

MAKER HEIGHTS
Transport and Access Strategy

August 2022

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1. INTRODUCTION

This Draft Transport and Access Strategy has been developed by the Rame Conservation Trust (RCT) to guide future planning and initiatives for improving access at Maker Heights in Southeast Cornwall. It summarises the existing transport infrastructure and makes recommendations for improvement. The Strategy covers public transport, active travel, travel by car, in addition to equalities and health considerations. It covers both access to and from the site as well as access within the site. It will be used to engage other partners in the Conservation Management Plan (CMP) for Maker Heights, as well as guide RCT investment in transport and access over the 5-year Plan period (2020-2025).

The RCT received comments on an initial draft from Historic England and Evolving Places in January/ February 2022 and the document has been updated to reflect comments. It is anticipated that the Strategy will remain in draft until formal adoption of the CMP by Cornwall Council (anticipated Autumn 2022) and agreement of CMP working group and Mount Edgcumbe Estate. The focus is on existing infrastructure in line with CMP and the Strategy may need to be updated at the end of the plan period to reflect any further transport and access considerations, including if a master-plan introduces any additional recommendations.

2. BACKGROUND

2.1 Location and Context

Maker Heights is located on the Rame Peninsula in Southeast Cornwall. Known as Cornwall ‘Forgotten Corner’, part of the Rame Peninsula lies within the Cornwall Area of Outstanding Natural Beauty (AONB) and includes popular coastal areas including the Mount Edgcumbe Country Park, villages of Kingsand and Cawsand, Rame Head and beaches along Whitsand Bay.

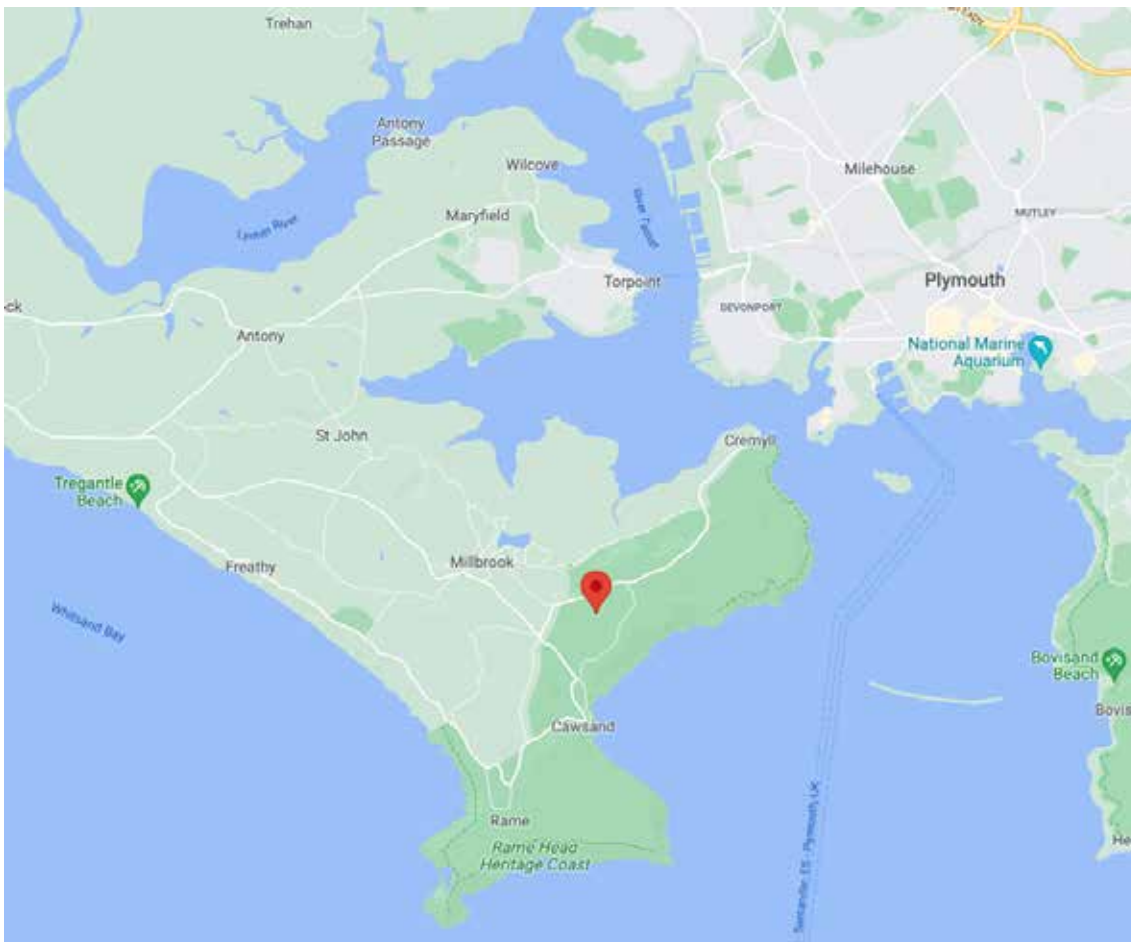


Figure 1. Maker Heights, location on the Rame Peninsula, Google Maps, 2021

Maker Heights comprises a range of unique and significant military buildings, fortifications and other structures in a natural setting. It is a popular place to visit and stay for the local community, day-trippers and tourists. The social significance of Maker Heights is also well documented, both in a draft Conservation Management Plan (CMP)¹ and the award-winning Maker Memories Project².

