

# **Cornwall's Forgotten Corner?**

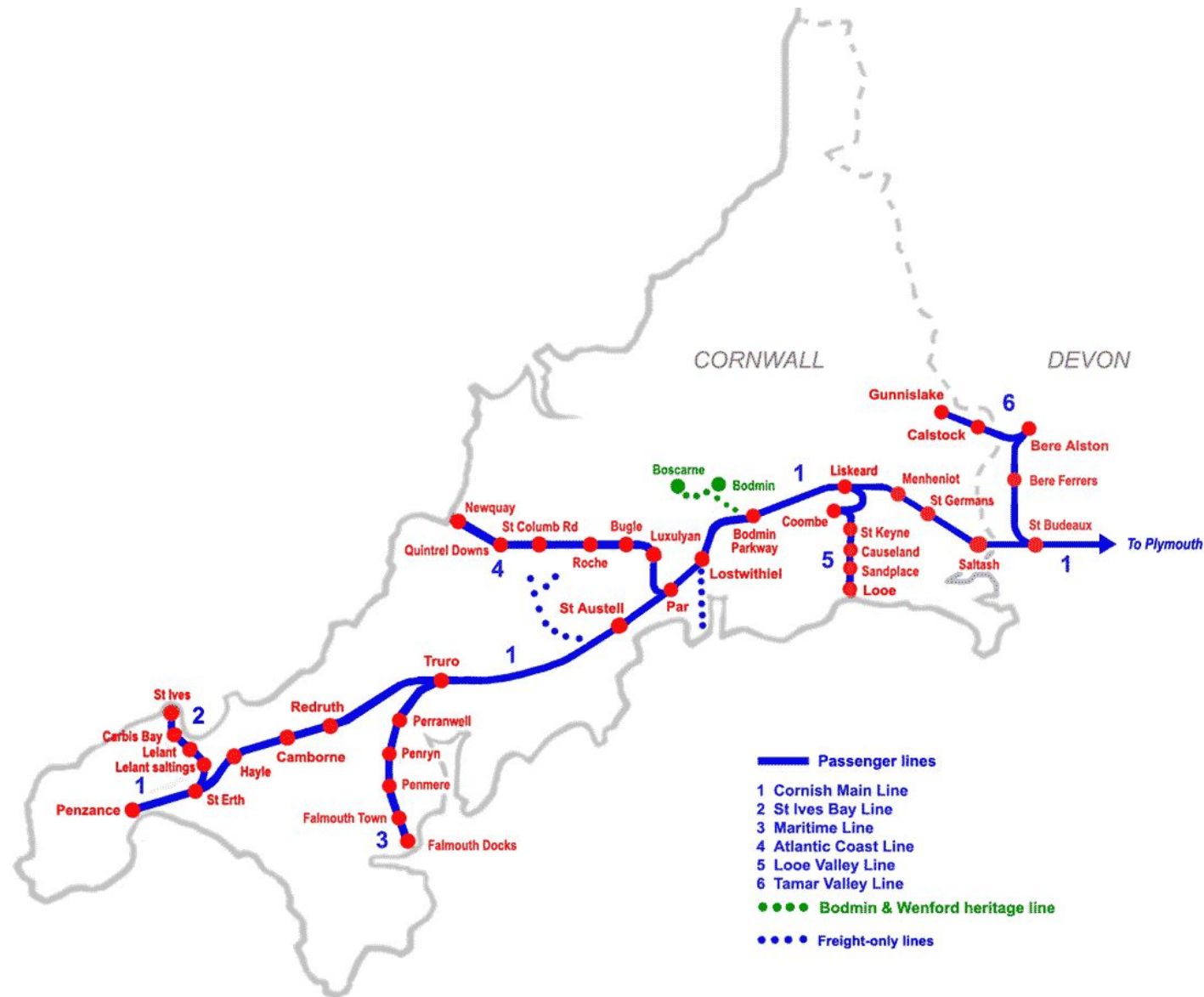
**Misperception or Reality?**

# Context

Railway reopened Nov 2021

- Bude most important corridor serving railhead
  - Poor connections
  - Service degraded since line reopened
  - Line highly successful, 5 yr usage forecast @ 2 yrs
- Greater Bude is largest Cornish community not on a railway
- Poor bus service affects both bus, & rail, connectivity

