St Ives Area
Neighbourhood
Development Plan
2015 - 2030
Action Plan

DRAFT



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1. Introduction

The process of developing St Ives Area Neighbourhood Development Plan (NDP) generated many ideas for the future sustainable development of St Ives parish. Not all of these could be represented in the policies in St Ives Area NDP, as they are not strictly land-use and planning issues. Some however, were repeated time and time again in consultations and are too important to lose. They therefore form the recommendations for projects in the Action Plan– where the vision and objectives can be turned into reality. The Action Plan also supports the Community objective of St Ives Area NDP.

The Action Plan will be taken forward separately to St Ives Area NDP, by St Ives Town Council and other community and business organisations. The project recommendations will be revisited in order to prioritise them for implementation. A suggested work plan is included as a guide for making sure each project is considered, but will be subject to change according to community consultations going forward.

NB. The Action Plan and its contents are non-statutory and do not have the legal status held by the rest of St Ives Area NDP and accompanying documentation.

2. Implementation

To deliver projects identified in the Action Plan, non-profit community benefit organisations will work in partnership with St Ives Town Council and other organisations to seek and secure funding for and implement the projects identified as priorities. All of these projects flow out of the St Ives Area NDP policies, which in turn flow from the objectives and vision for the area. Invitations should be given to the town council to appoint representatives to the organisations implementing NDP projects. In this way, the council-community partnership begun in the process of producing St Ives Area NDP can be continued.

In the first five years of the plan period, priority projects will be under the objectives of local economic development, transport and traffic, built environment, community facilities and public spaces.

3. Potential Projects

Local Economic Development

NDP Objective: To facilitate a resilient economy, with a thriving entrepreneurial culture that actively supports healthy, sustainable living and working communities to reach their full potential; which both respects and enhances the natural and physical environment; and is home to knowledgeable, confident, connected, aspiring and inspirational businesses. Local small enterprises will thrive, offering a diversity of skilled employment.

Set up	an Economic Development Team with representatives of local organisations,									
businesses and authorities, to implement the following projects:										
LEDP1	A New Economic Strategy for St Ives Area, with identified and achievable									
	projects									
LEDP2	Local Food Web Mapping exercise, i.e. research and put forward ways of									
	strengthening local supply chains, for example through the establishment of									
	producer and retail cooperatives									
LEDP3	Conduct viability assessments on vacant properties for a Small Business and									
	Enterprise hub									
LEDP4	In partnership with St Ives CLT, identify suitable premises/land for small									
	business and industrial development as identified in St Ives Area NDP Policy									
	LED1									
LEDP5	Establish St Ives Small Business and Enterprise Hub									
LEDP6	Research and conduct viability assessments for a Hire Porthia Local									
	Employment Agency, to be based at the Hub									
	Employment Agency, to be based at the Hub									
LEDP7	Research and work with schools to put forward local skills acquisition projects,									
	to be based at the Hub									
LEDP8	Local Entrepreneur Forum - to support social and green enterprises - with									
	follow up support from the Hub									

Community Facilities and Open Spaces

NDP Objective: Open and Green Spaces

To protect sensitive landscapes, habitats and open spaces, so that open and green spaces, including beaches, within and between settlements are prioritised over any future development.

NDP Objective: Well-being, Sports and Leisure

To provide facilities and amenities to meet the needs of the resident population and the seasonal influx of visitors, so that St Ives is an area where residents and visitors can pursue healthy leisure and cultural activities.

Work v	with local organisations, businesses and authorities to assist in the implementation
of publ	ic amenity projects:
CED4	
CFP1	Work with St Ives Jumbo Association, St Ives Pilot Gig Club and St Ives Sailing
	Club on the development of plans for a Heritage Sailing Centre near St Ives
	harbour
CFP2	Work with St Ives leisure centre, Rugby Club and school to coordinate plans for
	an indoor sports hall to service the local area
CFP3	Create and manage landscape features and habitats of importance for wild
	flora and fauna within the NDP area, e.g. new local nature reserves.
CFP4	Tree and hedgerow planting: replacement of dead, dying and diseased trees
	and new hedgerows around the NDP area.

Transport

NDP Objective: To enhance opportunities for sustainable modes of transport, including walking and cycling, and lead to a reduction of vehicular traffic and parking within the St Ives Neighbourhood Plan area, providing residents, visitors and those working here with a safe, pleasant and healthy environment.

