

## Cycling Working Group Walkabout Monday 24<sup>th</sup> August 2020

### **Attendees:**

Liskeard Town Council: The Mayor, Cllr. Rachel Brooks, Cllr. Ian Barlow, Jacqui Orange (Facilities Manager)

Cornwall Council: Cllr. Sally Hawken, Paul Allen (Cormac)

Others: David Orr (Chartered Landscape Architect/ Urban Designer), Meagan Evans (Cornwall CTC), Ann Kinahan (Cornwall CTC/Cycling UK).

### **Purpose of the walkabout site visit:**

- Identify possible sites for cycle stands, especially Fore Street
- Discuss points identified in David Orr's map, including Charter Way and Plymouth Road.
- Understand the problems in our local infrastructure for cycle and walking and looking to 2050 net zero carbon and healthier, more equitable future. Identify where we can enable more people of all ages and mobility to choose and enjoy active travel for local trips.
- Comply with government targets to raise cycling by 50% by 2030; design cycle facilities in accordance with DfT Gear Change policy and recent LTN 1/20 guide; improve streets in accordance with Cornwall Street Design Guide (Draft).

### Possible sites for cycle stands:

- Westbourne Car Park (owned by Cornwall Council). Two options: Remove one parking space outside Co-op adjacent to the yellow hatched area for dedicated cycle parking. This area is in range of the Co-ops CCTV. Alternatively, there is free space to the left by the wall, but this is not covered by the CCTV.
- Wetherspoons – they have indicated they would be happy for their site to be used but it is not clear if there is a suitable location
- Fore Street (Bay Tree Hill) outside the old Cornish Times Building. Linked to pavement widening. And/or cycle hoops attached to existing posts. See comments under 6.
- Fore Street (Pike Street) outside Health and Happiness. Will probably need to be surface mounted. See comments under 6.
- Bay Tree Hill as part of pavement widening proposed under point 5 below.

### Points identified on David Orr's Map:

The comments below were the consensus of the group.

Note – numbering relates to Tour Itinerary Map (see attached).

#### **1) Dean Street - Bend**

Narrow the road to decrease the speed of the traffic flow into town centre and to provide a suitable crossing point. Possible inclusion of a speed hump or cushion and priority one-way. Note any traffic calming measures need to be carefully designed to prevent queuing and/or perception that it is difficult to get into the town for those on foot (including children, disabled, those with pushchairs etc), by cycle as well as by car.

#### **2) New Road - Bend**

There is a footpath linking New Road to Hillfort primary via Woodgate Road. The footway on one side of New Road finishes at Limes Lane and continues the other side, this means pedestrians must cross this fast

road (vehicle traffic regularly exceeds speed limit). There is limited visibility because of the bend in the road, especially when crossing from south to north. A safe crossing point is needed, e.g. informal crossing with speed table and traffic calming and island crossing if space allows. The width of the road and verge west of Limes Lane could accommodate a cycle lane.

### **3) New Road – Wide**

The intersection of New Road on/off slip and Gypsy Lane looks like a motorway and is therefore treated as one. Possibility of extending the central reservation with tree planting, removing the acceleration lane from Gypsy Lane junction, and creating a cycle lane both sides linking the town centre with Moorswater. Downhill side could go where ghost hatching covers westbound slip road. Investigate the possibility of changing the footpath by Railway View at Moorswater into a shared cycle footway. Create traffic calming gateway to produce more friction to vehicles coming off A38.

### **4) Dean Street/Barras Street**

This area is congested with lorries loading/unloading and cars parked from the Spar to access into Dean Street Surgery. The access into Market Approach will be restricted as part of the TTRO linked to the Cattle Market Events Space. It was also noted that some additional parking for the doctor's surgery will be available when the ATS building is demolished. Widen footway to dissuade parking that blocks turning cars, encourages dangerous parking on crossing zig zags and loses income to nearby car parks. Possible zebra crossing to Dean Street entrance improving links to cattle market. Remove the railings and high tref kerb on the opposite side of the road (Dean Street Gardens) – these railings make people walk in the carriageway and prevent social distancing. Consider replacing the existing on-street parking with an on footway shared 'goods vehicle only' loading bay that can also be a footway when not in use.

