NAME:_____

GCSE GEOGRAPHY FIELD TRIP

MOUNT KELLY
17 JUNE 2025

How do people perceive the impact of pedestrian and traffic flows in Tavistock town centre?

FIELDWORK FOCUS

- **Methodological approach:** Qualitative surveys
- **Conceptual framework:** Cycles and flows

ITINERARY *(subject to change)*

0830	Briefing in M10
0900 - 0920	Walk to Town Centre
0920 - 0930	Briefing in Bedford Square
0930 - 1130	Carrying out fieldwork in Tavistock
1130 - 1200	Debrief in Town Centre
1200 - 1230	Return to Mount Kelly

TAVISTOCK FIELD TRIP

REMEMBER - The GCSE Course includes the Component 3 exam worth **30%** of the qualification which focuses on the completion of a geographical enquiry through fieldwork. You are expected to follow the enquiry process

How do people perceive the impact of pedestrian and traffic flows in Tavistock town centre?

<u>**Fieldwork Concepts Covered:**</u>

Methodological approach: Qualitative surveys
Focused on gathering subjective opinions about the town's traffic/pedestrian flow, accessibility, or impacts of congestion/pedestrianisation.

Conceptual framework: Cycles and flows
Linked to flows of people and vehicles (human flows) and the daily/weekly cycle of town centre use.

Tavistock, nestled in West Devon, England, is a town steeped in history and evolving towards a more sustainable future.

Data Collection Methods:

1. **Qualitative Surveys (with open-ended questions)**
   ○ Conducted in multiple zones (e.g. near the pannier market, car parks, Bedford Square, bus stops).
   ○ Questions could include:
      ■ "How would you describe the level of pedestrian/vehicle traffic here?"
      ■ "Do you think the flow of people/vehicles affects your experience of the town? Why?"
      ■ "What changes would you make to improve the movement of people/vehicles here?"
   ○ Respondents: a mix of residents, shopkeepers, and visitors.
2. **Field Notes / Annotated Sketches**
   ○ Students should record their own observations of flows at key locations to compare with public perception.
3. **Traffic and Pedestrian Counts**
4. **Photographs**
   ○ Taken in areas of high/low flow to capture visual evidence of crowding, movement, or pedestrian facilities.

THE ENQUIRY PROCESS

Stage 1: Introduction and planning
- Title
- Aims stated
- Hypothesis devised
- Selection of suitable location
- Risk Assessment

Stage 2: Fieldwork techniques and methods
- Primary data collection
- Secondary research
- Risk management

Stage 3: Data Processing and presenting
- Graphical Skills
  - Bar and line charts
  - Pie charts
  - Proportional circles
  - Pictograms
  - Histograms
  - Star and radial graphs
  - Kite diagrams
  - Triangular graphs
  - Dispersion graphs
  - Scatter graphs.
- Numerical and statistical skills
  - Calculation of percentages and mean.
  - Median, mean, range, quartiles and inter- quartile range, mode and modal class.
  - Sketch trend lines through scatter plots; draw estimated lines of best fit. Interpret evidence to make predictions. Interpolate and extrapolate trends on a line graph.
- Cartographic Skills
  - OS maps at 1:50,000 and 1:25,000 scales
  - Isoline maps (e.g contours)
  - Interpret cross sections and transects
  - Give 4 and 6 figure grid references.
  - Measure distance accurately and estimate area from maps
- Reference secondary data sources accurately.

Stage 4: Analysing and Interpreting data
- Data Analysis
- Data Interpretation
- Trends and patterns.
- Apply knowledge and understanding of broad geographical concepts and processes to specific evidence collected during the enquiry.

Stage 5: Conclusions
- Hypothesis (accepted or rejected)
- Geographical conclusion
- Relate to overall hypothesis

Stage 6: Evaluation
- Strengths and Limitations
- Accuracy/Reliability/Bias
- Vested interests
- Reflect that fieldwork is not always an accurate science
- Suggests for improvement

TAVISTOCK BACKGROUND: Understanding a Historic Town's Dynamics

Location and History: Situated on the River Tavy and bordering the vast expanse of Dartmoor National Park, Tavistock boasts a picturesque setting and a rich, layered past. Founded in the 10th century around a significant Benedictine monastery, Tavistock Abbey, the town's mediaeval origins are evident in its charming, **often narrow and winding streets**. These historic thoroughfares, while adding to the town's unique character, can also present challenges for modern pedestrian and vehicle movement.

Demographics: With a population of around 12,675 (2021), Tavistock offers a close-knit community feel. The town attracts a diverse range of residents, including young families, professionals, and retirees. The average age leans slightly higher than the national average, reflecting the appeal of Tavistock's peaceful setting for retirees. This diverse demographic can lead to varied perspectives on how the town centre should function, particularly concerning accessibility for different age groups and modes of transport.