Set up a Local Transport Solutions group with representatives of local organisations, including PASTI (Parking Action St Ives), and local authorities to implement community-led, sustainable solutions to transport issues as follows:

TP1 Electronic Signs for Parking Space Availability

Introduction of electronic signage on the A30 to the east of St.Ives displaying real time information indicating number of parking spaces available/ taken for each car park within the parish and at Park & Ride facilities. This would help to discourage use of A3074 route via Lelant village/ Carbis Bay and encourage use of preferred alternative C159/ B3311 (the 'Coach Road') to access St.Ives, calm traffic and lower speed of vehicles through Lelant village from the Tempest mini roundabout. It would also discourage vehicle traffic from entering the restricted central area of St.Ives through 'Harbour Hotel, (Porthminster Hotel)' gateway (Albert Road/The Terrace junction).

TP2 Signs and Traffic Calming at Gateway to St Ives Central Area

New and improved signage at corner of Albert Road/The Terrace making as clear as possible that this is a restricted area for resident traffic only. Introduction of electronic signage at this point indicating if central St.Ives car parks, (Sloop, Island, Smeatons, Porthmeor, Barnoon) are full therefore encouraging traffic to continue via Albert Road to larger Trenwith car park. Build in traffic calming measures on the beginning of The Terrace at Albert Rd. junction, such as raised area of road differently paved and coloured to emphasise restricted area. Some of these measures at this junction may be unnecessary if policies relating to permit entry to central St.Ives actioned. This would be aimed at discouraging vehicle traffic from entering the restricted central area of St.Ives at the Harbour Hotel gateway.

TP3 Traffic Calming to encourage use of 'Coach Road' from Lelant to St Ives

Install traffic calming measures in Lelant starting just after the last mini-

roundabout after the A30 and up Abbey Hill towards the village centre. These could include varied width, road narrowing, and priority traffic flow. This would be aimed at calming traffic and lowering vehicle speed through Lelant village from the Tempest mini roundabout. It would also discourage traffic from going through Lelant to reach St.Ives, as the alternative C159/B3311 (the 'Coach Road') would start to become the immediately quicker route and appear to be the main road to St.Ives.

TP4 Entry Permit System for entry into St Ives Town Centre

Consider the introduction of an entry permit system at the town gateways of the Harbour Hotel and Stennack Surgery junctions for residents and those working in the town centre, and for access to car-parks. This would be enforced, at least initially, during high season, (approx. Easter, late July & August), and possibly peak times. Entry would be available for those holding permits for residential/business parking spaces, all pre-ordered long stay tickets for car parks within the controlled area, (Smeatons, Sloop, Island), such as season tickets, rover tickets, weekly tickets etc. Permits would also be available for all other residents of St.Ives parish.

This will obviously not be a simple undertaking and will need some thought as to the best method of implementation. Alterations in the ticketing and organisation of the central St.Ives car parks would have to be made in conjunction with this policy, i.e. transferring the provision of short term parking provision to car parks outside the three central St.Ives car parks and changing some of the short term parking spaces to resident /business permits or weekly/season ticket spaces. This would be most appropriate for the Island car park while spaces in the Sloop car park would be best retained for short term parking, especially out of season. Realisation of this project should reduce congestion by stopping the large amount of holiday traffic at present entering town looking for central short term parking spaces that are not available.

TP5 Pedestrianisation of Fore Street and the Wharf.

The above (TP4) will lead to a de-facto partial pedestrianisation of parts of St Ives, in particular the Wharf and Fore Street, and consideration will be given in the longer term to an enforceable pedestrianisation of Fore Street outside the times that are allowed for deliveries.

TP6	No access for towed caravans and large camper vans in St Ives Town
	Centre
	Restrict towed caravans and large camper vans from entering the town centre beyond the town gateways unless there is an end destination for them in that area.
TP7	Control of heavy freight vehicles in St Ives Town Centre
	Size restriction and/or timed delivery for heavy freight vehicles entering the town centre.
TP8	Freight Transhipment Hub
	Feasibility Study for the possible provision and location of a freight hub for St Ives.
TP9	Development of a Cycle Route In St Ives Neighbourhood Plan Area
	Proposal: see Section 5
TP10	Cycle Storage Facilities
	Provision of convenient, safe and secure cycle parking and storage facilities in the area where a need can be shown.

National or County Policies, Plans and Initiatives

There is also potential to engage in discussion about strategic policies taken forward at County level, or to policies being pursued by other local plans, which would have a potential positive impact on the St Ives area, and how these could be implemented. These include:

- Development of the St Erth Transport Interchange.
- Encouraging bus operators to route buses via the St Erth Interchange and provide direct shuttle buses from St Erth to St Ives.
- Discussion with Highway Department to possibly re-classify the C159/B3311 (the 'Coach Road') route from Lelant to St Ives via Halsetown to encourage greater use of this route to and from St Ives town.
- Discussion with Highways Department to consider the implementation of a priority system on Albert Road St Ives as a safety and control method for traffic flow.

