Liskeard LCWIP

Liskeard Town Council

February 2022

About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. www.sustrans.org.uk

Head Office
Sustrans
2 Cathedral Square
College Green
Bristol
BS1 5DD

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland)
VAT Registration No. 416740656

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v1		SM/CT	LD	6/1/2022
v2		SM/CT	SM	13/1/2022
v3		SM/CT	SM	28/2/2022

Contents

1. Introduction

Introduction

Liskeard Town Council awarded Sustrans the contract to produce a Local Walking and Cycling Infrastructure Plan (LCWIP) in July 2021 with funding from the Town Vitality Fund.

LCWIPs enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle that connect places that people need to get to, whether for work, education, shopping or for other reasons.

Sustrans methodology for developing a Local Walking and Cycling Infrastructure Plan is in accordance with the Department for Transport's (DfT) Technical Guidance for Local Authorities on LCWIPs (and reiterated in the new Local Transport Note 1/20 technical guidance), a six stage process as follows:

- Stage 1 Determining the scope
- Stage 2 Gathering Information
- Stage 3 Network Planning for Cycling
- Stage 4 Network Planning for Walking
- Stage 5 Prioritising Improvements
- Stage 6 Integration and Application

This report is principally occupied with delivering stages 2-5. Stages 1 and 6 are more effectively led by the Council Client.

The report consists of seven sections:

- **Section 1** is an introduction to the study
- **Section 2** is the background to the study area and summary of the existing and future opportunities in Liskeard, using Propensity to Cycle Tool analysis and cyclist collision data.
- **Section 3** captures the Stakeholder and Public Engagement activity and results.
- **Section 4** reviews the principles that inform the basis for specific design recommendations, including LTN 1/20 guidance.
- **Section 5** contains detailed recommendations for improving cycling and walking provision.
- **Section 6** is a prioritised list of recommendations.
- **Section 7** suggests the Next Steps.

Study Area

Liskeard is a market town in South East Cornwall with a population of approximately 10,000 and supports a wider population of 30,000 in its rural hinterland. The town's importance and influence extends to its hinterlands and wider south east Cornwall economy and the town's regeneration is vitally important to the economic wellbeing of the whole area and its rural communities.

It is situated approximately 20 miles (32 km) west of Plymouth, 14 miles (23 km) west of the Devon border, and 12 miles (20 km) east of Bodmin. The town has good road and rail connections. Bodmin Moor lies to the north-west of the town. However, approximately 20% of households have no access to a car and a significant number of short travel to work trips are under 5km, approximately 35% compared to 32% for Cornwall (Census 2011).

Liskeard railway station, on the London Paddington to Penzance Cornish Main Line, and the A38 trunk road provide the town with rapid access to Plymouth, the rest of Cornwall and the motorway network. The town is also served by the Looe Valley Branch Line to Looe and stations in between. There are regular bus services to other parts of Cornwall.

The close proximity of Plymouth to Liskeard attracts residents for work, education and leisure. By improving walking and cycling provision towards Liskeard Station, the Looe Branchline and the strategic bus network in Barras Street there is also potential to replace car trips on the strategic road network with more integrated and sustainable travel choices.

In 2018 the Liskeard Neighbourhood Plan was approved in a referendum with 91.5% support for policies and projects including sustaining and enhancing Liskeard's market town centre and for protecting and enhancing connections both within the town and the nearby countryside for pedestrians and cyclists, both supporting the development of a Local Walking and Cycling Infrastructure Plan.

Liskeard has the potential to increase the uptake in walking and cycling. Most journeys within the town and the immediate surrounding area are under 5km, a good walking or cycling distance for active travel journeys. The historic nature of the town centre make it a challenge for dedicated cycling infrastructure but improved conditions for walking and cycling can instead be achieved with a combination of lower speed limits, modal filters and re-prioritising walking and cycling. Proposals for an extensive cycle trails network, the 'Looe Valley Trails' and a trail 'loop' around Liskeard offer new recreational cycling and walking opportunities in and around the town and the bus and rail networks serving the town present good opportunities for more integrated travel for commuting and leisure trips.

However, its importance is much wider as the town is the service and economic centre for its hinterlands and the wider SE Cornwall economy and therefore its regeneration is vitally important to the economic wellbeing of the whole area. Improved public transport infrastructure will help extend the benefits of regeneration in Liskeard into the rural communities and the other towns of SE Cornwall.

The Map below illustrates the geographical spread of deprivation in the Liskeard area based on ranking all 32,844 Lower Super Output Areas (LSOAs), or neighbourhoods, nationally and dividing them in

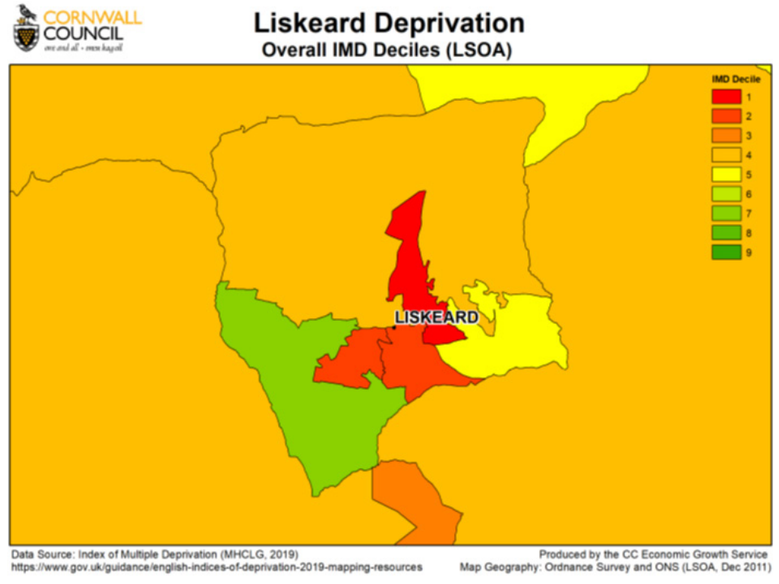


Figure 1 Liskeard Indices of Deprivation (IoD2019), Cornwall Council

to 10 equal groups (or deciles) according to their deprivation rank.

Areas shaded red are in the most deprived 10 per cent (or decile) of neighbourhoods in England while areas shaded green are in the least deprived 10 per cent.