The CMP for Maker Heights proposes a strategy for future management, maintenance and repair over the next 5 years. It was developed in partnership with landowners (see below) in addition to Cornwall Council and Historic England.

2.2 The Site

Maker Heights covers approximately 11ha of land, and number of heritage assets including five redoubts (fortifications), which are all Scheduled Monuments and seventeen Grade II* Listed Buildings.

Land ownership is divided between the Mount Edgcumbe Estate, the Rame Conservation Trust (RCT) and Evolving Places Ltd. The RCT owns the freehold of the Barrack Block and leases large areas of greenspace and four of the redoubts from the Mount Edgcumbe Estate. Evolving Places Ltd owns the freehold of the courtyard buildings and land at the centre of the site, including one of the redoubts.

The RCT currently leases spaces in its buildings to over 25 individuals and enterprises. There are a number of studios used for arts, crafts and music as well as for small businesses, a café/restaurant, a performance space and licensed bar. There are three camping areas on the site, two operated or leased by the RCT and one operated by Evolving Places. The site is periodically used for events.

¹ Cornwall Archaeological Unit, Jan 2020, Maker Heights Conservation Management Plan, Consultation Draft

² www.makermemories.org

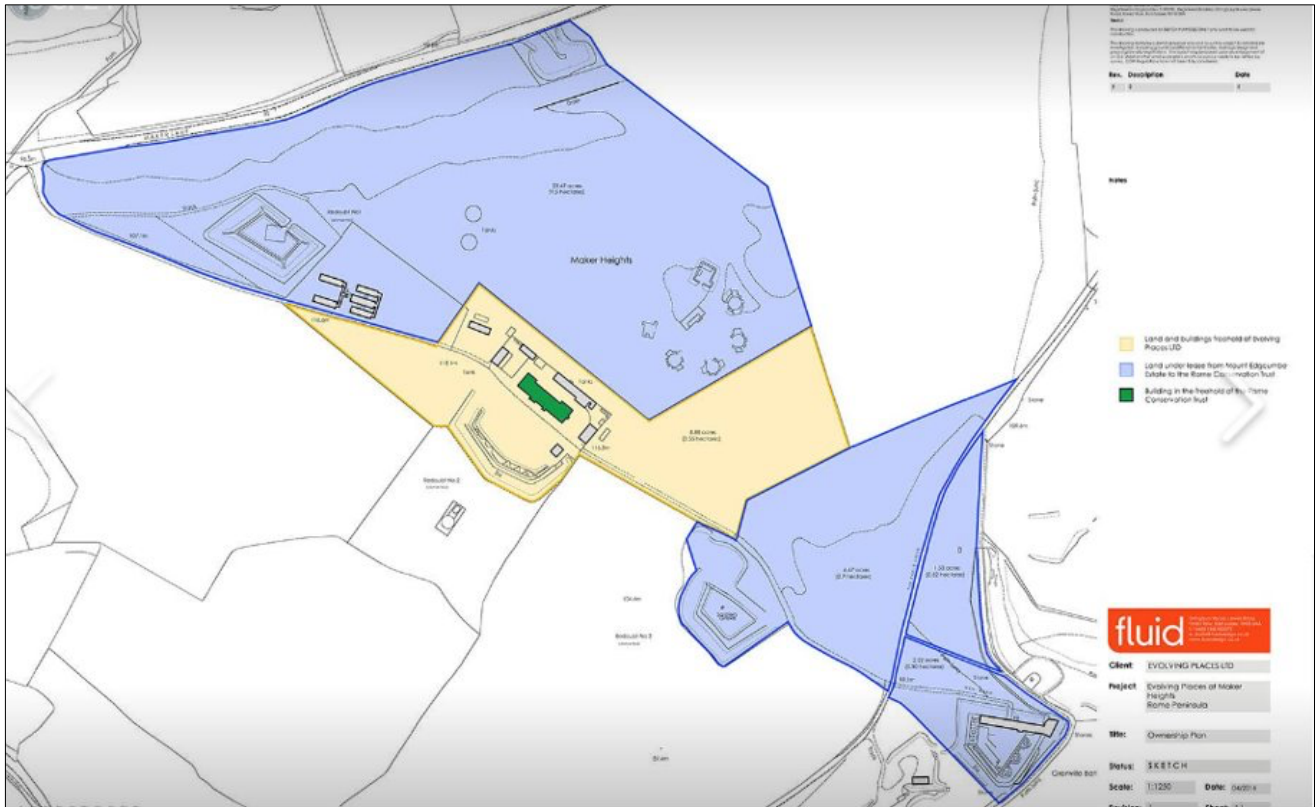


Figure 2 Land ownership at Maker Heights

Comprehensive visitor numbers and modes of transport are difficult to estimate. However, a Visitor Survey comprising questionnaire style interview was undertaken by the RCT on August Bank Holiday 2017 and surveyed over 300 people, including those using the campsite. In 2021 the campsite had 5,423 visitors and the Canteen café served approximately 30,000 covers.

Access to Maker Heights is vital, to enable visitors to experience the outstanding heritage and landscape, but also to ensure continued income for the long-term sustainability of the site.

2.3 Transport and Access Strategy

The CMP has a number of observations and recommendations regarding access, those most relevant are presented in Box 1 below.

