn / Penryn Campus	Service 33 provides the main regular link to Penryn Campus and onward to Falmouth. Service 36A provides some access to Penryn ASDA. Service 32B provides a limited education-related link.	Penryn Campus is one of the better-served destinations from Ponsanooth. Access to Penryn town is available, but the precise stop pattern varies by route and by temporary diversions.
Redruth	Service 33 provides the principal direct route via Lanner.	Redruth is reasonably accessible by bus during the day, with some limited evening provision. Service 33 is the core service.
Truro	Service 36A provides the main direct link, but with limited frequency. Service 32B is effectively a college service to Truro College, does not stop in Truro city centre, and should not be counted as a general Truro service. Alternative journeys may require interchange, for example via Penryn / Penryn Campus, depending on timetable and destination.	Truro is the weakest of the four main destinations in terms of direct public transport access. The limited 36A service, and the absence of a strong direct all-day city-centre service, support the NDP's concern that Ponsanooth is not well connected to Truro by bus.

5. Frequency assessment

The current service pattern can be summarised as follows.

Service 33 provides the main regular public transport corridor for Ponsanooth, with broadly hourly daytime links to Falmouth / Penryn Campus and Redruth. Evening provision is much more limited and operates only around two-hourly.

Service 36A provides a limited direct link between Truro and Penryn ASDA via Ponsanooth, but it is not frequent enough to provide a strong all-day turn-up-and-go connection.

Service 32B provides only limited education-related value for Ponsanooth village. It is effectively a college service and should not be counted as a general Truro service because it turns left at Arch Hill and runs to Truro College rather than serving Truro city centre.

Service 36 no longer runs through Ponsanooth village. Service 33A also does not run through Ponsanooth and provides only a very limited daytime service between Penryn College and Falmouth University.

6. Evening provision

Evening provision exists but is uneven. Service 33 provides the clearest evening links towards Redruth and Falmouth, but the evening pattern is very limited, with only an approximately two-hourly service. Service 36A evening provision is poor and stops in the early evening in both directions.

However, direct evening access to Truro appears limited. This is significant because Truro is an important employment, service, health, retail and administrative centre. The limited evening provision also affects access to social, cultural and leisure activities, particularly for residents without access to a car.

7. Weekend provision

The online timetable system indicates that Service 33 operates beyond weekdays, including Sunday provision at approximately two-hourly frequency. However, the exact weekend frequency should still be checked from the live operator timetable immediately before publication.

Service 36A has limited value for weekend and evening travel because its overall frequency remains low and its evening operation stops early. Sunday provision appears limited or absent from the reviewed timetable sequence and should be confirmed before final publication.

The current evidence suggests that weekend public transport exists for some destinations, particularly Falmouth / Penryn / Redruth, but is weaker than weekday provision and is unlikely to provide comprehensive access for all trip purposes.

8. Temporary diversions and reliability considerations

At the time of audit, Transport for Cornwall and BusTimes showed temporary disruption affecting some services.

These temporary notices do not alter the underlying policy conclusion, but they illustrate the vulnerability of rural and inter-urban bus access to road closures, diversions and operational disruption. This reinforces the need for resilient transport choices, including improved walking links, possible future rail access and better interchange.

9. Implications for the NDP evidence base

The audit supports the draft NDP's conclusion that Ponsanooth has some bus provision, but that overall public transport connectivity is limited, particularly for direct access to Truro.

The strongest current service is towards Falmouth, Penryn Campus, Lanner and Redruth. Truro access is materially weaker, being reliant on the less frequent 36A service, while 32B is effectively a college service to Truro College and not a general city-centre service. This helps explain the high level of car dependency recorded in the NDP evidence.

The evidence supports the NDP policies seeking improved sustainable transport, better walking and cycling links, a safeguarded opportunity for a future rail halt and park and ride, and development layouts that reduce reliance on private cars where possible.

10. Key conclusions

- Ponsanooth village is not without bus services, but the service pattern is limited and uneven.
- The best-served destinations are Falmouth, Penryn Campus and Redruth, mainly through Service 33.
- Direct access to Truro is limited and does not provide a strong all-day service.

- Evening provision exists, particularly on the Falmouth / Redruth corridor, but Service 33 is only about two-hourly in the evening and 36A stops early, so evening access remains weak, especially for Truro.
- Weekend provision appears available on some services, with Service 33 providing the main weekend corridor, but it is limited and should be verified before final publication.
- Service 32B is best treated as a college service rather than core public transport provision, and it should not be described as a general bus service to Truro city centre.
- Service 36, Service 33A and the former U2 should not be relied upon as Ponsanooth village services.

The audit supports the NDP's transport evidence, particularly the need to improve sustainable access, reduce car dependency, and safeguard the opportunity for a future rail halt and park and ride facility.