Barriers to walking and cycling

Some of the current barriers to walking and cycling in Liskeard include:

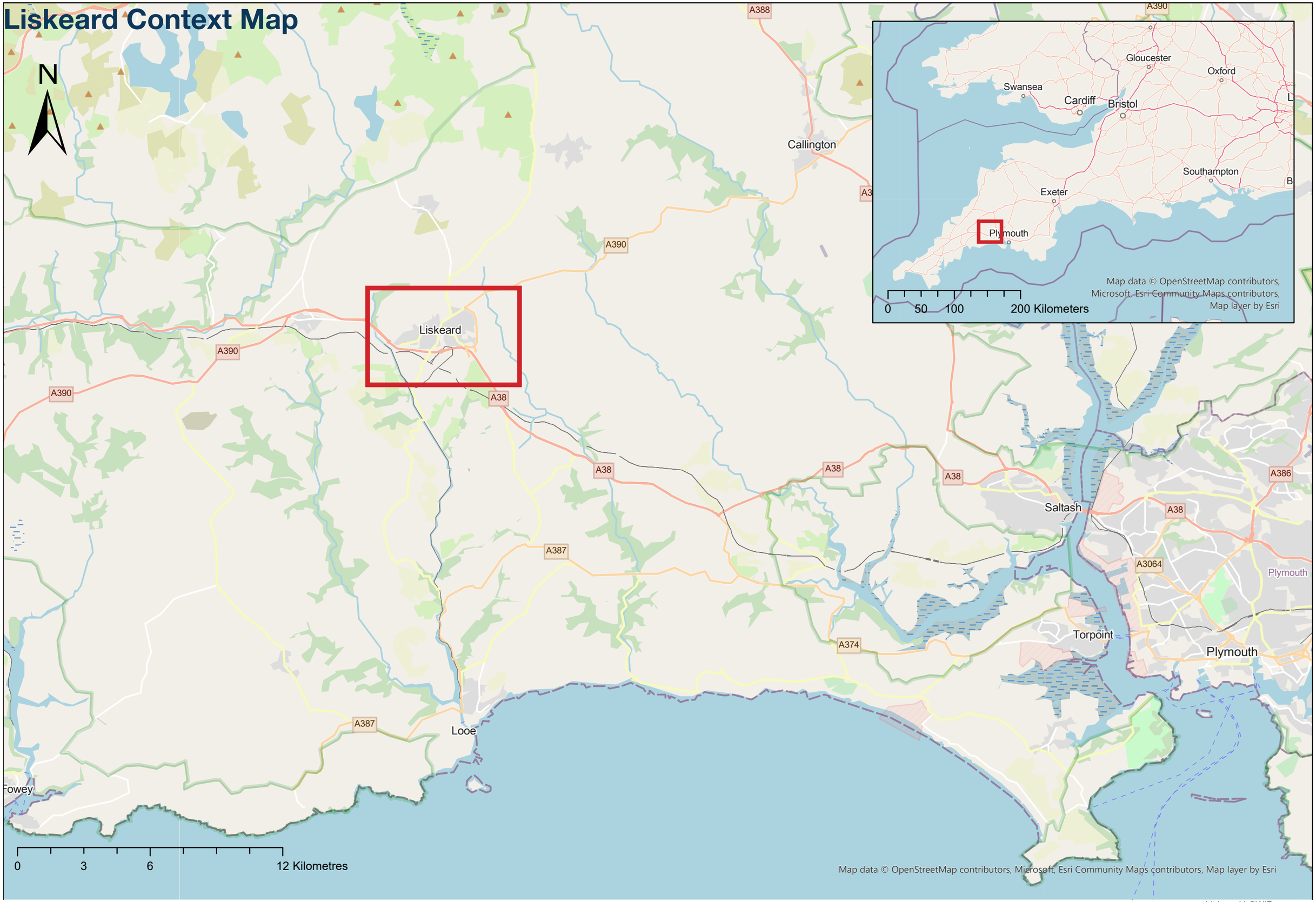
- Sub-standard and incomplete cycling provision
- Narrow and fragmented footway network
- The absence and lack of segregated cycling provision on neighbourhood streets, where speed limits are 30mph and higher:
    - B3254 New Road and Plymouth Road
    - Greenbank Road (B3254)
    - Station Road (B3254)
    - St Cleer Road (B3254)
    - Charter Way (A390)
- Limited convenient cycle parking facilities
- Lack of wayfinding for both internal movements across the town but also for accessing the countryside

Recommendations

Some examples of the types of recommendations to improve walking and cycling include:

