



# **Pathways to Zero carbon transport: creating a community safe for our children to grow**

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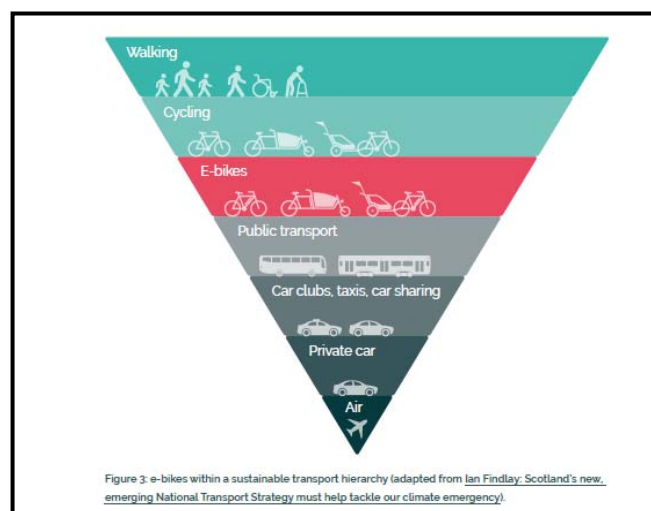
## Summary

The Bude Community Network Area has a strong identity and the Bude Climate Partnership aims to build on this to enable the development of a climate neutral community. This energy based Zero Transport Carbon Action Plan has been developed to assist the area to make the necessary changes to the local energy system to reach Zero Carbon with the most effective community led process and actions. The Action Plan also aims to ensure that proposed actions are inline with the requirements of the equally urgent ecological emergency.

The journey to Zero Carbon for local transport energy follows the Transport Hierarchy, see the diagram below. However before this is brought into play it is vital to follow the carbon reduction plan by reducing the need to travel. The strategy development order then becomes:-

- ◆ Reduce the need for travel energy and for the movement of goods/services
- ◆ Use travel energy very efficiently, with an emphasis on active travel
- ◆ Replace remaining travel demand with local renewable energy supplies

### *Transport Hierarchy*



## 1 Present situation

The use of energy for transport and the resulting mileage travelled locally has been estimated in the Carbon Audit produced earlier in 2021. This shows that locally car drivers are responsible for around 51 million miles (82 million km) are driven each year. This uses over 40% of the local energy demand and hence is of major importance when preparing to reach zero carbon for the area as a whole.

Detailed analysis shows that two thirds of the transport energy is from personal transport and one third is freight, ie goods being transported around the local area.

Transport energy demand produces 41% of the local greenhouse gas emissions, at around 31,000 tonnes per annum (tpa) CO<sub>2</sub>e.

The Bude Travel Survey carried out in September 2021 showed that food shopping and going to work are the main reasons for journeys, with 40% of journeys being for more than one reason. The survey showed that nearly everyone socialises with friends/family at least monthly and that three quarters meet up daily or weekly. This suggests a close knit community, which augers well for the community actions needed to reach zero carbon.

This survey found that people are willing to travel on the bus more if bus frequency and destinations were more suitable. However the survey also found that most people reject the notion of active travel as there are too many hills, they are not fit enough and there are no suitable and safe paths separated from busy roads. These issues can be addressed with new dedicated paths and cycleways as well as the use of ebikes. The last impediment is harder to deal with as it is the weather. However even the use of active travel only when the weather is good would allow active travel for over half the time for shorter journeys.

The Budehaven Community School travel survey found that nearly half of pupils walk to school and a further 34% use the bus. Only 17% travel by car and a few cycle. Some pupils travelling by car could potentially use the bus but are blocked by reasons such as cost, distance to bus stop, anxiety, lack of masks on the bus, unwillingness to get up in the morning, or a parent going past the school on the way to work.

The school survey found that there is some willingness to walk or cycle if suitable paths were available. In particular the busy and dangerous roads in the area are a major block to more active travel by pupils in the up to three miles category. It would also appear that better footpaths are needed by the presently walking students.

## ***2 Future Planning***

The most effective approach to reducing carbon use in transport is to reduce the transport miles needed to meet the community's needs.

This then requires significant questions about what are needs and what are wants, and which journeys are actually needed. As part of ensuring effective local action is undertaken it is vital to raise community understanding and involvement in the local transport design system by discussing these questions in detail.

Community discussions need to include raising local understanding of the interlinked nature of travel and community needs, the urgency of the action required and the local benefits of the changes needed. It is also helpful to include thinking about what are the local goals for travel and how that can be achieved.

Working together at the local level is shown to foster local confidence and resilience, to create change locally and to begin to shift the system to a higher emphasis on the locality and not distant places. This of course reduces the need for transport to the local area as well as within the area.

One way of increasing the attractiveness of the goal setting process is for the groups to think about their vision of local society in ten years time, in particular how the transport system interacts with the locality and all the community. Using backcasting, thinking back from the new improved reality to the present and how the new reality has been achieved, is a valuable approach to this goal setting and visioning.

This vision could well be the idea of a local world fit for our children: where children are safe, have play and local green space fit for running around, have safe active travel ways of travelling to school and grow up understanding the challenges of the present climate emergency and extinction crisis before us now.

As large parts of the system are under the control of other authorities it is vital to work out locally how far and how fast the higher authorities need to be pushed to agree to help with the new local priorities.

### **3 *Developing the zero carbon transport strategy***

#### **Demand reduction**

This is the first task to tackle with community wide discussions on what journeys are actually needed.

This needs to be followed by actions to reduce longer distance journeys which are often derived from the importing of food and goods from far distant places. Increasing local food production and supply dramatically reduces the food miles the area is responsible and allows local businesses to prosper as well as providing more fresh and quality food for the local community. Community groups can engage locally on purchasing more local food and can work with local tourist businesses for them to increase their local supplies.

Reducing the purchase of new goods from far flung places reduces transport energy requirements and on increasingly less secure supply chains. Community groups can work together for actions such as Library of Things, repair cafes and digital and real secondhand market places. These can all contribute to lower transport miles bringing in new goods to the area, as well as bringing the community together in shared endeavours.

Local travel demand reduction requires thinking about the distances and reasons for journeys. The Bude area travel survey, when analysed with the earlier carbon audit figures, found that around 18% of workers drive nearly half the work related mileage and that the 10% of food shopping trips which are over 10 miles generate 45% of food shopping mileage. Food shopping generates around two million miles a year in car travel.

Community actions can be to work with local businesses on their need for staff travel and potentially set up local office hubs with ultra-fast high speed broadband connections to reduce the number of office bound trips each week. Equally local groups could encourage food shopping by sharing trips and by shopping more closer to home. This approach also helps with encouraging local food production and use.

### Bus travel

As bus travel significantly reduces the fossil fuel energy needed to travel, it is important to increase the local use of buses. It would help reduce local barriers to their use if the community groups worked with Cornwall Council and the bus companies on their timetables and destination constraints along with further action with the local people who have expressed a willingness to help with the local transport strategy.

### Active travel

Community groups can carry out very local travel surveys and determine in the locality where footpaths and cycleways need to go. These ideas can be taken forward with the BCP to help integrate with main destinations and to work with Cornwall Council on funding and landowner access where needed.

### Travel mode changes

#### *Target mode changes for main reasons for personal journeys*

Trip type and distance		Targets for low/zero carbon travel					fossil miles remaining
		Walk	Cycle	Ebike	Bus	EV	
<b>Work</b>	<i>present mode</i>	17%	20%	0%	2%	0%	
<b>% of trips</b>	<b>distance band</b>						<b>2.1%</b>
44%	<10km 5%	<b>29%</b>	<b>35%</b>	<b>15%</b>	<b>10%</b>	<b>11%</b>	0%
21%	10-30km 19%		<b>15%</b>	<b>25%</b>	<b>12%</b>	<b>35%</b>	2.5%
18%	>30km 49%				<b>10%</b>	<b>80%</b>	4.9%
17%	Varies 27%					<b>90%</b>	2.7%
<b>Food shopping</b>	<i>present mode</i>	24%	5%	0%	7%	0%	
<b>% of trips</b>	<b>distance band</b>						<b>4.7%</b>
68%	< 5km 23%	<b>35%</b>	<b>10%</b>	<b>15%</b>	<b>12%</b>	<b>15%</b>	3.0%
16%	5-8km 19%		<b>8%</b>	<b>12%</b>	<b>10%</b>	<b>50%</b>	3.8%
6%	8-16km 13%			<b>10%</b>	<b>10%</b>	<b>65%</b>	2.0%
10%	>16km 45%				<b>5%</b>	<b>80%</b>	6.8%

The table above indicates for the two main reasons for journeys how the spread of trips and area total miles travelled at present by each mode (*the line in italics*) with indications of the targets for changing to lower energy modes to achieve zero carbon travel. The mode change targets are split by distance, as it is clearly not achievable for example to suggest walking over 30km to work each day. This programme reduces work mileage using fossil fuel cars to 2.1% of the present mileage and food shopping miles to under 5%.

If similar programme is followed for the remaining car travel journeys, the expected fossil fuel car travel will be reduced to 3% of the present level. This means that around 1.5 million miles would continue as fossil fuel, compared to the present 51 million miles pa in the local area.

Thus the carbon emissions for personal transport drop from nearly 20,000 tpa CO<sub>2</sub>e to around 600tpa CO<sub>2</sub>e.

### **Electric vehicles**

It is clear from the table above that even with encouragement to take to the walking shoes, ebike or bus, for many people this will not be a feasible option. This is thought to be mainly due to the rural nature of the local area and hence even with extra help the buses will not suffice and the distances are too great for regular cycling.

The government has stated several times that its intention is to ban the sale of fossil fuel cars by 2030. It is not yet certain when this ban will actually be made a legal mandate, so for now it is assumed that no new fossil fuel cars will be sold in the UK from 2030.

As the BCP aim is to be carbon free by about then, this means taking action to speed up the change to EVs in the local fleet. As the local fleet of cars is mainly some 10-15 years old, without local action it could take until 2045 for all local vehicles to be fossil fuel free. This means that the local strategy needs to include positive action towards increasing local use of EVs.

It is therefore proposed that a local loan scheme be introduced by the Partnership to speed up local change to EVs. Once people are familiar with EVs and how cheap and easy they are to run, there is “no going back”-as nearly everyone becomes a convert.

The action on EVs is therefore to enable a change to EVs at speed, by focussing the proposed loan or other scheme on longer distance local drivers in the first instance. They have the most to save from lower fuel bills and the environment has the most to gain from faster carbon emission reductions.

It is proposed that the community group/BCP to confer with central government representatives, via the SW Energy Hub which aims to help the SW move towards zero carbon energy. The transition to EVs is one of its Strategic



Priorities. It is proposed that together an action plan is developed to speed the uptake of EVs, possibly via a loan scheme to reduce the upfront cost which is often prohibitive locally. Another option is to engage with a car leasing company to enable a locally relevant system only for EVs, whereby the lease costs are paid out of the operating savings.

The statistics suggest that local freight vehicles are mainly LGVs, of which there are about 2,000 in the wider Bude area, each travelling possible 5,000 miles pa on average, suggesting relatively short journeys.

It is proposed that the Partnership collaborate with local businesses to investigate in detail the local delivery patterns and imports/exports from the local area of goods and materials. This will help design a local strategy for the encouragement of electric vans, of which there are several on the market and for the replacement of vans with ecargo bikes, which can take varied loads for journeys up to around five miles or so, with significantly easier parking.

### **Transport physical infrastructure development**

It is vital to recognise that behaviour follows system structure. Therefore the aim of zero carbon transport can only be met if the local transport infrastructure allows and encourages appropriate travel patterns.

Whilst the Bude Climate Partnership is not directly responsible for the siting, development or maintenance of the local transport infrastructure, the time has come for the local area Council and residents to combine in pushing for local action on the following infrastructure issues:-

- ◆ Cycle path development
- ◆ Footpath development

Wherever possible these two pathways need to be separate of if not possible they need to be wide enough to safely cope with speeding cyclists and slow walkers.

- ◆ Pedestrianisation

Local areas can explore the options for occasional stopping or slowing traffic in some areas to enable locals to experience the calm this can produce.

- ◆ Electric vehicle charging points

At present there are very few charging points locally. The community groups can assess where new charge points need to be and work with other agencies to achieve their speedy installation.

### **Transport organisation infrastructure**

Cycling in particular needs more local organisational support if it is to become a more majority activity. This includes cycle training, repair shops, ebike library

and sales, local supportive groups in the community and local business community.

Car sharing is another potential which would be increased by having local organisational support.

#### 4 Finance

Financing the large amount of activity and investment needed for the local area to achieve zero carbon transport within a short time frame will cost a significant amount of money, which means that suitable organisational structures need to be in place in order to borrow and otherwise raise funds needed.

Although the amounts needed are high, one of the key parameters is to understand the costs of inaction. All the indications from the science and explanations of those who understand these costs are that it will be significantly cheaper to undertake this investment now, rather than later or not at all. With the local threat of sea level rise this should be clear in the wider Bude area.

#### Approximate costs and potential sources of funds for Transport Action

Tasks over ten year programme	Total capital		Potential funding sources
	£	£ pa	
<b>Community action</b>			
Local groups developing transport action awareness – part of main Carbon Programme	£1m	£100k	Grant aid, various sources, potentially earnings from local community business activities
Work with businesses to reduce freight mileages	Part of Zero Carbon Action plan programme		
<b>Transport</b>			
Electric vehicles –cars	£1.5m	£500k	Loans above government grants of £2.5k each say £1-4k , & 2-3 yr loans
Electric vehicles- ebikes, ecargo bikes	£500k	£50k	Non-employer based loan scheme ( <i>existing government backed loan scheme is only via employers</i> )
New cycle and footpaths	£1m	£100k	Work with Cornwall Council to speed up new active travel pathways - & increase capital from central government
<b>Enabling community businesses to reduce local transport need</b>			
Integrating understanding and action re local businesses and community action to reduce miles travelled	Part of Zero Carbon Action plan programme		

The situation is complicated by the changing government financing and subsidy situation with grants available towards the costs of electric vehicles and home chargers. The table of costs is therefore preliminary.

## 5 Zero Carbon Transport Plan Actions

The series of changes made, starting directly with community groups and leading on naturally to bringing together the different stakeholders in the community, show that there are many opportunities for local community businesses. In particular the aim of local supplies for local need brings about large reductions in fossil fuel energy demand.

### Actions towards energy and carbon reduction for Zero Carbon Transport

Action	Installations number	Energy/ fossil fuel savings MWh pa	Carbon savings CO2e tonnes		
			Direct tpa @end programme	Total ten years tonnes	Embedded tpa
<b>TRANSPORT DEMAND REDUCTION</b>					
<b>Community groups</b>	Five+ groups				
Reduced SUV purchases	100 pa				3,000
More local shopping shared trips	12% of shoppers 20% of time	900	240	1,320	
Local campaign to buy local	Participating businesses 150				1,900
<b>TRANSPORT: vehicles</b> <i>assumes use renewable electricity sources</i>					
Increased walking, cycling, bus travel		1,000	250	1,250	
Ebikes	4,800	3,380	840	4,620	
Electric vehicles cars	5,000 cars	71,500	18,800	94,000	
Ecargo bikes	500				
Electric vans	1,200	20,150	5,260	30,500	
<b>Total transport demand reduction</b>		<b>96,930</b>	<b>25,390</b>	<b>131,690</b>	<b>4,900</b>
<b>% reduction on present energy &amp; carbon demand</b>		<b>83%</b>	<b>83%</b>		

In outline, these results are in line with the basic principles that firstly transport energy demand needs to be reduced to that actually needed, secondly the needs are met with highly efficient systems, which further reduces the demand for energy and thirdly the remaining transport energy demand is met with local renewable energy supplies.

The results show that the community can make large changes in the local transport system by coming together and working up the local actions for each topic.

The series of changes made, starting directly with community groups and leading on naturally to bringing together the different stakeholders in the community, show that there are many opportunities for the local community and businesses to collaboratively work together to improve the local transport system. In particular the aim of local supplies for local need brings about significant reductions in fossil fuel transport energy demand.

The transport energy demand reduction actions lead to an 83% energy demand reduction in this sector and an equal cut in carbon emissions.

**When the Action Plan is complete the local transport system will have contributed a reduction of 83% of local fossil fuel demand and a similar reduction in carbon emissions towards the Zero Carbon Vision**

# 1 Introduction

It is important to know why we aim to undertake the journey to Zero Carbon. There are many reasons, both global and local why this is imperative. The main drivers, global and local, for the need to transform our transport system are laid out in the main Climate Action Plan, and so are not repeated here.

Key local issues relating to transport include:-

- Community feeling of isolation, both geographical & in governance terms
- Hugely high house prices/nothing to rent – all going to airbnb & holiday rentals
- Young families having to move away
- Higher than average older population (28% over 65)
- Higher than average car ownership and use, few buses
- High medical needs, partly due to aging population and long distance to main medical services
- Rural locations with low public transport
- High seasonal employment, with tourism being the main economic driver

For these and other reasons relating both to social justice and to resource depletion it is vital to undertake the journey to carbon zero with increasing urgency.

## ***Bude Sea Pool***



*Photograph by Tim Martindale, from Friends of Bude Sea Pool*

## 2 The Task

Given the outline of the relevant issues in the Climate Action Plan , it is clear that the local community will need to reassess what community means in the present and uncertain future. Some certainties include the reality of the global issues and that they are, and will impact severely on Bude and the local area.

The task of achieving Zero Carbon for all local activities is not easy as it requires a complete rethink and paradigm shift for the local community as a whole and for almost everyone in the community. Every action requires energy, which generally is a hidden part of modern life. Now that climate change impacts have forced us to change how we demand and supply energy: more and more people and organisations are realising how our systems are completely dependent on high fossil fuel energy supplies. In particular almost everything we do and which is supplied locally requires a massive transport system, which is almost completely dependent on copious supplies of oil.

Oil is a major greenhouse gas and is coming under increasing pressure as the cheapest and easiest to extract oil supplies on the planet have already been extracted. Although we tend to think that Saudi Arabia has the largest conventional reserves, it is clear that their reserves are running low. The largest oil field in the world is the Ghawar Field in Saudi, which for some years has needed water to be pumped in to extract the last few remaining resources. By 2004, around half of the output was seawater, from which must be extracted the oil before it can be processed and shipped.<sup>1</sup> Depletion continues at 8% or so each year. The same story is repeated throughout the oil industry, with higher energy and environmental costs for smaller and smaller returns being exploited as the reserves are depleted.

It is therefore vital that the local area becomes less dependent on this reducing resource before it causes collapse problems.

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<sup>1</sup> [Trouble in the World's Largest Oil Field-Ghawar - Resilience](#)

### 3 Present transport energy situation

#### 3.1 Carbon audit report May 2021

The Carbon Audit, prepared earlier this year showed that transport energy is 41% of the total energy requirements of the wider Bude area.

For ease of reference some of the Carbon Audit report relating to transport energy is reproduced below.

An analysis of transport energy was carried out using local and county level data to determine the main uses of energy in local transport.

#### *Travel to Work Bude area by method of travel- number of people*

Distance travelled	all	home	public transport	car or van	other methods
all	<b>7,498</b>	<b>1,690</b>	<b>102</b>	<b>4,161</b>	<b>1,545</b>
<10km	<b>2,989</b>	0	31	1,841	1,117
10km to 30km	<b>978</b>	0	19	861	98
>30km	<b>971</b>	0	29	769	173
at home	<b>1,690</b>	1,690	0	0	0
other - away/varied	<b>870</b>	0	23	690	157
<b>% by mode of travel</b>	<b>100%</b>	<b>23%</b>	<b>1%</b>	<b>55%</b>	<b>21%</b>

This table shows that a high proportion of people work at home: that very few take the bus to work and that 55% travel by car or van. The other 21% are assumed to walk or cycle to work.

The key oil use for work travel is the car and the next table shows how this is distributed by distance bands.

#### *Estimate of total distance driven from Travel to Work Census 2011 data*

Distance to work	people		assume each journey km	journeys pa on average FT + PT	distance pa km total	% of total distance
	number	%				
<10km	1,841	44%	5	120	2,209,200	5%
10km-30km	861	21%	25	208	8,945,790	19%
>30km	769	18%	70	215	23,146,900	49%
away/varied	690	17%	50	181	12,475,200	27%
<b>Totals</b>	<b>4,161</b>	<b>100%</b>			<b>46,777,090</b>	<b>100%</b>

The table above shows the major impact of daily travel distance by residents with 44% of workers travelling under 10km and contributing only 5% of the mileage, whilst the 18% who travel over 30km to work use nearly half the annual

mileage driven. These figures also show some of the issues to be tackled when planning for zero carbon.

Since the 2011 Census the local population has increased by 6%, suggesting that more miles will be being driven for work and for social reasons.

#### ***Estimate of mileage driven with present population 2018***

<b>Reason</b>	<b>km driven</b>
Travel To Work	46,777,090
Social/family extra %	66%
plus social	30,872,879
<b>total 2011</b>	<b>77,649,969</b>
plus extra population	6%
Extra km driven	4,658,998
<b>Total 2018 km</b>	<b>82,308,968</b>
miles 2018	51,144,548

This calculation suggests that around 82 million kilometres or some 51 million miles are collectively driven by local residents.

The energy demand of this large number of miles is calculated by reference to the average age of the local car fleet and the fuel efficiency of cars at that time.

The estimate of transport oil demand is assessed from the fuel efficiency of cars of the assessed age for the area compared to the pro-rata oil for transport use for Cornwall as whole.

#### ***Estimate of total transport oil demand for 2018***

<b>Transport oil demand</b>	<b>MWh</b>	<b>%</b>
Personal car	75,300	64%
bus	3,000	3%
motor cycle	690	<1%
total	78,990	67%
Freight	38,300	33%
<b>Total</b>	<b>117,290</b>	<b>100%</b>

This table indicates that personal travel is two thirds of local motorised transport and freight is one third, with a total oil demand for transport being 117,300 MWh. Thus local travel is responsible for around 31,000 tonnes pa of CO<sub>2</sub>e (greenhouse gases) which makes up 41% of the total energy related climate emissions.

### ***3.2 Bude Transport Survey September 2021***

The Bude Travel survey carried out in September 2021 has yielded valuable information on a representative sample of the local population. Details of the questionnaire and its method of sampling are given in the reports which are in the Appendices to the detailed transport report



Notes on Survey report in Appendices  
Full survey report BCP in Appendices

The lessons learnt for strategy and action development are included here with the emphasis being on how to move towards zero carbon for transport and what infrastructure is needed to achieve this aim.

### ***Travel survey findings***

The main reasons for travelling are food shopping and work with seeing friends and family also a high priority. Close to 10% of journeys taken are for sports and social activities and entertainment. One unexpected finding is that around 40% of journeys are for more than one reason. This will tend to reduce the amount of fuel needed for travelling in the local area. A concern for many has been the high number of older people in the local population and their potentially high medical needs, but this survey found that only 3% of journeys were for medical or health reasons, which augers well for the present health of local people. This is backed up by the Cornwall-wide travel survey which found that medical appointments are occurring at much the same rate for Cornwall as for Bude, potentially suggesting that the older population around Bude may be healthier than expected from their chronological ages.

The survey also shows that nearly everyone socialises with friends/family at least monthly and three quarters meet up daily or weekly. This suggests a close knit community, with only some 6% not meeting regularly with family or friends. How this correlates or not with the lower than expected medical appointment needs of older people in the area is not known, but could be an important factor in local general health.

The Cornwall-wide survey found that people generally travel shorter distances for shopping than for work and mainly to the nearest major town, with 80% travelling less than ten miles.

On the plus side there is a good understanding that reducing car travel benefits climate change, that bus travel is good value for money and is safe & secure.