Box 1. Extracts from Maker Heights Conservation Management Plan

Conservation Management Policies (Section 10)

Policy 12: In development of all works, opportunities shall be sought to comply with the by the Equality Act 2010. The WP shall undertake an access audit to identify opportunities for improvements to the current access arrangements for the historic buildings, structures and wider site. This could be undertaken before any statutory proposals come forward that will require changes/improvements to access arrangements. Any proposals will need to balance the access works against the significance of the site. The works shall be implemented where they are compatible with the significance of the heritage assets affected. Innovative techniques, such as immersive technology, shall be explored to offer an alternative to physical intervention where that intervention may be damaging to the historic environment. This should comply with Historic England guidance on Access to Historic Buildings and Sites (Appendix 7 – Guidance).

Reason: The site's sustainability relies on it being open and accessible to a wider range of visitors allowing them to appreciate and experience the importance of this historic complex of buildings and monuments. It will allow the site to be as accessible as possible responding to the Cornish Motto "ONEN HAG OLL" meaning "one and all". It will also be beneficial for the health and wellbeing and educational potential of the site.

Policy 13: The WP shall ensure the road is sufficiently maintained throughout the CMP period to allow for visitors to continue accessing the site. A strategy shall be devised and implemented for the monitoring and recording of vehicle traffic into the site. Long term permanent arrangements for car-parking should be explored through the master plan. Permanent improvements to the road shall be informed by the outcome of the overall master-planning exercise and the evidence collected from the monitoring so that the strategy for access is directly linked to the wider proposals for the site as a whole. Whilst this more comprehensive scheme evolves, temporary short-term strategy should be drawn up by the WP in order to allow for the continued access to the site.

Reason Access to the site is paramount for its sustainable future as the majority of people accessing the site come via car. Any permanent alterations to and improvements to provision of vehicular access to the site will need to respond to the CMP vision and the master-planning exercise that will follow to ensure that access arrangements reflect the nature and level of access both that can be achieved sensitively on the site, and that is required to support the long-term sustainability of Maker Heights.

Management Recommendations (Section 11):

6. Monitoring of the condition of the road shall be on-going with repairs undertaken when required. The method and process of this could be part of the HPA [Heritage Partnership Agreement]. Exploration as part of the master-planning exercise into the requirements of any future access requirements for the site will be explored.

11. Undertake an access audit to identify opportunities by which access to the site can be improved. Opportunities should be sought to improve physical access around the site that is compatible to the significance of the site. Alternative methods using innovative technology, shall also be explored to enhance the visitor experience.

While the masterplanning for the site has been delayed due to COVID-19, the RCT would like to make a number of improvements in relation to transport and access to the site. This Transport and Access Strategy sets out baseline

information and recommendations. It covers both access to and from the site as well as access within the site. Transport modes covered comprise:

- Public transport
- Active travel
- Travel by car

Both active travel and public transport play an important role in reducing transport-related carbon emissions. However, it is also recognised that travel by car will remain a popular choice, due to the site location and nature of activities such as camping. Travel by car is also important for those with reduced mobility, the Strategy also considers health and equalities issues related to access.

3. PUBLIC TRANSPORT

3.1 Cremyll Ferry

The Cremyll ferry is a foot passenger ferry across the Hamoaze from Admirals Hard in Stonehouse, Plymouth, Devon to Cremyll in Cornwall. It is operated by Tamar Cruising, and runs approximately every 30 minutes during the daytime, with a 7-minute crossing time and costs £2.00 for an adult single (£4.00 return).

Cremyll is approximately 3.5km from Maker Heights and passengers travelling onward can either walk, cycle or take a bus or local taxi.

3.2 Bus service

The 70/70A service runs an hourly between Cremyll and Torpoint (half hourly at peak times). Buses run via local villages of Millbrook, Kingsand and Cawsand. Maker Heights is a request stop, and there are two laybys just west of the site entrance, see Figure 3. A single fare from Cremyll to Maker Heights is £2.70 and £4.30 from Torpoint. This means that travel via bus can be quite expensive, particularly for families.



Figure 3 Bus stops at the junction with Maker Heights access road

3.3 Recommendations

- Publicise public transport to Maker Heights, for example in site leaflet or on website.
- Provide adequate signage and information, for example if needed at bus stop, while having regard for visual impact on protected landscapes.
- Investigate options (perhaps working through local councillors) to lobby the bus operator for reduced bus fares from Cremyll to Maker Heights³.

4. ACTIVE TRAVEL

4.1 Pedestrians

Maker Heights is accessible on foot and is approximately 1km from the local villages of Kingsand/Cawsand and Millbrook. In addition to public footpaths (see below), pedestrians can also access the site from Kingsand via Earl's Drive or along the B3247 (Maker with Rame Parish Council is currently cutting the grass verge); and from Millbrook via Maker Lane. Due to proximity and ease of access, local people often travel on foot to activities or businesses at Maker Heights, or use it as a destination for exercise (jogging, walking).

Maker Heights is well connected to the network of Public Rights of Way (PRoW) on the Rame Peninsula (Figure 4). The footpath running through the site, which comprises the access road and track from the B3247 to Earl's Drive is subject to a Definitive Map Modification Order from Cornwall Council. It provides an off-road connection between the villages of Millbrook and Kingsand/Cawsand and is also links to a number of other PRoW (Figure 4).

³ The cost of a bus fare from Cremyll to Maker Heights is the same as Cremyll to Millbrook, a longer journey.