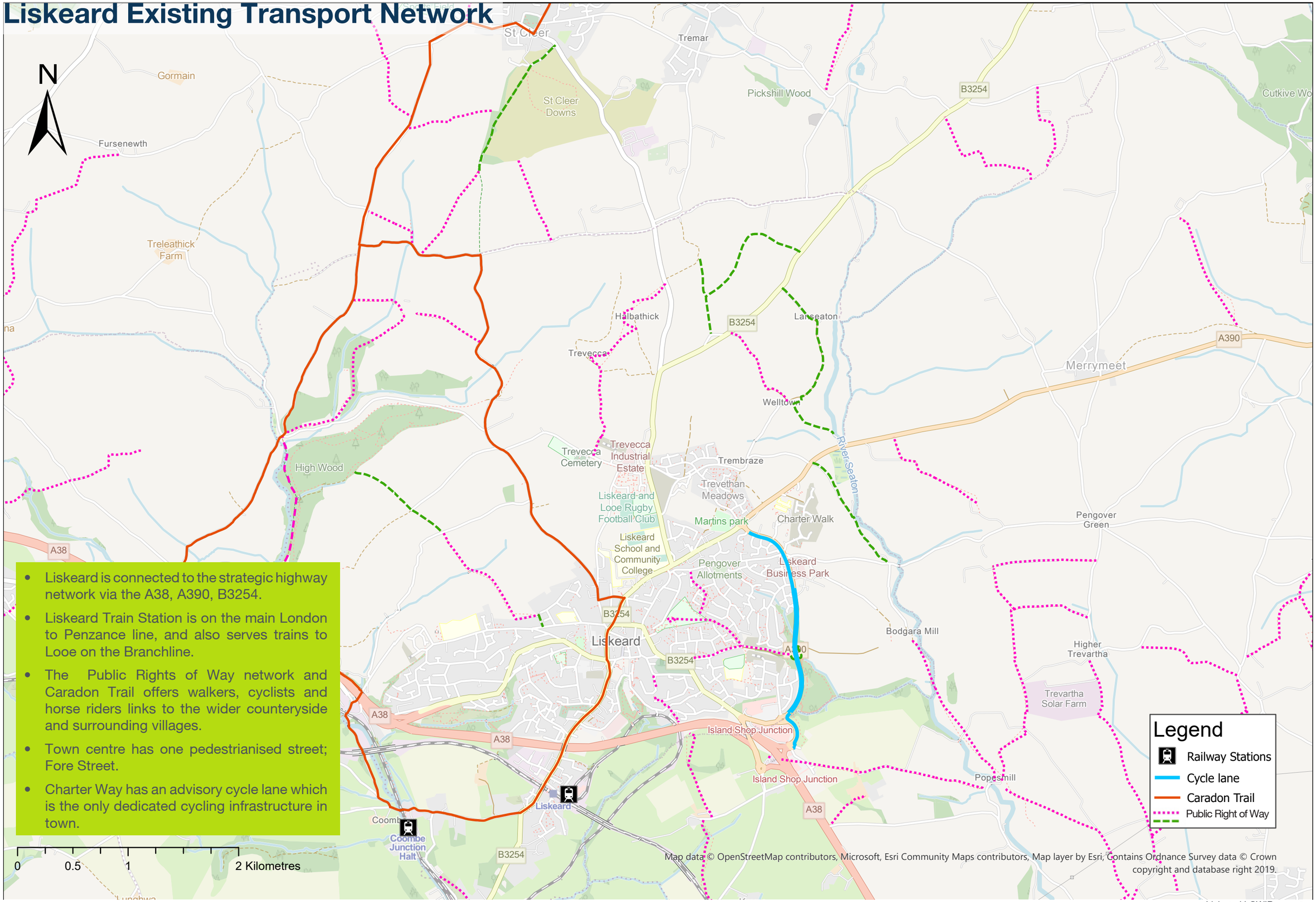
- Provide dedicated and connected cycling infrastructure linking key destinations to the town centre.
- Feasibility studies to redesign some of the roundabouts into a Dutch-style design (i.e. with dedicated provision for cycles and improved crossing facilities for pedestrians). See Fig.10.39 Design Principles Chapter 4 for an illustration of a Dutch -style roundabout with segregated cycle provision.
- Speed limit reduction, including 20mph town wide zones, to improve road safety and increase design options.
- Raised crossings for cyclists and pedestrians
- Reducing curb radii at junctions

Liskeard Context Map



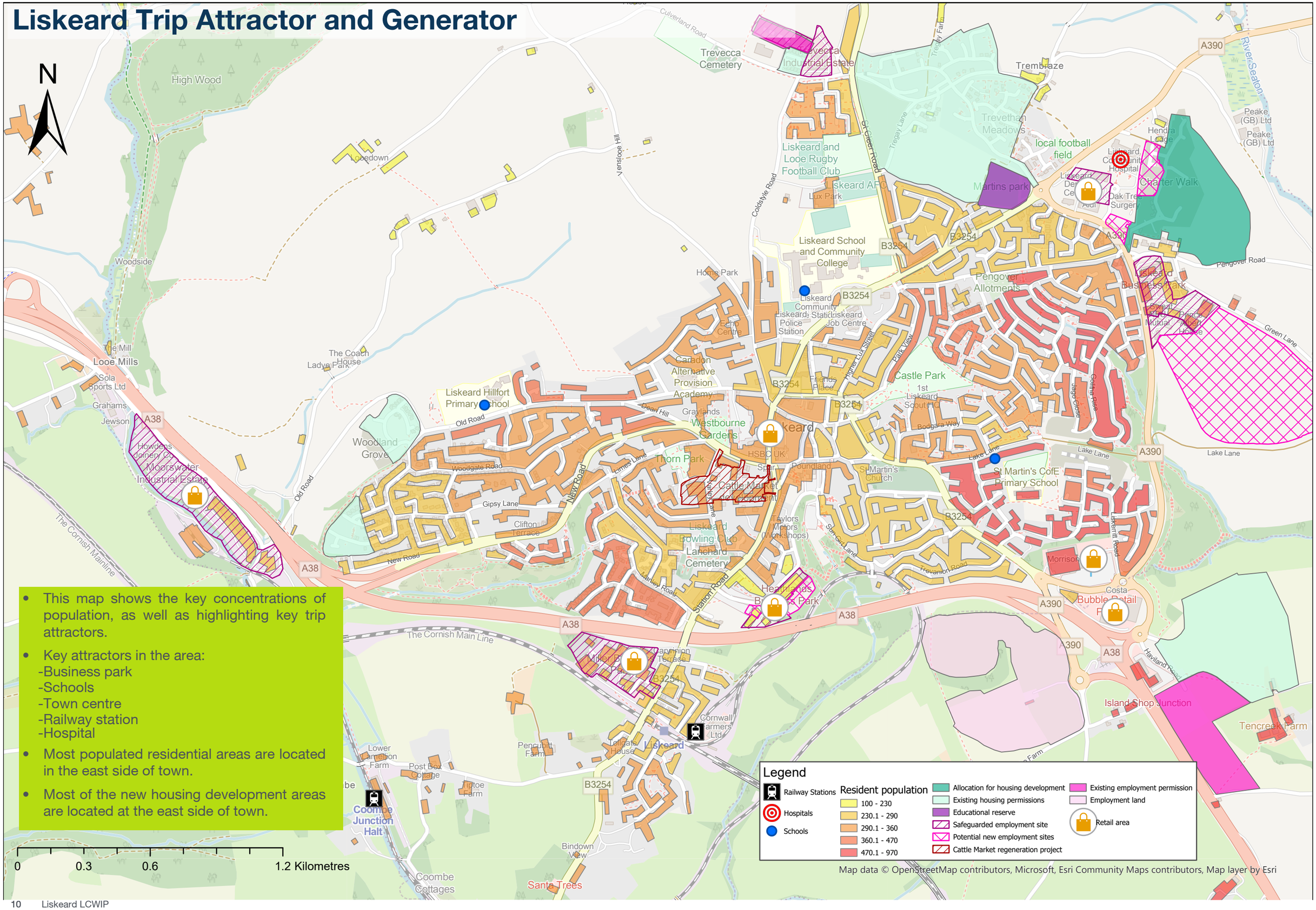
2. Background Study

Liskeard Existing Transport Network



- Liskeard is connected to the strategic highway network via the A38, A390, B3254.
- Liskeard Train Station is on the main London to Penzance line, and also serves trains to Looe on the Branchline.
- The Public Rights of Way network and Caradon Trail offers walkers, cyclists and horse riders links to the wider counteryside and surrounding villages.
- Town centre has one pedestrianised street; Fore Street.
- Charter Way has an advisory cycle lane which is the only dedicated cycling infrastructure in town.

