



Analysis of Hatt to Carkeel Walk/Cycleway Survey 2021

Introduction

In 2021 BOTHER undertook a survey to investigate the attitudes of local residents to a Walk/Cycleway between the Hatt Roundabout and Carkeel. This document describes the findings of the survey with particular reference to an analysis of the open-ended question.

Data Collection

The survey consisted of the following six questions:

Q1 Do you agree that a safe, level path for walkers and cyclists between Hatt roundabout and Carkeel would be of benefit to local residents?

Q2 If a safe, level path from Hatt roundabout to Carkeel was available, how often would you use it?

Q3 If a safe, level path from Hatt roundabout to Carkeel was available, how would you use it? (Tick more than one box if applicable)

Q4 If a safe, level path from Hatt roundabout to Carkeel was available, for which purpose(s) might you use it? (Tick more than one box if applicable)

Q5 What is your postcode?

Q6 Do you have any comments or suggestions?

It was undertaken by distributing 500 paper questionnaires to the 330 households in Hatt and Botus Fleming, some of the households in Carkeel, with the remainder left at noticeboards in surrounding villages, the Hatt shop and Tamar View Nurseries. The paper questionnaire encouraged respondents to either fill in the paper version or answer online. The online questionnaire was also promoted on social media.

In all 640 responses were received, of which 52 were on the paper questionnaires and the remainder online. Although the full postcode data has been lost, from the data it is clear from the answers to Q6 that responses also came from Saltash, Carkeel and Landulph and the team worked hard to get responses from all residents of Hatt and Botus Fleming.

There were 390 responses to the open-ended question Q6, 330 of which contained comments (52% of all respondents). These comments have been thematically analysed.

Appendix A provides a summary of the responses.

Support for a safe, level path for walkers and cyclists between Hatt roundabout and Carkeel

Q1 Would it benefit local residents?

Response	Count
Yes	627
No	11

Q2 How often would you use it?

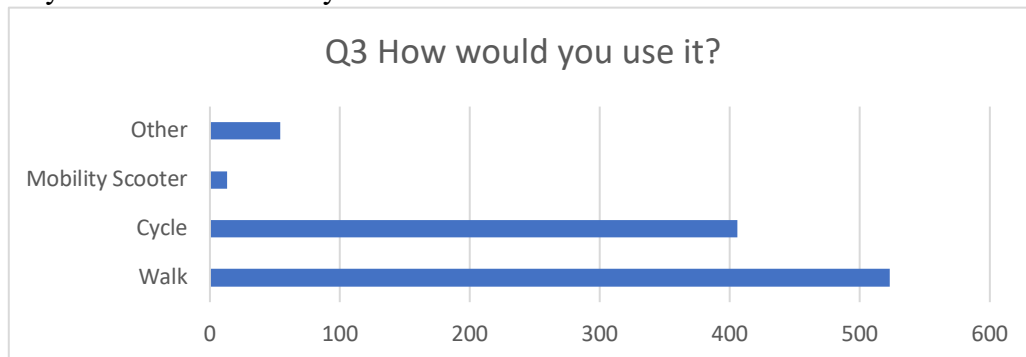
Response	Count
Regularly	324
Quite Often	176
Occasionally	114
Never	23

The following word cloud summarises the words that the 321 respondents who supported the path used (with similar stemmed words grouped together).



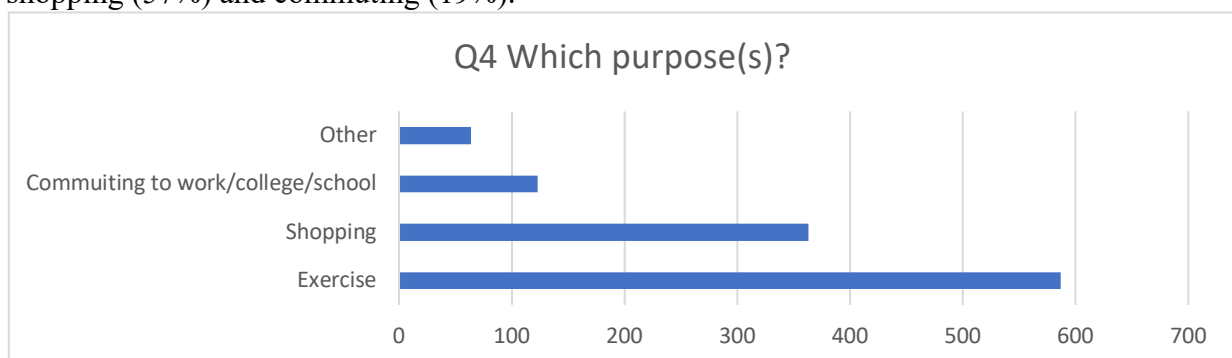
Use of the path

Responses to Q3 indicate that the path would be used by both walkers (83%) and cyclists (64%) including some respondents using it for both walking and cycling. 13 respondents said they would use a mobility scooter.