Economic Activities: While mining once played a significant role, Tavistock's economy has diversified. Tourism thrives due to the town's charm and proximity to scenic areas, drawing both day-trippers and longer-stay visitors. Retail and service industries cater to both locals and tourists, particularly within the bustling town centre. The success of these businesses often depends heavily on **how easily customers can access them, whether by car or on foot, and the overall experience of navigating the town centre**. The historic Pannier Market, established by charter in 1105, is a key attraction, and its **partially pedestrianised perimeter** highlights an existing approach to managing different user flows.

Pedestrianisation and Traffic Considerations: Tavistock's historic layout naturally leads to discussions about the balance between vehicle access and creating pleasant spaces for pedestrians. For instance, **areas like the Pannier Market and parts of the town's "public realm" are already designed with pedestrian priority in mind.** However, other key streets remain open to traffic, leading to potential congestion, parking challenges, and concerns about air quality and noise. There have been ongoing discussions and proposals regarding **further pedestrianisation** in certain areas, aimed at enhancing the town's appeal, safety, and walkability. These initiatives often spark debate among residents, businesses, and visitors, reflecting differing views on their potential impacts. Understanding these existing conditions and the ongoing dialogue is crucial to analysing how people perceive the interplay of pedestrian and traffic flows.
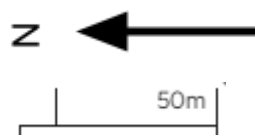
Considering Sustainability: The town's commitment to sustainability, exemplified by initiatives like Transition Tavistock, often intersects with traffic and pedestrian flow discussions. Promoting walking and cycling through projects like "Walkable Tavistock" aligns with goals of reducing carbon emissions and encouraging healthier lifestyles. However, striking a balance between environmental aims and the practical needs of residents and businesses (e.g., deliveries, parking) is a complex challenge.

Conclusion: Tavistock presents a valuable example of a small town striving to balance its rich history, diverse community needs, and commitment to a sustainable future. Its unique blend of historic architecture and contemporary challenges, particularly concerning the management of pedestrian and traffic flows, makes it a fascinating and relevant place to study how these dynamics impact people's experiences and perceptions of their town centre.

FIELDWORK TASKS

- ENVIRONMENTAL QUALITY SURVEY x2
- TRAFFIC FLOW COUNTS x2
- PEDESTRIAN FLOW COUNTS x2
- SUSTAINABILITY QUESTIONNAIRE x2
- GEOLOCATED PHOTOs

TAVISTOCK MAP

SITE 1: ENVIRONMENTAL QUALITY SURVEY

Location:_____

Weather Conditions:_____

General description of area

Most sustainable	Good + 2	OK +1	Average 0	Poor -1	Bad -2	Least Sustainable
Transport Trains accessible and frequent Buses accessible and frequent Many cycle/pedestrian routes Free flowing traffic						**Transport** No rail services. No bus services. No cycle/pedestrian routes Congested traffic
Services Good provision of schools Good provision of healthcare Wide variety of local shops Leisure facilities for all ages						**Services** No school provision. No healthcare provision. No shops. No leisure facilities
Environment Good provision of green spaces Unpolluted air Clean, litter-free streets Easy access to recycling						**Environment** No green spaces. Polluted air. Dirty, littered streets No access to recycling.
Economy Many local job opportunities Variety of types of work No empty buildings or shops Good transport links						**Economy** No local job opportunities. One (or no) types of work. Many empty buildings. No transport links
Buildings Generate their own energy e.g., solar panels. Built well – not in disrepair. Little graffiti.						**Buildings** No energy generation e.g., no visible solar panels. Buildings in disrepair or covered in scaffolding. Lots of graffiti.
Community Wide range of activities to do. Plenty of spaces to meet. Low crime rate. Diverse range of cultures.						**Community** No activities to do. No places to meet. High crime rate. Lack of cultural diversity.

TOTAL   /12

SITE 2: ENVIRONMENTAL QUALITY SURVEY

Location:_____

Weather Conditions:_____

General description of area

Most sustainable	Good + 2	OK +1	Average 0	Poor -1	Bad -2	Least Sustainable
Transport Trains accessible and frequent Buses accessible and frequent Many cycle/pedestrian routes Free flowing traffic						**Transport** No rail services. No bus services. No cycle/pedestrian routes Congested traffic
Services Good provision of schools Good provision of healthcare Wide variety of local shops Leisure facilities for all ages						**Services** No school provision. No healthcare provision. No shops. No leisure facilities
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TOTAL   /12

SITE 3: ENVIRONMENTAL QUALITY SURVEY

Location:_____

Weather Conditions:_____

General description of area

Most sustainable	Good + 2	OK +1	Average 0	Poor -1	Bad -2	Least Sustainable
Transport Trains accessible and frequent Buses accessible and frequent Many cycle/pedestrian routes Free flowing traffic						**Transport** No rail services. No bus services. No cycle/pedestrian routes Congested traffic
Services Good provision of schools Good provision of healthcare Wide variety of local shops Leisure facilities for all ages						**Services** No school provision. No healthcare provision. No shops. No leisure facilities
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TOTAL   /12

TRAFFIC FLOW COUNTS

Count how many **vehicles** drive through a predetermined point within an indicated time frame. (10 minutes) Directions can also be specified (e.g. into the settlement or out of the settlement).

