

## **Liskeard Active Travel Working Group meeting**

**Wednesday 9 July 2025 at 2.30pm via Teams**

The LCWIP is available to view on the Town Council website

<https://www.liskeard.gov.uk/active-travel/>

Present: Councillors Rachel Brooks (Chair) and Nick Craker, Yvette Hayward (Liskeard Town Council)

Adam O'Neill and Ben Warner (Cornwall Council – Transport), Catherine Thompson (Community Link Officer), Kevin Grey (Cornwall Councillor – Liskeard Central)

Peter Murnaghan, David Orr

Ann Kinahan and Megan Evans (Liskeard Velo)

Apologies: James Hatton and Rachel Weine (Cornwall Council – Transport), Jane Pascoe (Cornwall Councillor – Liskeard South)

### **Agenda**

#### **1. Welcome and introductions**

David Orr advised that it would be the last meeting he attended as he has now left Cornwall. David was thanked for his support, advice and technical input since the outset with the Neighbourhood Plan.

#### **2. Recap of the work to date**

As a result of the LCWIP and public consultation priorities have been identified as routes 1 and 4. Cornwall Council (CC) favour route 1 due to its connectivity to public transport. Local consultations have consistently shown route 4 as the highest priority for safety reasons and because it can incorporate segregated foot/cycle lanes and so will make a major difference. However, it is a more expensive scheme. CC have commissioned Cormac to undertake detailed designs and costings on both routes to be in a good position to secure funding.

#### **3. Possibilities for funding for routes 1 and 4**

Cornwall Council have been granted Consolidated Active Travel Funding (CATF) for 2025/26 of which the largest share of £600,000 has been allocated to Liskeard for improvements to route 1 from the railway station to the double mini roundabouts at Addington. It is currently going through final internal approvals and will also need to go through Active Travel England's scheme assurance assessment. Adam will be leading on delivery which needs to be complete by March 2027.

At the same time, CC are looking to use some of the S106 funding on Charter Way to start delivery of route 4. They will be focusing on the northern end of Charter Way and delivering a coherent section of the wider route, linking into Pengover Road where the one-way restriction is currently in place. Adam will be leading on delivery.

They are also continuing to work on the wider Charter Way scheme and CORMAC are currently undertaking a project to de-risk the scheme further so they can better understand costs for a future bid.

They anticipate design and consultation in 2025/26 and construction in 2026/27 to complete well in advance of the March 2027 deadline.

It will be 2027 before further funding is available, unless another significant active travel fund is launched. The next one is expected to open in 2026/27.

#### **4. Consultation on plans for routes 1 and 4**

##### Route 1 discussion

Can side road crossings on Station Road, be as close to the pedestrian desire line as possible (closer to the main road) on both sides of the road and include cycle crossing tables? DO also asked that raised side continuous crossings be provided just in tarmac across all side roads along the route – **Adam** will investigate. Tables are generally more expensive due to drainage issues<sup>1</sup>.

Speeds on Station Road – Adam will be carrying out a reassessment to see if it would then meet criteria for a 20 mph limit<sup>2</sup>.

Mini-roundabout at the Greenbank Road and Pound Street junction – the group expectation was that this should be retained – **Adam** will check what has happened. Keeping the roundabout may result in a cost saving which can be used elsewhere on the route.

Improvements to the roundabout at the top of Charter Way have not been included due to budget restrictions. One of the proposed works was to cut back vegetation at the side of the road on the approach from Callington which is obscuring visibility for people crossing from that side. Is there another way of managing this issue via regular maintenance rather than capital spend? Earlier Google map views from 2010 show much smaller trees with vegetation under control. Cormac have previously advised they do not have the resources to regularly cut this. **Adam and the Town Council** will contact Will Glassup at Cormac to try and seek another solution.

##### Route 4 – Charter Way discussion

This will include a signalised crossing and allowing cyclists to turn into Pengover Road (west) which is one way for vehicles. More design work is needed at the junction to prevent cars turning in. A drop kerb onto the footway and jug handle right turn cycle track should be lined and be included for cyclists heading south down Charter Way to access the cycle track on the west side into Pengover Road (and the future link south towards Peppers Park and Morrisons).

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<sup>1</sup> This scheme is meant to be a walking improvement, and the cost benefit of such treatments will be significant (it is also a Public Sector Equality Duty for CC to make reasonable adjustments that prioritise less able and less mobile, which this does).

<sup>2</sup> Can Cormac provide details on what the speed limit appraisal tool outcome is, along with their Equality Impact Assessment of the option?

A 20 mph could not be introduced at the top of Charter Way with signage only as it would not be effective without further traffic calming measures to slow speeds<sup>3</sup>. There was a discussion about the possibility of creating a gateway feature, perhaps using antiskid, build outs and/or posts, etc. where the speed limit changes from 40 to 30, to show you are entering a slow speed environment and further the case to get the north section to a 20mph.

There will be a standard 21 day public consultation in November/December 2025 to include an event where plans can be viewed between 2 and 7pm. If this can coincide with other town events the Town Council will facilitate further face to face engagement.

## **5. Update on the bus interchange**

All planning conditions (PA24/07022) have now been discharged for the demolition of the Coronation Hall, former St John Ambulance and ATS buildings and the construction of the new bus interchange. Demolition on Coronation Hall and the St John building is due to begin the week commencing 21 July for about 5 weeks. ATS demolition will commence in September following work from Western Power to remove the power feed. Following remedial works construction will then commence.

**Ben** will look at whether priority access can be given to buses turning in from Dean Street – the road is probably not wide enough.