Liskeard Trip Attractor and Generator



- This map shows the key concentrations of population, as well as highlighting key trip attractors.
- Key attractors in the area:
  - -Business park
  - -Schools
  - -Town centre
  - -Railway station
  - -Hospital
- Most populated residential areas are located in the east side of town.
- Most of the new housing development areas are located at the east side of town.

0 0.3 0.6 1.2 Kilometres

Legend

Railway Stations
Hospitals
Schools

Resident population
100 - 230
230.1 - 290
290.1 - 360
360.1 - 470
470.1 - 970

Allocation for housing development
Existing housing permissions
Educational reserve
Safeguarded employment site
Potential new employment sites
Cattle Market regeneration project

Existing employment permission
Employment land
Retail area

Liskeard Trip Attractor and Generator

- Trip attractors and generators were clustered by proximity to simplify the analysis
- The desire lines link the different clusters showing the most common travel patterns in the area

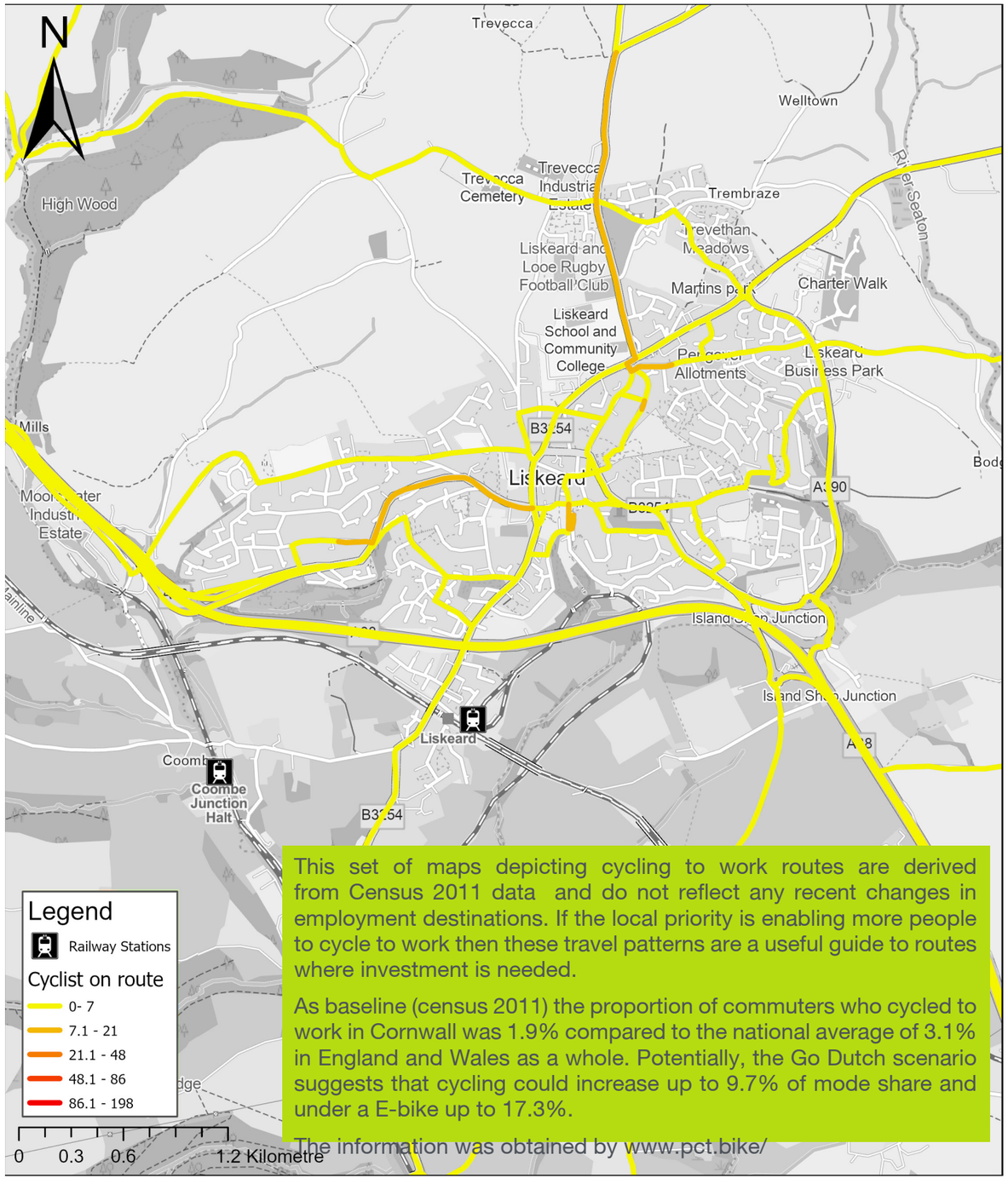
Legend
Trip attractor
Trip generator
Desire lines

0 0.3 0.6 1.2 Kilometres

0 1 2 4 Kilometers

Map data © OpenStreetMap contributors, Microsoft, Esri Community Maps contributors, Map layer by Esri