### **Bus travel**

The relatively high proportion, over one third, who would consider using the bus for their transport needs, is helpful for designing suitable action strategies, though the main car using reason appears to relate strongly to convenience. The main reasons being convenience, carrying packages/shopping and organisation. This high figure shows that other low carbon transport needs to be convenient and flexible, with packages/shopping etc easily incorporated. It also indicates that if car travel becomes less convenient then other transport methods would increase

Q9 on reasons for not using buses more often, mainly focus on bus frequency, their relationship to destinations and difficulty with complex journeys. Given that

many journeys (40%) are for more than one reason, the difficulty with bus journeys is understandable. That still leaves 60% of journeys which appear to have one focus, and hence could be addressed by increasing bus frequency and determining the most important destination locations to increase passenger use. The Department for Transport has a “golden question” around attitudes and the Cornwall survey found that 68% of Cornish residents agreed, strongly or slightly, with the suggestion that “successful people travel by car rather than by bus”. This could be a major stumbling block on the journey to zero carbon.

### **Cycling and walking**

The answers to the Bude survey on cycling clearly show that the following are major blocks:-

- Too far or too hilly
- Not safe, too much traffic
- Unfitness
- Cycle paths not good enough.

The two main methods of reducing these impediments:-

- Quality cycle paths separate from roads (not safe, paths no good)
- Electric bikes (too far, too hilly, not fit)

Once good quality and safe cycle paths are available the distance problem reduces significantly with the use of ebikes. In the Cornwall-wide survey one third of people were willing to cycle more if there were more dedicated cycle paths.

The main blocks to walking reported are:-

- Too much traffic, noise and congestion
- Weather
- Unfitness
- Too far or too hilly

Other transport surveys indicate that a major impediment to walking is the lack of suitable footpaths. It is also clear that the availability of seats and toilets at regular intervals would enable less fit people to walk further and more regularly. Possibly some seats could be under cover to reduce the unreliable weather problem, rain generally being the main deterrent to walking.

### ***Dual use segregated footpath & cycleway***



### **Electric vehicles**

The two main strategies to the change to EVs appear to be:-

- enable affordable financing
- increasing the number of charge points and information on their locations

See Appendices for full results of the survey

### ***3.3 Budehaven School Transport Survey***

The Budehaven School transport survey revealed that nearly half of pupils walk to school and a further 34% use the bus. Only 17% travel by car and 1% cycle. Students who live within three miles generally walk, with only a few travelling by car. More distant students travel on the bus, either a school bus or the local bus service.

Some pupils being driven to school could potentially walk or cycle but prefer the car as this enables them to save travel time, not walk or deals with the weather or their anxiety.

The lack of good dedicated cycleways is a clear deterrent to pupils and at present only around 1% cycle. The survey indicates that more would cycle if cyclepaths enabled the dangerous roads to be avoided and when the weather is reasonable ie not raining.

Walking paths are also needed by students within three miles as they could then avoid the too dangerous roads and potentially walk with others to and from school, particularly in the better weather. This option would probably attract more users if they were able to make it a routine, presumably with encouragement at home to get up early enough.

School transport survey report in Appendices

School survey responses analytics report in Appendices

## 4 Future planning

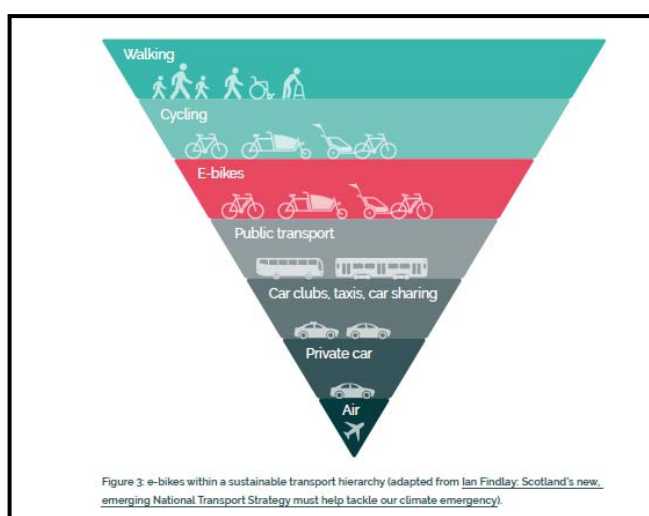
The Partnership aim for Zero Carbon Bude and local area can be most successfully met if the task is framed as a move to a relatively non-material and very local culture where well-being and relationships are the measures of success. This approach increases social justice, reducing the local and transport issues noted above.

This approach allows us to plan for a future safe for our children. Acting in concert with others to reduce the threat of climate chaos and reducing transport energy needs to free the next generation from energy collapse is the best way to create a safe future.

Zero Carbon can be achieved and enable activity to continue in the face of the increasing Energy Cost of Energy, by dramatically reducing transport energy demands, localising activity and becoming more responsible locally for the major needs in society such as food, energy , caring and some materials supplies.

Beyond the limits placed by accepting One Planet living there are many ways to enhance local wellbeing and community resilience. Following the insight of Kate Raworth in the Doughnut Economy is one valuable approach to actions. This necessary approach requires the development of a new Bude Culture- with local developments to suit the local people and environment.

### 4.1 The transport hierarchy



The transport hierarchy indicates the order in which decisions should be made for preference to increase the sustainability of the transport system. It is clear that the present transport system is the inverse of this, with the car taking the most investment, road space, energy and creating the most environmental damage. The aim of reaching zero carbon energy for the local transport system can be met by following the Transport Hierarchy for decision making.

This report aims to propose methods to start reversing the present pyramid towards the inverted pyramid of the Transport Hierarchy as seen in the diagram above.

When making the journey to zero carbon for transport the general rule of thumb is to use the following order of decision making, outlined in the Transport Hierarchy although taking this one step further to ask the first question :-

- Does this travel really need to happen?

Then apply the Transport Hierarchy to ask the following questions:-

- If so can it be done more efficiently or in a lower energy/carbon way?
- How do we change remaining transport demand to local renewable energy sources?

**The most effective approach to reducing carbon use in transport is to reduce the transport miles needed to meet the community's needs.**

## ***4.2 Raising community understanding and involvement***

As part of ensuring effective local action is undertaken it is vital to raise community understanding and involvement in the local transport design system. This needs to cover the following interlinked issues:-

- ◆ Raising community understanding of the
  - interlinked nature of travel and community issues
  - urgency of required action
  - benefits of the changes needed
- ◆ Working towards a locally diverse & resilient supply system for important needs being accepted as the local goal
- ◆ Design issues and decisions to aim for in the local transport system by:-
  - Increasing local democracy and citizen panels for local action
  - Developing local rules for actions towards zero carbon transport
  - Increasing local decisions on aims & information flows needed

This kind of community involvement in projects which bring communities together to tackle local issues, provides an opening for awareness raising alongside practical action to help the journey to zero carbon. Local action can be inspired through examples from other areas, where local councils have developed citizen engagement strategies and successful actions through working on the co-benefits of climate actions, such as more employment, quieter streets, lower noise, more child friendly spaces, etc.<sup>2</sup>

This section outlines a range of community drive actions which can be taken and are likely to lead to success in raising awareness and driving future action.

#### **Cut carbon emissions through community action**

- Groups to share tips on cutting transport needs and wishes

### ***4.3 Developing local transport hierarchy***

Working together at the local level is shown to foster local confidence and resilience, to create change locally and to begin to shift the system<sup>3</sup> to a higher emphasis on the locality and not distant places. This of course reduces the need for transport to the local area as well as within the area.

One way of increasing the attractiveness of the goal setting process is for the groups to think about their vision of local society in ten years time, in particular how the transport system interacts with the locality and all the community.

This vision could well be the idea of a local world fit for our children: where children are safe, have play and local green space fit for running around, have safe active travel ways of travelling to school and grow up understanding the challenges of the present climate emergency and extinction crisis before us now.

The vision could also include the idea that all local citizens are included in the work to change the local situation to meet these challenges with purpose and moving to a lower transport energy demanding resilient community.

For the purpose of this report, the goal is taken as zero carbon transport energy. This aim can be met in a variety of ways, some with high local economic and environmental benefits and others with less. This report assumes the general aim of working towards a locally diverse and resilient supply system for important needs as the local goal.

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<sup>2</sup> [CAC-TOOLKIT-CHAPTER-6.pdf \(ashden.org\)](#) Climate Action Co-Benefits ch6 citizen engagement

<sup>3</sup> [The importance of the local in today's context - Resilience](#)

### ***Suggested goals***

- for everyone to see/help create the future Vision & wish to be included
- zero carbon transport energy
- increase local food production and processing by 40%- to reduce transport needs and reliance on long, insecure transport supply chains
- each Parish and Town to have its own committee/group working up local carbon reduction actions in an integrated transport energy system
- reduce local car miles travelled by an agreed percentage
- every child to be well versed in transport and the climate

It is recognised that whilst local people can do a lot to improve their climate performance in many ways, there are larger systems within which we are all operating and over which there is little opportunity for local control or influence. A major advantage of the local scale approach is that actions can be undertaken and impacts achieved much quicker than say at regional or national level scales of action. It is however important to include in the local goals those actions needed to change and remove barriers to local effective action.

### ***Example wider system actions to be addressed***

**County** – they have responsibility for local roads and cycle and walking paths and so it is important to work to increase their speed of action on this and on local buses

**National** – still no large scale funds for more cycleways or increasing buses to the levels needed.

For both of these levels, the local action could be to join with others to multiply the pressure for positive action on climate.

### ***Outline of local transport strategy development process***

- 1 *develop strategy involving the local population, groups & businesses*
- 2 *reduce the transport demand for new goods/services to actual needs (rather than nice to haves)*
- 3 *determine the lowest transport demand method of meeting the remaining needs*
- 4 *replace remaining travel demand with renewable energy sources*
- 5 *develop local supplies for local markets to reduce transport needs*
- 6 *set up milestones and review points to assess progress, rework plans and show successes*

## **Backcasting**

One successful method of creating the local travel vision or strategy is to use backcasting. This starts with the vision of the end of the process and an outline of life in the proposed new reality. The participants then think back to how the region will have achieved this reality and what had to be done to do so.

New thinking is needed to enable local people to develop the recognition that we all need to do more locally to meet our own individual and community needs. That we especially need to carry out the tasks that meet our daily needs. The pandemic has shown the importance of all these daily tasks and supplies, and the major dangers in relying on fragile and long supply chains.

This may be a difficult task to accomplish, but successful interventions on these lines are being made through the medium of Citizen Assemblies. The local self organising principle suggested here is vital to allow the local culture to develop towards the Zero Carbon Journey.



## 5 Developing the zero carbon transport strategy

The strategy development aims to follow the Transport Hierarchy as much as possible.

### 5.1 Demand reduction options

This essential first step is actually set before the Hierarchy as demand reduction must come before trying to meet demand in a zero carbon way. In order to ask the questions below and have any impact on local travel demands it is vital to start with the actions noted above of involving the local community in the issues and increasing local understanding of the interlinked nature of transport and travel demand. Then is it feasible to have a wide local debate about the kinds of questions noted in this section.

#### These questions need to be debated locally

- ◆ Do I really need a new car, would a secondhand one be okay, or none?
- ◆ Could I share a car or join a car club?
  - A large new car is some 30 tonnes of carbon in the making – ie around 15 years of our individual equity level of carbon emissions
  - A new small car is around 6 tonnes of embedded carbon, three years of one person's total equity level emissions
- ◆ Do I really need a trip to town for this errand?
- ◆ Do I really need a long distance holiday- could I be less stressed with a more local holiday?
- ◆ Can I get the bus or cycle rather than use the car?
- ◆ Could we obtain this from local production, with lower out of region miles to the shops?
- ◆ Can I travel with my family/friends to reduce total travel miles?

These are key elements for transport energy demand reduction actions. The major point to remember when amending the local transport system is that mainly the transport demand is derived from a need or wish fulfilment. Generally speaking people do not just travel for the sake of it. This means that transport demand is a function of the structure of our society, what we buy and how our society is organised.

As the main need for reducing carbon for transport is to reduce the amount of travelling and transport needs; it is vital to assess transport in relation to the needs of the whole community. This of course raises the question of what is a need and what is a want.

## **5.2 Longer distance travel demand reduction**

Longer distant travel demands derive from several sources.

These are from:-

- ◆ Foodstuffs and goods being brought into the area for local consumption
- ◆ Locally manufactured goods/produce being exported from the area
- ◆ Tourists and others visiting from distant places
- ◆ Local people visiting distant locations

As the area is mainly an agricultural and tourist economy the main long distance transport demand is likely to be in addition to the one third of transport energy which is freight related. This is likely to be largely from the import of food and goods from long distant supply chains for local consumption.

Tourist local travel is thought to be less than 30% of local car miles, though there is no reliable data on how far visiting tourists are travelling to and from the local area. The future of the local tourist industry is not assessed in this transport study, other than to observe that tourist numbers are likely to fall in the future for many reasons related to the issues noted at the beginning of the Climate Action Plan report.

### **Minimise transport demand through local supplies for local needs**

#### **◆ Reducing long distant food miles**

Reducing food miles by enabling increasing local food production and supply could be a significant help towards increasing local resilience. This process will both create local employment and reduce the local area transport carbon emissions. This approach will require the transport community groups to work with other groups in the community and with farmers and growers as well as local retailers to develop the local supplies and the local marketplace for local and seasonal food. As transport fuel costs rise, having more local food enables some increased resilience from this price rise.

#### **❖ Example community group action**

##### ***Measure local imported food carbon footprint and act to reduce it***

The community group could engage with their neighbours and local friends to count the amount of food imported from far flung places, investigate the distance and hence the transport/carbon footprint (and other attributes which matter to them) and work out ways to replace those foods with locally sourced supplies. Over time the group could measure how much carbon has been saved and assess how this action leads on to other climate saving actions and how it contributes to local community resilience.

Local food supplies to pubs and restaurants could be worth about one million pounds per annum, against an expected total food costs to this sector of

potentially £5.5m pa. If local food supplies are increased to 45%, this would increase local value by around £1.3m pa. Such an increase would require significant increases in communications and local produce planning to be successful. Anchor institutions can start this process through increased local purchases and by bringing together suppliers, producers and potential local suppliers for seasonal discussions well in advance of purchasing need. These activities will save significant embedded carbon in reduced transport and imported embedded energy costs.

❖ **Example community group action**

***Start a local campaign with larger local organisations and businesses to buy more local***

This could start with asking local hotels and restaurants to supply a higher percentage of local foods, with the group making sure that supplies are truly local, liaising with local suppliers and advertising this around the local area.

There are a range of other new community business areas which can also help reduce transport requirements by producing locally for local needs such as:-

- Local energy supplies and maintenance
- Development of local fibre and other materials supply and processing

◆ ***Reduce the purchase of new goods and create locations for action***

Reducing lorry miles by reducing the purchase of new goods enables a major reduction in long supply chain goods being transported across the globe to the local area.

*The items that fill the carts of Western supermarket shoppers travel more than 200,000 kilometres (125,000 miles) on average. We know little about the origin of our everyday products<sup>4</sup>*

❖ **Example community group action**

- Local Libraries of Things, to enable borrowing of less used appliances – such as lawn scarifier, sewing machine, leaf blower, apple juice presser, projector, wildlife camera, camping equipment, carpet cleaner, pressure washer, tea urn, gazebo.
- Repair cafes, provides skilled people to help repair household items from smaller appliances to clothes etc – reducing the need for new
- Digital second hand marketplace links ( & maybe a pick up and drop off point), brings in younger people who are more likely to use this medium to save money and get rid of unwanted items- especially young mothers
- Records can show how much transport carbon has been saved over time through reduced new purchases. Manufactured goods are all labelled

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<sup>4</sup> [Miraculous Abundance: One Quarter Acre, Two French Farmers, and Enough Food to Feed the World by Perrine Herve-Gruyer, Charles Herve-Gruyer \(Paperback, 2016\) for sale online | eBay](#)

with their original country of manufacture, so enabling the transport miles of replacement items to be estimated.

### 5.3 Local transport energy demand reduction

Part of determining how to reduce local energy demand for transport is to understand the present position on local transport demand. This has been noted earlier in this report in outline.

The distance and frequency of travel is a key determinant of the methods required to reduce the use of fossil fuels for this purpose. The data for the table below is from the Travel to Work Survey analysed in the Carbon Audit, the Cornwall Travel Survey and the Bude Travel Survey

#### ***Estimate of approaches to low carbon travel from present fossil fuel car use***

% of trips/people	Distance per journey retn.	% of total distances by car	Options for low/zero carbon travel				
			Walk	Cycle	Ebike	Bus	EV
<b>Work --daily</b>							
44%	< 10km	5%	✓	✓	✓	✓	
21%	10-30km	19%			✓	✓	✓
18%	c. 70km	49%				✓	✓
17%	varies c.50km	27%					✓
<b>Food shopping weekly 76%, monthly or daily 7%,</b>							
68%	< 5km	23%	✓	✓	✓	✓	
16%	5- 8km	19%		✓	✓	✓	✓
6%	8- 16 km	13%			✓	✓	✓
10%	>16km	45%				✓	✓

A key takeaway from this analysis is that the smaller proportion of longer distances travelled gives by far the highest percentage of mileage driven. Some 18% of workers are travelling around 70km a day and racking up nearly half the work related mileage and the 10% of food shopping trips over 10 miles (16km) use 45% of the food shopping mileage. The food shopping mileage to more distant shops is around two million miles a year.

As noted in the Transport Hierarchy, the first step in developing the zero carbon transport strategy is to develop actions to reduce the demand for transport. The table above indicates the details of distances and frequencies for the two most common reasons for travel noted in the Bude Transport Survey.

The pandemic and working from home has shown that business travel is not necessarily essential. This indicates that some work travel could be significantly reduced if businesses are encouraged to achieve this in the long term.

❖ **Example community group action: business travel**

- Work with local businesses on their needs for staff travel to base and how that can be significantly reduced by, for example local “office hubs” with ultra-high speed broadband connections
- Encourage business hiring practices to include consideration of staff travel distances commitments

A major strategy point for the reduction of shopping car trip miles each year would be to enable local residents to achieve more of their food shopping closer to home. As nearly 70% of food shopping trips are less than three miles, it appears there is potential for this approach to succeed in conjunction with the development of the local food strategy.

❖ **Example community group action: shopping**

- Work with local shoppers on their shopping trips to determine the reasons for frequency and distance and see what reductions in both frequency and distance can be achieved. Examples could be “shopping together”, joint trips to the local farmers market to increase local food purchases etc
- Work with Storylines and other local groups to build climate understanding amongst shoppers and how to relate this understanding to how they organise their lives eg when, where and how they shop.

## **5.4 Remaining transport demand energy reduction**

There are two main elements to reducing fossil fuel car travel and increasing low carbon travel. These are the physical infrastructure development and the organisational structure in the local region, to allow or encourage lower carbon energy travel. There are many methods of reducing the demand for car travel, which is the highest energy demanding sector of local travel, which will have been addressed in the earlier outline actions.

Other areas worth investigating are changing the mode of transport to walking, cycling and public transport. A programme of suitable footpath and cycle path construction avoiding the dangerous local narrow lanes in the rural area would be beneficial to achieving this aim.

### **Cars**

Over 99% of local travel is by fossil fuel vehicles, with some 51 million miles of car travel collectively amassed each year. However internal combustion engines are extremely inefficient and only use about 25% of the fuel tank energy to move the vehicle, with the rest lost as heat. An immediate reduction in energy demand occurs when vehicles are changed to electric, as electric motors and batteries are much more efficient, with a system efficiency of around 77%<sup>5</sup>. This therefore saves two thirds of the transport energy needed.

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<sup>5</sup> See government fuel efficiency tables for cars standard fossil fuel vs electric vehicles, same type.

At present the transport energy demand is around 117,300 MWh pa, so a complete changeover to EVs would reduce demand for oil by 117,300 MWh pa, but also increase electricity demand by some 39,100 MWh pa, without any changes in transport miles.

As this demand is still requiring installations to provide renewable electricity all year round it also makes sense to focus efforts on reducing the demand for travel. In addition, given the high mineral resource implications<sup>6</sup> of a full battery driven EV transport fleet, it is important to reduce the local demand for individual powered vehicles for daily living. Basically the worldwide reserves of the minerals needed are not large enough for everyone to run an EV.

The government announced in February 2021 a further £20m to assist local authorities in the development of more public EV charging points. This provides the potential to increase local charging points within the wider Bude area. At present there are very few charging points in the area, with only one publicly available point – at the Bude Tourist Information Centre. Other local points are all in businesses providing a service for their customers. More charge points are in process though not publicised as yet.

Secondhand EVs are now coming on the market, and information on this money and carbon saving option is available from the government funded Energy Saving Trust<sup>7</sup>, with additional information on grants available from the central government.

### **Buses**

It is also clear from the Bude travel survey that people are willing to walk, cycle and catch the bus for short trips. This indicates that in some circumstances the bus is convenient. This willingness of people to travel by bus for shorter trips indicates that the obstacles to much higher proportions of longer journeys being taken by bus are higher. It is important to determine methods to achieve this convenience over longer distances in the local circumstances of the wider Bude area.

The high proportion of mileage driven by the regular long distance journeys indicates the importance of low carbon journeys by bus or electric vehicles, as these journeys are more susceptible to weather disturbance for ebikes for example.

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<sup>6</sup> [The Role of Critical Minerals in Clean Energy Transitions \(windows.net\)](#)

<sup>7</sup> [Electric car match maker to boost second hand EVs - Energy Saving Trust](#)

### **Proposal**

Carry out survey work with the bus companies/Cornwall Council to determine details of the bus timetables and their constraints. Work with the residents who have expressed a willingness to help with the transport strategy to determine the best times and destinations for increased regular bus travel. Talk with local employers about their staff travel plans. Key issues include timetables, destinations, types of bus – including ease of entry and exit with children, shopping etc. Local community groups could also help with local knowledge and survey work for local travel needs.

As the highest proportion of car travel is longer distances, it is clear that the best return on efforts to reduce carbon in this largely rural area is to target the implementation of a high electric vehicle fleet focussed on longer distance workers.

### **Walking and cycling**

Large increases in walking and cycling, including with ebikes will help improve the town and village experience through a reduction in noise, pollution and traffic volumes but will only bring about small reductions in carbon emissions.

Other benefits still make this worthwhile and have positive health impacts as well as benefiting town and village trade and communities. It is also possible that increasing local active travel will encourage local action towards low carbon travel for longer distances.<sup>8</sup> This recent research found that cycling and ebikes can be 30 times lower in emissions compared to fossil cars or 10 times lower than EVs.

### **Proposal**

Once the local community action groups are set up and flexing their “community muscles”, suggest carrying out very local travel needs surveys. This should include the school pupils/parents and use the results in an iterative way to help plan walking and cycling routes in conjunction with BCP for the main destinations. Local people, including school pupils, will be able to suggest suitable routes, potentially talk with landowners and gain local support. Keen cyclists and walkers can be brought in to provide expertise and advise on route technical requirements and on suitable clothing, walking boots/shoes and appropriate bicycles and ebikes, etc.

The community groups could also ask local businesses to demonstrate suitable bicycles and ebikes, including ecargo bikes to show how cycling can be managed with young children and/or shopping.

If the local community is leading the demand for more and better paths and cycle tracks, this increases the chances of the changes being made in a reasonable timeframe.

Integrating new cycle paths and walkways with some field margin rewilding, fruit tree planting and wildflower meadows achieves increased biodiversity as well as more attractive locations. This is likely to increase the use of these new paths, at little extra costs.

## 5.5 Strategy for changing travel mode

The sections above indicate the key information on which it is feasible to build the final elements of the transport strategy to enable the aim of Zero Carbon Transport for the local area.

There are of course limits to the actions which the locality can take, as many factors are under the control of more centralised bodies such as Cornwall Council and the central government.

This set of proposals therefore indicates the actions which can be taken locally, and what actions it is envisaged that the locality should be pushing hard for the “higher” authority to undertake.

The table below indicates an outline of the likely changes of mode which are likely to be feasible within a local programme for personal travel.