### **5) Bay Tree Hill**

Widen the pedestrian area on the corner to create a seating area, landscaping -with Bay Trees- and a place for cycle stands (including space for larger cycle types like cargo bikes, recumbent or disabled cycles, maybe including e-bike charging point). This will entail the relocation or reduction in on-street parking by 2 or 3 spaces. It was noted that this is a very good location for cycle stands – being close to the main shopping area and cafes and within range of CCTV. It is known from a recent national Yougov poll that 6x as many people want more cycle facilities than car facilities. Research also shows how people walking and cycling spend more per visit, stay longer and return more often. However, there are also people who would like to see more on-street parking in this area to enable people from out of town to make short visits.

Any granite kerbs removed or replaced as part of any scheme should be saved for re-use (unlike the historic tooled granite lost by CC when repaving Fore St).

### **6) Fore Street**

This is the main shopping area but there is nowhere currently to safely leave a bike. Fore Street is one-way, with deliveries/vehicle access prohibited between 10am and 4pm (there is a perceived lack of enforcement). Cycling is also prohibited during pedestrian zone hours. Consider removing the restriction on cyclists.

At the entrance to Fore Street from Bay Tree Hill consider movable cycle racks that can be ground fixed or locked to a ground anchor and relocated if required. Cyclehoops maybe an option for lampposts (note – none in Fore Street). see example below:



A 'toast rack' style cycle stand could be accommodated outside Health and Happiness if it does not obstruct access into Fore Street. Could be aligned side on to building, leaving space both sides.

The idea of cycle stands that could be attached to benches was rejected because of emergency access.

#### **7) Plymouth Road**

Links the town centre with supermarkets and eastern side of Liskeard. It is also a school route. The road and verge are very wide and could be narrowed to accommodate cycle lanes both ways and help reduce vehicle speeds. A more obvious courtesy island crossing/ raised table would enable pedestrians and cyclists to safely cross from one side of the road to the other and link Morrisons with the Bubble Retail Park. There is a short flight of steps at Briarwood that would benefit from a cycle rail. The footway from Plymouth Road to Morrisons Car Park needs a drop kerb. There is a large traffic sign stanchion in the footway that should be moved (currently painted red/white).

#### **8) Bubble Retail**

There is no access for pedestrians to the bus stop on the western side of Charter Way (next to B&M). This is in Menheniot. Talk to Councillor Phil Seeva about making an application to year 4 of the Community Network Area highways scheme to install footway all round east side of roundabout.

#### **9) Charter Way**

Links the town centre with supermarkets and eastern side of Liskeard. There are 2 Advisory cycle lanes but no footway on the 40 mph Charter Way. This route is regularly used by pedestrians including young children and cyclists and is very dangerous. Proposal is for a dedicated cycle lane and footway, segregated from the road via a 60cm buffer strip. Proposal includes reducing speed limit to 30 mph. The cycle lane and footway should be two-way. Cyclists and pedestrians separated by a level change as per LTN 1/20.

Possibility of a footpath through Catchfrench woods linking Charter Way with Peppers Park.

#### **10) Carnglaze Close**

Due to time shortage we did not visit. DO observed that the informal pedestrian paths through hedges and fences here to Pengover Heights was one of the pedestrian links included in the Neighbourhood plan. That require formalising, surfacing, lighting, and making safe to use (overlooking improvements etc). Similarly, at end of Springfield Road link to Eastern Avenue Local Green Space (note – this is a project currently being undertaken by LTC).

#### **11) Caunter Road**

The gap in the hedge between Caunter Road and Poldhu Road/Bodgara estate is one of only 3 pedestrian links currently from the extensive housing east of Castle Park to the town centre. The route connects to

Carnglaze Close via Dennis Road and Pengover Heights (as above). The Neighbourhood plan highlighted the need to improve these and make them more obvious, better overlooked and preferably open to cycles.

#### **12) Castle Park**

Another important link between estates on the eastern side of Liskeard and the town centre. Some investment in the park, a designated Local Green Space in the Neighbourhood Plan is planned as part of the 'Making Space for Nature' Project which is focussed on enhancing urban spaces and parks to create wildlife friendly areas. There is a consultation event in the park about the Making Space for Nature plans on Saturday 12 September <https://www.cornwall.gov.uk/spacefornature#-tab-568111>.

