



Community Network Highways Scheme

Examples of Best Practice

Pendeen

School Road, Pendeen safety improvements – Enable safer crossing route between main housing estate and local primary school. Widened footway, installed a build out to slow traffic and help with crossing, reduced speed limit to 20mph for Pendeen with associated signing. Total cost = £42,000, including £10,000 from 20 mph programme.

Before



After



Mylor

Lemon Hill, Mylor – The aim was to improve pedestrian safety along Lemon Hill which had narrow lengths of pathway where pedestrians are unable to pass each other and access the shops safely. Following a feasibility study, a new footway was constructed, with a traffic build out to slow traffic. Parking bays to formalise existing parking and updated street lighting also enhanced the impact of the scheme. The cost was £36,000 with £11,000 contribution from Mylor Parish Council.



After implementation



Chacewater

Kerley Hill, Chacewater – The aim was to provide an improved informal crossing to facilitate safer passage from/to Trelawney Road/Kerley Vale, particularly for children walking to school. Following a feasibility study, the scheme installed a buildout at the crossing point to slow traffic and new waiting restrictions. The cost was £23,000 with a contribution of £1300 from Chacewater Parish Council.

After installation



Bude

Kings Hill, Bude – The aim was to improve safety for pedestrians crossing the road from the housing areas to the canal. A pedestrian refuge and realignment of the carriageway with new road markings narrowed the carriageway reducing speeds. Dropped kerbing with tactile surfacing (for visually impaired users) on either side of the road also improved accessibility for all users. The cost was £15,000.

After installation



Looe

In Station Road, Looe, parking on the footway led to several near misses with pedestrians. Cornish Crest bollards have been installed to prevent parking on the footway. The cost was £2300.

Before



After



Saltash

Old Ferry Road, Saltash. The aim was to improve pedestrian safety. This small scheme provided a connection between two footways on the shore side of the road with a virtual footway. Road lining was also repositioned. The cost was £1500.

Before



After



St Blazey

Rundles Walk, St Blazey – The aim was to encourage more cycling and walking through improving a public right of way which connected to other multi use trails. The slippery path was resurfaced and upgraded, costing £22,000 including a £8,700 contribution from the Local Transport Plan.

Before



After



St Austell

Trevanion Road, St Austell – the aim was to reduce speeding and therefore safety on a key transport route around the town. A vehicle activated sign was installed, costing £10,000.

After installation



Godolphin

Godolphin – The aim was to provide safe access to the primary school for pedestrians, particularly school children. Following a feasibility study, a new section of footpath was installed with new village name plates. The cost was £12,500.

After installation



Newquay

Bishops School pedestrian crossing – The aim was to create a safer junction and pedestrian crossing facilities in the vicinity of the busy school. Following a feasibility study, a raised table was installed at the junction to slow traffic, replacing speed cushions further along the road. A crossing point was also installed and street lighting updated. The total cost was £62,500 with a contribution of £40,000 from the Local Transport Plan.

Before



After



Withiel, Bodmin

Withiel – The aim was to reduce delays and congestion on a single track road. A fully surfaced passing place was constructed on Whitehay Hill. The cost was £21,000.

Before



After



Trevarrian, near Mawgan Porth

Trevarrian Traffic Calming – the aim was to reduce speeding through the village. Gateways were installed on on all 3 entrances into the village, costing £15000.

Before



After