Liskeard Propensity to Cycle Tool (PCT)
Commute Data Census 2011

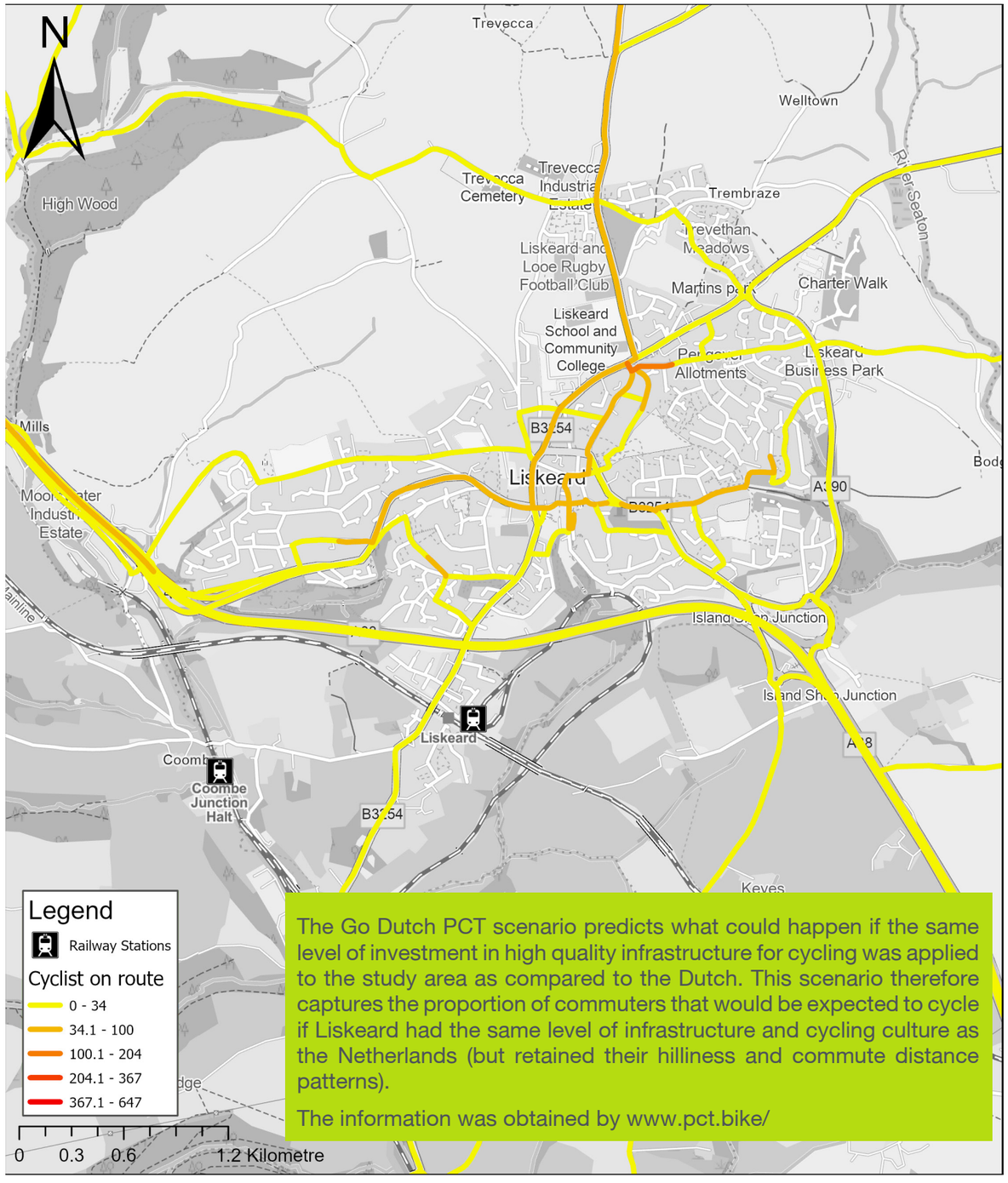


This set of maps depicting cycling to work routes are derived from Census 2011 data and do not reflect any recent changes in employment destinations. If the local priority is enabling more people to cycle to work then these travel patterns are a useful guide to routes where investment is needed.

As baseline (census 2011) the proportion of commuters who cycled to work in Cornwall was 1.9% compared to the national average of 3.1% in England and Wales as a whole. Potentially, the Go Dutch scenario suggests that cycling could increase up to 9.7% of mode share and under a E-bike up to 17.3%.