Built Environment

NDP Objective: To understand, conserve and positively manage the built environment of St Ives area, as defined by the Character Areas identified in St Ives Area Design Guide, to ensure future sustainable and sensitive design.

A working party to produce a Design Guide for St Ives area and implement public space projects that improve the built environment of St Ives area for residents and visitors as follows: BEP1 St Ives Area Design Guide BEP2 Review the Conservation Area boundaries and area covered by Article 4 direction BEP 3 Conduct historic environment survey, with a view to: a) creating a dynamic local heritage listing; b) contributing to the Historic Environment Record BEP4 **Fore Street** 1. Replace areas of missing cobbled paving and granite gulleys; 2. Target poor shop frontages for sensitive replacement to enhance individual buildings and the street as a whole; 3. Discourage streetscape clutter which is the responsibility of individual property owners, e.g. freestanding signboards, building mounted signage etc. 4. Integrate the main shopping streets (Fore Street, harbour, Tregenna Hill) to make the commercial town centre easy and pleasurable to navigate for pedestrians BEP5 **Market Square** 1. Review highway and pavement finishes and amend as appropriate to achieve pedestrian priority in the square - cobbled paving and granite gulleys to be retained and extended wherever possible; 2. Review appropriateness of previous restoration of Market House, replace any inappropriate external features – this is likely to apply particularly to windows and doors; 3. Review provision of traffic signage and redesign to impact less on this important historic area;

	4.	Review provision of street lighting, illuminating landmarks such as the								
		church tower or Market House								
BEP6	St Ia	Churchyard								
	1	Enhance as a peaceful place of quiet contemplation in the heart of the								
	town;									
	2. Consider a gateway to Pednolva Walk, which would promote usag									
	awareness of the area, increasing through flow and adding nat									
		surveillance;								
	3.	Planting scheme to enhance the green potential of the area.								
BEP7	Royal	Royal Square								
	1.	Feasibility study for a new town space, to provide a welcoming arrival								
		point into the town and a pleasant public open area, e.g. reconsider the								
		layout, remove the 'island' to create a more sizeable public space, street								
		furniture, surface detailing and choice of materials should reflect and								
		emphasise the quality of the urban form and surrounding architecture,								
		soft landscaping, public art;								
	2.	Explore options for enlivening the blank elevation of the Co-operative $% \left(1\right) =\left(1\right) \left($								
		building, e.g. relocate shop entrance, planting scheme;								
	3.	Restore the high quality buildings of the art deco cinema, Western Hotel								
		and Kettle 'n Wink bar, to reintegrate them with the area, e.g. surfacing								
		detail;								
	4.	Enhance Chapel Street as the main pedestrian route form the square to								
DEDO	High Street and town centre, reinstating the medieval route to the tov									
BEP8	Stree	t an Pol								
	1.	Enhance the forecourt of the former vicarage								
BEP9	Trewy	yn Gardens								
	a)	Promote the use of the impressive and publicly accessible sub-tropical								
		gardens – e.g. good maintenance, signage, welcoming entrances;								
	b)	Community-led project for disused greenhouse area.								
BEP10	Guildl	hall Ope								
	a)	Improve signage, lighting and surfacing;								
	_	Promote commercial enterprise along its length by increasing activity								
		and passive surveillance levels.								

BEP11 Harbour

- a) Audit and rationalisation of the public realm remove unnecessary accretions and inappropriate fixtures and fitting; enhance historic features, e.g. surfacing, metal hoops set into quay side and other harbour-related features; promote pedestrian priority by increasing pavement widths and reducing the carriageway, textured surfacing on the carriageway to discourage cars, granite setts continued along Wharf Road strongly integrating it with the Down'long area and Fore Street where listed historic surfaces survive;
- b) Develop a streetscape strategy fitting with the inspiration of the location;
- c) Improve the seating area on Smeaton's Pier;
- d) Remove public car parking on Smeaton's Pier, retaining it only for business use.

BEP12 Sloop Car Park: Create a town square for public events with increased community facilities such as:

- a) Addition of a boathouse
- b) Enhanced Craft Market
- c) Creation of open-air performance space
- d) Outdoor markets (antiques, food, etc)

BEP13 | Down'long

Audit of historical and architectural detailing of individual buildings and streetscapes to encourage owner-driven conservation and protection and provide further guidance for development

BEP14 | Porthmeor Central

- a) Refurbish and convert the former Barnoon Cemetery chapels for beneficial public use community space, studios, etc.
- b) Consider landscaping and tree planting scheme for car parks.