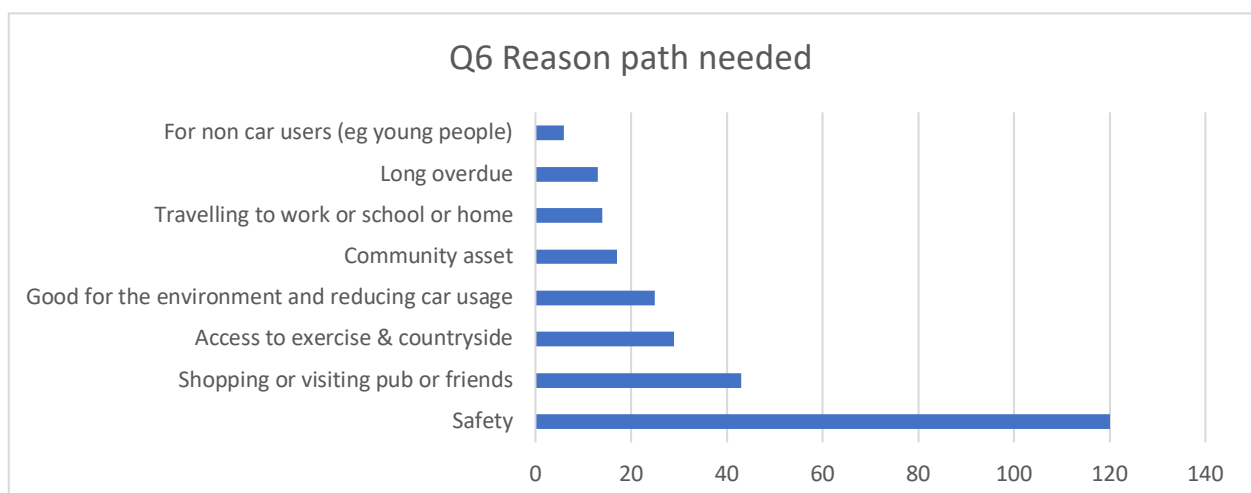


Of the 147 responses to Q6, which mentioned potential users, walkers (100) and cyclists (99) were cited equally although many responses discussed issues applying to walkers and cyclists in general rather than the respondent's intended use.

In Q4, the majority of respondents would use the path for exercise (93%) but also for shopping (57%) and commuting (19%).



Of the responses to the open ended Q6, 181 provided reasons why a path was needed.



Like the responses to Q4, respondents to Q6 wanted to use the path for shopping or visiting the pub or friends (24%) access to exercise & countryside (16%), and travelling to work or school or home (8%):

100: As a mum with no car I have to walk everywhere and often fancied going to the garden centre or even the pub at Hatt to meet friends from callington for coffee without them having to pick us up first. Also for a nice long walk pushing the buggy. Would love for there to be a safe path along this road.

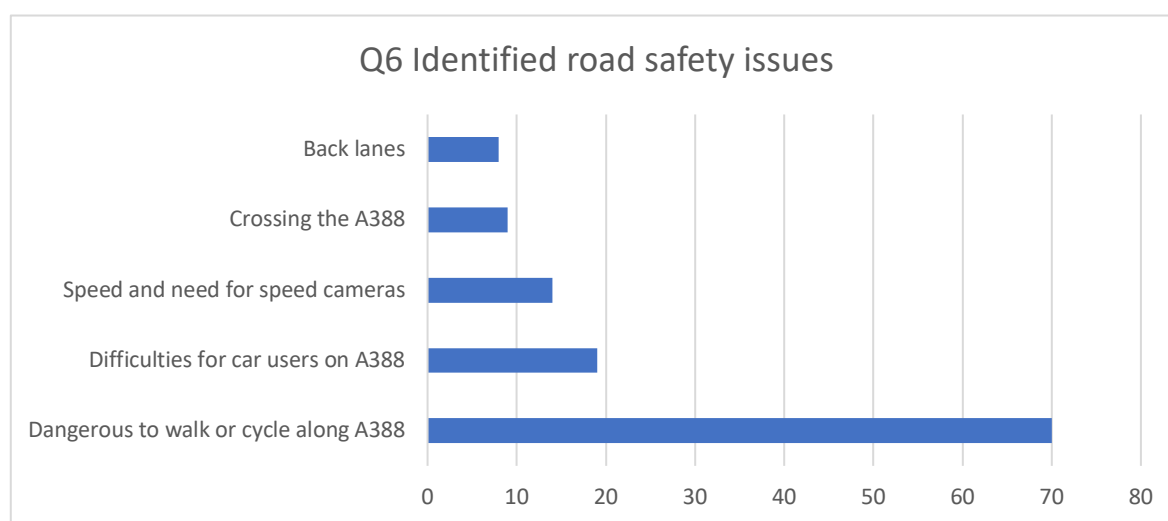
244: This is an amazing idea and I've been waiting for 20yrs for this to become reality. The only reason I dont cycle to work more is because I almost died on the A388 on this stretch of road with a lorry pinning me to the hedge as it overtook