### Target mode changes for main reasons for personal journeys

Trip type and distance			Targets for low/zero carbon travel					fossil miles remaining
			Walk	Cycle	Ebike	Bus	EV	
<b>Work</b>	<i>present mode</i>		<i>17%</i>	<i>20%</i>	<i>0%</i>	<i>2%</i>	<i>0%</i>	
<b>% of trips</b>	<b>distance band</b>							<b>2.1%</b>
44%	<10km 5%		<b>29%</b>	<b>35%</b>	<b>15%</b>	<b>10%</b>	<b>11%</b>	0%
21%	10-30km 19%			<b>15%</b>	<b>25%</b>	<b>12%</b>	<b>35%</b>	2.5%
18%	>30km 49%				<b>10%</b>	<b>80%</b>		4.9%
17%	Varies 27%					<b>90%</b>		2.7%
<b>Food shopping</b>	<i>present mode</i>		<i>24%</i>	<i>5%</i>	<i>0%</i>	<i>7%</i>	<i>0%</i>	
<b>% of trips</b>	<b>distance band</b>							<b>4.7%</b>
68%	< 5km 23%		<b>35%</b>	<b>10%</b>	<b>15%</b>	<b>12%</b>	<b>15%</b>	3.0%
16%	5-8km 19%			<b>8%</b>	<b>12%</b>	<b>10%</b>	<b>50%</b>	3.8%
6%	8-16km 13%			<b>10%</b>	<b>10%</b>	<b>65%</b>		2.0%
10%	>16km 45%				<b>5%</b>	<b>80%</b>		6.8%

The table above takes forward the understanding gained in the previous table “Estimate of approaches to low carbon travel from present fossil fuel car use” which shows the relative number of trips vs distance for the two main reasons for travel ie work and food shopping. The figures in *italics* are the best estimates for the present mode for all distance bands for these two purposes. Using the proposed new modes of transport for each distance band and purpose, an estimate is made here for the % change feasible to achieve with strong community programmes for each new travel mode. The last column indicates the remaining percentages of fossil fuel miles. This programme reduces work mileage using fossil fuel cars to 2.1% of the present mileage and food shopping miles to under 5%.



If similar programme is followed for the remaining car travel journeys, the expected fossil fuel car travel will be reduced to 3% of the present level. This means that around 1.5 million miles would continue as fossil fuel, compared to the present 51 million miles pa in the local area.

Thus the carbon emissions for personal transport drop from nearly 20,000 tpa CO<sub>2</sub>e to around 600tpa CO<sub>2</sub>e.

Another thread to the reduction of travel needs and hence reducing the carbon emissions relates to the high percentage of people who work from home in this area. In the Travel to Work Survey in the last Census in 2011 this was 23% of those who were in work. The recent pandemic and supply chain shortages, with the trend away from in-office working and more people refusing to work in poor conditions or for very long shifts there is undoubtedly a trend to more home-working. Some will be continuing to work from home, even after Covid restrictions cease. However there is so far only anecdotal information on the scale of this trend, so it has not been possible to assess its impact on carbon emissions or the programme strategy on travel. The notes above indicate a local community group action point for engaging with local businesses on this issue.

#### ***New cycle track in Poland c €50k/km***



## **5.6 Electric vehicles**

### **A Personal travel: cars**

It is clear from the tables above that even with encouragement to take to the walking shoes, ebike or bus, for many people this will not be a feasible option. This is thought to be mainly due to the rural nature of the local area and hence

even with extra help the buses will not suffice and the distances are too great for regular cycling.

The government has stated several times that its intention is to ban the sale of fossil fuel cars by 2030. It is not yet certain when this ban will actually be made a legal mandate, so for now it is assumed that no new fossil fuel cars will be sold in the UK from 2030.

As the BCP aim is to be carbon free by about then, this means taking action to speed up the change to EVs in the local fleet. As the local fleet of cars is mainly some 10-15 years old, without local action it could take until 2045 for all local vehicles to be fossil fuel free. This means that the local strategy needs to include positive action towards increasing local use of EVs.

It is therefore proposed that a local loan scheme be introduced by the Partnership to speed up local change to EVs. Once people are familiar with EVs and how cheap and easy they are to run, there is “no going back”-as nearly everyone becomes a convert.

The focus needs to be on the drivers who travel the furthest – those travelling longer distances for work or for food shopping for example. The Bude travel survey, when analysed in conjunction with the earlier Travel to Work statistics shows that around one third of work drivers are travelling for two thirds of the local mileage.

A wider spread of distances is shown for the food shopping analysis, but still it was found that one quarter of drivers cover nearly half the food shopping miles. As noted above, local action to help residents obtain more of their food from local sources would cut this mileage demand.

The action on EVs is therefore to enable a change to EVs at speed, by focussing the proposed loan or other scheme on longer distance local drivers in the first instance. They have the most to save from lower fuel bills and the environment has the most to gain from faster carbon emission reductions.

#### **Proposal**

The community group/BCP to confer with central government representatives, via the SW Energy Hub which aims to help the SW move towards zero carbon energy. The transition to EVs is one of its Strategic Priorities.

Develop an action plan to speed the uptake of EVs, possibly via a loan scheme to reduce the upfront cost which is often prohibitive locally. Another option is to engage with a car leasing company to enable a locally relevant system only for EVs, whereby the lease costs are paid out of the operating savings.

## B Freight transport

About one third of local transport fuels are for freight transport. HGVs make up around 47% of the freight energy costs and LGVs 53%. The combined mileage in the local area is around 13 million miles. As the larger proportion is LGVs, which tend to be more locally based than the larger HGVs, it may be possible to encourage local businesses to move to electric vans for freight transport.

The Cornwall level HGV and LGV registration data suggests that *pro rata* there may be around 2,000 LGVs in the local area, indicating that most businesses will have access to a van for collection and delivery purposes. These vehicles may be covering an average of 5,000 miles a year, though this is an estimate only, and some will be used considerably less than this.

At present there is little information about the routes and delivery journeys taken by local freight lorries, making it difficult to suggest methods of reducing this source of ghg emissions.

### Proposal

The Partnership to collaborate with local businesses in investigating the local deliveries to and exports from the local area of goods/materials. This is to determine patterns which could help design low carbon alternatives. Carry out hyper local traffic surveys to determine the numbers of larger vehicles. Particular attention to be paid to options for Last Mile Deliveries and for electric cargo bikes. These options can reduce the use of larger delivery vehicles for local deliveries where they have a disproportionately large impact. Investigate this approach in conjunction with Pedestrianisation and major traffic calming measures.

**See also** below for community group working with business re ecargo bike options.

### Example ecargo bikes



Ecargo bikes are generally a good business decision for local deliveries. They are priced at £4,500 upwards and cost little to power. They are available on bike purchase schemes and so can save tax, as well as being convenient and flexible. The battery assist system effectively “flattens the hills” making this approach a suitable one even in hilly Cornwall for journeys up to five miles, with significantly easier parking.

The National Trust is now trialling ebikes on several of its historic estates, and the staff are enjoying the new ebikes<sup>9</sup>, including on one hilly Devon estate.

## **C Transport physical infrastructure development**

It is vital to recognise that behaviour follows system structure.

For example when access to their cars is difficult or parking impossible more people will more often walk short distances rather than drive.

Therefore the aim of zero carbon transport can only be met if the local transport infrastructure allows and encourages appropriate travel patterns.

Whilst the Bude Climate Partnership is not directly responsible for the siting, development or maintenance of the local transport infrastructure, the time has come for the local area Council and residents to combine in pushing for local action on the following infrastructure issues:-

### **❖ Cycle path development**

Cornwall Council’s company, Cormac, carried out a feasibility study in 2019 with the aim of increasing local cycle and footpaths around Bude. However the study appears to be a minimal approach with many shared paths proposed. This approach, whilst increasing the pathways available is not fit for the purpose of rapidly increasing the number of local cycling and walking journeys. Most of the proposed paths are shared or are cycle lanes on the roads with no separation from traffic.

For cycle paths to be well used and encouraging cyclists of all ages and fitness, they must be:-

- Separate from traffic
- At least two metres wide to allow overtaking
- Separate from walkers or at least 2.6m wide to allow safe distances between cyclists and walkers
- Well lit
- Smooth surfaces to allow all bicycle types to use them
- With ease of access for entering and leaving the cycle path, and a smooth transition to roads or other paths

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<sup>9</sup> Bowden, A. ‘National Trust to trial e-bikes and e-cargo bikes in bid to reach net zero carbon emissions’. 2021. <https://ebiketips.road.cc/content/news/national-trust-to-trial-e-bikes-and-e-cargo-bikes-in-bid-to-reach-net-zero-carbon>

- Well signposted
- Investigation for showers at key destination points eg for workplaces

### **Community pedal power: Truro Safe Cycling Campaign**



#### **❖ Footpath development**

It is clear from the Bude transport survey and from other transport surveys that many more people would walk if the footpaths were appropriate and more suited to the less able in society. Therefore the local footpaths need to be:-

- Separate from traffic and preferably from cyclists
- Smooth surfaces, well maintained & suitable for wheelchairs, buggies, shopping trolleys etc
- With suitable seating at regular intervals
- Sheltered spots to allow respite from the rain
- Well signposted and lit
- Lead to appropriate facilities such as toilets, parks and shops etc
- Co-designed and sited with the local people who will use them

#### **Proposal**

Work with Cornwall Council and local communities to develop a large community awareness raising and pathway co-design and development process. This should include local cycling clubs, local mums and toddler groups, the older generation – possibly via the community hub groups once they are gaining strength. This process would be a natural development – particularly if the local hubs had included cycle repair workshops in their activities. **See also** above for local community group actions proposed.

[8 tips for commuting by e-bike all year round \(+ video\) | electric bike reviews, buying advice and news - ebiketips \(road.cc\)](#)

### ❖ **Pedestrianisation**

With many people both attached to their cars and unwilling to walk because of the traffic safety and noise issues, one step towards more walking is to close town and village centres to motor vehicles. Places which have achieved this have found significant increases in local footfall and increased attraction to the local centre.

Where the only road goes through the village centre a key starting point is to make it impossible for cars to go fast by installing large planters etc to provide effective traffic calming.

It can be successful to close the area only on one day a week to show the local people what it feels like to be traffic and noise free. Often this is a Sunday when fewer people are going out to work and are more likely to be able to venture out on foot.

### ❖ **Electric vehicle charging infrastructure**

As the Bude area only has one public charging point it is important to install more charging points in locations where EV users will need to use a public charging point. The new sites in development will need to be publicised soon. Those with off-road parking are most likely to install their own private charge point, which is low cost if slow.

However for those with no off-road parking, public high speed charge points are needed, which are more capital intensive. The government has made available the Charging Infrastructure Investment Fund. This Fund installs EV charging points for public use throughout the towns and cities of the country, via a private sector company.

[Workplace Charging Scheme: guidance for applicants, chargepoint installers and manufacturers - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/guidance/workplace-charging-scheme-guidance-for-applicants-chargepoint-installers-and-manufacturers)

#### **Proposal**

Contact the CIIF for further details. Investigate other options for local charge point installations which would provide more local benefit, such as low cost options for village halls, schools etc and work with Cornwall Council on carpark options. Work locally with community groups, large shops, car park owners, the Cricket Club etc to determine the best locations and potential use levels for EV charge points.

Develop a community business plan for installations including fund raising, expected income etc to raise the capital and then install the charge points. This work could be in conjunction with site assessments for the potential for PV canopies to provide some local electricity to the charge point, where higher prices than home electricity are charged. Charge point electricity sales would be a valuable source of income for a community group



### Example EV charging in a Cornish tourist business

Watergate Bay Hotel, needed advice on a new EV charging solution flexible enough to meet this growing demand. Over several months, we worked with the hotel to develop a bespoke solution. This included investigating the whole EV technology market to define our recommended offering: a network of four smart chargers.

Our research also highlighted a potential grid capacity issue, which would be expensive to fix. After liaising with the local Distribution Network Operator (DNO) we installed power management software specifically engineered to the hotel's needs. To further increase the adaptability of the system, the smart chargers came with a dashboard allowing the hotel to monitor how guests use them and set charging prices if required in the future." Good Energy

## D Transport organisation infrastructure development

### ❖ Cycling

The following organisational activities are needed to help the process of getting more people cycling more often:-

- Cycle training clubs
- Cycling clubs
- Cycle repair workshops – possibly in the local community hubs
- Cyclescheme - cycle leasing scheme saving money for participants-  
*see box below*
- Set up businesses and organisations group with aims and actions for local transport improvements
- Individual businesses can encourage and help their staff, directors, shareholders and supplies delivery to improve their environmental footprint by for example
  - Help improve individual travel choices both for work and personal travel
  - Install local showers and changing rooms

**Cycle Freedom to Ride** The Department for Transport has a cycle to work scheme guidance, enabling you to save money and spread the cost on cycle to work packages worth more than £1,000. This means savings on everything needed to cycle to work-including bike and cycle accessories such as helmets, padlocks etc. This is particularly advantageous for e-bikes and cargo bikes as they tend to cost over £1,000.

#### What is the cycle to work benefit? - Cyclescheme

This scheme requires employers to join and then employees can lease bicycles, ebikes and cargo bikes from the scheme for up to four years with significant financial savings to the employee and at no cost to the employer.

❖ **Ebike library and sales**

As Ebikes are relatively new and cost over £1,000 for any quality ebike, it is valuable to have local access to an ebike “library” or hire system so that the usefulness can be assessed by anyone potentially interested in this option. Each community group could determine whether this would increase the takeup of ebikes in their local area.

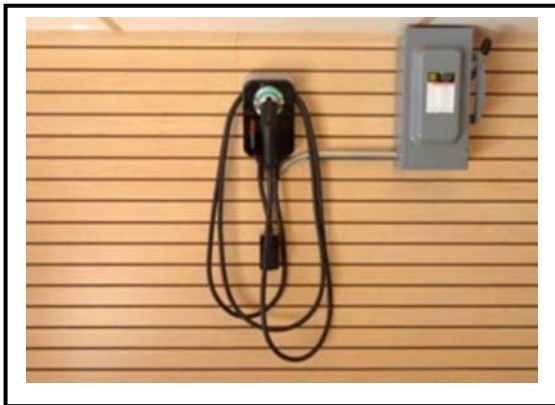
[On demand electric bike hire in Exeter | Co Bikes \(co-bikes.co.uk\)](#)

There already ebike sales outlets online and two outlets at Barnstaple open for business.

❖ **Car sharing schemes**

These schemes reduce the number of cars in the area as fewer are needed. Of particular interest are the new schemes for EVs Co-Cars – with several sites around Cornwall now are providing EVs

***Home EV charger***



***Public twin EV charger***





## 6 Finance

Financing the large amount of activity and investment needed for the local area to achieve zero carbon transport within a short time frame will cost a significant amount of money, which means that suitable organisational structures need to be in place in order to borrow and otherwise raise funds needed.

Although the amounts needed are high, one of the key parameters is to understand the costs of inaction. All the indications from the science and explanations of those who understand these costs are that it will be significantly cheaper to undertake this investment now, rather than later or not at all. With the local threat of sea level rise this should be clear in the wider Bude area.

### **6.1 Example programme finance requirements**

The types of funding needed split into three main areas depending on the reason for the investment:-

- Community and business set ups and running for local engaging of hearts and minds with wide awareness aims
- Community businesses set up to deliver the new transport installations
- Investment in transport technologies to reduce emissions

All of these approaches are needed for the programme to succeed.

The options, often classified as “revenue funded” are the community and business awareness raising actions. Whilst essential to enable the rest of the transport programme to take place, the direct energy and carbon savings are not clear or easily measured from these community awareness building activities.

The table below indicates the levels of capital and revenue funding which are likely to be needed to achieve the Zero Carbon Transport target set by the Bude Climate Partnership. However it needs to be recognised that some of the capital costs can be covered by lending schemes which allow for a lower starting level of capital requirements and lend to later beneficiaries from the repayments of earlier scheme participants.

**Approximate costs and potential sources of funding for Transport Action**

Tasks over ten year programme		Total capital		Potential funding sources
		£	£ pa	
<b>Community action</b>				
	Local groups developing transport action awareness – part of main Carbon Programme	£1m	£100k	Grant aid, various sources, potentially earnings from local community business activities
	Work with businesses to reduce freight mileages	Part of Zero Carbon Action plan programme		
<b>Transport</b>				
	Electric vehicles –cars	£1.5m	£500k	Loans above government grants of £2.5k each say £1-4k , & 2-3 yr loans
	Electric vehicles- ebikes, ecargo bikes	£500k	£50k	Non-employer based loan scheme ( <i>existing government backed loan scheme is only via employers</i> )
	New cycle and footpaths	£1m	£100k	Work with Cornwall Council to speed up new active travel pathways - & increase capital from central government
<b>Enabling community businesses to reduce local transport need</b>				
	Integrating understanding and action re local businesses and community action to reduce miles travelled	Part of Zero Carbon Action plan programme		

The present assumptions are based on a range of potential sources for the necessary finance to achieve carbon zero from transport energy demand.

The situation is complicated by the changing government financing and subsidy situation with grants available towards the costs of electric vehicles and home chargers. The table of costs above should therefore be taken as preliminary.

## **6.2 Potential financing methods**

### **A Grant funding for revenue activities**

There are several grant schemes available which could fund the community and hearts and minds activities outlined in Section 4.1 of the Zero Carbon Action Plan. Once the local renewable energy installations are operating, it will be possible to use some of the net income from them to fund the community development and hearts and minds activities.

Apart from the Lottery funding with which BCP is familiar, there are also some charity funds which support the kinds of initiative proposed in this Transport Plan.

## **B Investment programme: transport energy/carbon reduction**

This element of the investment programme is likely to require a range of funding sources, depending on the activity to be funded.

Transport infrastructure such as suitable cycling and walking paths and their integration into the local transport network are normally funded by Cornwall Council. However unless they can fund at the level of urgency required for this activity, it may be advisable to work with the Town and Parish Councils and Cornwall Council to find a system for faster access to the investment needed.

- Loan schemes eg via local authority UK Infrastructure Bank
- Grant aid via central government – with local action to ensure good progress
- Use of funds from community owned renewable energy generation schemes net income to transform the local transport system
- Partnerships with the private sector
- Share issues for community owned/operated schemes

### **Proposal**

Develop suitable applications with Cornwall Council with an emphasis on the strategic nature of this Transport Action Plan to show the way for the whole of Cornwall. The proposal should also indicate the number of jobs which would be created and supported by the activities funded. It may be possible to access this funding via a “relevant representative organisation”.

## **6.3 Organisational structure**

The organisational structure needed for the local transport actions is the same as that needed for the Zero Carbon Action Plan. This section therefore refers back to the main Plan report.

**Proposal**

The board of BCP to work through the aims of the next stage of the Carbon Action Plan to determine the key issues relating to community and governance in relation to the transport actions the group wishes to undertake.

This process will need to include local community groups, to ensure that a wide variety of views and ideas are contributing to the essence of the planned actions.

- ❖ Set up local community energy company, of the appropriate form to develop local demand reduction programmes and local new RE supply, along with financing options

## 7 Conclusions

A wide range of actions is proposed to achieve the Transport Action Plan target of Zero Carbon. The table below indicates the main actions and the carbon reduction expected from each action/programme.

The costs of achieving this can be met via a range of opportunities, most of which can be achieved by community led groups with appropriate governance. Specialist professional advice needs to be taken in the decision process for the community corporate structure.

The local area is blessed with a coherent community and many organisations with an environmental background and local expertise, which augers well for successful application of the principles for action outlined in this report.

The table below outlines the proposed community led actions for a ten year programme towards zero carbon for transport energy. This table does not include the infrastructure actions such as new cycleways and footpaths or new EV charging points for which it is not feasible to directly assign carbon savings.

### Actions leading to Zero Transport Carbon reduction

Action	Installations number	Energy/ fossil fuel savings MWh pa	Carbon savings CO2e tonnes		
			Direct tpa @end programme	Total ten years tonnes	Embedded tpa
<b>TRANSPORT DEMAND REDUCTION</b>					
<b>Community groups</b>	Five+ groups				
Reduced SUV purchases	100 pa				3,000
More local shopping shared trips	12% of shoppers 20% of time	900	240	1,320	
Local campaign to buy local	Participating businesses 150				1,900
<b>TRANSPORT: vehicles</b> <i>assumes use renewable electricity sources</i>					
Increased walking, cycling, bus travel		1,000	250	1,250	
Ebikes	4,800	3,380	840	4,620	
Electric vehicles cars	5,000 cars	71,500	18,800	94,000	
Ecargo bikes	500				
Electric vans	1,200	20,150	5,260	30,500	
<b>Total transport demand reduction</b>		<b>96,930</b>	<b>25,390</b>	<b>131,690</b>	<b>4,900</b>
<b>% reduction on present energy &amp; carbon demand</b>		<b>83%</b>	<b>83%</b>		

In outline, these results are in line with the basic principles that firstly transport energy demand needs to be reduced to that actually needed, secondly the needs are met with highly efficient systems, which further reduces the demand for

energy and thirdly the remaining transport energy demand is met with local renewable energy supplies.

The results show that the community can make large changes in the local transport system by coming together and working up the local actions for each topic.

The series of changes made, starting directly with community groups and leading on naturally to bringing together the different stakeholders in the community, show that there are many opportunities for the local community and businesses to collaboratively work together to improve the local transport system. In particular the aim of local supplies for local need brings about significant reductions in fossil fuel transport energy demand.

The transport energy demand reduction actions lead to an 83% energy demand reduction in this sector and an equal cut in carbon emissions.

**When the Action Plan is complete the local transport system will have contributed a reduction of 83% of local fossil fuel demand and a similar reduction in carbon emissions towards the Zero Carbon Vision**

## **Appendices**

- 1 Notes on Bude Travel Survey**
- 2 Bude Travel Survey analytics**
- 3 Notes on School Survey**
- 4 School Survey analytics**

## Notes on transport survey Bude CNA

The survey team ran a successful campaign and achieved 415 responses. This number of responses exceeds the required 377 responses for a 95% confidence level and 5% error rate for the local population. The range of ages sampled was slightly down on the total population for under 18s and up on young adults, with the 35-59 age range under represented, and 60-74 ages over sampled. Overall the samples are broadly representative of the local population.

The notes below also include relevant information from other transport surveys such as the Cornwall Transport Survey and central government surveys.

### *Q1 Reasons for most recent journey*

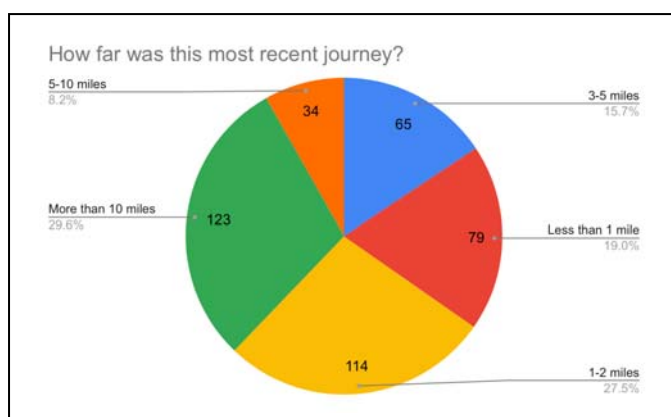
Reason	Number	%
Food shopping	120	21%
Work	116	20%
Friends & family	92	16%
Sports and social	62	11%
Non food shopping/services	57	10%
Entertainment, leisure, holiday	56	10%
Eating/drinking out	27	5%
Health/medical	17	3%
Children to/from school/activities	16	3%
Community/volunteering	16	3%
Tip/recycling	4	1%
Not going out at all	1	
Walking	1	
<b>Totals</b>	<b>585</b>	<b>100%</b>
<b>Total responders</b>	<b>415</b>	<b>% &gt;1 41%</b>

This table shows that the main reasons for journeys are food shopping and work with seeing friends and family also a high priority. Close to 10% of journeys are for sports and social activities and entertainment. One unexpected finding is that around 40% of journeys are for more than one reason. This will tend to reduce the amount of fuel needed for travelling in the local area. A concern for many has been the high number of older people in the local population and their potentially high medical needs, but this survey found that only 3% of journeys were for medical or health reasons, which augers well for the present health of local people.