David Orr has suggested the addition of surfaced (hoggin?) paths for walking along 615/1/1 public footpath route, to include cycle route from Castle Street through to Poldhu Road and Rapsons Road. Also, to link desire line/ route to school along north west boundary to Park View (possible footpath widening in stretch between houses at Park View).

#### **13) Aldi/Charter Way**

Note from Cllr. Ian Barlow re. Pengover Road/Charter Way regarding the sub-standard cycle pinch point – see attached. Note the cycle links both ways along Charter Way including this between Peppers Park and Callington Road are identified for improvement in the Neighbourhood Plan

#### **14) Greenbank Road**

The road is wide enough for cycle lanes both sides, possibly segregated (or at least light segregated). Further improvements suggested that included an informal crossing with island so pedestrians can safely cross the wide and fast road on this 4-way junction. The junction is a major route to school as well as to Police Station, vets etc. Also improvements to the four-way junction with Greenbank Lane and Tremadden Lane including reducing the sweep of the curve into Greenbank Lane to slow traffic and reduce parking on SE corner with kerb build out. Cycle lanes can extend to Parade in both directions, considering ways to retain parking at the same time.

It was noted that access rights through Luxstowe House car park should be retained when the Council offices are converted into extra care housing as this provides a link from Castle Park/Addington to town centre and Lux Park.

#### **15) St Cleer Road/Tregay Lane**

(Time precluded a site visit). Improvements (traffic calming) are planned as part of the Persimmon S106. Install cycle lanes both sides from roundabout to Culverland Road. Create toucan crossing at Tregay Lane to cricket pitch to increase access to sports club and Leisure Centre for new Addington quarter.

Reinstate footpath/ cycle track next to Cricket Club/of access along edge of cricket pitch to Lux Park.

#### **16) Liskeard School**

Reinstate footway next to Cricket Club/or provide informal footpath/cycle track alongside cricket pitch to Lux Park.

#### **17) Pound Street**

To improve safety for cyclist and pedestrians make Pound Street one-way into town and create south side footway for pedestrians. Allow contraflow cycling.

#### **18) Barras Place**

A 'virtual' footway is being created as part of a Community Network Area scheme.

**Other points raised:**

Additional School Streets traffic calming and speeding reduction (20 mph zone poorly signed and no repeaters over long distance) needed in West Street/Old Road – check with Cllr. Jane Pascoe.

**Priorities:**

The following were identified as priorities for action.

- Charter Way
- The steps between Old Road and New Road (not covered in this walkabout but the subject of a recent site visit with Highways England).
- Old Road, especially around Hillfort School (need to check with Councillor Jane Pascoe about work already looking at this).

It was agreed to review other priorities once the notes were written up in the meetign with James Hatton from Cornwall Council. The aim is to develop a phased delivery Local Cycling Infrastructure Plan.

**Additional Note from David Orr:**

The new Department of Transport Guidance regarding pedestrian areas – see Section 7.4 in Local Transport Note 1/20 <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120> has some good new points on Vehicle Restricted Areas (VRAs) and I thought it worth having in mind after our discussions there. I have extracted a few salient points below (please see main document for full details) for information:

- There should always be a preference for allowing cyclists to access VRAs unless there is good evidence that this would cause significant safety problems.
- possible impacts on pedestrians, and disabled people particularly, must be considered carefully.
- Visually impaired people may not feel comfortable sharing a pedestrianised area with cyclists – see Chapters 6 and 8.
- Where cycling is permitted, most cyclists will usually dismount when pedestrian numbers are greatest.
- Cycle parking should be provided at regular intervals within the zone.
- Experimental TROs can be used to permit cycling on a temporary basis (usually 6 to 12 months) and performance monitored. The temporary order is reviewed at the end of the period prior to the decision to make it permanent or not.
- Cycling may also be restricted to certain hours, indicated by appropriate signs. As part of this process early engagement with relevant interested parties should be undertaken, including those representing disabled people, and pedestrians and cyclists generally.... meeting the authority's Public Sector Equality Duty.
- Cycling should not be restricted during any times when motor vehicles are permitted.
- Section 6.4.21 also discusses contraflow, allowing cycles to enter the 'No Entry' end. The earlier suggestion above, to try things like this out using an Experimental TRO, might be a good way to see if it works well.

(Cornwall Council are doing this in Falmouth i.e. opening the one-way pedestrian zone street to 2-way cyclists during pedestrian hours, though admittedly the street there is of a different scale and length.)