The information was obtained by www.pct.bike/

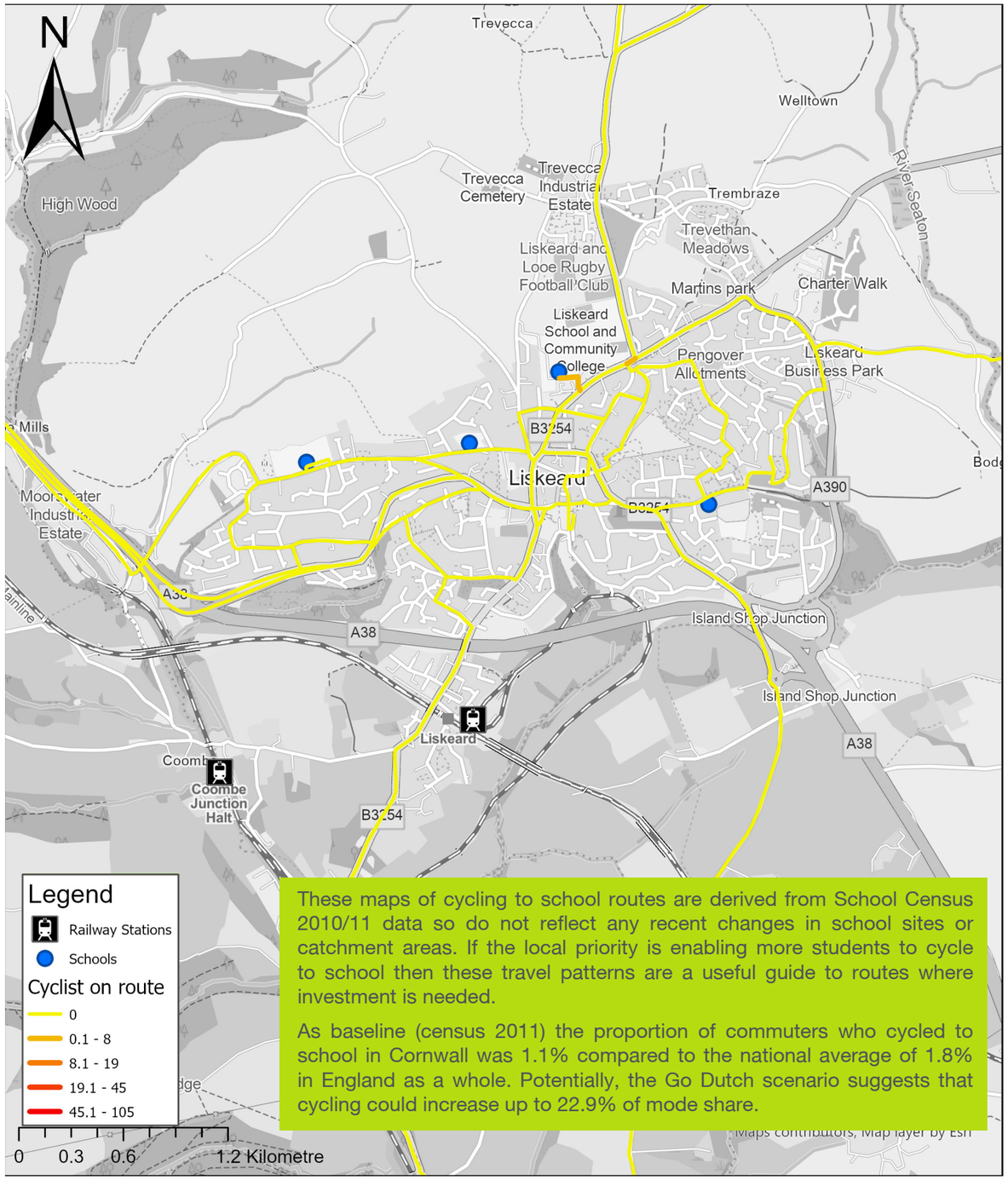
Liskeard PCT
Commute Dutch Scenario



The Go Dutch PCT scenario predicts what could happen if the same level of investment in high quality infrastructure for cycling was applied to the study area as compared to the Dutch. This scenario therefore captures the proportion of commuters that would be expected to cycle if Liskeard had the same level of infrastructure and cycling culture as the Netherlands (but retained their hilliness and commute distance patterns).