The compiled results from the survey are given in Transport Survey Full Report- attached as an annex. For the purposes of this analysis some categories have been amalgamated for clarity.



### Distance travelled most recent journey



The pie chart above indicates that most journeys are short with nearly half of journeys being under three miles and over 60% being under five miles.

The overwhelming mode of transport, as expected was the car with 70% being made this way and being the “normal” mode of transport.

When the transport mode is compared with the distance travelled, there are some signs of more sustainability which emerge. For journeys of under one mile, walking exceeds car transport – just.

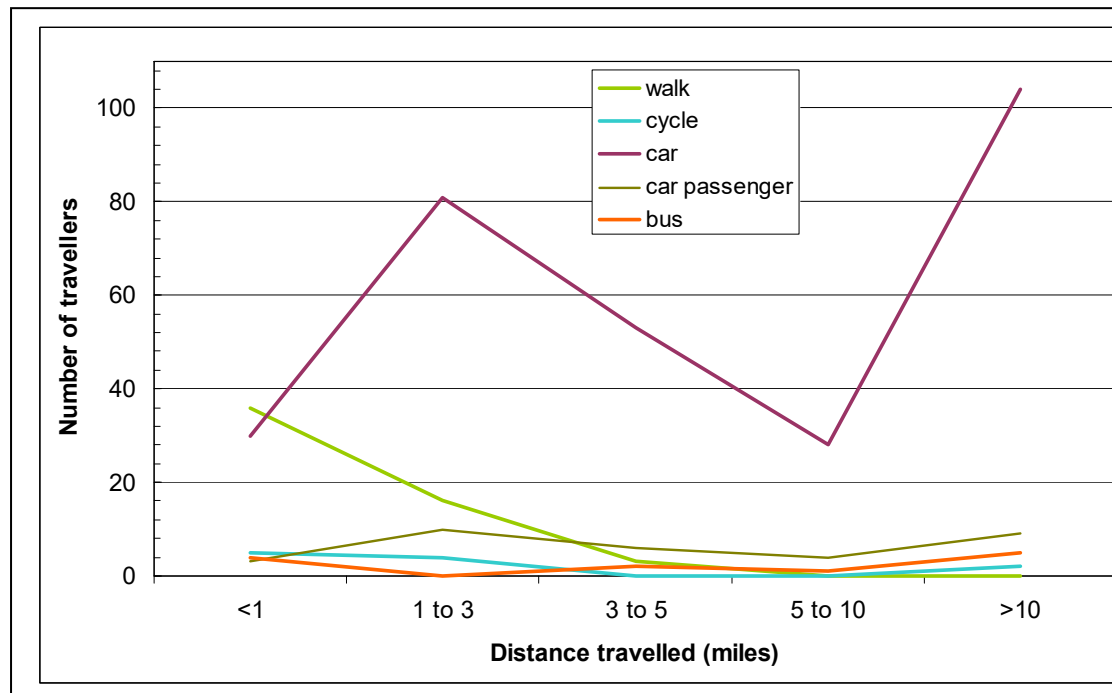
Travel mode	Distance miles					Totals by mode	
	<1	1 to 3	3 to 5	5 to 10	>10	totals	%
walking*	36	16	3			55	13%
cycle	5	4			2	11	3%
car	30	81	53	28	104	296	71%
passenger in car	3	10	6	4	9	32	8%
bus	4		2	1	5	12	3%
other	1	3	1	1	2	8	2%
<b>totals - distance</b>	<b>79</b>	<b>114</b>	<b>65</b>	<b>34</b>	<b>122</b>	<b>414</b>	<b>100%</b>
%	19%	28%	16%	8%	29%		

\*includes 3 wheelchair/mobility scooters

The numbers of walkers drop off at three to five miles, as does the number travelling by car at five to ten miles, before increasing again for over ten mile journeys.

The Cornwall survey found that travel to work by car included 44% up to five miles, 26% up to ten miles and 30% over ten miles.

**Graph of journeys by type of transport and distance**



The Survey Summary shows the numbers of respondents carrying out their journeys by frequency and the table below has translated this to the percentages at each frequency and purpose. Assuming that the sample, given its size, is representative of the local population this information gives useful indicators of the life of local people.

**Q 6 Percentage of respondents by journey purpose and frequency**

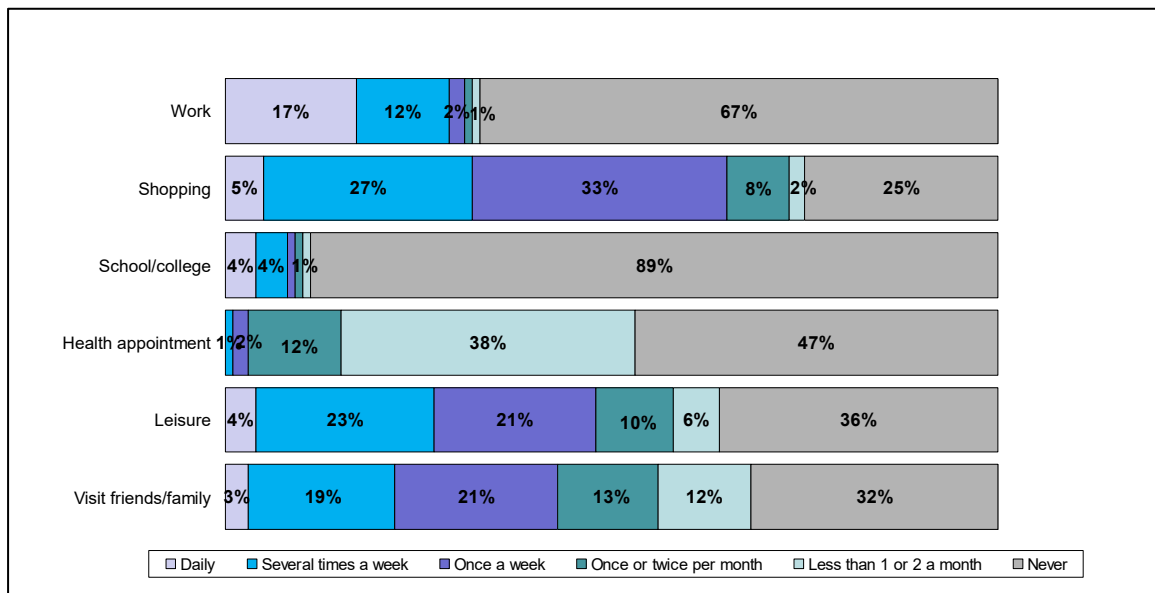
Journey purpose	daily	weekly	monthly	annually	never
Work	42%	13%	3%	0%	42%
Socialising (friends/family)	17%	57%	20%	3%	3%
Food shopping	7%	76%	7%	0%	9%
Non-food shopping	3%	24%	47%	14%	12%
Eating/drinking out	2%	34%	41%	9%	14%
Children to/from school/activities	13%	8%	4%	3%	73%
Local health & medical	1%	7%	36%	37%	19%
Hospital/outpatient visit	0%	4%	13%	43%	40%
Entertainment/ leisure/ holiday	3%	19%	34%	27%	16%
Sports and social interests	9%	35%	28%	8%	20%
Community work/ volunteering	2%	13%	14%	12%	59%

For example this shows that some 42% of people are not working, and that 9% either have someone else bring in their food or order online. When considering how to encourage more local food shopping this statistic could be important.

The survey also shows that nearly everyone socialises with friends/family at least monthly and three quarters meet up daily or weekly. This suggests a close knit community, with only some 6% not meeting regularly with family or friends.

The results from the first question in the survey regarding purpose of journey indicates that work is around 20% of journeys undertaken by respondents, but the frequency of journey purpose, question Q6 indicates that work journeys should be more frequent than food shopping for example, as work is generally daily and food shopping weekly. The survey is probably slightly biased towards the non working population, by virtue of the methods employed. These results will therefore also incorporate the learnings from the Bude CNA carbon footprint and the Cornwall Council travel survey results, when considering carbon reduction actions.

***Cornwall wide travel survey reasons for car travel***



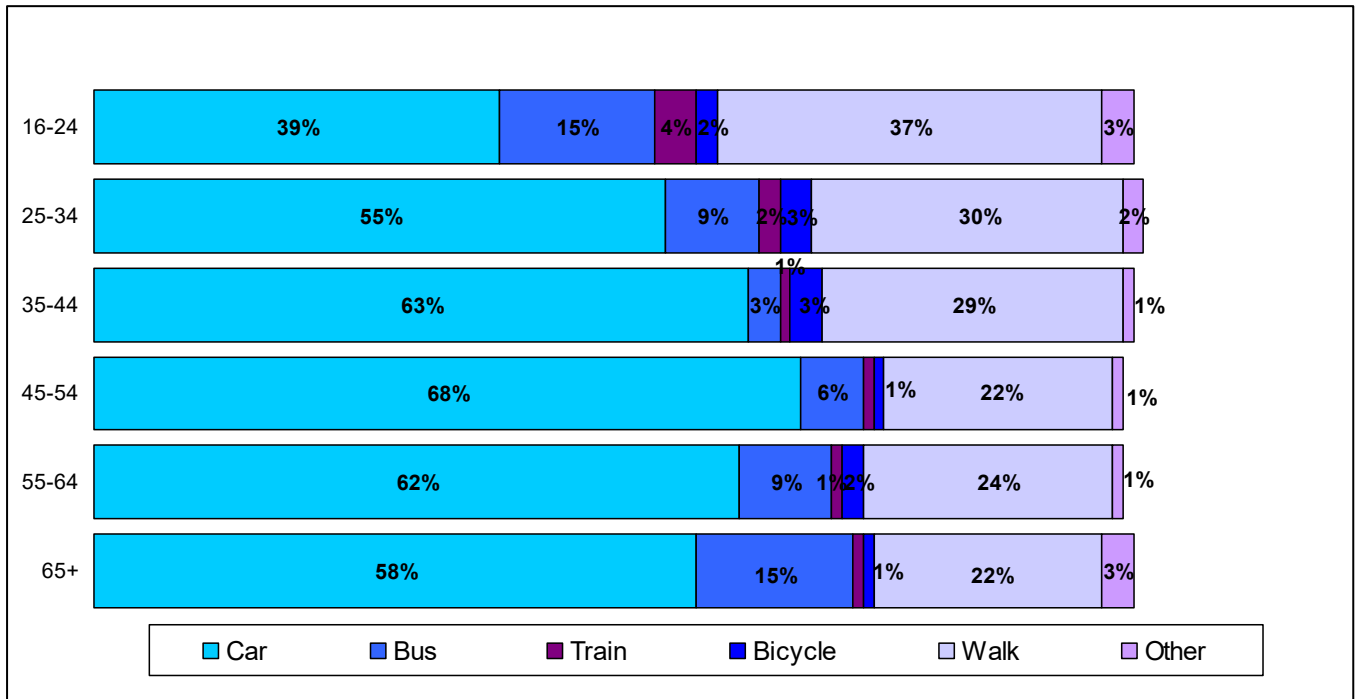
The Cornwall wide survey in 2014 shows significant differences to the recent Bude area survey, with much higher car use for daily work, weekly for shopping and daily for visiting family/friends. Whether the population of the Bude area is more family friendly or has to use the car more for the same number of visits in Cornwall as a whole is not known from these survey results.

Medical appointments are occurring at much the same rate for Cornwall as for Bude, potentially suggesting that the older population around Bude may be healthier than expected from their chronological ages.

The Cornwall-wide survey found that people generally travel shorter distances for shopping than for work and mainly to the nearest major town, with 80% travelling less than ten miles.

Two thirds of Cornish residents were found by the county wide survey to drive less than 5,000 miles a year.

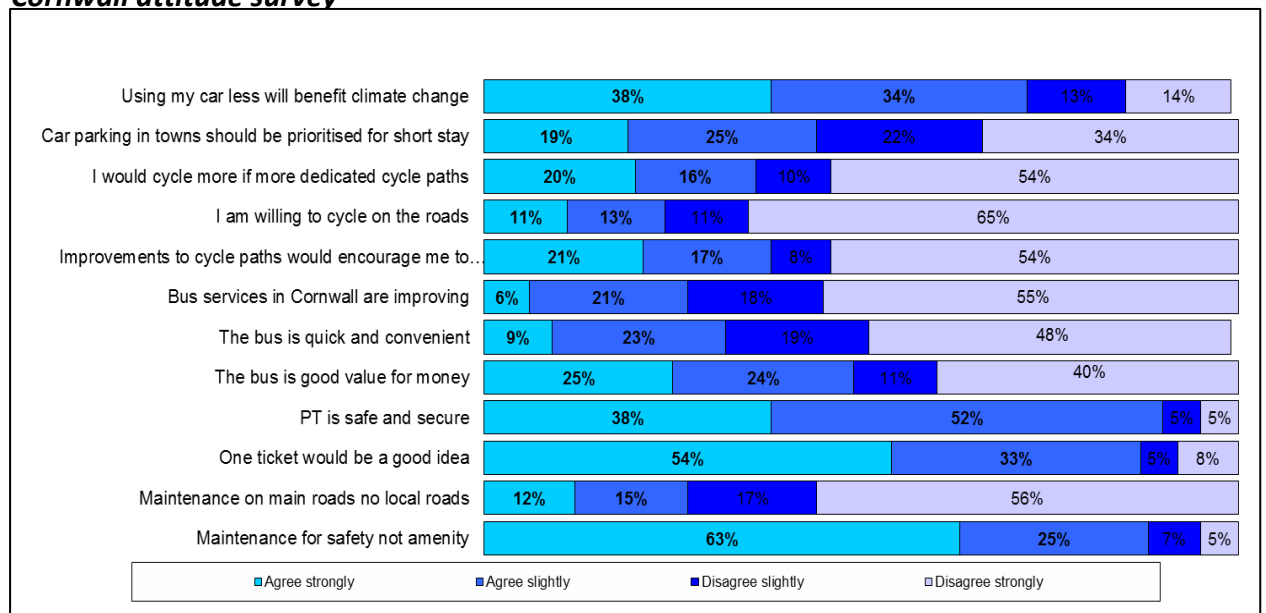
### Method of transport most used by age



This shows the results of the Cornwall travel survey by age, with younger age groups walking more, and the peak of car use being the 45-54 age group.

### Methods to reduce car driving

#### Cornwall attitude survey



This attitude survey provides useful background when considering strategies to reduce the use of car travel in the local area. On the plus side there is a clear understanding that reducing car travel benefits climate change, that bus travel is good value for money and is safe & secure.

### ***Bus travel***

The relatively high proportion, over one third, who would consider using the bus for their transport needs is useful to designing suitable action strategies, though the main car using reason appears to relate strongly to convenience – (convenience, packages/shopping, organisation). This high figure shows that other low carbon transport needs to be convenient and flexible, with packages/shopping easily incorporated.

The Cornwall survey found that most bus use is for shopping and leisure with some trips to see family/friends.

Q9 on reasons for not using buses more often, mainly focus on bus frequency, their relationship to destinations and difficulty with complex journeys. Given that many journeys (40%) are for more than one reason, the difficulty with bus journeys is understandable. That still leaves 60% of journeys which appear to have one focus, and hence could be addressed by increasing bus frequency and determining the most important destination locations to increase passenger use.

The Department for Transport has a “golden question” around attitudes and they found that 68% of Cornish residents agreed, strongly or slightly, with the suggestion that “successful people travel by car rather than by bus”. This could be a major stumbling block on the journey to zero carbon.

### ***Cycling and walking***

The answers to Q10 on cycling clearly show that the following are major blocks:-

- Too far or too hilly
- Not safe, too much traffic
- Unfitness
- Cycle paths not good enough.

The two main methods of reducing these impediments:-

- Quality cycle paths separate from roads (not safe, paths no good)
- Electric bikes (too far, too hilly, not fit)

Once good quality and safe cycle paths are available the distance problem reduces significantly with the use of ebikes. In the Cornwall wide survey one third of people were will to cycle more if there were more dedicated cycle paths.

The main blocks to walking reported are:-

- Too much traffic, noise and congestion
- Weather
- Unfitness

- Too far or too hilly

Other transport surveys indicate that a major impediment to walking is the lack of suitable footpaths. It is also clear that the availability of seats and toilets at regular intervals would enable less fit people to walk further and more regularly. Possibly the seats could be under cover in some locations to reduce the unreliable weather problem, rain generally being the main deterrent to walking .

### ***Electric cars***

Given the high proportion of journeys over ten miles, more than could be expected for larger numbers of people to walk or cycle, the change to buses and electric vehicles is an important part of carbon reduction. The key markers against the use of EVs are price, availability of funds, charging facilities and readiness to obtain a newer car. Two thirds of respondents would be interested if they were cheaper to buy and nearly half thought they would be if they had more funds available. Equally nearly half felt it should be easier to charge an EV. Five people already have one and one had ordered an EV.

Other blocks are not necessarily based on new EV specifications. For example new EVs have a range of over 300 miles on a full charge, so range is little different to fossil fuel cars.

The two main strategies to the change to EVs appear to be:-

- enable affordable financing
- increasing the number of charge points and information on their locations

### ***Q12 Railway coming back to Okehampton***

The answers to this question indicate that the main reasons for using the new train service to Exeter would be for shopping, entertainment and socialising/visiting family or friends. The downside of this change could be a reduction in local shopping and entertainment expenditure, depending on where people travel for these reasons at present. Nearly half of respondents felt that a high speed bus link would be essential or important to catching the train from Okehampton. The train from Bude would double those who were interested in using a local train service, compared to the interest in the Okehampton service.

**Local charge points**

[Electric Vehicle Charging Stations in Cornwall | Driving to Cornwall \(intocornwall.com\)](https://www.intocornwall.com)

**Bangors B&B**

Poundstock

Bude

Cornwall

EX23 ODP Fast (7kW) and Slow (3kW)

Accommodation. Payment may be required.

**Wooldown Holiday Cottages**

Wooldown

Bude

Cornwall

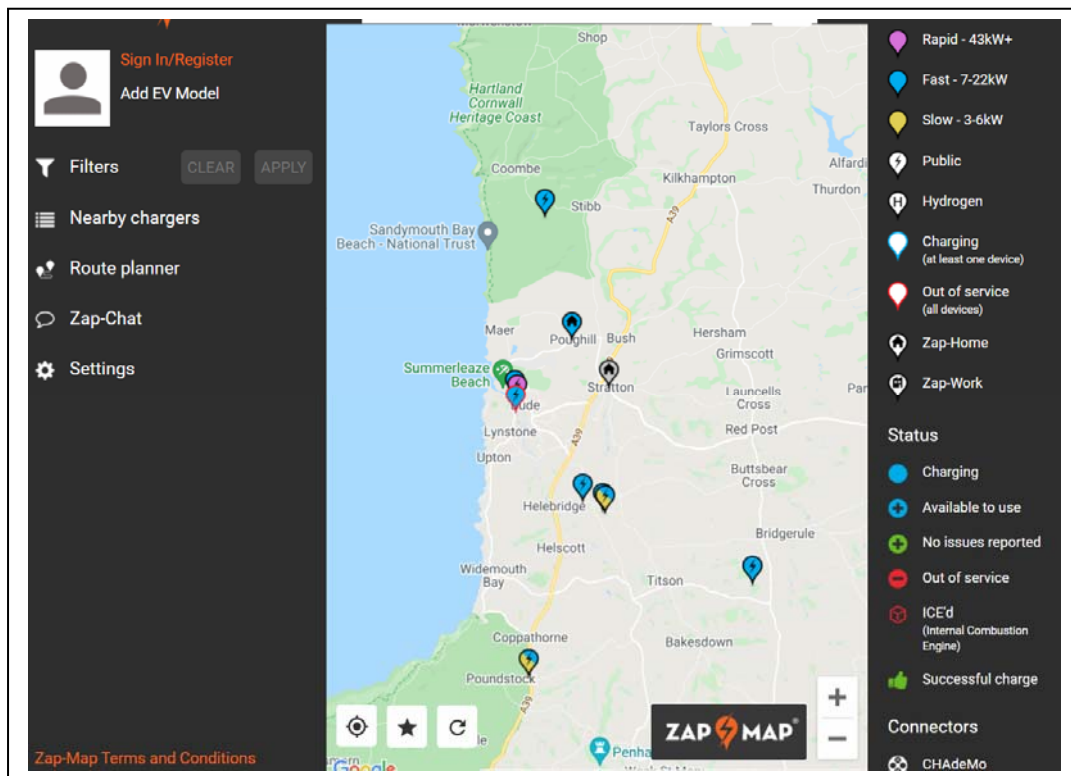
EX23 OHP Fast (7kW) and Slow (3kW)  
Accommodation. Payment may be required.

### Hideaway House

Helebridge Road  
Bude  
Cornwall  
EX23 0HY Fast (7kW)  
Free to use for customers

### Bude Tourist Information Centre

The Crescent  
Bude  
Cornwall  
EX23 8LE Superfast (43kW and 50kW)







BudeClimate.org

## Transport Survey Results

This survey is one of three transport-related surveys used to inform Bude Climate Partnership's Transport Study, which investigates the impact of transport on the Bude CNA's carbon footprint. The other two surveys investigate secondary school students' and visitors' journeys in the Bude CNA.

### Aim:

The aim was to find out how residents of the Bude Community Network Area travel and investigate their responses to reducing their car-dependent travel and their travel generally by becoming more active through use of public transport, walking and cycling.

### Methodology:

The survey was undertaken in the Bude Community Network Area in July–September 2021. In total, 415 local residents were surveyed.

The online version of the survey was tested with members of the Bude Climate Partnership Transport Working Group. A paper version of the survey, assisted by interviewers, was tested at the Mindful Market event held on the Bude Castle grounds on July 11. After these pilots, the content of the survey was adjusted slightly to clarify some of the questions.

133 surveys were completed online in response to social media advertisements, including boosted posts on Facebook, or in response to email notifications and newsletters from BCP's partners to their members, followers and supporters. 282 surveys were completed face-to-face by interviewers on doorsteps across the Bude CNA. Google Forms was used to create the survey, record responses and analyse the results.