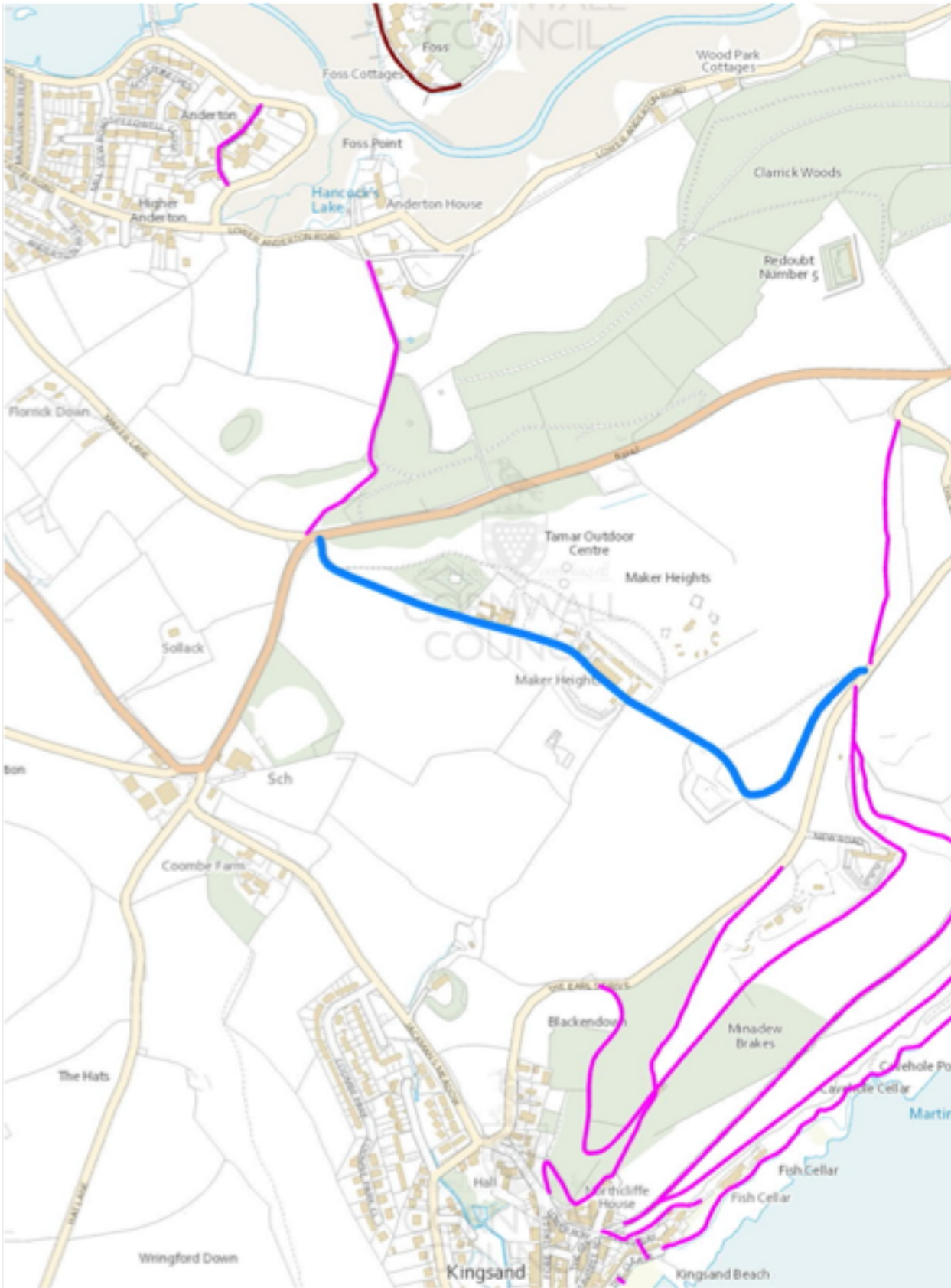


Figure 4 Maker Heights and Public Rights of Way⁴

Pink represents Rights of Way on Cornwall's Definitive Map and blue represents the route through Maker subject to a Definitive Map Modification Order.

⁴ Cornwall Council Interactive Map

Maker Heights is also connected to the South West Coast Path, Maker Church and Pigshill and Clarrick Woods via PRoW, which provide a route to Cremyll and the ferry from Plymouth via the Mount Edgcumbe Country Park. A number of these routes are historic, including through former military access. There has been a long-term ambition locally to promote a circular walking route from the Cremyll Ferry (previously known as the 'Maker Way' or 'Maker Trail') which would incorporate heritage assets.

Connection to this network, provides extensive recreational routes for walkers of all abilities. The RCT works with several organisations that have an interest in promoting walking, including the Cornwall Area of Outstanding Natural Beauty (CAONB), South West Coast Path Association (SWCPA) and the Ramblers.



Figure 5 Example of historic access routes⁵

Within Maker Heights, there are a number of informal footpaths that are used by walkers and dog-walkers, particularly during the winter when the campsite is closed.

⁵ National Library of Scotland OS Six inch 1888-1913: Cornwall 1905; Published 1907



Figure 6 Dog walker at Maker Heights

4.2 Cycling

The Rame Peninsula is a popular for cycling and bicycles can be taken on the Cremyll Ferry from Plymouth. Cremyll is approx. 3.5km from Maker Heights and the Mount Edgumbe Country Park, which lies between, offers a number of off-road trails. There is also cycle hire available locally. Maker Heights is also situated on the Cremyll to Looe Cycle Route (National Cycle Route 2). In 2019 a number of cycle stands were installed in the main car park at Maker Heights as part of a project led by the Cornwall Area of Outstanding Natural Beauty (CAONB) to improve and promote the route. Cyclists can cross Maker Heights along the route of the access track / road, aligned to the footpath.