The information was obtained by www.pct.bike/

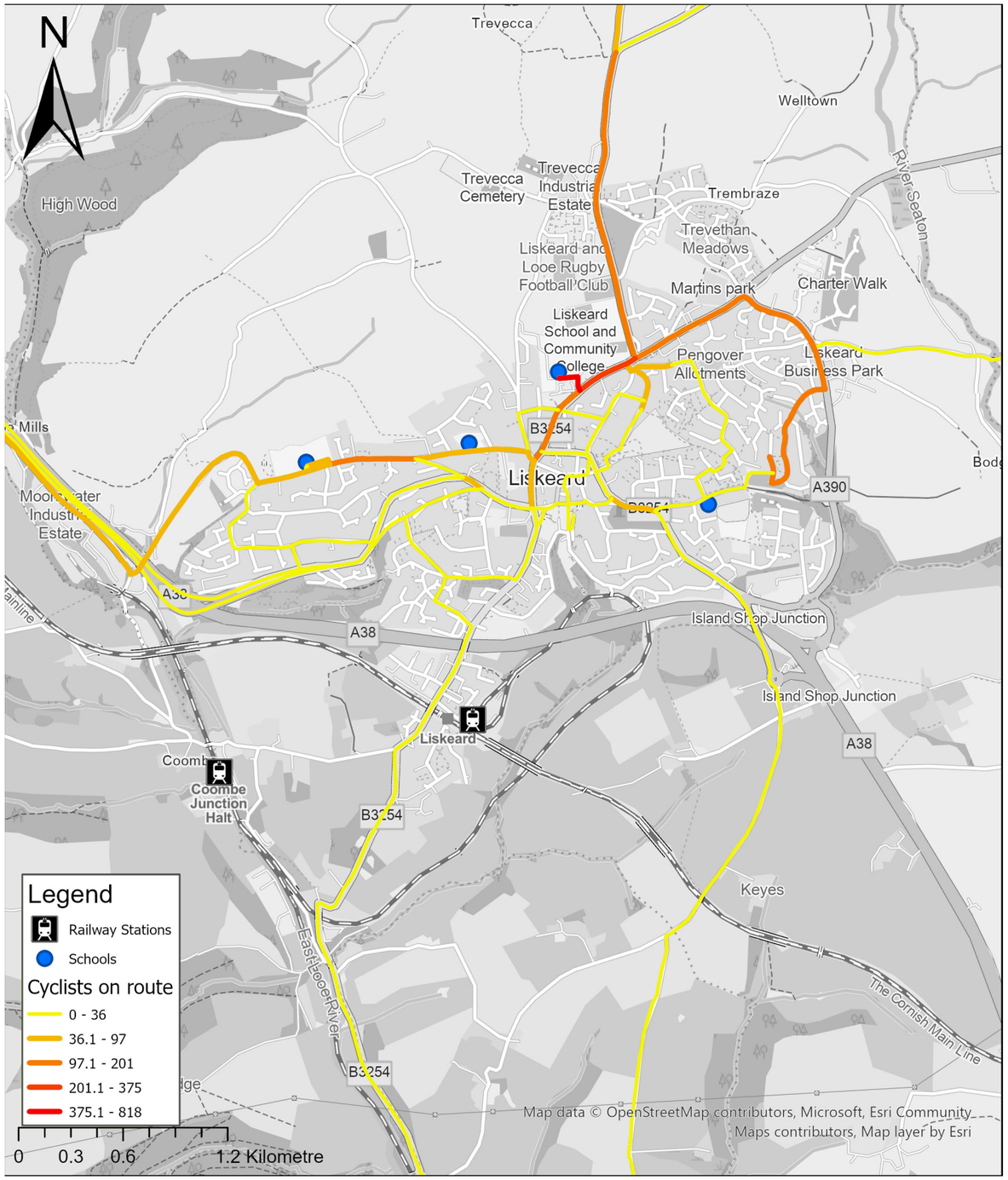
Liskeard PCT School Data Census 2011



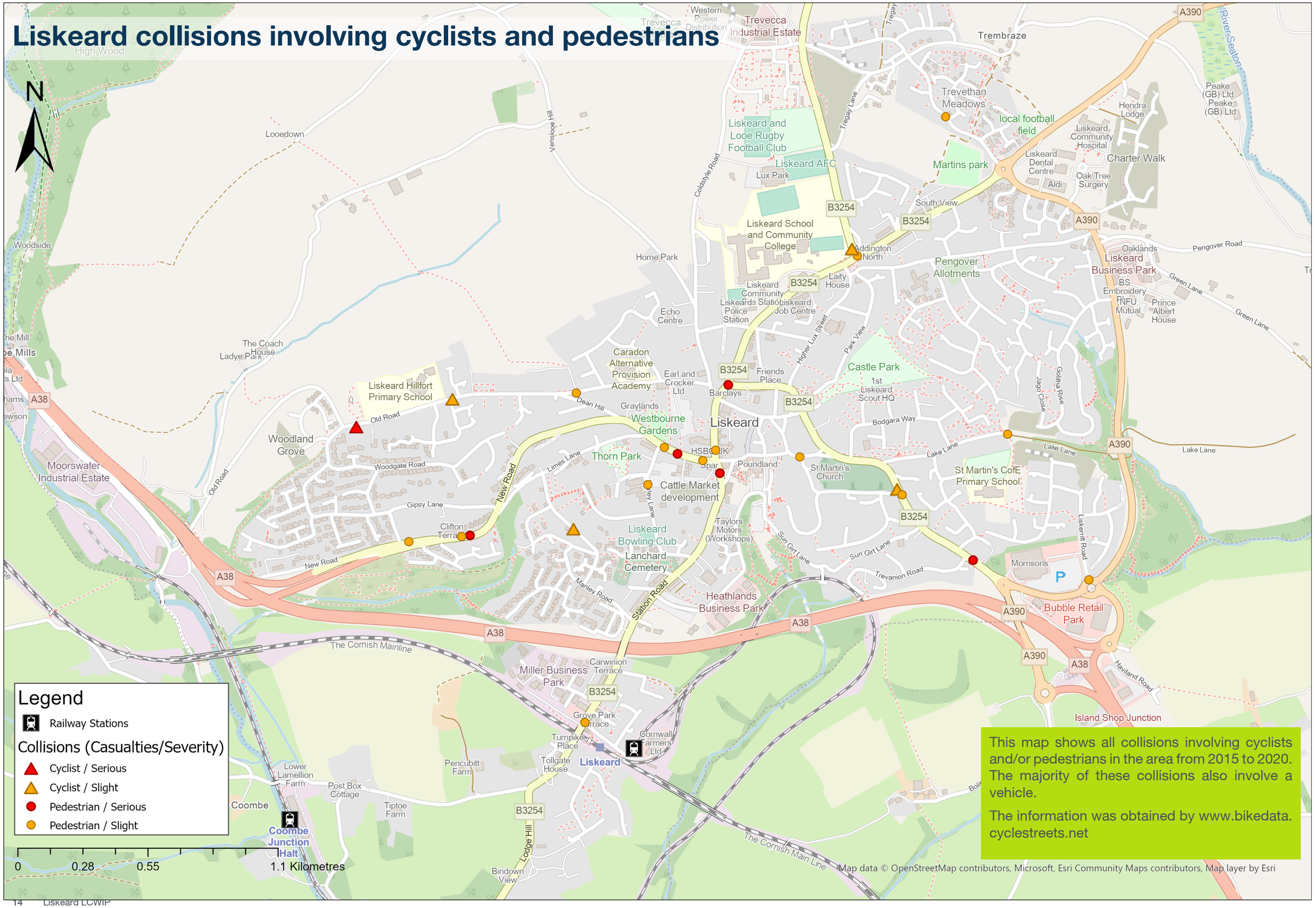
These maps of cycling to school routes are derived from School Census 2010/11 data so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school then these travel patterns are a useful guide to routes where investment is needed.

As baseline (census 2011) the proportion of commuters who cycled to school in Cornwall was 1.1% compared to the national average of 1.8% in England as a whole. Potentially, the Go Dutch scenario suggests that cycling could increase up to 22.9% of mode share.