SITE 1 - LOCATION_____

Traffic count	Tally	Total	% of all traffic
Lorries			
Coaches/Buses			
Vans			
Minibuses			
Cars			
Motorbikes			
Bicycles			
Other			

SITE 2 LOCATION_____

Traffic count	Tally	Total	% of all traffic
Lorries			
Coaches/Buses			
Vans			
Minibuses			
Cars			
Motorbikes			
Bicycles			
Other			

SITE 3 LOCATION_____

Traffic count	Tally	Total	% of all traffic
Lorries			
Coaches/Buses			
Vans			
Minibuses			
Cars			
Motorbikes			
Bicycles			

Other			

PEDESTRIAN FLOW COUNTS

Count how many people walk through a predetermined point within an indicated time frame (10 minutes). Directions can also be specified (e.g. into the settlement or out of the settlement).

SITE 1 - LOCATION_____

Pedestrian Count	Tally	Total	% of all pedestrian traffic
Infant (under1)			
Child (under 12)			
Teenager (13-19)			
Adult			
Retired (65+)			
Other			

SITE 2 - LOCATION_____

Pedestrian Count	Tally	Total	% of all pedestrian traffic
Infant (under1)			
Child (under 12)			
Teenager (13-19)			
Adult			
Retired (65+)			
Other			

SITE 3 - LOCATION_____

Pedestrian Count	Tally	Total	% of all pedestrian traffic
Infant (under1)			
Child (under 12)			
Teenager (13-19)			
Adult			
Retired (65+)			

Other			

Tavistock Transport Flows Questionnaire

Hello, my name is…………..and I am conducting my GCSE Geography Project on How people perceive the impact of pedestrian and traffic flows in Tavistock town centre and I was wondering if you had a couple of minutes to answer a few questions? Your responses are anonymous and will only be used for educational purposes.

Age (Estimate) ☐ <18 ☐ 18-30 ☐ 31-40 ☐ 41-50 ☐ 51-60 ☐ 60+ **Gender** ☐ Male ☐ Female

Employment ☐ Full Time ☐ Part Time ☐ Student ☐ Housewife/Househusband ☐ Unemployed ☐ Retired

How often do you come to Tavistock town centre? ☐ Daily ☐ A few times a week ☐ Once a week ☐ Occasionally ☐ First time

Why are you in Tavistock today? _____

How did you arrive in Tavistock today? Car ☐ Bus ☐ Bicycle ☐ Train ☐ Walk ☐ Taxi ☐

Where are you from? _____

How would you describe the flow of traffic (cars, vans, buses etc.) in the town centre today?

_____
_____

How would you describe the flow of pedestrians in the town centre today?

_____
_____

Do you feel the movement of traffic affects your experience in Tavistock? If yes, how?

_____
_____

Do you feel the movement of pedestrians affects your experience in Tavistock? If yes, how?

_____
_____

Do you think the town centre layout helps or hinders pedestrian and traffic flow? Why?

_____
_____

What changes (if any) would you suggest to improve the movement of people and traffic in the town centre?

_____
_____

Any other comments about how the town centre feels or works?

_____
_____
_____
_____

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Employment ☐ Full Time ☐ Part Time ☐ Student ☐ Housewife/Househusband ☐ Unemployed
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How often do you come to Tavistock town centre? ☐ Daily   ☐ A few times a week ☐
Once a week   ☐ Occasionally   ☐ First time

Why are you in Tavistock today? _____

How did you arrive in Tavistock today? Car ☐ Bus ☐ Bicycle ☐ Train ☐ Walk ☐ Taxi
☐

Where are you from? _____

How would you describe the flow of traffic (cars, vans, buses etc.) in the town centre today?

_____
_____

How would you describe the flow of pedestrians in the town centre today?

_____
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Do you feel the movement of traffic affects your experience in Tavistock? If yes, how?

_____
_____

Do you feel the movement of pedestrians affects your experience in Tavistock? If yes, how?

_____
_____

Do you think the town centre layout helps or hinders pedestrian and traffic flow? Why?

_____
_____

What changes (if any) would you suggest to improve the movement of people and traffic in the town centre?

_____
_____

Any other comments about how the town centre feels or works?

_____

_____

_____

_____