### Sample size:

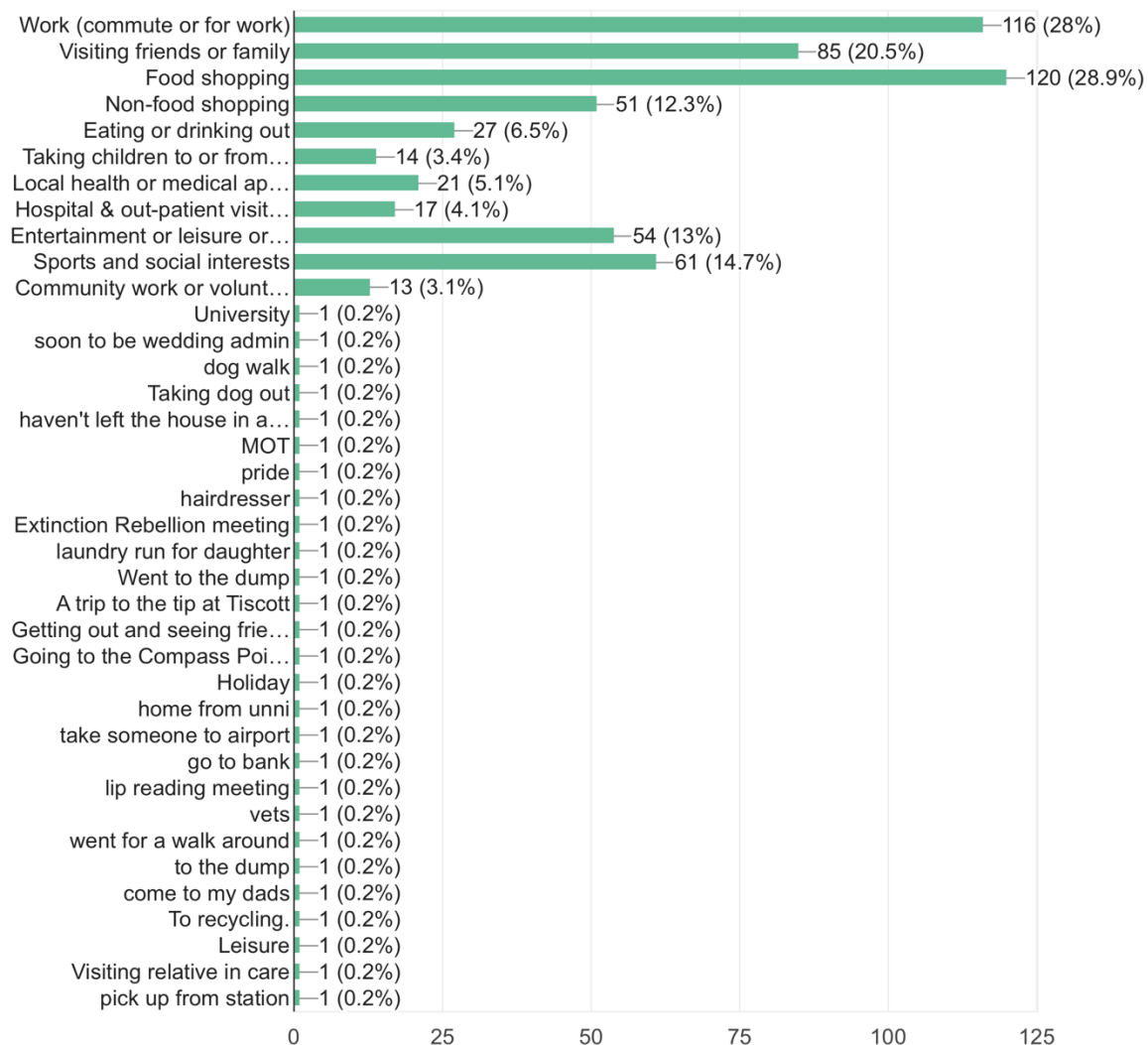
At a 95% confidence level and 5% error rate 377 responses were needed if the whole population was treated as one sample. However, if different age groups (for example) responded differently we needed more responses.

**Table of sample sizes for age groups in the Bude CNA**

Age group	% of NC population	Number Bude CNA	Sample size needed
preschool	5%	942	
junior school	8%	1,443	
2ndary school/college	6%	1,044	
20 -34	14%	2,436	331
35 -59	33%	5,978	361
60-74	20%	3,665	348
75+	10%	1,884	319
20 - 75+		13,963	374
60 -75+		5,548	359

## Q1

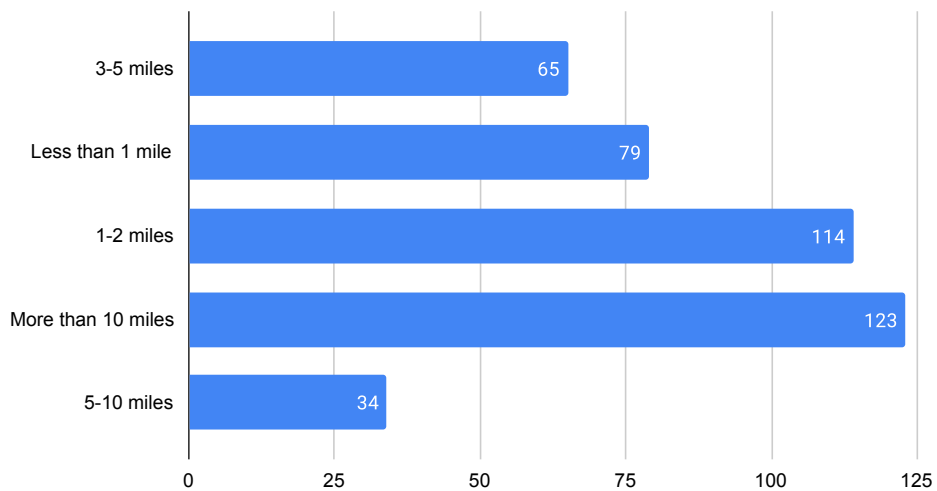
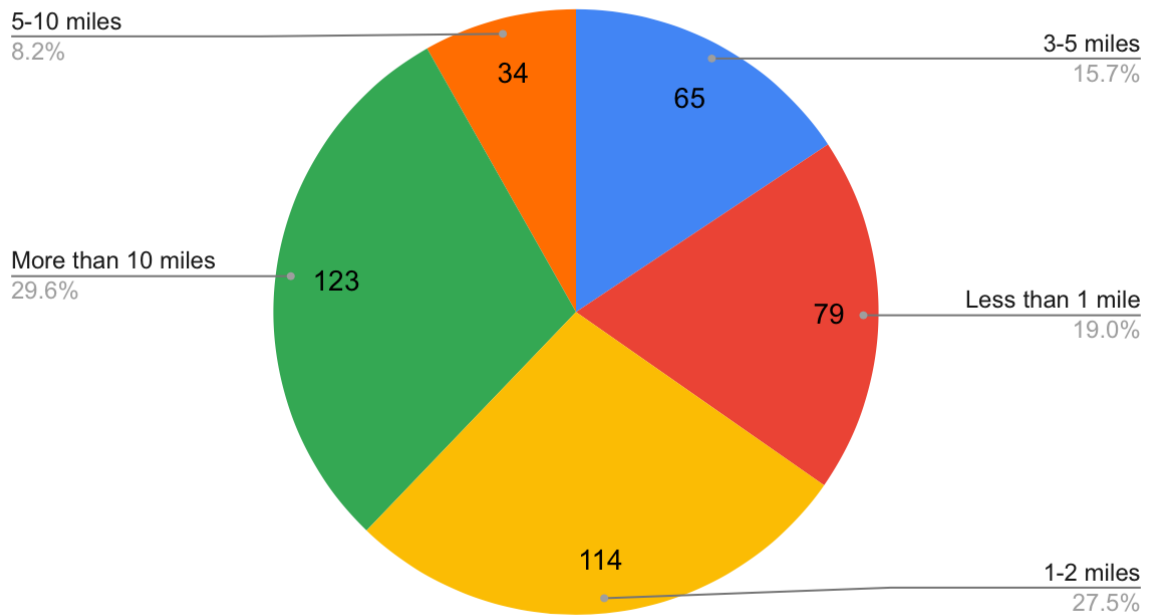
Thinking about your most recent journey, what was its purpose? Please tick all that apply



	Number	Percentage
<b>Work (commute or for work)</b>	116	28%
<b>Visiting friends or family</b>	85	20.5%
<b>Food shopping</b>	148	35.7%
<b>Non-food shopping</b>	51	12.3%
<b>Eating or drinking out</b>	27	6.5%
<b>Taking children to or from school or activities</b>	14	3.4%
<b>Local health or medical appointment</b>	21	5.1%
<b>Hospital &amp; out-patient visits further afield</b>	17	4.1%
<b>Entertainment or leisure or holiday</b>	54	13%
<b>Sports and social interests</b>	61	14.7%
<b>Community work or volunteering</b>	13	3.1%
<b>Other</b>	28	6.7%

## Q2

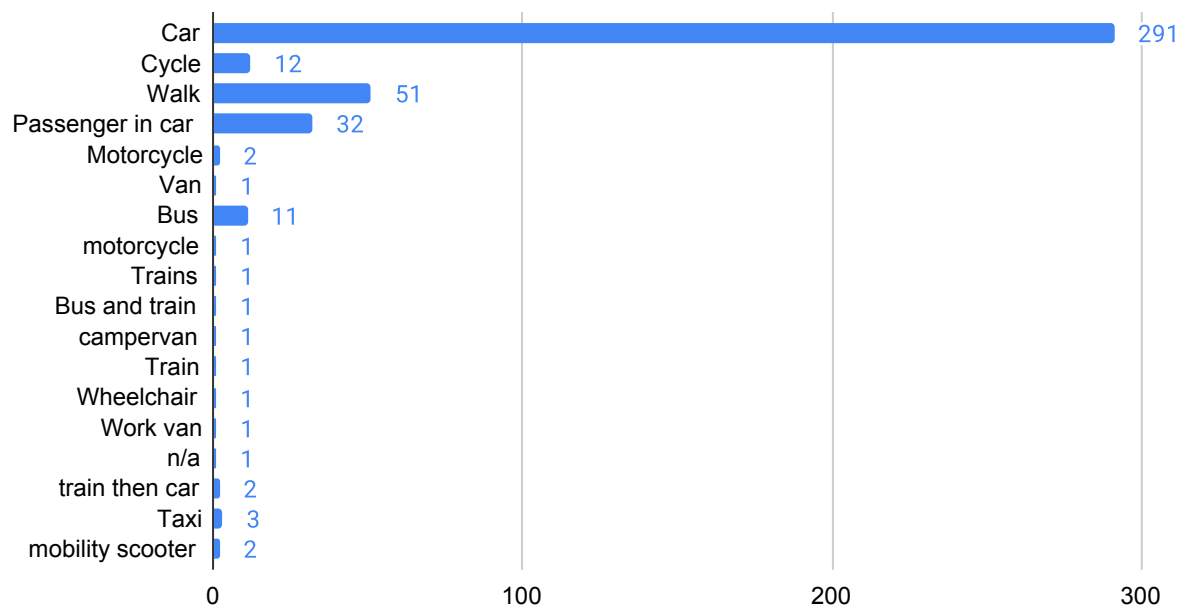
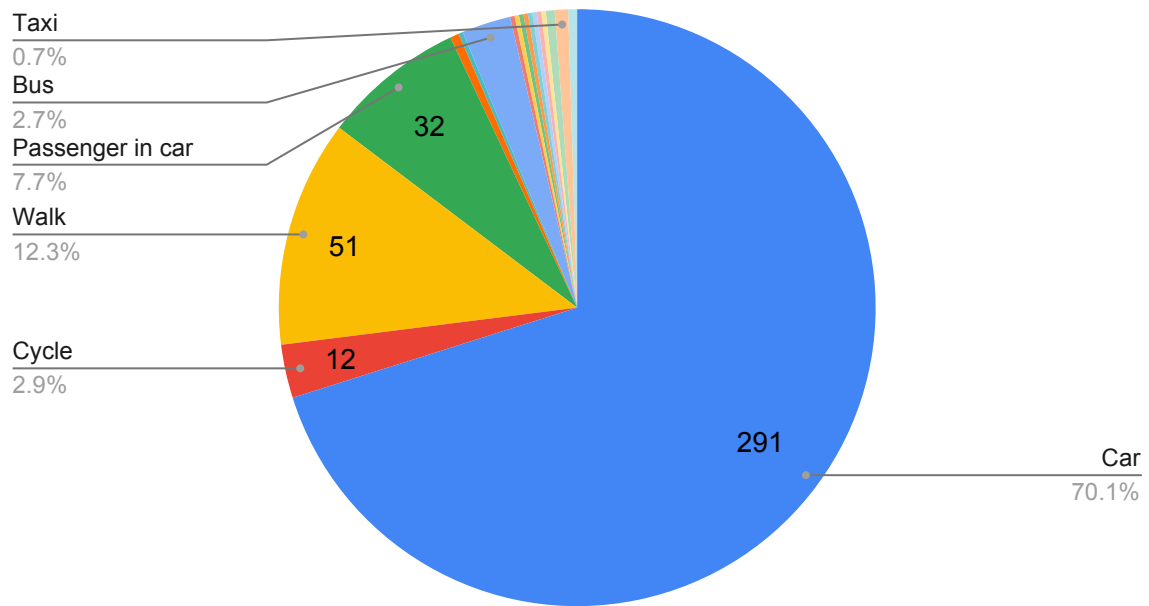
How far was this most recent journey?



	Number	Percentage
Less than 1 mile	79	19%
1-2 miles	114	27.5%
3-5 miles	65	15.7%
5-10 miles	34	8.2%
More than 10 miles	123	29.6%

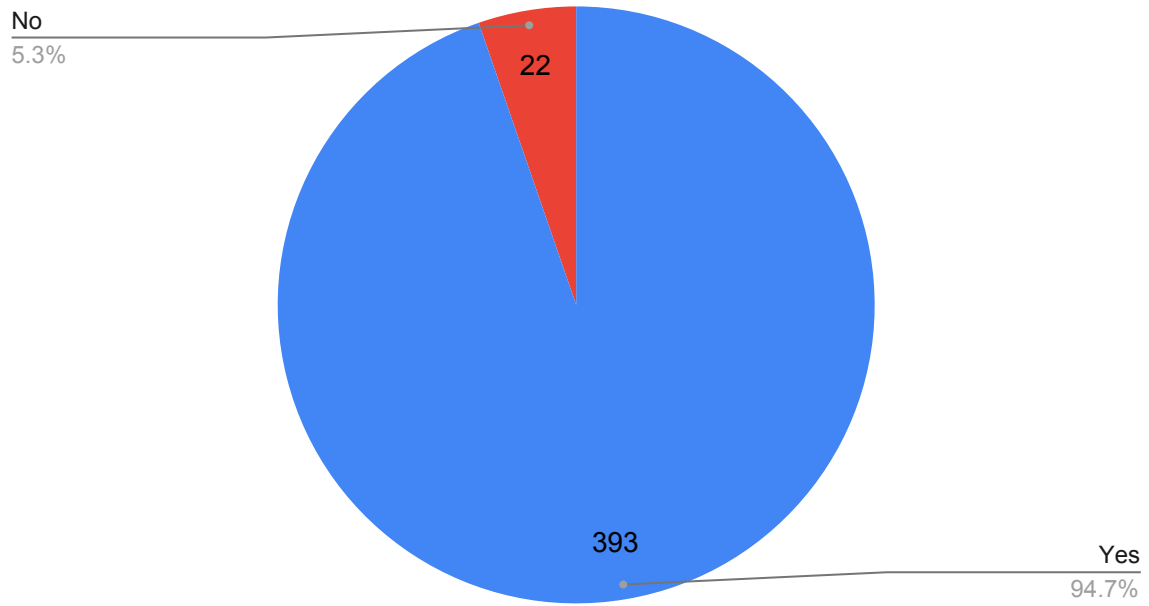
### Q3

How did you travel on this most recent journey?



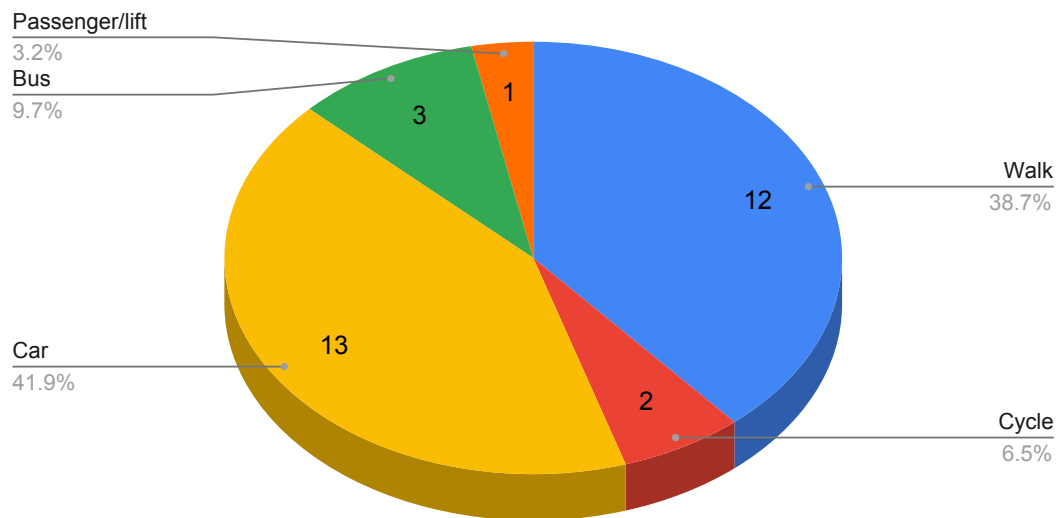
**Q4**

**Is that how you normally travel on this most recent journey?**



**Q5**

**If you said no, how would you usually make this most recent journey?**

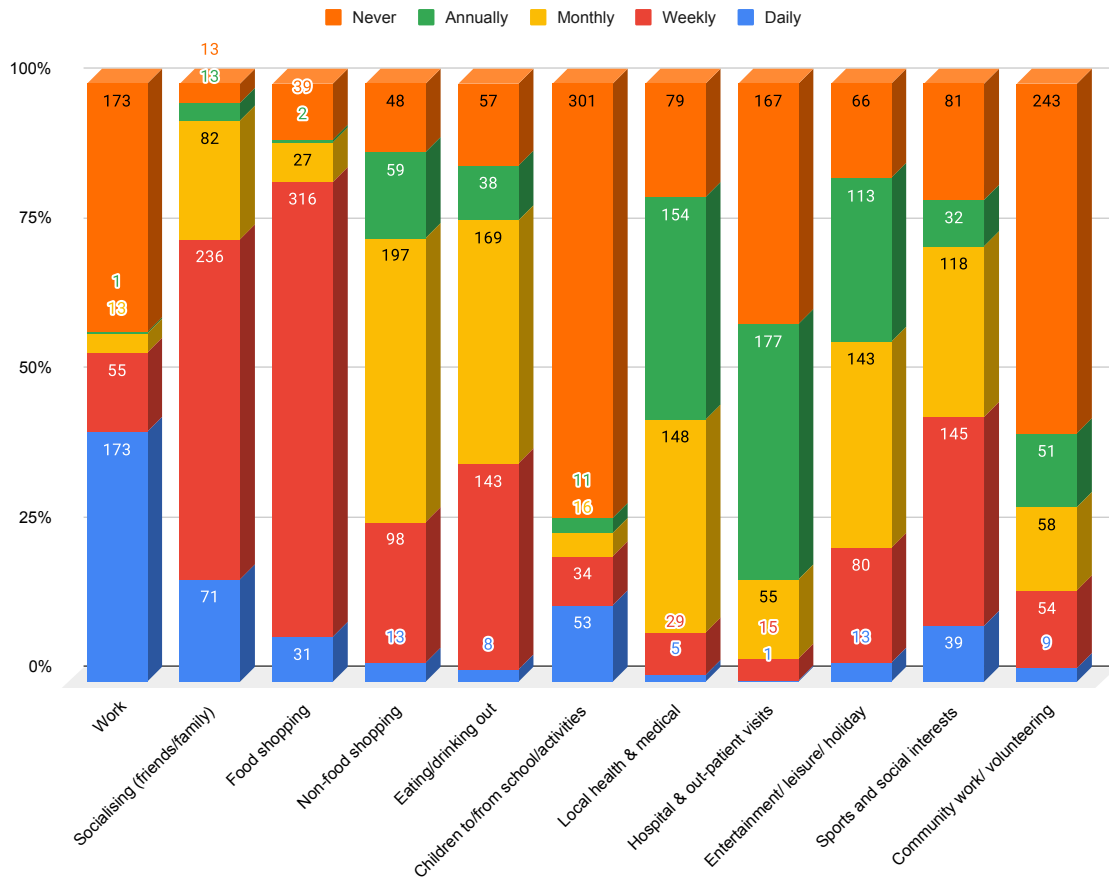


	Number	Percentage
Walk	12	38.7%
Cycle	2	6.5%
Car	13	41.9%
Bus	3	9.7%
Passenger/lift	1	3.2%
Taxi	0	0%

## General Transport Habits

### Q6

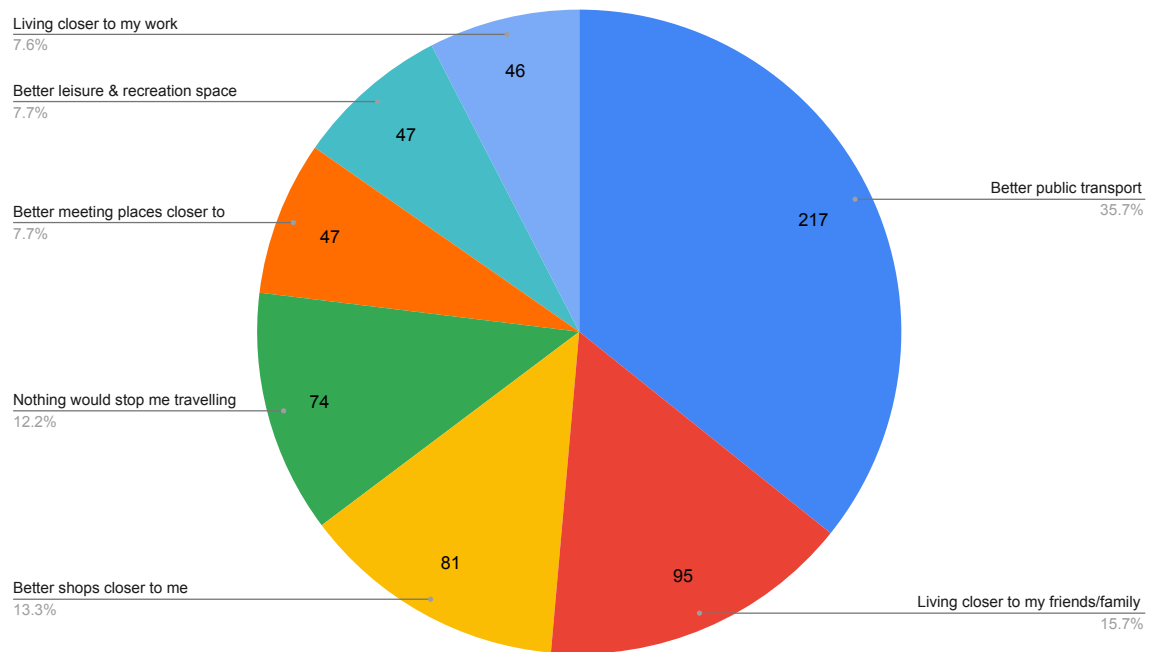
Thinking now how about how you get around generally, which option best describes how often you travel for the following reasons?



	Daily	Weekly	Monthly	Annually	Never
Work	173	55	13	1	173
Socialising (friends/family)	71	236	82	13	13
Food shopping	31	316	27	2	39
Non-food shopping	13	98	197	59	48
Eating/drinking out	8	143	169	38	57
Children to/from school/activities	53	34	16	11	301
Local health & medical	5	29	148	154	79
Hospital & out-patient visits	1	15	55	177	167
Entertainment/ leisure/ holiday	13	80	143	113	66
Sports and social interests	39	145	118	32	81
Community work/ volunteering	9	54	58	51	243

## Q7

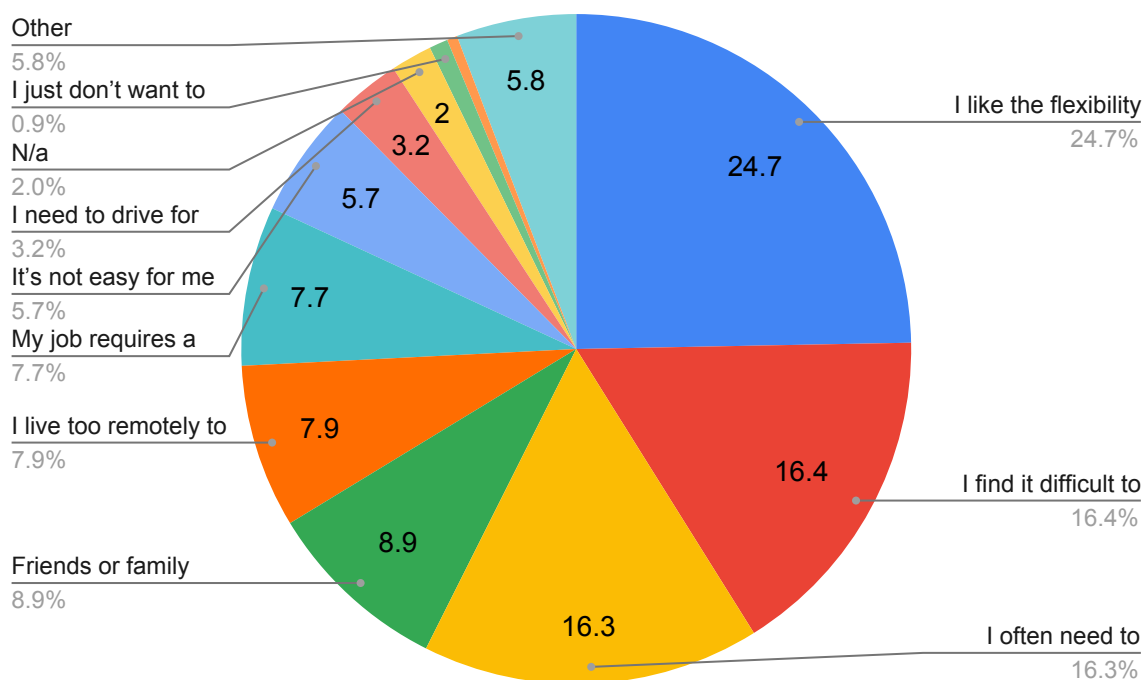
What would help you reduce the number of times you need to travel any distance by car?