Figure 7 Cycle stands at Maker Heights

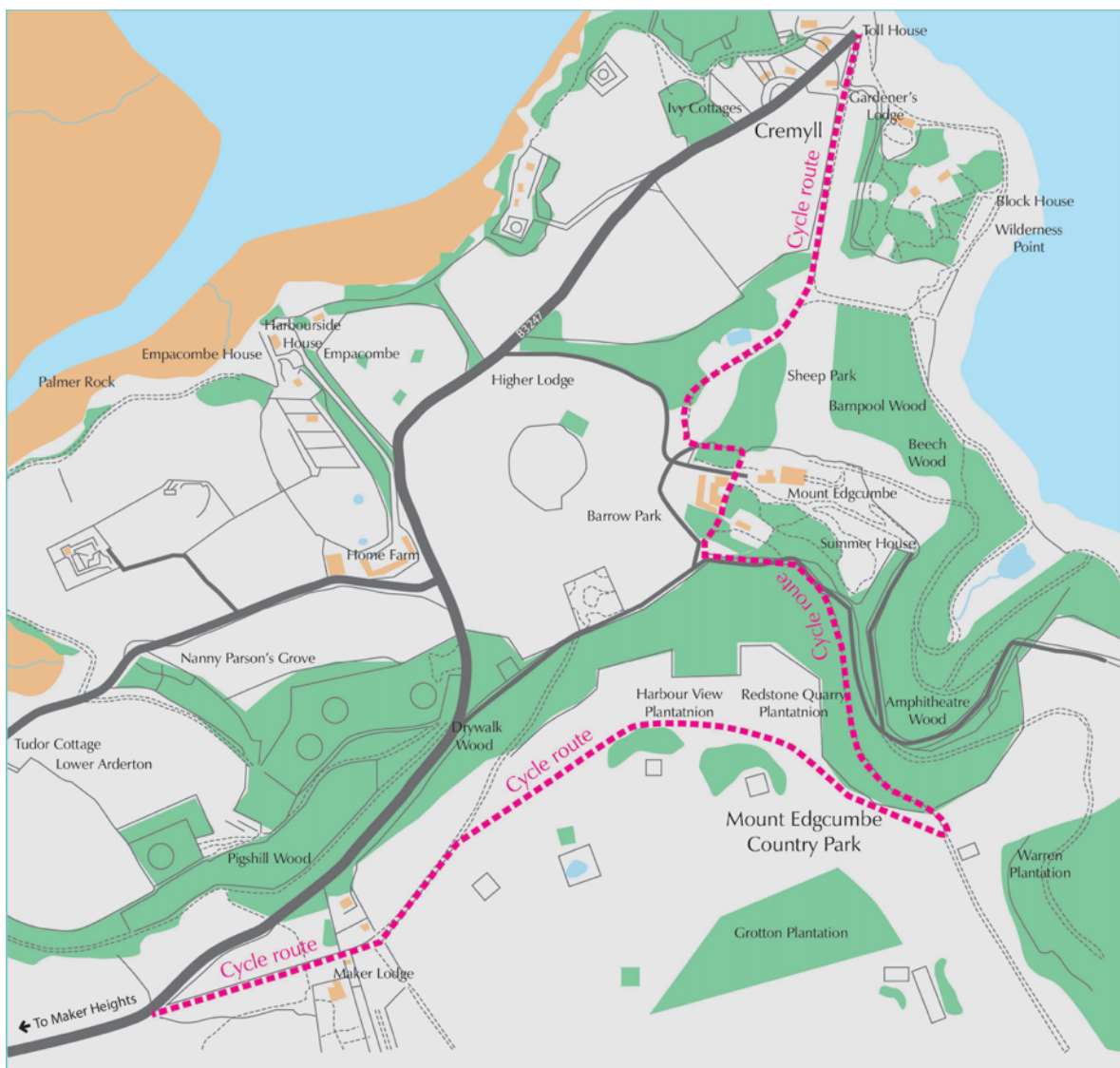


Figure 8 Cremyll Quay to Maker Church Off-Road Route⁶

In 2021, the Rame Conservation Trust hosted the start of the Pan-Celtic race, an ultra-endurance bicycle ride journeying through the Celtic nations. This took cyclists from Maker Heights to Lands End, Stonehenge, and eventually Llandudno.

4.3 Recommendations

- Maintain public rights of access across Maker Heights.
- Work with other organisations including the CAONB, SWCPA and Ramblers to support access via PRoW across the Rame Peninsula.
- Work with Maker with Rame Parish Council to encourage access to/from Kingsand and Cawsand on foot, for example keep grass path from Kingsand/Cawsand up the B3247 to encourage safe access along this route and also encourage campers staying on site to access the villages via Earl's Drive and existing PRoW network.
- Develop and promote walking and cycle routes to visitors, in particular routes from the Cremyll Ferry and a heritage trail. This would also consider less able-bodied users (see section 6).

⁶ CAONB, Promotional Leaflet, 2019.

5. TRAVEL BY CAR

5.1 Travel to/ from Maker Heights by Car

The main access to Maker Heights is via the B3247. Access is also possible via Earl's Drive east of Maker Heights, although this is a single-track lane so access is currently limited to users of the "Lower Field", which is managed by the RCT on a leasehold basis.

5.2 Parking

The main car park for the site is adjacent to the Nissen Huts, approximately 200m from the entrance to the site from the B3247. Visitors are encouraged to park here in order to access businesses on site including the Canteen Café and Awenek Arts & Crafts Studios in the Nissen Huts and businesses and associated events in the Barrack Block. Maker Camp is also currently accessed from the car park.