BEP15 Porthmeor West

Consider street tree planting scheme for those critical locations which will have the maximum impact on views from the surrounding landscape.

BEP16 | Coastal Suburb and Railway Resort

a) Review the Conservation Area boundaries and the area covered by Article 4 direction

	b) Review the bus and train stations as arrival points and explore												
	improvements including the possibility of an integrated public transport												
	terminus.												
BEP17	The Estates, Upper Stennack entry route to town:												
	a) Tree planting schemes where opportunities permit.												
	b) Review of highway signage.												
	c) Industrial estates; older social housing estates: in conjunction with												
	users/residents, establish requirements and pursue appropriate hard												
	and soft landscaping schemes for the public realm and unused spaces,												
	including street tree planting.												
	d) Consider tree shelter belts to fringes of built-up area to enhance												
	integration with the surrounding landscape.												
BEP18	Review and improve the bus and train stations, as entry arrival points												
DED10	Dural Currente												
BEP19	Rural Surrounds												
	Consider how to re-invigorate buildings that make a contribution the distinctive												
	character of an area and how they may take on a new commercial role in the												
	local economy without demolition and re-construction.												

4. Proposed Cycle Network (Project TP9)

The new/enhanced cycle/pedestrian links in the neighbouring parishes of St Erth and Hayle as proposed in St Ives and Hayle Town Framework: Transport Strategy 2030 is fully supported with just the following reservations:

- a) the proposed link from St Erth Railway Station east along the railway to the Hayle Causeway at Griggs Quay needs to connect with the proposed link from St Erth village to the bird reserve on Chenhalls Road (it is not clear from the map whether these two links actually connect together);
- b) the new/enhanced cycle/pedestrian link along the Hayle Causeway from Chenhalls Road needs to provide a safe route for cyclists (there is an existing footpath but cyclists have to share a road which is has lanes which are not wide enough to provide for safe overtaking of cyclists by motor vehicles);
- c) the proposed traffic management scheme for the Hayle Causeway at Griggs Quay junction is not specified but needs to provide a safe means for pedestrians/cyclists to cross the Hayle Causeway (B3301);

- d) the new/enhanced cycle/pedestrian link from Hayle Causeway to Salting Reach needs to provide a safe route for pedestrians and cyclists. This is a narrow lane with no existing footpaths and provision of a segregated path for pedestrians and cyclists is essential to make it a safe route for pedestrians and cyclists;
- e) the new/enhanced cycle/pedestrian link from the A30 to Griggs Forge along Nut Lane is not specified. This is a narrow lane with no existing footpaths and provision of a segregated path for pedestrians and cyclists would be essential to make it a safe route for pedestrians and cyclists. Alternatively cyclists travelling eastbound could be directed to continue down the B3301 to the proposed new traffic management scheme at Griggs Quay in order to avoid Nut Lane.

Proposed New Network

The cycle route into St Ives Neighbourhood Plan Area at Lelant would begin at Saltings Reach. The route would be along Salting Reach to the entrance to the existing Park and Ride where the existing path which cuts through to the Salting would need to be made into a full width pathway for cyclists and pedestrians.

The cycle route would be along the Saltings and Green Lane to St Uny Church, then up Church Lane to the junction with the A3074 at the entrance to Carbis Bay. A possible new route for pedestrians and cyclists to Hayle via a bridge between Dynamite Quay to The Weir could link with the route at St Uny Church, Lelant.

A controlled cycle/pedestrian crossing (like the crossing over the B3301 at the eastbound end of Cycle Route No.3 at Jewsons in Hayle) would be needed to allow cyclist to safely cross the A3074 in order to proceed up Laity Lane.