Reason	Number	Percentage
Better public transport	217	35.7%
Living closer to my friends/family	95	15.7%
Better shops closer to me	81	13.3%
Nothing would stop me travelling by car	74	12.2%
Better meeting places closer to me (pubs, cafés, community space)	47	7.7%
Better leisure & recreation space closer to me (sports, green space, beach)	47	7.7%
Living closer to my work	46	7.6%

**Q8**

**Which of these personal reasons stop you from switching from your car to a more sustainable transport method, such as walking, cycling or a bus? (please tick all that apply)**

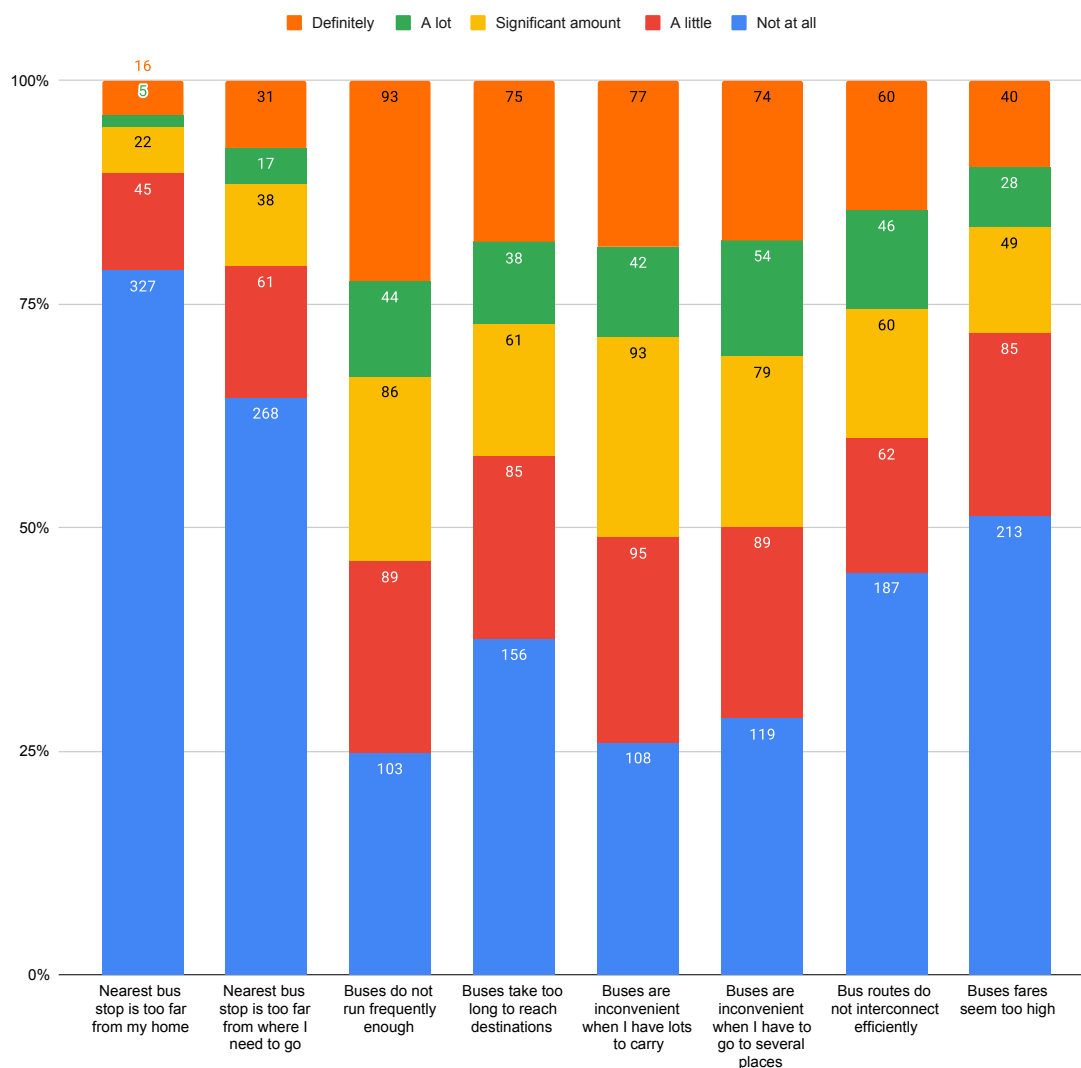


Reason	Number	Percentage
I like the flexibility and convenience of a car	269	24.7%
I find it difficult to organise my life without a car	179	16.4%
I often need to transport shopping or packages	178	16.3%
Friends or family rely on me for lifts	97	8.9%
I live too remotely to walk, cycle or take a bus	86	7.9%
My job requires a car	84	7.7%
It's not easy for me to share journeys with other drivers	62	5.7%
I need to drive for health reasons	35	3.2%
N/a	22	2%
I just don't want to drive less	10	0.9%
Non driver	6	0.5%
Other	63	5.85%



## Q9

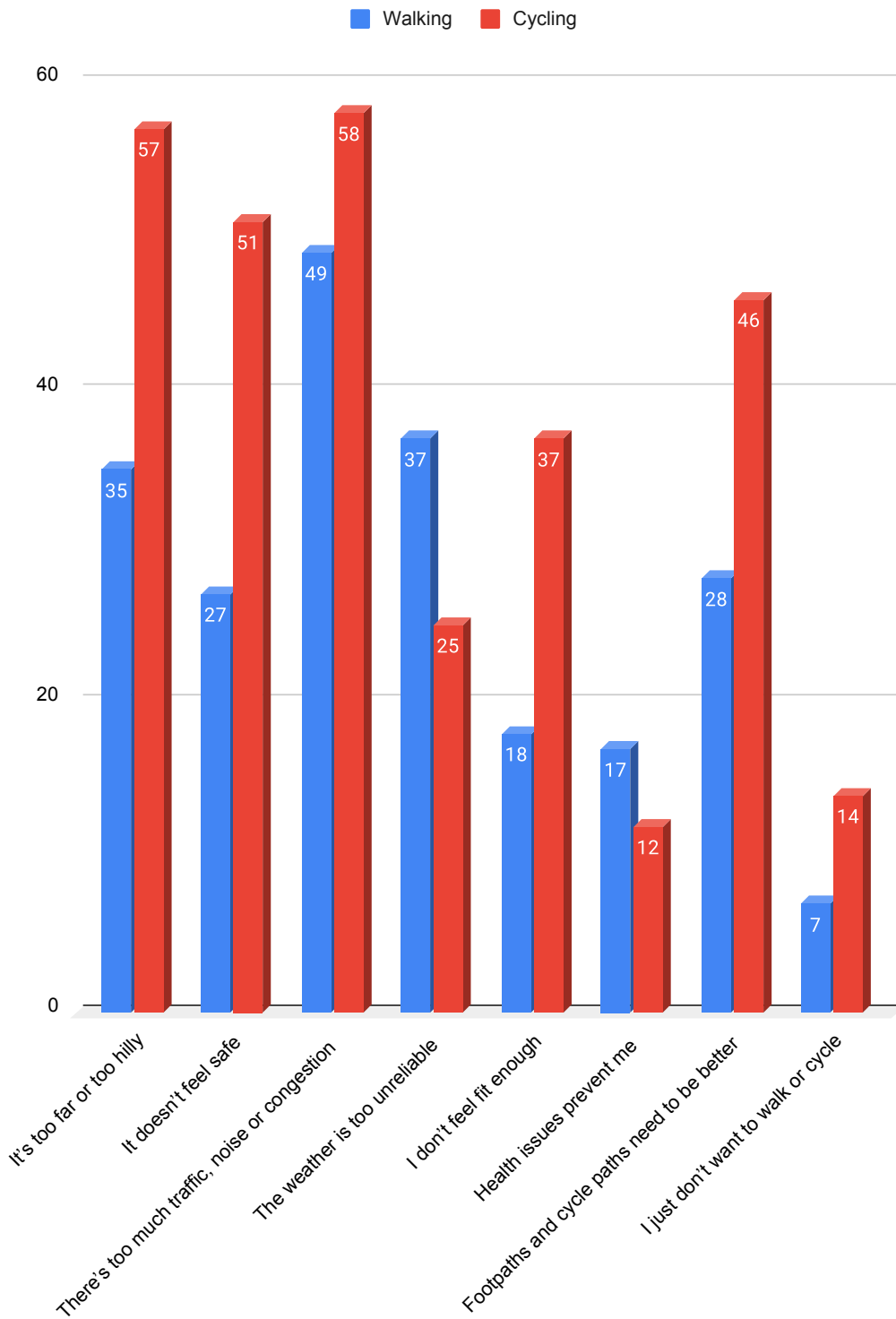
How much do the following reasons prevent you using buses more often in the wider Bude area?



	Not at all	A little	Significant amount	A lot	Definitely
<b>Nearest bus stop is too far from my home</b>	327	45	22	5	16
<b>Nearest bus stop is too far from where I need to go</b>	268	61	38	17	31
<b>Buses do not run frequently enough</b>	103	89	86	44	93
<b>Buses take too long to reach destinations</b>	156	85	61	38	75
<b>Buses are inconvenient when I have lots to carry</b>	108	95	93	42	77
<b>Buses are inconvenient when I have to go to several places</b>	119	89	79	54	74
<b>Bus routes do not interconnect efficiently</b>	187	62	60	46	60
<b>Buses fares seem too high</b>	213	85	49	28	40

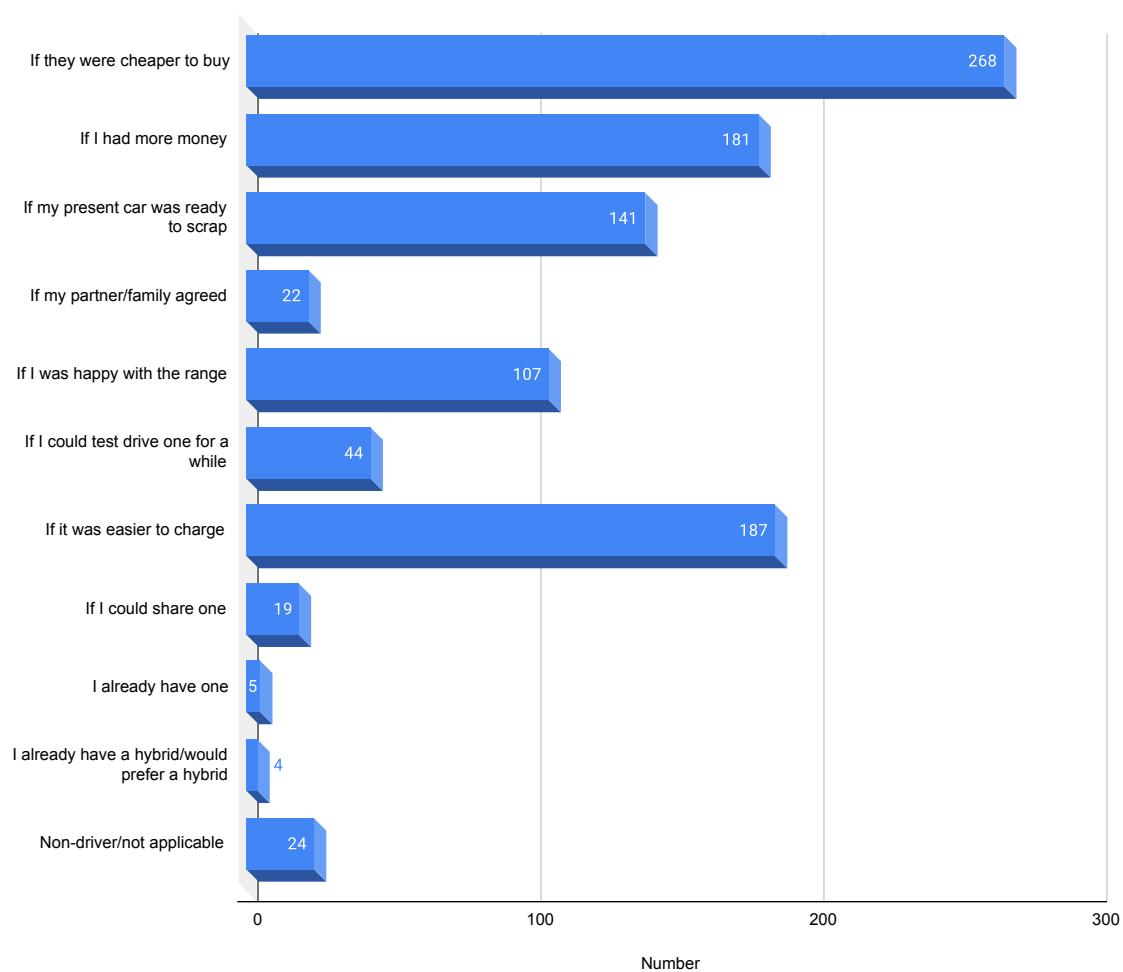
**Q10**

**Which of these reasons stop you from walking or cycling more often? (please tick all that apply)**



### Q11

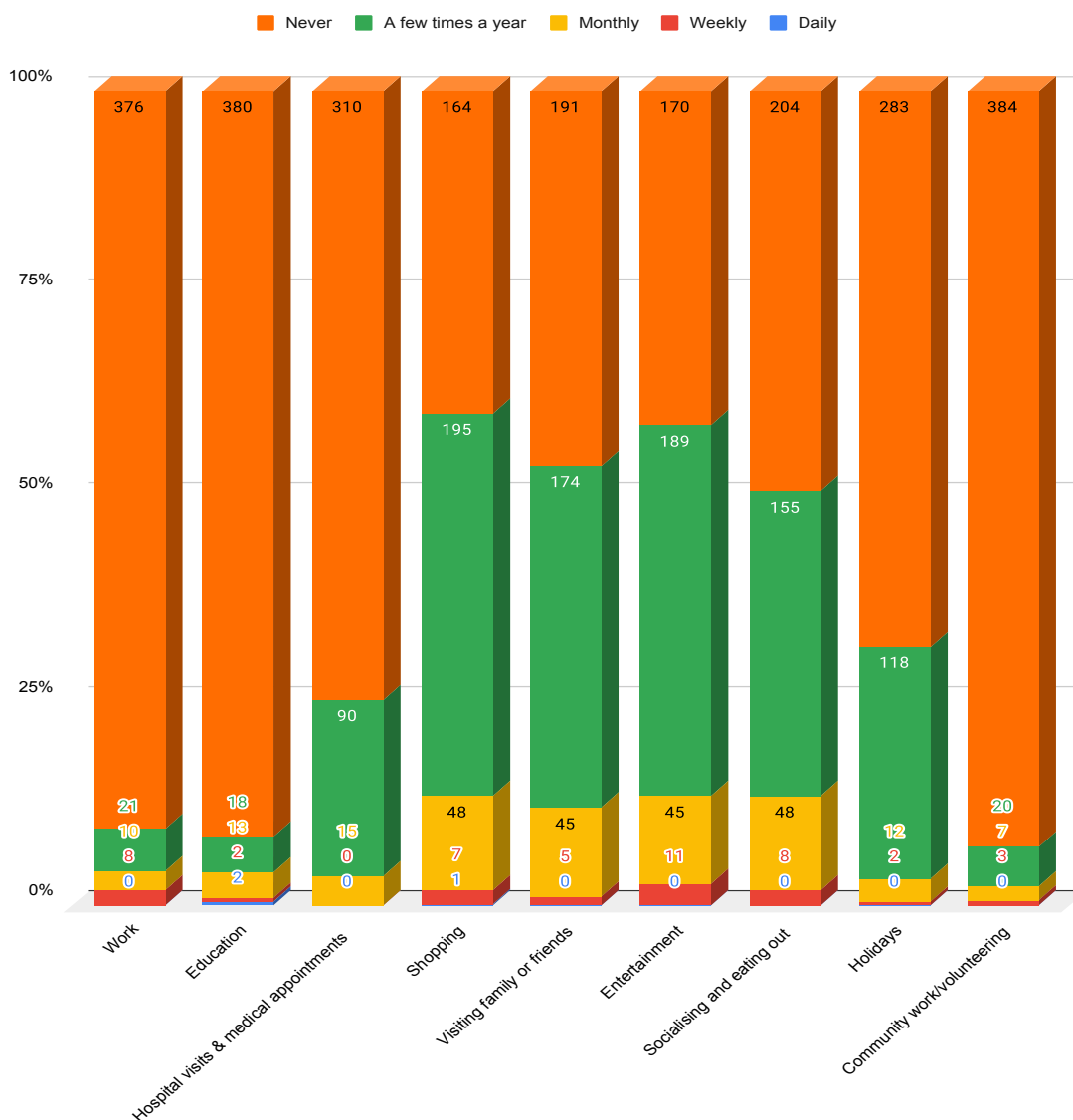
Electric cars are five times cheaper to run than cars with petrol or diesel engines, including hybrids. Which of these reasons would influence you to buy one?



	Number	Percentage
<b>If they were cheaper to buy</b>	268	26.7%
<b>If I had more money</b>	181	18.1%
<b>If my present car was ready to scrap</b>	141	14.1%
<b>If my partner/family agreed</b>	22	2.2%
<b>If I was happy with the range</b>	107	10.7%
<b>If I could test drive one for a while</b>	44	4.4%
<b>If it was easier to charge</b>	187	18.7%
<b>If I could share one</b>	19	1.9%
<b>I already have one</b>	5	0.5%
<b>I already have a hybrid/prefer a hybrid</b>	4	0.4%
<b>Non-driver/not applicable</b>	24	2.4%

## Q12

When the railway station reopens in Okehampton, trains will run every two hours to Exeter. How often might you use it for the following reasons?

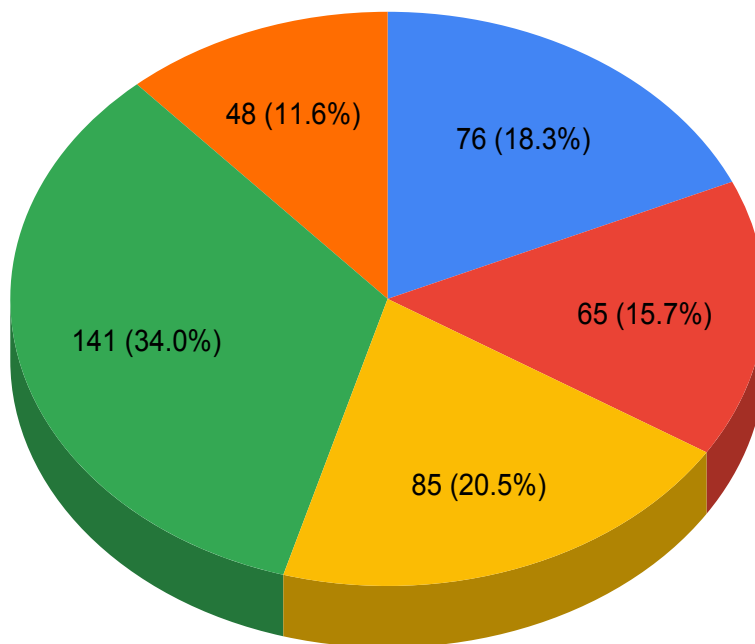


	Daily	Weekly	Monthly	A few times a year	Never
<b>Work</b>	0	8	10	21	376
<b>Education</b>	2	2	13	18	380
<b>Hospital visits &amp; medical appointments</b>	0	0	15	90	310
<b>Shopping</b>	1	7	48	195	164
<b>Visiting family or friends</b>	0	5	45	174	191
<b>Entertainment</b>	0	11	45	189	170
<b>Socialising and eating out</b>	0	8	48	155	204
<b>Holidays</b>	0	2	12	118	283
<b>Community work/volunteering</b>	0	3	7	20	384

**Q13**

**How much would a high-speed bus link between Bude and Okehampton make you more likely to use the train from Okehampton?**

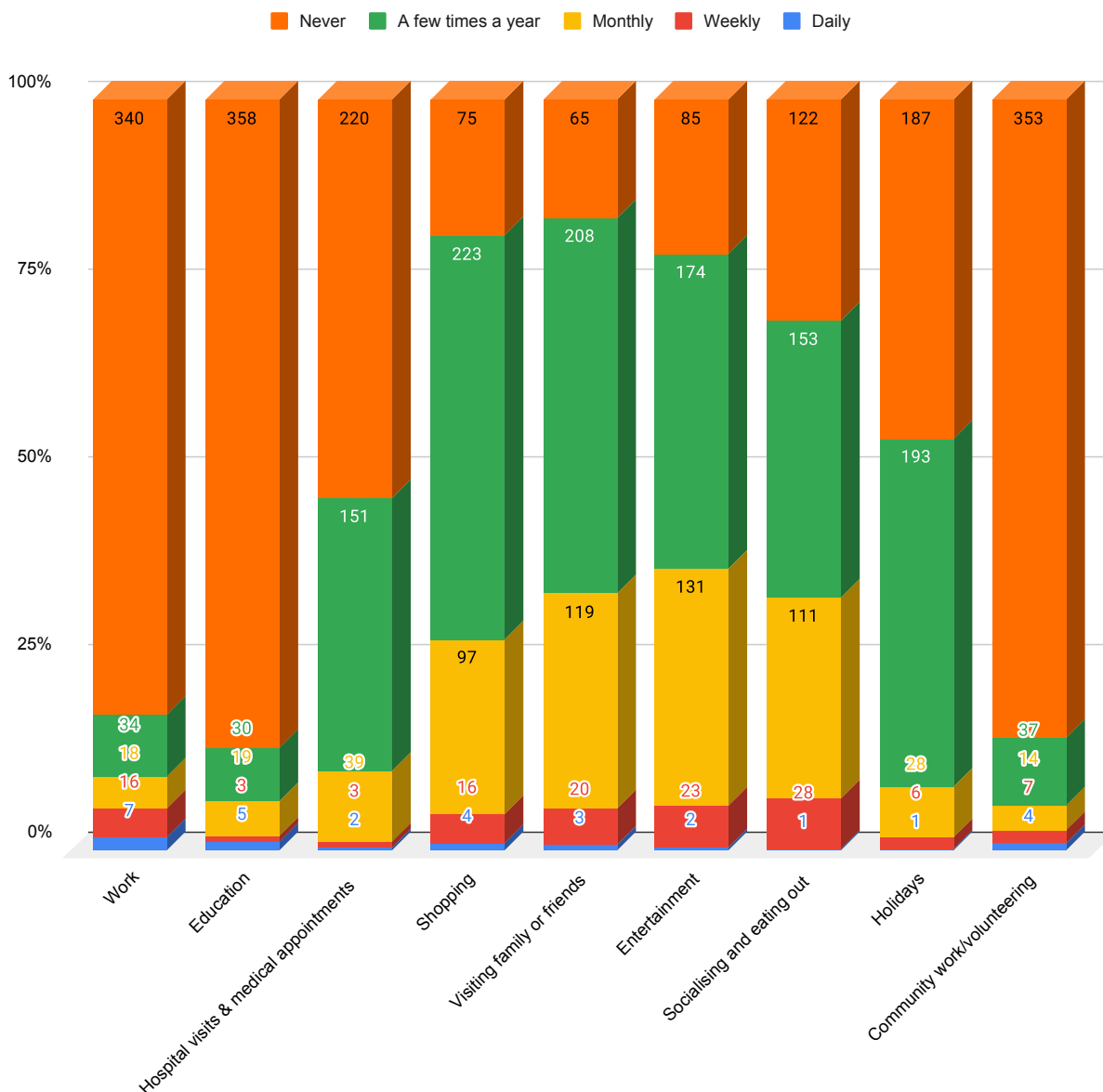
● Not at all ● A little bit ● 50:50 ● A lot ● It's essential