The car park has parking for approximately 30 cars⁷. While the car park is situated away from the majority of the site's designated historic assets (with the exception of Redoubt 1)⁸, some aspects can be considered intrusive to the historic landscape. RCT is considering how to reduce visual impact of parking at Maker Heights.

In 2017, the Rame Conservation Trust formalised the car parking area with a small grant from the Mendennick Solar Fund because ad-hoc parking was eroding vegetation and encouraging spread of the parking area. This comprised laying aggregate and wooden sleepers to form a barrier.

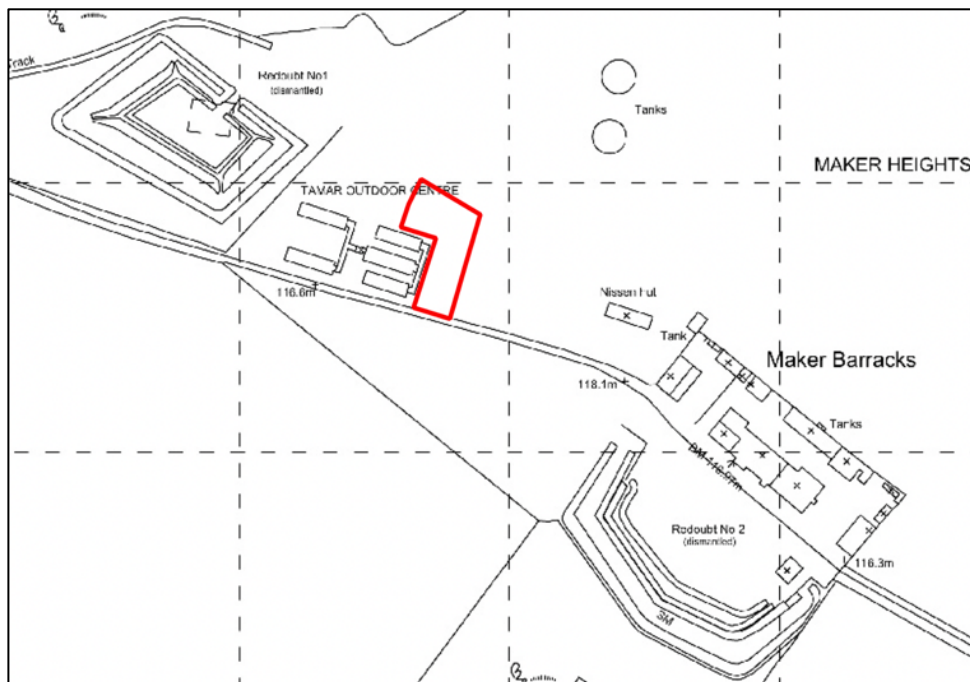


Figure 9 Location of Main Car Park

⁷ UK standard car parking space is 2.4 x 4.8m, but up to 1.5m between cars should be allowed where there are unmarked spaces.

⁸ While the car park is located away from the Grade II* Listed Barrack Block complex and nearby scheduled Redoubts, Redoubt 1 Scheduled Monument is approximately 50m to the east. However, the associated Nissen huts are also located adjacent to the boundary.



Figure 10 Main Car Park in 2017 prior to resurfacing



Figure 11 Main Car Park following resurfacing

There is a requirement through the sale of RCT land to Evolving Places in 2015 to provide 10 spaces for the RCT⁹. These are generally used by RCT tenants and were previously provided on the hardstanding at the Barrack Block. However, EP and RCT agreed that the courtyard to the rear of the Barrack Block should be pedestrianised, and vehicle access limited to a disabled parking space, service and emergency vehicles and loading.

In order to encourage pedestrianisation of the Courtyard, parking was moved in 2019 to a grassed area on the west side of the Barrack Block, in front of the original Nissen Hut. In June 2021, Evolving Places developed a new parking area to the rear of Barrack Block and Courtyard, providing 10 spaces for users of the Barrack Block, in addition to 25 spaces for a new 'glamping' business (Seaforts) in order to provide vehicle-free camping. The development did not have planning permission, so is currently deemed temporary and will be reinstated in five years, unless it is incorporated into the CMP Masterplan and planning permission granted.

At the same time, large planters were placed at the east and west ends of the Barrack Block to prevent vehicular access and encourage pedestrianisation. This has largely been successful, although there have been a couple of issues with tenants requiring access to their studios for loading/unloading, in addition to physical access by service vehicles. Provision of occasional access now largely been resolved.

Ad hoc parking on site is perceived to be a problem, particularly with parking on green spaces by visitors such as dog walkers. This could cause traffic safety hazards (particularly in the summer months when the site is busy); damage to vegetation and potentially underlying archaeology; and visual intrusion to a historic landscape.

In accordance with Policy 13 of the CMP (Box 1), the Rame Conservation Trust has been undertaking a parking survey during 2021. This covers all traffic to the site and provides both landowners with evidence to better plan for car parking. The results are shown below in Table 1.

The survey is based on ad-hoc observations over the period, in order to capture both high and low seasons. It is intended to be ongoing in order build up a picture over time on which to base CMP Masterplanning and other planning for the site.

The following observations were made:

- During the 2021 COVID-19 Lockdown, the site continued to be used, probably by individual tenants and for exercise by walkers/ dog-walkers.

⁹ Land Registry Transfer of part of registered titles, TP1 Form 01/06/2015, 12.4b.