34: This would hugely help. My son could walk to and from school in the summer instead of using the car.

The following sections look at other reasons in more detail.

Road safety

The overwhelming reason for the path cited by 120 respondents (66% of respondents giving a reason) was safety and 102 respondents cited specific road safety issues.



Respondents gave personal examples about how dangerous it can be to walk or cycle along the A388 between Carkeel and Hatt:

72: I have been caught out many time on nights out in saltash where a taxi has not turned up and been forced to walk home. The last time a car wing mirror clipped my arm and span me around and into the hedge.

222: The main road from Hatt to Carkeel is very dangerous for cyclists - and cars who try to overtake them. It surely is necessary to do something soon - the number of near accidents I've had as a cyclist using that road in the end forced me to stop using it.

152: I drive a lorry on that road for work and quite often come across cyclists which is very dangerous

76: An excellent idea. We currently drive 100yds to the garden centre / shops because it is impossible to walk safely.

The necessity and danger of crossing the A388 was specifically highlighted by 9 respondents:

67: I would really like to see a pathway on the left of the A388 as well as improvements on the other side. We live in the lane on the way down to botus Fleming and regularly walk/cycle/scoot into saltash with young children. Currently, like many people, we have to cross this busy A road twice to access the bridge which is extremely dangerous.

Environment and Community Considerations

Environment and community considerations were given as the reason a path was needed by 59 respondents (33% of respondents giving a reason).

Reducing the use of the car was seen as a benefit to the environment, to people's health and well-being and leading to a reduction in carbon emissions (25 respondents):

331: This will promote healthy lifestyles and cut down on traffic congestion. Also better for the environment

There was also a view that this was an asset both for individuals, particularly non-car drivers, and communities in general (22 respondents):

56: I am disabled and use a scooter, so a walkway would not make me so isolated and I could go out more, shop and meet people, good idea 100%

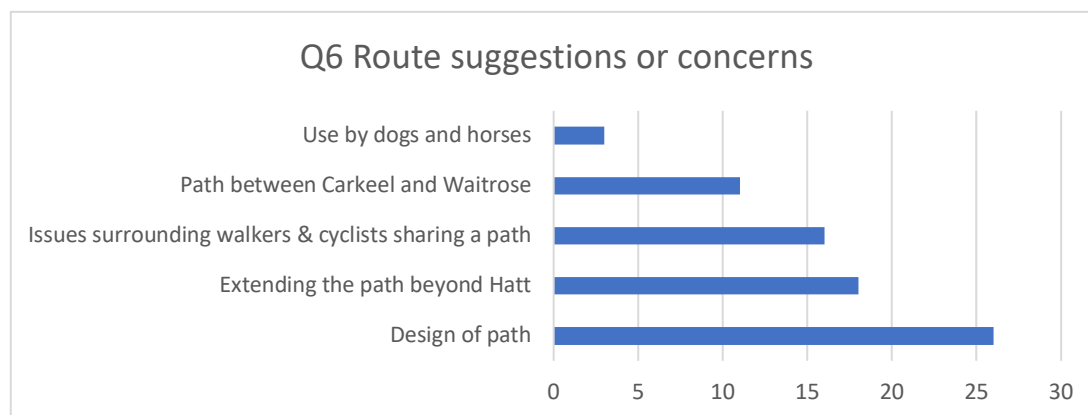
13: I feel as if the road is very dangerous and for young teens who are unable to drive etc it would be a much safer place for them to walk places as not all parents are available to provide often transport.

382: This would be a safer, healthier and environmentally friendly way for isolated villagers around Hatt to access Saltash Town amenities.

13 respondents also specifically mentioned that this was a 'long overdue initiative' which local residents have wanted for a long time.

Route Suggestions or Concerns

Responses to Q6 also contained suggestions or concerns about the route (69 respondents).