Reason	Number	Percentage
Not at all	76	18.3%
A little bit	65	15.7%
50:50	85	20.5%
A lot	141	34%
It's essential	48	11.6%

**Q14**

**If the railway returned to Bude, how often might you use it for the following reasons?**

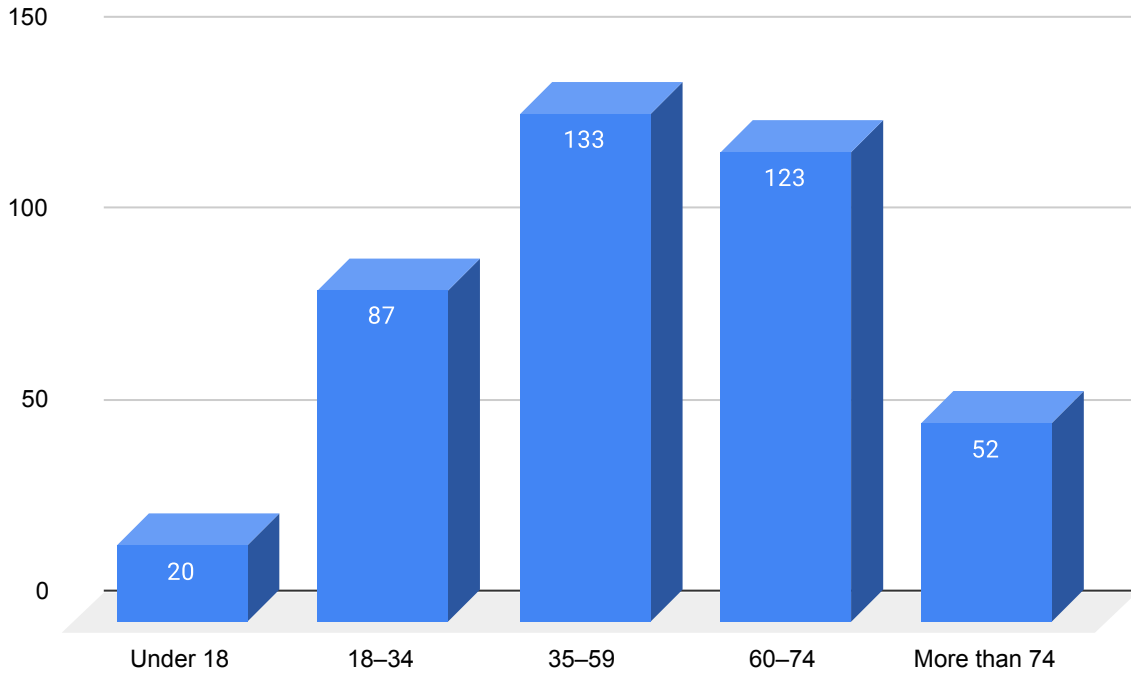


	Daily	Weekly	Monthly	A few times a year	Never
<b>Work</b>	7	16	18	34	340
<b>Education</b>	5	3	19	30	358
<b>Hospital visits &amp; medical appointments</b>	2	3	39	151	220
<b>Shopping</b>	4	16	97	223	75
<b>Visiting family or friends</b>	3	20	119	208	65
<b>Socialising and eating out</b>	1	28	111	153	122
<b>Holidays</b>	1	6	28	193	187
<b>Community work/volunteering</b>	4	7	14	37	353

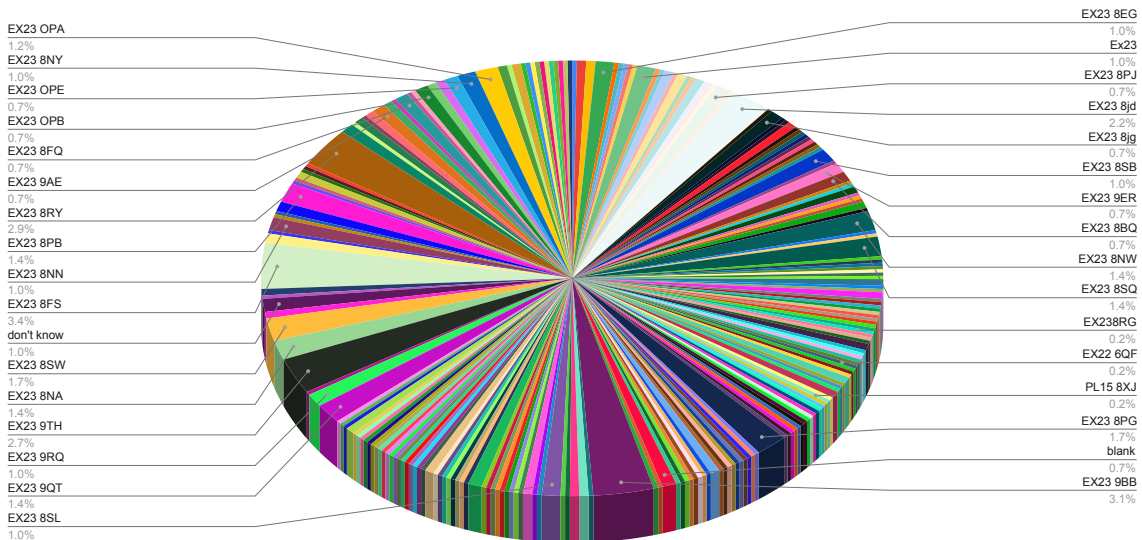
## About respondents

### Q15 & Q16

How old are you? What is your home postcode?

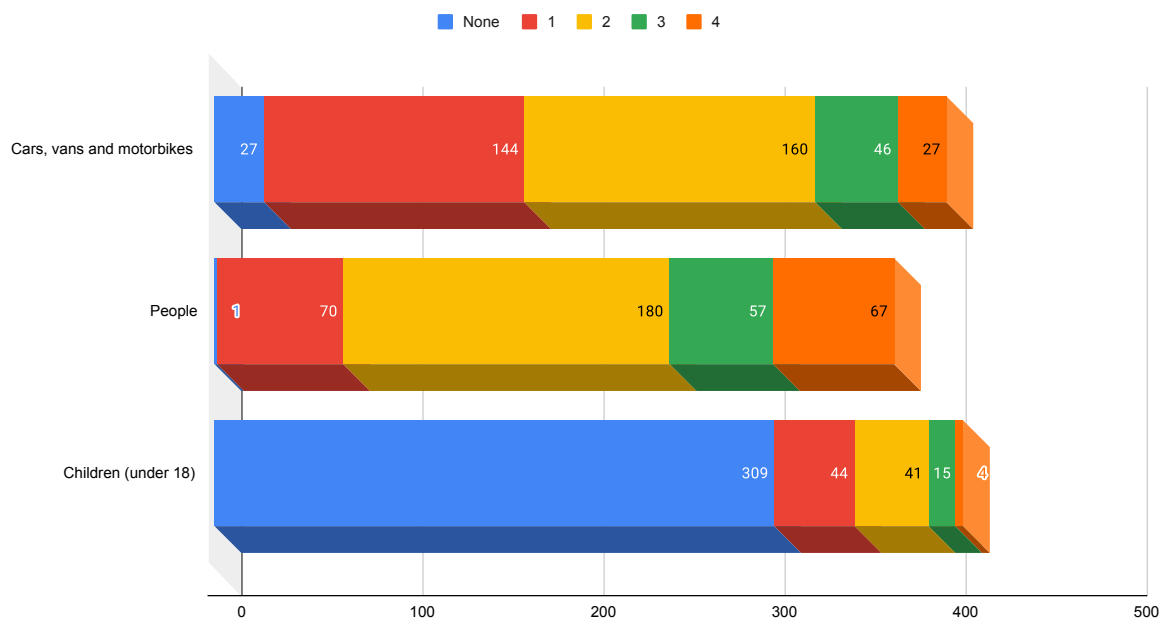


	Number	Percentage
<b>Under 18</b>	20	4.9%
<b>18-34</b>	87	21%
<b>35-59</b>	133	32%
<b>60-74</b>	123	29.6%
<b>More than 74</b>	52	12.5%
	<b>415</b>	<b>100%</b>



## Q17

How many in your household of...?

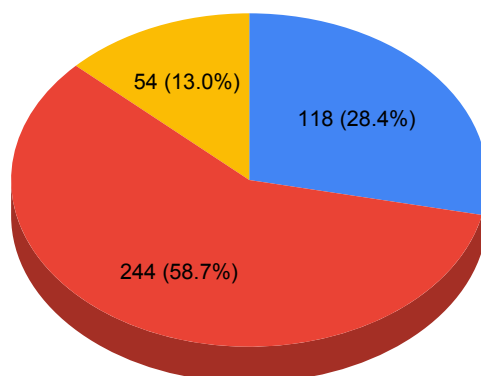


	Cars, vans and motorbikes	People	Children (under 18)
<b>None</b>	27	1	309
<b>1</b>	144	70	44
<b>2</b>	160	180	41
<b>3</b>	46	57	15
<b>4</b>	27	67	4
<b>5</b>	5	24	1
<b>More than 5</b>	6	16	1



### Q18

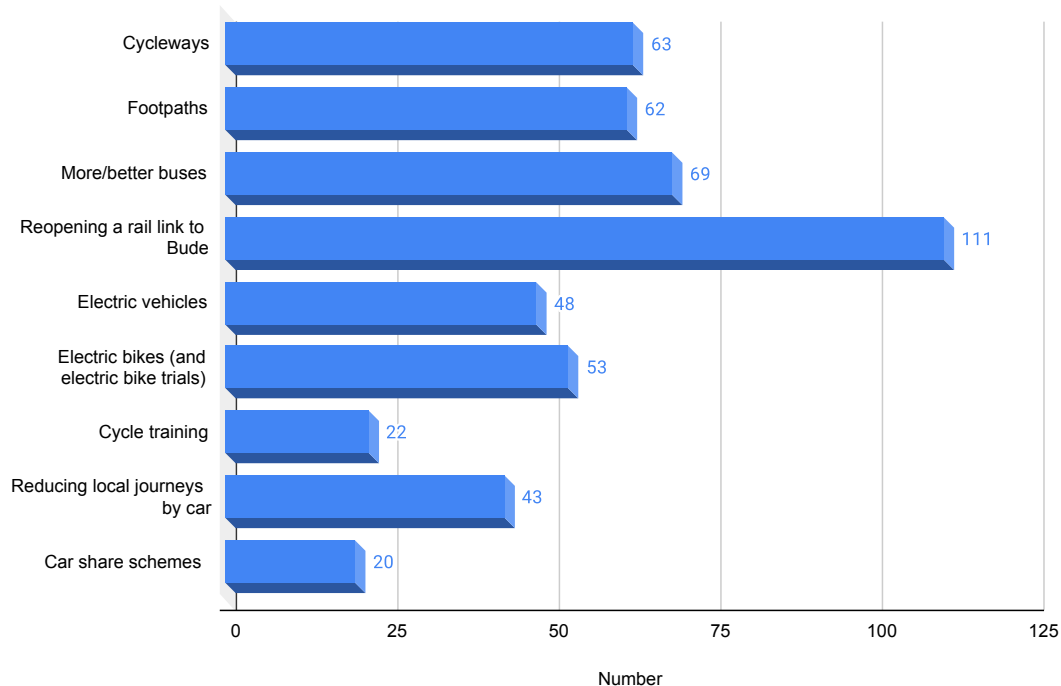
Would you like to help us improve local transport in the wider Bude area?



● Yes ● No ● Maybe

### Q19

In which of these areas would you like to help us improve local transport in the wider Bude area?



<b>Cycleways</b>	63
<b>Footpaths</b>	62
<b>More/better buses</b>	69
<b>Reopening a rail link to Bude</b>	111
<b>Electric vehicles</b>	48
<b>Electric bikes (and electric bike trials)</b>	53
<b>Cycle training</b>	22
<b>Reducing local journeys by car</b>	43
<b>Car share schemes</b>	20

## Notes on school survey

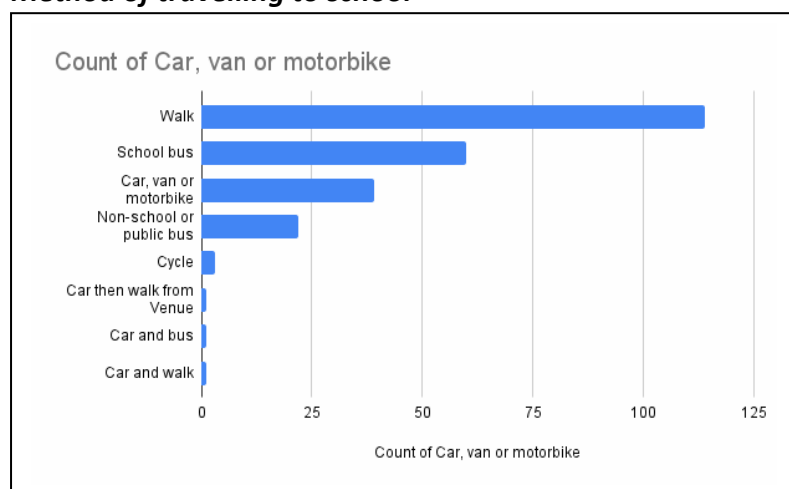
The school pupil number is 1,233 and almost 20% answered the survey. This high return gives good confidence for in the results being representative.

### *Numbers travelling by each mode to and from school*

Travel mode	Number	%
walk	114	47%
bus	83	34%
car	41	17%
cycle	3	1%
Totals	241	100%

This shows that only 17% of school students are travelling by car, and 83% travel by low carbon methods. The main population attending the school live close by, which no doubt explains the fact that nearly half walk to school. The local school and public bus services also appear to work well with over one third using this method.

### *Method of travelling to school*



### Travel by home location

#### Home address within three miles

##### **Bude Central** ½ to 1.2 miles

Nearly all pupils walk to school, including, perhaps unsurprisingly, the pupil who identifies as a hedgehog.

##### *Reasons for car travel –*

- ◆ Don't like walking
- ◆ "Would walk if wasn't so bone idle and need time to do my hair"

- ◆ Uphill to school – walk home
- ◆ 2-5 miles too far to walk

**Bude Flexbury** 1.5 miles nor so

Mostly walk,

2 cycle both males

6 arrive by car – 5 out of 6 female

*Reasons for car travel*

- ◆ Time management
- ◆ Parent drops off on way to work, walk home
- ◆ Bus too expensive
- ◆ Weather

**Stratton** c. 1 mile ++

Three quarters of pupils from Stratton walk to school. Six travel by car, some walk home

*Reasons for car travel*

- ◆ Weather
- ◆ Don't get up early enough
- ◆ Too far
- ◆ Remote home

**Marhamchurch 2.1-2.6miles**

Pupils are split between the bus and car as transport mode with 57% travelling by bus and the rest by car. The main obstacle for cycling or walking to school appears to be the main road which is deemed dangerous and too busy. There is support here, including from girls, for a cycle path as well as or a safe walking path to school. Another reason for not travelling on the bus is the complete absence of masks.

**Poughill 2 miles**

All travel by car. There is no school bus

The reasons given for not cycling or walking are:-

- ◆ Too far
- ◆ The weather
- ◆ Too young to walk on my own
- ◆ No footpath or cyclepath
- ◆ My parents think I should not cycle
- ◆ The roads are too dangerous

Pupils expressed interest in cycling/walking if:-

- ◆ Parents allowed it
- ◆ If it was not pouring rain

- ◆ I could walk with others

The pupils who travel by car from these nearby locations, when asked about cycle travel or walking are generally against this idea for the following reasons:-

- ◆ Roads are too dangerous
- ◆ Not old enough to cycle yet, my parents are against it
- ◆ No cycle route
- ◆ No safe footpath

There is support for walking if:-

- ◆ Someone to walk with – especially for girls
- ◆ There is a safe path
- ◆ The weather was better
- ◆ They were better organised/got up earlier

Though the numbers travelling by car are not a high proportion, the mileage will still be adding up over the year. That alone is reason to develop safe local footpaths and cycle routes to the School.

### **Home address more than three miles**

#### **Hartland 15miles**

All those pupils answering the survey travel by bus, with some getting a lift to the bus stop, where the local distance is > one mile.

#### **Kilkhampton 5 miles**

Most by bus, with only 16% by car, none cycling.

Reasons for car travel given:-

- ◆ Bus is too early
- ◆ Need free transport on the bus
- ◆ Don't like walking
- ◆ Bus makes me anxious
- ◆ Parent drops on way to work

Some arrive by car and get the bus home

#### **Morwenstow, Shop 8-10 miles**

Nearly all pupils travel by bus both ways, and the one who does not, travels by car in the mornings and takes the bus home.

#### **Poundstock , Widemouth 3.5- 5 miles**

All travel by bus, with 60% having a lift to the bus stop: generally where it is more than one mile to the stop. No signs in the responses of students able to think of cycling to school even if there was a cyclepath.

### **St Gennys, Crackington c 10 miles**

All travel on the bus.

### **Week St Mary 8 miles**

All travel by bus except one older student who goes by car and sometimes drives himself. Cycling is deemed too far and the roads too dangerous.

### **Cycling**

Out of the 243 responses to the travel survey only three pupils were cycling to school, which is a surprisingly low number. Assuming from the sample size that this is representative, indicates that there may be only around 16 cyclists. Probably all males, as no females are in the few cyclists of the survey.

Major reasons for this appear to be the hills in the local area, as well as the lack of safe cycle routes. Potentially ebikes could encourage more pupils and more girls to cycle to school, assuming that suitable cycle paths are also developed.

Questions to younger women, outside of this survey, indicate that female students are unwilling to cycle as they do not wish to arrive at school hot and sweaty or with “mussed up/helmet” hair. These issues could potentially be addressed via the use of ebikes which would enable less energetic and heat inducing cycling.

When the travel results are analysed by distance from school, the issue of walking and cycling appears more attractive if suitable pathways were available. The locations where suitable cyclepaths/walkways would be worth investigating are:-

- ◆ Bude central
- ◆ Flexbury
- ◆ Marhamchurch
- ◆ Poughill
- ◆ Stratton

These locations are all within three miles of the school, but have several roads thought to be dangerous and too busy.

### **After school activities**

The survey responses indicate, as shown in the analytics report that some students would like to do after school activities, but are unable to because the school buses do not allow them to do so.

Overall there is a clear divide between girls and boys in the number of after school activities undertaken, with no clear divide by distance or method of travel. Nearly

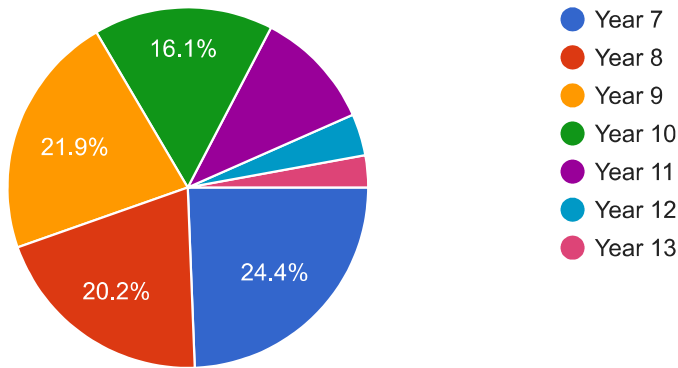
60% of boys have no after school activities compared to 44% of girls, and 50% of girls have one to three days a week staying on for after school activities compared to 38% of boys.

There is some evidence of extra car journeys to collect pupils from school after later activities, with 19 pupils in the survey stating they travel to school on the bus and have 1-3 after-school activities a week and ride home in a car. This is 17% of those staying for after-school activities. Extrapolated to the school as a whole this would be an extra 4% of car journeys for the homeward bound who otherwise would travel on the bus.