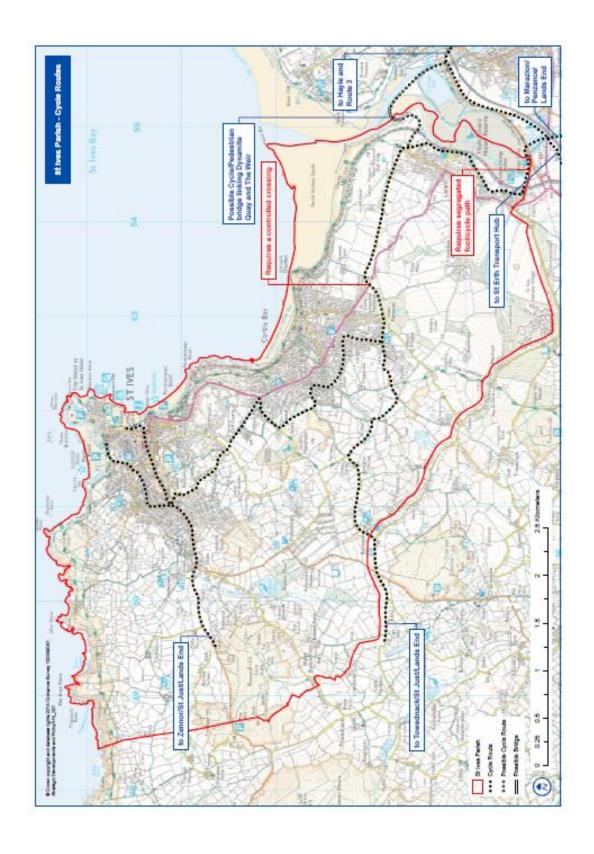
At the junction with Polmenor Drive the cycle route would divide – right turn down Polmenor Drive for St Ives Town and straight on to junction at Worvas then left to Balnoon, Towednack and B3306 to St Just or continue straight on to Halsetown. The cycle route to St Ives Town would be along Polmenor Drive past St Uny School to Polwithen Drive then along to Wheal Speed Road to Count House Lane. Then up Count House Lane to the track leading to the Steeple Woodland Nature Reserve.

The track to and along the boundary of the Steeple Woodland Nature Reserve appears to be the only practical route through Chy-an-Gweal other than the main A3074 road. This track is a designated right of way with permissive rights granted by Cornwall Council for horse riders. The conversion of this track into a pedestrian/cycle path would require the agreement of stakeholders which would include Cornwall Council the landowners,

Steeple Woodland Project the community group that manage the Steeple Woodland Nature Reserve and others.

The track leads to Steeple Lane where the cycle route would turn down to the junction with Higher Tregenna Road, then along past the St Ives School to the junction with Belyars Lane/Steeple Lane then across and along Trenwith Lane to the junction with the Burrows and adjacent to the sites of the St Ives Junior School, Trenwith car park, Leisure Centre and Children's Centre. The cycle route would then be down the Burrows to the junction with the B3306 Higher Stennack. Three cycle routes would be possible from this mini-roundabout - left along the B3306 (coast road) to Zennor and St Just, right down the B3306 leading into the centre of St Ives Town and the junction with the A3074 or straight on along Carnellis Road, Alexandra Road and Porthmeor Hill to the Tate Gallery and the northern end of St Ives Town.

- This proposed cycle route keeps cyclists off the main A3074 and B3311 roads, and minimises use of the other main road B3306 in the St Ives Neighbourhood Plan area.
- It utilises smaller roads, lanes and tracks.
- It would link the three main schools in the area: St Ives Junior School; St Ives School and St Uny School, Carbis Bay.
- A new route for pedestrians and cyclists connecting Hayle and the St Ives area is proposed via a new bridge linking Dynamite Quay, Lelant with The Weir in Hayle. This would be a project requiring detailed consideration and significant investment however it has the potential to provide a safe route for pedestrians and cyclists between Hayle and the St Ives Area that avoids the use of the Hayle Causeway.



5. Suggested Work Plan

Action/Activity													
		t Date: May-15		Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	2016 - 2030
LEDP1 New Economic Strategy		,											
LEDP2 Local Food Web Mapping/Virtual Supermarket													
LEDP3 Small Business & Enterprise Hub Feasibility Study													
LEDP4 New business units													
LEDP5 Small Business and Enterprise Hub													
LEDP6 Hire Porthia Employment Agency													
LEDP7 Schools and Skills Training													
LEDP8 Local Entrepreneur Forum													
CFP1 Heritage Sailing Centre													
CFP2 Indoor Sports Hall													
CFP3 Create and manage landscape features and habitats													
CFP4 Tree and hedgerow planting schemes													
BEP1 St Ives Area Design Guide													
BEP2 Conservation Area Review													
BEP3 Historic Environment Survey													
BEP4 Fore Street													
BEP5 Market Square													
BEP6 Churchyard													
BEP7 Royal Square													
BEP8 Street-an-pol													
BEP9 Trewyn Gardens													
BEP10 Guildhall													
BEP11 Harbour													
BEP12 Sloop Car Park													
BEP13 Down'long													
BEP14 Porthmeor Central													
BEP15 Porthmeor West													
BEP16 Coastal Suburb and Railway Resort													
BEP17 Upper Stennack Entry Route to Town													
BEP18 Bus and Train Stations													
BEP19 Rural Surrounds													
TP1 Electronic Signs for Parking Space Availability													
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TP3 Traffic calming to encourage use of coach road from Lelant to St Ives													
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