# The Rail Desert



# Cornwall's Connectivity Deficit

<u>Town/ Village</u>	<u>Pop. (2011 census)</u>	<u>Buses/ hr to Railhead</u>
• Kingsand/ Cawsand	1,020	hourly
• Portreath	1,336	hourly
• Tintagel	1,727	2 hourly
• Mevagissey	2,015	ev 90 mins + 2 hourly
• St Agnes	2,230	2 hourly
• Fowey	2,315	2/ hour
• Camelford	2,945	2 hourly
• Padstow	2,993	hourly
• Perranporth	3,066	hourly
• St Columb Major	4,681	2 hourly
• St Just in Penwith	4,812	hourly (3 separate buses)
• Callington	6,000	hourly
• Wadebridge	7,900	hourly
• Launceston	9,216	2 hourly (Plymouth), 4 hourly (Okehampton)
• <b>Greater Bude/Stratton</b>	<b>12,139</b>	<b>3 hourly</b>
• Bodmin (3 miles from station)	14,736	hourly

# Devon's Connectivity Deficit

<u>Town/ Village</u>	<u>Pop. (2011 census)</u>	<u>Buses/ hr to Railhead</u>
• Lynton & Lynmouth	1,405	2 ev 3 hours
• Tedburn St Mary	1,500	approx hourly (2 buses)
• Modbury	1,545	hourly
• Woodbury	1,605	2 hourly
• West Hill	1,727	hourly
• Salcombe	1,909	hourly
• Ipplepen	2,446	2/ hour
• Bishopsteignton	2,570	2/ hour + 2 hourly (2 buses)
• <b>Holsworthy</b>	<b>2,642</b>	<b>3 hourly</b>
• Combe Martin	2,687	hourly
• Wembury	2,740	hourly
• South Brent	2,822	hourly
• Uffculme	3,090	hourly
• Buckfastleigh	3,326	hourly

# Why?

- Bus 6 commercial up to Sept. 2023 (limiting council intervention)
- Geographical Challenges for Cornwall re. Greater Bude
- Cross-border parochialism - both Cornwall & Devon
- Cornwall less interested in its part that looks to Devon for connectivity?
- The only area not served by Cornish road/rail spine
- Sole Cornwall-funded bus service outside its liveried single county contract

# Result

- The Largest Cornish Community not on the Railway has the worst bus connections to a station
- The Rail Desert unchanged for those relying on public transport on Dartmoor Line's key corridor
- Contravening govt. bus funding conditions: council borders must not disadvantage residents

# The Case

- Clear evidence: Greater Bude disadvantaged, & treated differently, vs rest of Cornwall in bus/rail connections
- Inconsistent Cornwall approach:
  - Elsewhere grown bus demand by improving services
  - Not tried on bus service 6 alone, claiming 'no demand'
  - Why 'no scope to grow service' only on this service?
  - Demand/growth suppressed by presiding over progressively degraded bus service since Nov 2021
  - Poor bus/train connections suppressing new demand

**Not just another community aspiration but about righting a wrong.**



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# And Finally.....

- **Devon Transport Plan Consultation**

- <https://www.devon.gov.uk/news/consultation-launched-on-transport-plan-for-devon-and-torbay/>

- *The integrated transport aspirations greatly undermined by gap in bus service alone for Bude/Holsworthy to a railhead (Okehampton)*
- *ALL other comparable/ smaller communities in both counties enjoy hourly connecting bus service*
- *Bude/Holsworthy: 3hrly bus connections are so poor effectively 6 hourly*
- *Without righting this wrong, these significant communities and hinterland will continue to be disadvantaged compared to the rest of the two counties*
- *Devon & Cornwall must work together to avoid the county border preventing this from happening - and to avoid the consultation document aspirations being seen to be hollow.*