The main design concern was to separate the path from the road and to make crossing points safe but respondents also made suggestions about lighting, bins and signage. The ways in which cyclists, pedestrians, dog walkers and even horses could be accommodated were discussed:

140: A path needs to stay on one side of the road only (no crossings, unless at each roundabout). It needs to be wide enough for pedestrians and cyclists in both directions. Motor Vehicles must not be allowed. It doesn't necessarily need to be totally flat. There should be traffic calming measures and appropriate safety crossing points at the roundabouts.

195: Needs to be completely separate, as cycling with two children. Need to encourage more people to cycle rather than appease the lycra gang that are happy to do battle with the cars.

55: As a road cyclist it needs to flow without too many points where you have to stop/start, which is a bugbear of mine with cycle paths. Have a separate section for cyclists and dogs to be kept on a lead.

A particular issue mentioned by 11 respondents was the need for the path to be extended from Carkeel to Waitrose but 18 respondents wanted the path to be extended beyond Hatt:

68: To make sure the East of Carkeel Village has a safe passage (Pavement on the left) all the way from Botus Lane to Waitrose Roundabout so there isn't a need to cross the A388 Multiple times which is really dangerous especially when i have my young family with bikes etc. Over 90% of the village is on this side yet we have to cross over to the Barn side to get into Saltash this includes all the footfall from Botus & Hatt

368: It would be great to extend this so it runs from Callington to Saltash, I tried to walk from my house to Hatt and it was a death trap road, I am sure the cyclists I see using it on a regular basis also feel the same. I am sure more people would be encouraged to walk or cycle if a safe route was provided.

Conclusions

Both the number of responses and the results of this survey demonstrate the substantial support from the local community for both walkers and cyclists for a safe, level path between Hatt roundabout and Carkeel. The findings from the closed questions (Q1 to Q4) are supported by the large number of open-ended responses to Q6.

Road safety particularly on the A388 between the Hatt roundabout and the Carkeel Industrial Site was highlighted: the A388 is not safe for walkers or cyclists and their presence makes it more dangerous for overtaking vehicles.



Although it is only 1.2 miles from Hatt to Tamar View Nurseries and 0.8 miles from there to Waitrose (and a safe path to Saltash), respondents illustrated the ways in which the road isolates the village communities particularly for those who cannot drive. The traffic levels on the A388 make car usage a necessity despite current initiatives to reduce carbon and encourage a healthy lifestyle with more exercise; it is indeed '*crazy*' that the only safe way to access Tamar View Nurseries is by car.

Dr Clare Tagg
19 November 2023

Appendix A

Q1 Do you agree that a safe, level path for walkers and cyclists between Hatt roundabout and Carkeel would be of benefit to local residents? (638 respondents)

Yes	627	98%
No	11	2%

Q2 If a safe, level path from Hatt roundabout to Carkeel was available, how often would you use it? (637 respondents)

Regularly	324	51%
Quite Often	176	28%
Occasionally	114	18%
Never	23	4%

Q3 If a safe, level path from Hatt roundabout to Carkeel was available, how would you use it? (Tick more than one box if applicable) (631 respondents)

Walk	523	83%
Cycle	406	64%
Mobility Scooter	13	2%
Other	54	9%

Q4 If a safe, level path from Hatt roundabout to Carkeel was available, for which purpose(s) might you use it? (Tick more than one box if applicable) (631 respondents)

Walk	523	83%
Cycle	406	64%
Mobility Scooter	13	2%
Other	54	9%

Q6 Do you have any comments or suggestions? (390 respondents but only 330 with substantive responses which were thematically coded)

Overall Perspective	330	respondents
Good idea	295	89%
Not a good idea	9	3%
Other comments	26	8%

Reason path needed	181	respondents
Safety	120	66%
Shopping or visiting pub or friends	43	24%

Access to exercise & countryside	29	16%
Good for the environment and reducing car usage	25	14%
Community asset	17	9%
Travelling to work or school or home	14	8%
Long overdue	13	7%
For non car users (eg young people)	6	3%

Road safety Issues	102	respondents
Dangerous to walk or cycle along A388	70	69%
Difficulties for car users on A388	19	19%
Speed and need for speed cameras	14	14%
Crossing the A388	9	9%
Back lanes	8	8%

Route suggestions	69	respondents
Design of path	26	38%
Extending the path beyond Hatt	18	26%
Issues surrounding walkers & cyclists sharing a path	16	23%
Path between Carkeel and Waitrose	11	16%
Use by dogs and horses	3	4%

Type of user	147	respondents
Pedestrians	100	68%
Cyclists	99	67%
Mobility scooter	4	3%

Other suggestions	14	respondents
Other paths	8	
Volunteer	4	
Funding	3	