- Opening of Maker Camp does not affect the capacity of the main car park by the Nissen Huts because campers are able to park on the campsite.
- Car-park capacity generally meets the day-to-day needs on site and there is little ad-hoc parking. However, at peak times (e.g. Heritage Open Days and other events), there is a need for additional or over-flow parking.

Due to site sensitivities, any additional and/or over-flow parking, needs to be carefully considered, and this should include feasibility of any off-site options. For example, parking at Furlanesend Primary School (approx. 200m from site entrance) has previously been proposed by a third party, in order to better service the school and villages of Kingsand/ Cawsand, and could have potentially provided access to Maker Heights. However, following strong local opposition, plans have not been taken forward at this time.

Table 1 Maker Car Parking Survey 2021

Date/ Approx Time	No of Vehicles						Total	Comments (e.g. events/ activities on site)
	Location	Main Car Park (Nissen Huts/ Canteen)	Barrack Block	Old Nissen hut	Rear of Barrack Complex - RCT	Rear of Barrack Complex - EP		
Approx Capacity		25-30	10	5	10	25		
Sat. 20th Feb, 15:30		3	2	1			1	Parade ground hardstanding
Sun 7th March, 10.00		2	2					
Mon 8th March, 13.00		7	5	4				Lockdown; Pigshill Woods strimming course
Weds 12th March, 11.00		5	4	3				Lockdown
Sat 17th March, 15.00		2	4	3				Lockdown
Fri 25th March, 10.00		6		6			1	Parade ground hardstanding
Weds 28th March 10.30		5		5				Lockdown; Planters installed - no parking at Barrack Block
Sun 31st March, 14.00		11		4				Lockdown
Mon 5th April, 11.00		9		3				Lockdown, Easter Monday
Thurs 22nd April, 13.00		15		5				Restrictions eased (outside only)
Weds 28th April, 10.30		7		5				
Fri 7th May, 12.00		17		6				
Fri 14th May, 14.00		24		5			1	Parade ground hardstanding
Sat 22nd May, 13.30		25		4				Restrictions eased (inside & outside catering)
Sun 13th June, 9.30		16	1	5				
Thurs 24th June, 14.00		18		3				
Fri 9th July, 14.00		24			9	0		New car park complete
Mon 12th July, 19.00		18			2	2		
Thurs 29th July, 13.30		21			6	2		School holidays
Weds 4th August, 18.30		14			5	5		School holidays
Sun 29th Aug, 17.00		21			6	8		Bank Holiday weekend
Sat 11th Sept, 13.00		25	1		10	7	5	Grass verge
Sun 10th Oct, 15.00		12			4	0		
Weds 20th Oct, 19.00		2			4	0		Trustees Meeting
Fri 5th Nov, 9.00		5			2	0		
Sat 20th Nov, 13.00		26			1	0		
Fri 12th Dec, 14.00		16			2	0	1	

5.3 Site infrastructure

The Conservation Management Plan notes the poor state of repair of the site's access road:

The access road is very rutted and pot-holed It is a historic military road and therefore consideration as to its significance will be required for any repairs. The proximity to Redoubt No 1 needs to be taken into account; to avoid harmful impacts caused by any future works, and potential encroachment onto the Scheduled Monument should be avoided at all costs." CMP, pg 39

Legally, responsibility for maintaining the access road in the condition it was in at the time of land purchase in 2016 falls to EP. However, both the RCT and EP agree that the condition was poor at the time and investment is required to improve it. In the long term, the original military road should be investigated to determine whether restoration is feasible (e.g. rammed cobble). In the short to medium term, the access road needs to be maintained to provide vital access for visitors to the site's heritage and businesses. It also enables access for equipment and plant to repair Listed Buildings at the Barrack Block complex, so any long-term restoration to reflect original surface should be undertaken after this work is complete to avoid unnecessary wear and tear. In February 2022 the road was resurfaced, some further work will be required following drainage and related investigations at the Barrack Block and Courtyard. The works were undertaken jointly by EP and RCT.



Figure 12 Condition of the Access Road in 2021, prior to repair

Maker Camp, the campsite run by the RCT, uses a circular route for access. During periods of bad weather, the track is subject to rutting and erosion.

5.4 Recommendations

- Continue to monitor and evidence car parking on site.
- Undertake Visitor's Survey to better ascertain numbers and transport modes.
- Plan for car-parking on site, including identifying an area for over-flow parking for events.
- Repair the site's access road and provide a long-term plan for restoration.
- Internal access for camping to be planned to minimise on-site site traffic, protect soil, vegetation, archaeology and landscape.

- Ensure occasional access to the courtyard area for tenants loading/ unloading at the Barrack Block and service vehicles, as well as 24/7 access for emergency services.

6. EQUALITIES & HEALTH

6.1 Equalities

The Equality Act 2010 includes a public-sector equality duty which requires public organisations and those delivering public functions to show due regard to the need to eliminate unlawful discrimination, harassment, victimisation; to advance equality of opportunity; and to foster good relations between communities. While the landowners at Maker Heights are not public-sector organisations, they uphold the principles of the Act.

The Equality Act covers a number Personal Protected Characteristics. Those that may be applicable to transport and access at Maker Heights include age, disability and possibly pregnancy and maternity¹⁰. In addition to protected characteristics under the Act, low-income households are also considered as part this strategy.