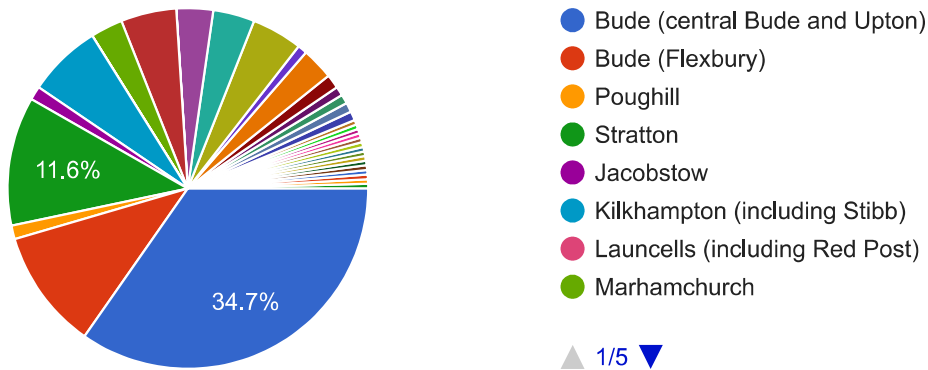
# SCHOOL TRANSPORT SURVEY

242 responses

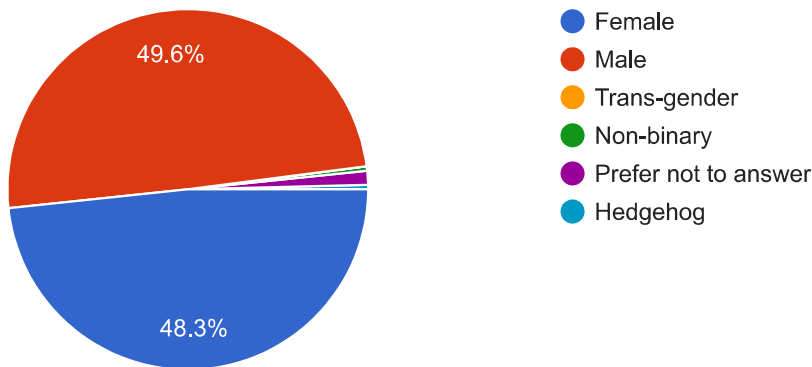
Which year group are you in? 242 responses



Where do you live? 242 responses

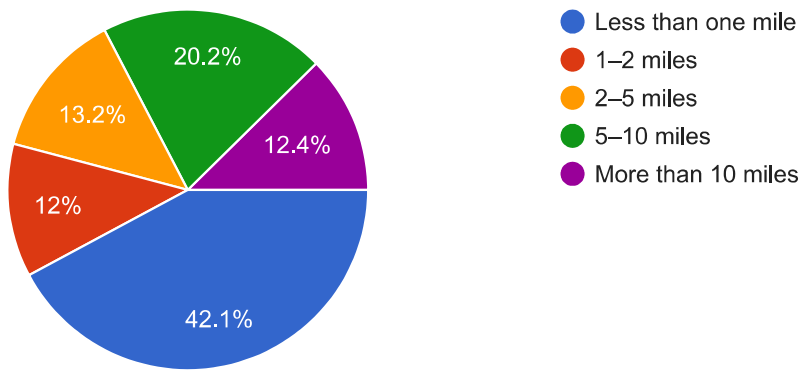


Which gender do you identify as? 242 responses

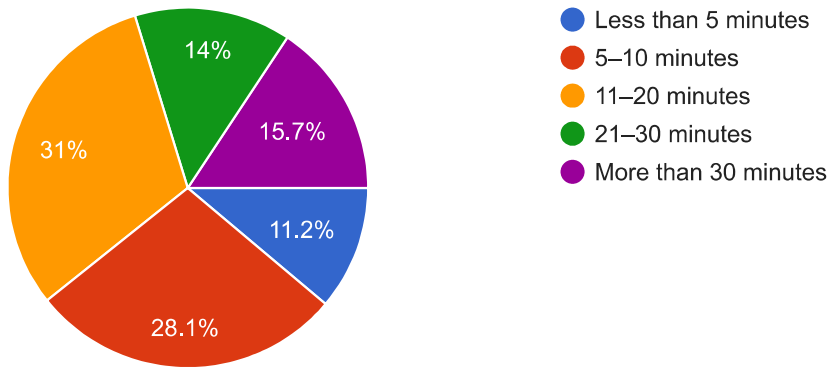


For the following questions, usually means at least THREE times a week on average

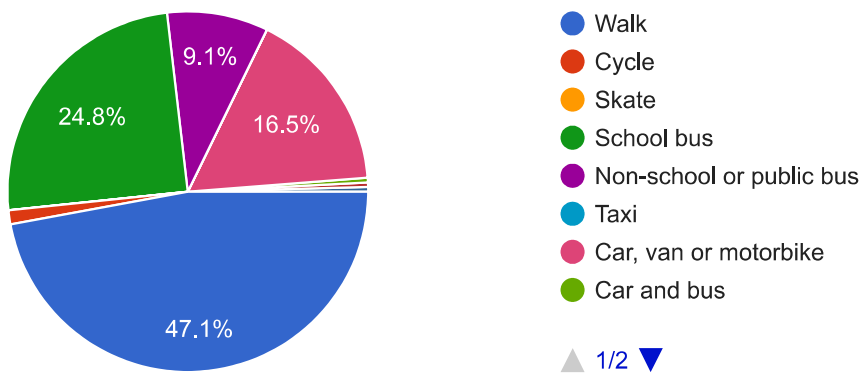
How far do you usually travel to school? 242 responses



How long does it usually take you to travel to school? 242 responses

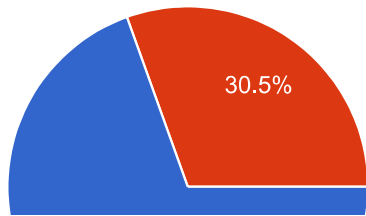


How do you usually arrive at school? 242 responses

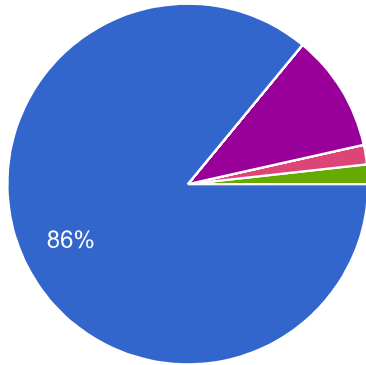


How far is your usual journey to the bus stop? 82 responses



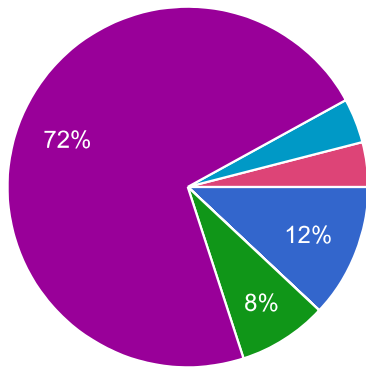


- Less than a mile
- More than a mile



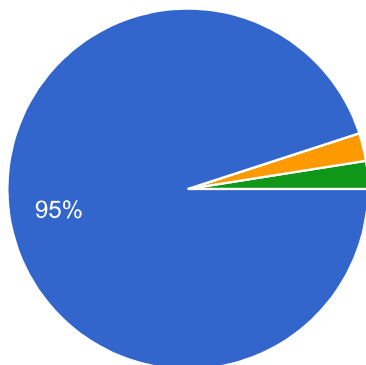
- Walk
- Cycle
- Skate
- Taxi
- Car, van or motorbike with parent or carer
- Car, van or motorbike with non-parent or non-carer (such as I...)
- picked up outside the house
- Mornings car, afternoon walk

How do you travel to the bus stop that is more than a mile away? 25 responses



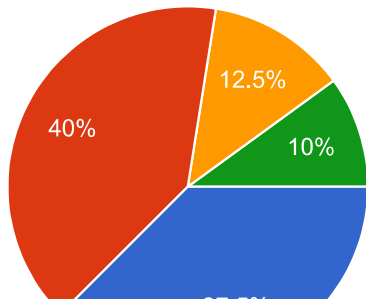
- Walk
- Cycle
- Skate
- Taxi
- Car, van or motorbike with parent or carer
- Car, van or motorbike with non-parent or non-carer (such as lift with friend)
- Morning car ,afternoon bike

Is the car, van or motorbike driven by: 40 responses

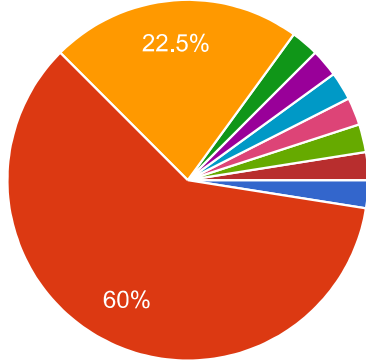


- Your parent or carer
- Another student's parent or carer
- Myself or parent
- Car share

How many other students travel to school with you in the car, van or motorbike? 40 responses

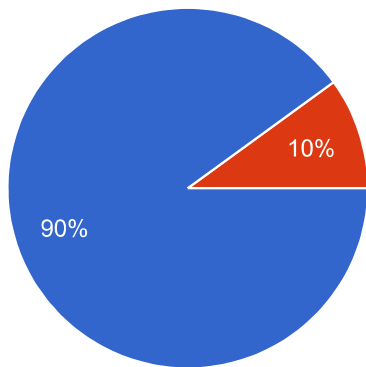


- 0
- 1
- 2
- 3
- More than 3



- On the main road
- School lay-by/carpark
- On a side road near the school
- At the supermarket
- Venue carpark
- At venue
- Splash
- Leisure Centre
- Splash

Would you still be driven to school if there was nowhere nearby to stop? 40 responses



- Yes
- No

How many other students travel to school with you in the taxi? 0 responses

No responses yet for this question.

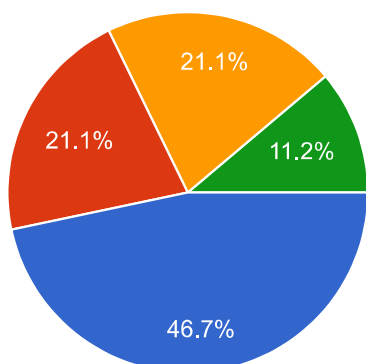
Where are you dropped off? 0 responses

No responses yet for this question.

Would you still be driven to school if there was nowhere nearby to stop? 0 responses

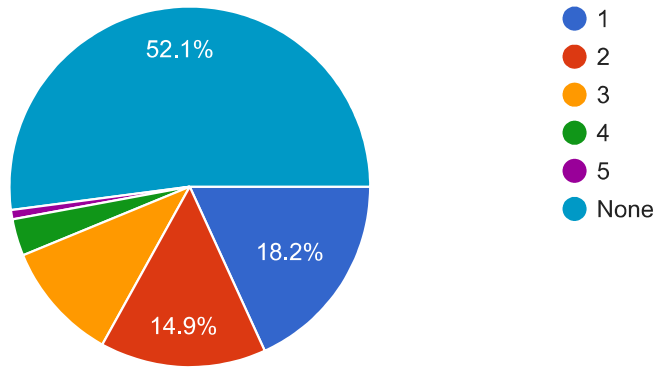
No responses yet for this question.

How often do you go to school in a different way than usual (for example, getting a lift in a car instead of walking)? 242 responses

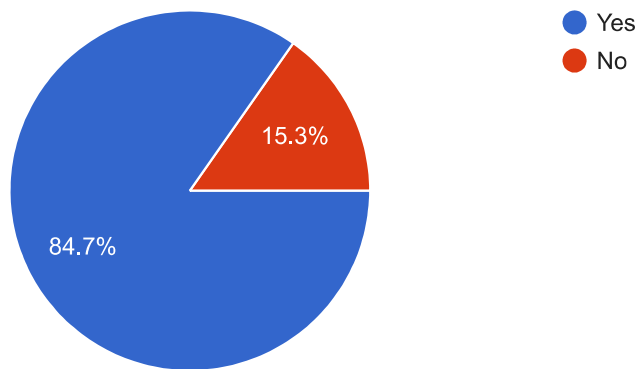


- Never
- Less than once a month
- 1-3 times a month
- Once or twice a week

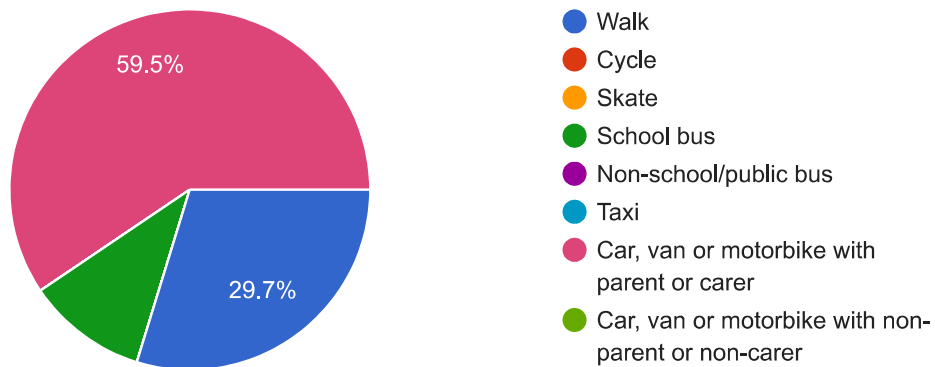
How many days per week do you have after school activities? 242 responses



Do you usually go home in the same way that you arrive at school?242 responses

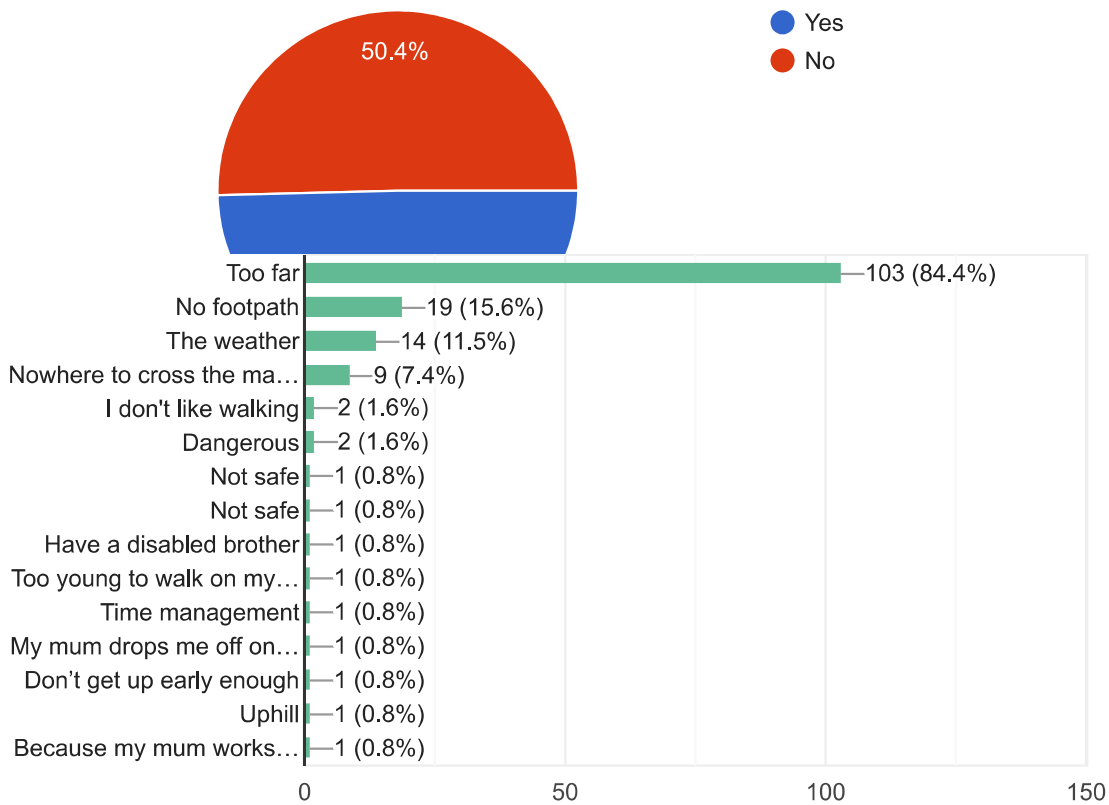


So, if you leave by a different method of transport from how you arrive, how do you usually leave school?37 responses

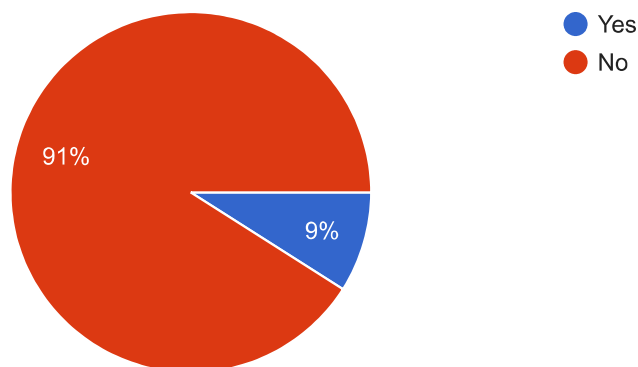


## CHANGING OUR HABITS

Do you already walk, cycle or skate to school?242 responses



Could you change to walking to school? 122 responses



I could walk to school if... (please give explanation or reasons) 11 responses

When the weather improves we will walk more.

It wasn't quiet so far

There was a footpath the whole way

I want so bone idle and needed time to do my hair in the morning

I could walk with others

I had more time on a morning

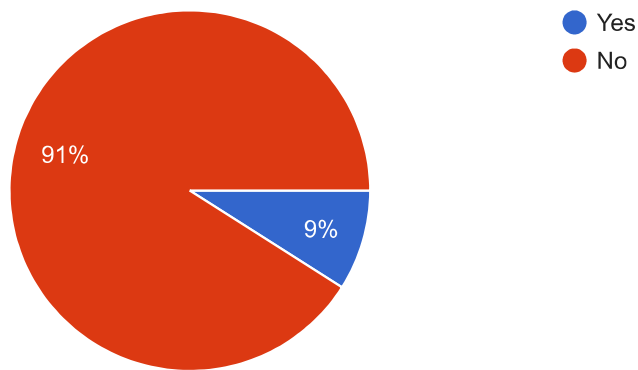
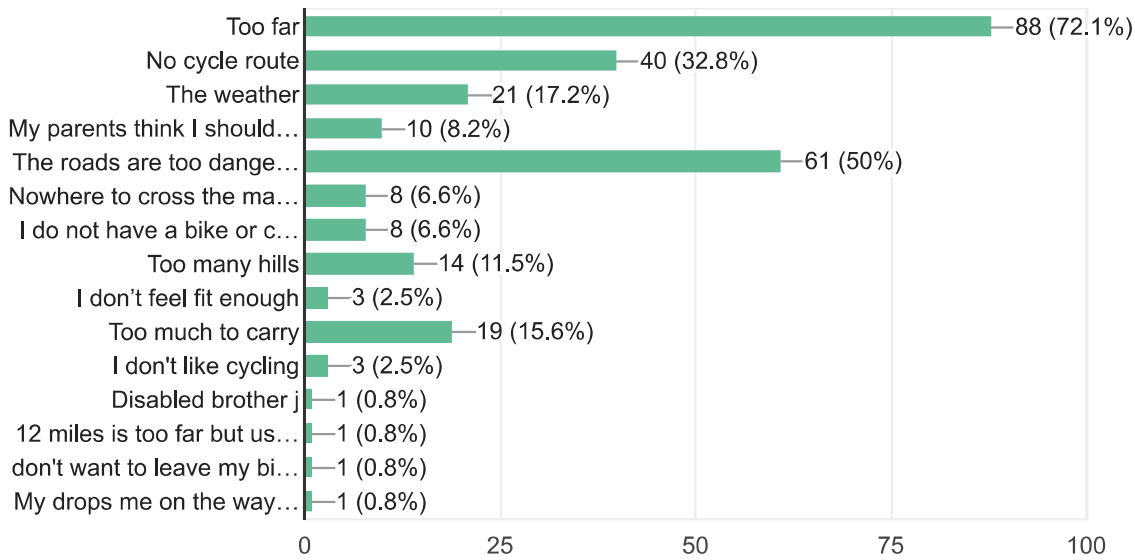
The weather was better and I didn't have a heavy bag.

someone walked with me.

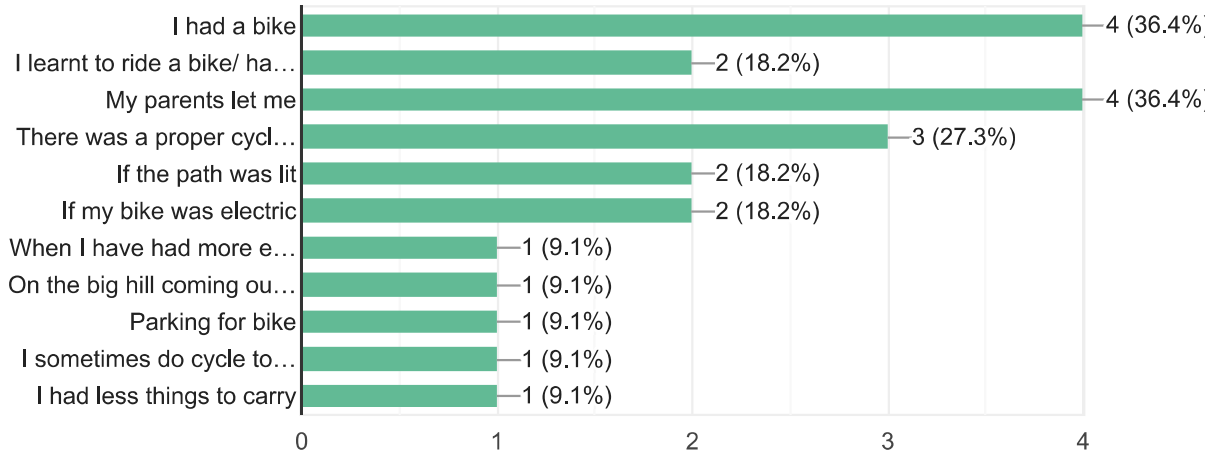
There was no other way of getting there but I normally walk my dogs before school

We were more organised

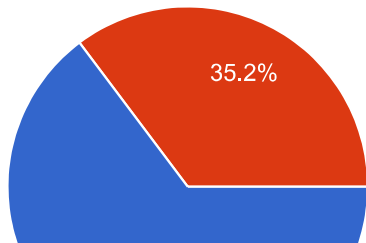
So, you don't cycle to school – what are the reasons? (please tick all that apply) 122 responses



I could cycle if... (please tick all that apply) 11 responses

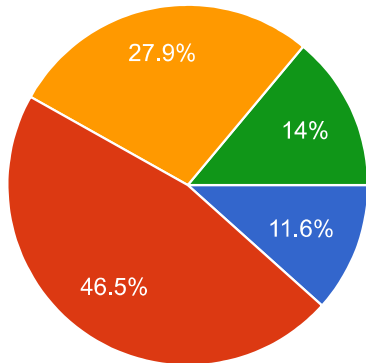


Do you take the bus to school? 122 responses



● Yes  
● No

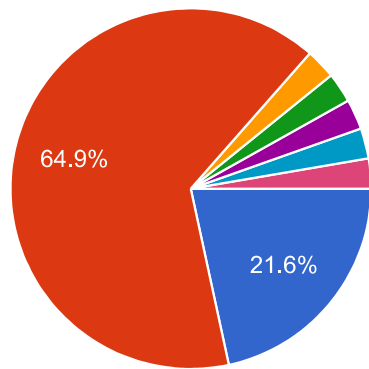
her student



● Yes  
● No  
● Already share  
● Don't travel by car

What is stopping you from sharing your journey to school? 25 responses

- No other students live near me.
  - Live on remote farm with no neighbouring students
  - I Don't know anyone that lives near me
  - Don't know of anybody in our direction
  - Variable timetables
  - Covid
  - Car is full
  - No students around
  - Don't know anyone who needs a ride
  - My dad drops me on his way to work
  - Everyone else goes on school bus
  - Also taking family to work
  - The dog doesn't like strangers
  - Don't know anyone else nearby that goes
  - COVID 19
  - No reason
  - Not convenient
  - My friends don't live nearby.
  - quite often late. prefer independence
  - noone else on our road
  - No one in the area
  - Just moved, don't know any other students that live near
  - Full car
  - My car is full as we take my siblings to school
  - Nobody to share with
- Could you change to the bus? 37 responses



- Yes
- No
- Don't think it's available at the right time
- No bus from my area.
- Anxiety before school
- Possibly
- Sometimes

an extra

Availabilty

Live in Bude

No bus stop no bus near my house

Both parents have a car, more convenient

My dad drives every morning to work & school is on his way

Anxiety before school

For 4 children bus is more expensive then petrol for car ride

My parent works in Bude and is going in by car.

My anxiety

Expense, still need to use car to get to bus stop, pupil anxiety

No bus stops that go to school

There isn't one in my area

Not needed

Busy road to cross.

no bus

no bus near house

No bus stop near me

Mum goes past school anyway and I don't like buses also the bus it to expensive

Expense, parent coming to Bude anyway

Expensive and limited

Cost, parent coming to Bude anyway

I don't want to

No one wears masks and bus is too busy

No bus stop near me in walking distance

Live too near

There is no bus for me to take

Bus too early

The bus stop is basically at school

Thank you!

Well done! Many thanks for filling out this survey. It will help Bude reduce its carbon footprint and future-proof itself against global heating and the climate crisis.

Is there anything else you'd like to say before ending the survey?7 responses

No

Yes - difficult to complete this survey as father lives in Bude and mother in Delabole! Differing transport methods obviously - half and half with each parent...

Stagger start times because very congested during wet weather

It would be good if there was a bus at 8:30 and 3:10 in Flexbury if it's raining

Always walk home, sometimes I get a lift half way in the mornings but my mum is going to work at the same time. This is when the weather is raining mostly.

I would like to see our buses go electric and our electricity become eco-friendly

Thank you!

Well done! Many thanks for filling out this survey. It will help Bude reduce its carbon footprint and future-proof itself against global heating and the climate crisis.

Is there anything else you'd like to say before ending the survey?18 responses

No

there isnt any option that says i dont do any after school clubs so i just put the minimal amount which is 1

Wish they would low price of bus more people would take them £ 11.50 a day

We need busses for afterschool clubs

Difficult to do afterschool activities due to public bus times

My daughter is 11, and has just started Budehaven, when she is older I expect she will cycle, providing there isn't downpours of rain

I would go by bus if everyone wore a mask

If their was a safe route by bike I would ride to school

Can't do after school clubs as unable to get home

I will get back into cycling to and from the bus stop

I would ride into school if there were pavements to ride on.

It skipped from page 17 to 22

After school activities are tricky to do when you have to rely on the school buses

It is hard to go to after school activities when you have to use the buses and live rurally

My brother in year 7 has just been granted free transport to school but I haven't, it would make it a lot easier

If I could get it too so my mum doesn't have to drive us in every day.

Some days the bus doesn't leave the school until 3.30!

Sometimes the bus doesn't leave the school until 3.30!

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