Cycle rings will be installed<sup>4</sup>. The police advised against cycle cabinets which may be a target for antisocial behaviour. It is believed the cycle parking will be near the site for the CCTV camera – **Ben** will check they will be within its line of sight. The importance of locating cycle parking in areas with high surveillance was discussed. Can e-bike charging points be provided? – **Ben** will check.

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<sup>3</sup> Is this strictly correct? Only 20mph 'zones' need traffic calming, but 20mph 'limits' do not. Charter Way was designed before there was any development to the east. The 24mph mean existing speed as an indicator of success is self-defeating (and is anyway based on a very old 1999 Traffic Advisory Leaflet.

Any 1mph reduction in average speed can reduce the collision frequency by around 6%. There was a 3 vehicle/4 casualty incident in 2023 and [CrashMap](#) shows lots of collision incidents along this stretch over the last 25 years.

DfT Setting Speed Limits guidance, 2024 states Traffic Authorities should consider 20mph limits “with local support on: - major streets where there are – or are likely to be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic”. Charter Way has significant ped traffic as it serves a supermarket, hospital and health centre as well as new housing on its east side now. There is unmet latent demand too, that will be made visible when this section is slower and the signals create further crossing ability in shadow of stopped vehicles.

The Guidance recognises the objective of ‘achieving local speed limits that better reflect the needs of all road users, not just motorised vehicles’, i.e. we are looking for mode shift to active travel.

It could be that a 20mph would only work after the southern portion of Charter Way and the proposed cycle track and footway are installed so this portion can be reduced to 30mph. The decision and strategy on this should be planned for now to avoid abortive work on the northern portion. Deciding on it in isolated link portions is not going to deliver the LCWIP properly.

<sup>4</sup> Can these be Sheffield type stands, (not wheelbender rings mounted on walls as these are too inflexible for many cycles).

Raised after the meeting – the plans do not include a safe crossing of the Fairpark Road junction bell mouth, which should be addressed, preferably with a continuous crossing table included. The new facility should also improve walkability around as well as to it. **Ben** checking design history and possibility with Cormac.

## **6. Any other business**

- **Moorswater steps – update requested from National Highways**

No further update has been received from Ed Halford at National Highways.

**Yvette** – would ask Lee Quinney to chase this in his regular meetings with National Highways. [After the meeting – **Jane Pascoe** agreed to chase Ed Halford as well.]

It was suggested a step ramp rail could be installed as a temporary solution at a low cost.

The following is the last update from June 2024:

*A study has been undertaken of the Dobwalls to Liskeard shared foot/cycle path and how this path can be accessed by all members of the public, especially those with limited mobility, for whom steps can present a significant barrier to travel. In addition, the proposed improvements also extend to the Old Road. Any further improvements beyond Old Road, for example around the Moorswater Industrial Estate will be on the local road network and thus the responsibility of Cornwall Council.*

*Currently preliminary design drawings are being prepared for the proposed improvements. This stage of design should be completed shortly.*

*Proposed improvements include a reduced incline ramp on the east side of Old Road which allows for the removal of the existing steps. A footway build out is proposed on the eastern side of Old Road, adjacent to the proposed ramp, and will include dropped kerbs and tactile paving.*

*The Old Road speed limit will be reduced from 60mph to 30mph. The reduction will start just to the north of the proposed ramp/crossing improvements and operate south from this point and extend up to and connect with the existing 30mph limit that starts adjacent to the Bradfords building supplies site.*

*There will also be a footway buildout on the western side of Old Road, this time to the south of the A38 overbridge. The existing footway on the western side of the carriageway will also be widened from the junction of Old Road south of the A38, through the tunnel, and up to the western side existing ramp up to the foot/cycle shared path.*

*At each of the proposed footway buildouts there will be priority traffic movement road markings. Other works proposed are vegetation clearance, lighting improvements and footway resurfacing where required.*

*All of the proposals discussed above are to improve pedestrian and cyclist safety and to allow those users, to whom the existing steps present a considerable barrier, the ability to use the Liskeard to Dobwalls foot/cycle shared path with significantly less difficulty.*

*It should be noted that once the preliminary design process has been completed, the scheme will have to request further funding for detail design and construction stages. The time scale for delivery of the proposals will therefore be dependent on when these funds become available.*

It would be useful if NH would share preliminary draft drawings with LTC for comment before final cost estimates are completed.

- **20 mph rollout – Adam O’Neill to update**

The rollout in this area is still going on with signage being installed.

They will be using heat maps of speeds (from TomTom?) to monitor the project for four years after implementation<sup>5</sup>.

- **Looe Valley Trails Looe Valley Trails | Let's Talk Cornwall – project not currently live but concept designs and route options still valid (significant issues with land ownership and the scale of funding required).**

Sustrans have been awarded funding to expand the National Cycling Network as part of a wider investment in active travel, and their proposed Network map includes the Rame-Looe-Lanhydrock route. [Our plans to improve the National Cycle Network - Sustrans.org.uk - Sustrans.org.uk](https://www.sustrans.org.uk/our-plans-to-improve-the-national-cycle-network)

Sue Brownlow has contacted Councillor Sarah Preece (Portfolio Holder for Tourism, Localism and Planning), and other local councillors for support. Kevin Grey will support the project and has a couple of other contacts who would like to be involved. **Rachel** will make introductions.

## **7. Date of next meeting**

Provisional date Wednesday 15 October at 2pm via Teams

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<sup>5</sup> Could Vivacity telemetrics be used which can include changes in walking and cycling? [Smart Traffic Monitoring | Reliable Micromobility Data](#)

Could LTC also encourage the roll out of some Telraam counters in the town, and maybe have one in the offices on West Street? [Telraam - Smart traffic counters for all transport modes - indoor and outdoor models.](#)