The CMP states:

Maker Heights is the type of site which poses considerable difficulties regarding improving accessibility for the mobility and visually impaired as well as those who are hard of hearing or have small children in pushchairs etc. In its current form only a relatively small proportion of the site is fully accessible to wheelchair users or other people with mobility issues. Difficulties are posed by the earthwork redoubts, the isolated location of the HAA battery, the late 19th century batteries and the upper floor of the Barrack Block. However, there are many areas where access could potentially be improved such as pathways around the site. A replacement bridge for Redoubt No 5 forms part of the HE/NHLF funded 'critical works as part of the AONB 'Heritage at Risk' project.

It is likely that there will always be areas of the site where full access is not possible, and the scope of a proposed access plan would depend on the level of general public access to the site. The historic footpaths and access roads across the site are important.¹¹

6.1.1 Sensory Trust Access and Visitor Experience Review

The Sensory Trust undertook a site visit to Maker Heights as part of a wider study undertaken for the COANB as part of a National Lottery Heritage Funded (NLHF) Monumental Improvement Project focusing on Scheduled Monuments at risk¹² in the CAONB. The review noted that Maker Heights was accessible by public transport and had good access to parking, toilets and refreshments. It also noted that pre-visit information, including transport, toilets, other facilities as well as distances, gradients, surfaces etc was important to visitors' decision-making. Some key points relevant to this Strategy are summarised below:

- Visitor experience - Maker Heights has the advantage of being a more recent site [compared with other Scheduled Monuments] with better access for many visitors. The Scheduled Monuments at risk are part of a much larger destination, with parking, popular café, toilets, numerous buildings with workshops and café. As such, overall it offers a much more accessible and varied visitor experience than some of the other sites we have been looking at with the potential for a longer visit.
- Parking/ drop off - There is ample parking for the site around the café. The surface is uneven with well compacted gravel. While this is very near to Redoubt 1 it is some distance from the other heritage sites. There is however the possibility of dropping off nearer the other locations and possibly temporary parking.

¹⁰ It should be noted that other Protected Characteristics apply to other aspects of operations at Maker Heights, but Strategy is limited to Transport and Access.

¹¹ Cornwall Archaeological Unit, Jan 2020, Maker Heights Conservation Management Plan, Consultation Draft; Section 6.10.1.

¹² Cornwall AONB, Access and visitor experience review for visitors with disabilities, Report prepared by the Sensory Trust, October 2021 as part of the Monumental Improvement Project.

- Distances, surfaces and gradients - Maker Heights is a larger site and therefore there are long distances with limited seating opportunities available. The site and the routes through it are varied. The area around the top of the site – including Redoubts 1 and 2 - is relatively flat and well surfaced whereas the routes down to Redoubts 3 and 4 is quite steep with one route being recently cleared (uneven, trip hazards) and the other a tarmacked road.

A number of access challenges are identified as well as improvements for interpretation. It should be noted that both Evolving Places and RCT and its tenants are identifying opportunities to improve access to buildings.

6.2 Health

Transport and access initiatives promoted at Maker Heights have the potential to affect health and wellbeing. It is not the intention of this document to undertake a full Health Impact Assessment of the recommendations listed above, but to identify the potential relationship between transport and health at Maker Heights. Table 1 below sets out the considerations for both equalities and health when implementing the Strategy.

Table 2 Equalities and Health Considerations for the Strategy.

Transport type	Equalities Considerations	Health Considerations
Public transport	<p>The cost of public transport can be a barrier for some groups – for example return tickets via Cremyll Ferry and bus from Plymouth to Maker Heights for a family of four is nearly £20.00.</p> <p>Lack of clear signage for Maker Heights bus stop and/or location at bottom of the hill may mean is more difficult for children and young people, the elderly, people with learning difficulties or visually impaired to use this service.</p> <p>Accessing the Cremyll bus from Maker Heights to Millbrook (or elsewhere on the peninsula) at night from an unlit access road and layby may have perceived safety considerations, especially for individuals who are travelling alone.</p>	<p>Public transport to Maker Heights is more likely to encourage active travel benefits (see below) through use as an interchange, for example walking to/from the bus or ferry.</p> <p>Use of public transport may cause anxiety or risk for some people, due to perceived or actual risk of contracting COVID-19. This is more likely to affect the elderly or people with existing physical or mental health conditions.</p>
Active travel	<p>Walkways and cycleways should be improved, and designed where possible to enable access for all users, including those with reduced mobility (e.g. age or disability). There are opportunities for greater access to assets and a heritage trail in conjunction with organisations like the Sensory Trust.</p> <p>The personal safety of all site users, especially women walking or running alone should be a consideration.</p>	<p>Encouraging walking and cycling both to/from the site and within Maker Heights can improve physical and mental health and wellbeing.</p>
Travel by car	<p>Travel by car is not always accessible for those on low incomes.</p> <p>However, for groups including young children, pregnant women, elderly people or</p>	<p>Vehicle movements within the site have safety implications for campers and day visitors, in particular, vehicles travelling too fast at the Nissen huts (where people cross the road to eat outside) or Barrack Block complex.</p>

	those with reduced mobility, travel by car enables access.	Air quality and noise from traffic is unlikely to be a health issue, but operations should discourage idling engines to improve wellbeing.
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7. NEXT STEPS

The Transport and Access Strategy will be developed as follows:

1. Circulated as a working draft to CMP Partners: Historic England, Cornwall Council, Evolving Places Ltd and Mount Edgcumbe Estate for further comments.
2. As a basis for continued consultation with Historic England and Cornwall Council on consents required (the CMP recommends working towards a Heritage Partnership Agreement and Heritage Impact Assessment (HIA)).
3. The RCT will work with the CMP Partners towards delivering the recommendations within the CMP Plan Period (2020-2025) and any updates to the Strategy following master-planning.