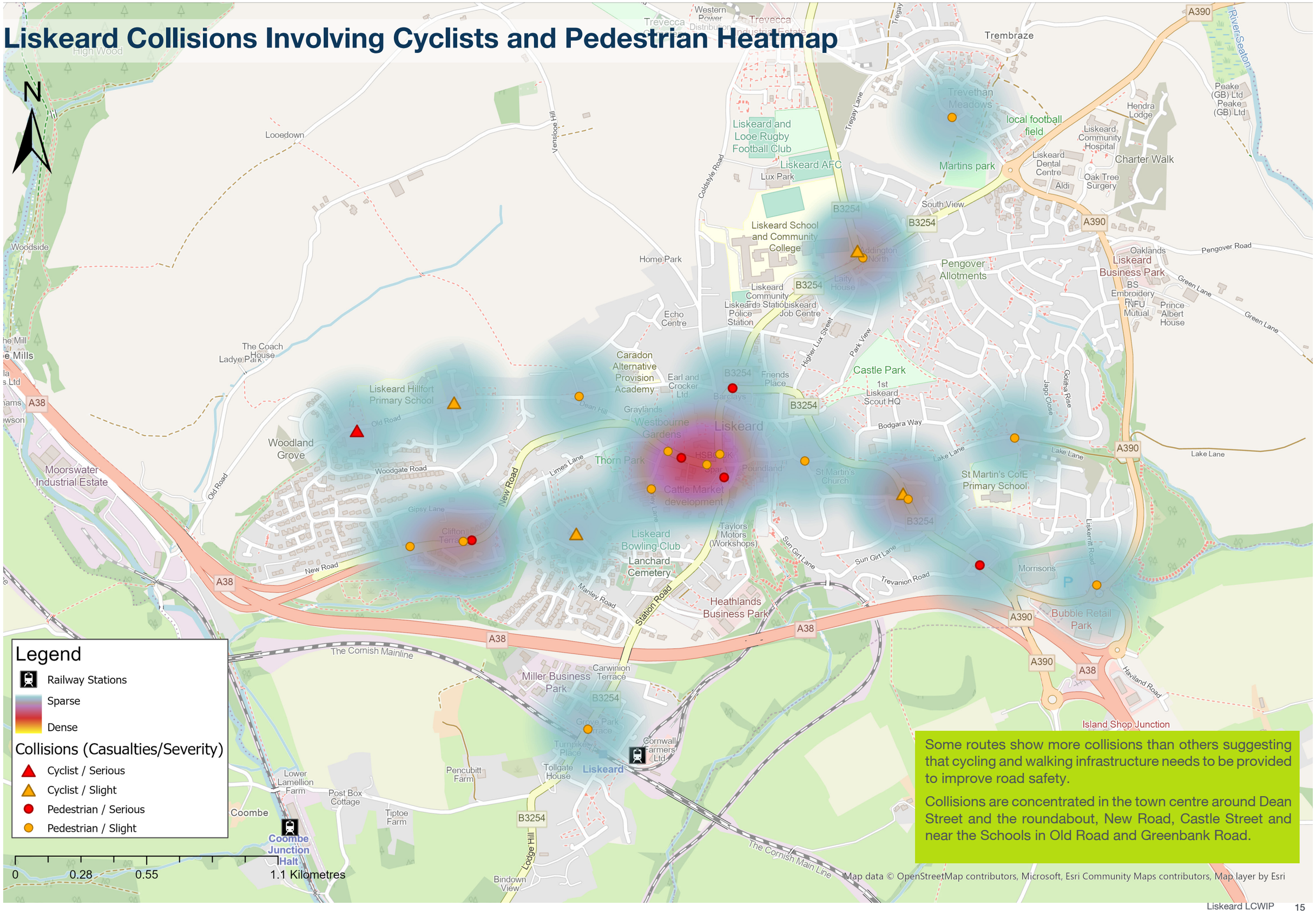
Liskeard PCT School Dutch Scenario



Liskeard collisions involving cyclists and pedestrians



Liskeard Collisions Involving Cyclists and Pedestrian Heatmap



3. Stakeholder and Public Engagement

Stakeholder and Public Engagement

It is highly desirable and beneficial for an LCWIP to engage fully with local stakeholders and the community in the early stages of the process. The recommendations will therefore be more impactful and have greater buy-in if the community is involved at an early stage in the project through to its implementation. For this LCWIP we developed a two-phase approach, with this first phase acting to crowd source local information and the second phase to validate and prioritise the proposed schemes.

In summary we delivered **10 engagement activities** including workshops, pop-up consultation and online tools, engaging with **350 participants approx**. (The total is an estimate as participants may repeat on different workshops and with online tool data we only count the number of users logged in but we cannot assume that one user is equivalent to one person e.g. 3 people could be behind the screen commenting on the tool under only one user).

Phase 1: Crowd source local information

For the first phase of stakeholder and public engagement there were three forms of engagement; **Stakeholder workshop, Online mapping tool and youth engagement in schools.**

Stakeholder and public workshops

We held two workshops – one stakeholder workshop with Cornwall Councillors, Officers and Town Councillors and one Public workshop with members of the public. At this stage in the process we presented the baseline information about existing conditions and future proposals using this as a prompt to capture stakeholders views on key barriers to walking and cycling, key routes, desire lines and destinations which should be served so that the route and walking zone development process can be informed and shaped using local knowledge.

Online mapping tool

Participants to the workshops as well as the community were invited to get involved by posting responses using the bespoke on-line Community Mapping Tool. The Mapping Tool was made available on the Town Councils website and promoted via the Newsletter and Looe valley Trails Lets Talk web page. Participants were then able to post comments about the environment for pedestrians and cyclists and identify barriers to walking and cycling.

Youth engagement

Sustrans ran youth engagement workshops at all of the schools in Liskeard. The workshops comprised of an introduction to the concept of LCWIPs and pupil and staff participation in identifying general and specific barriers to walking and cycling. Students, school staff, parents and governors were also provided with a link to the Community Mapping Tool.

Phase 2: Validation and prioritisation

For the second phase of stakeholder and public engagement there were three separate engagement opportunities; **Stakeholder Workshop, Online mapping tool, face to face consultation.**

Stakeholder and public workshops

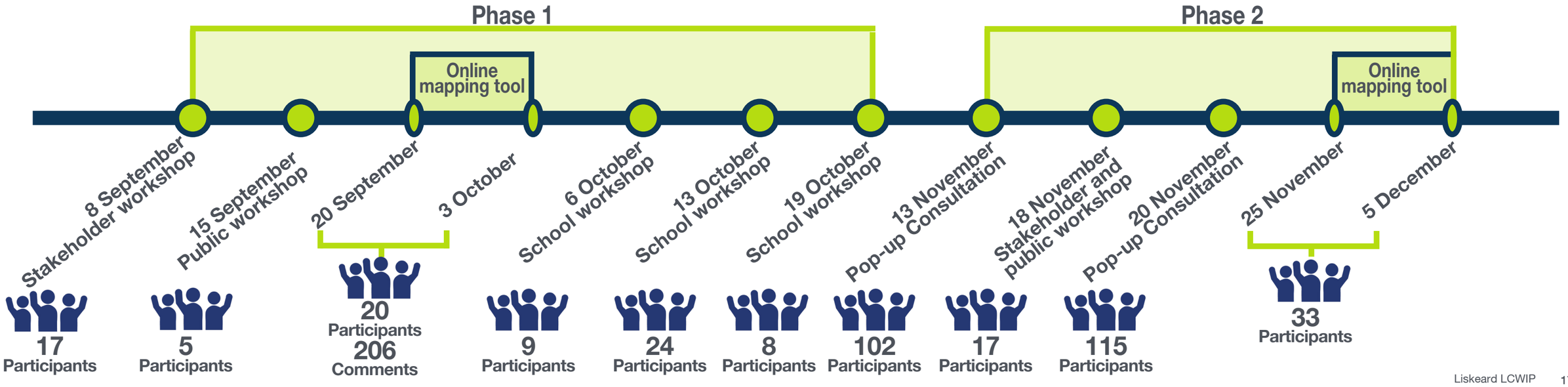
As in phase 1, we hosted two workshops – one internal workshop focused on Cornwall Councillors, Officers and Town Councillors and one external workshop for the public. In both workshops we offered participants the opportunity to carry out a high level prioritisation exercise using a framework of deliverability against impact. This helped us to prioritise between the different schemes.

Online mapping tool

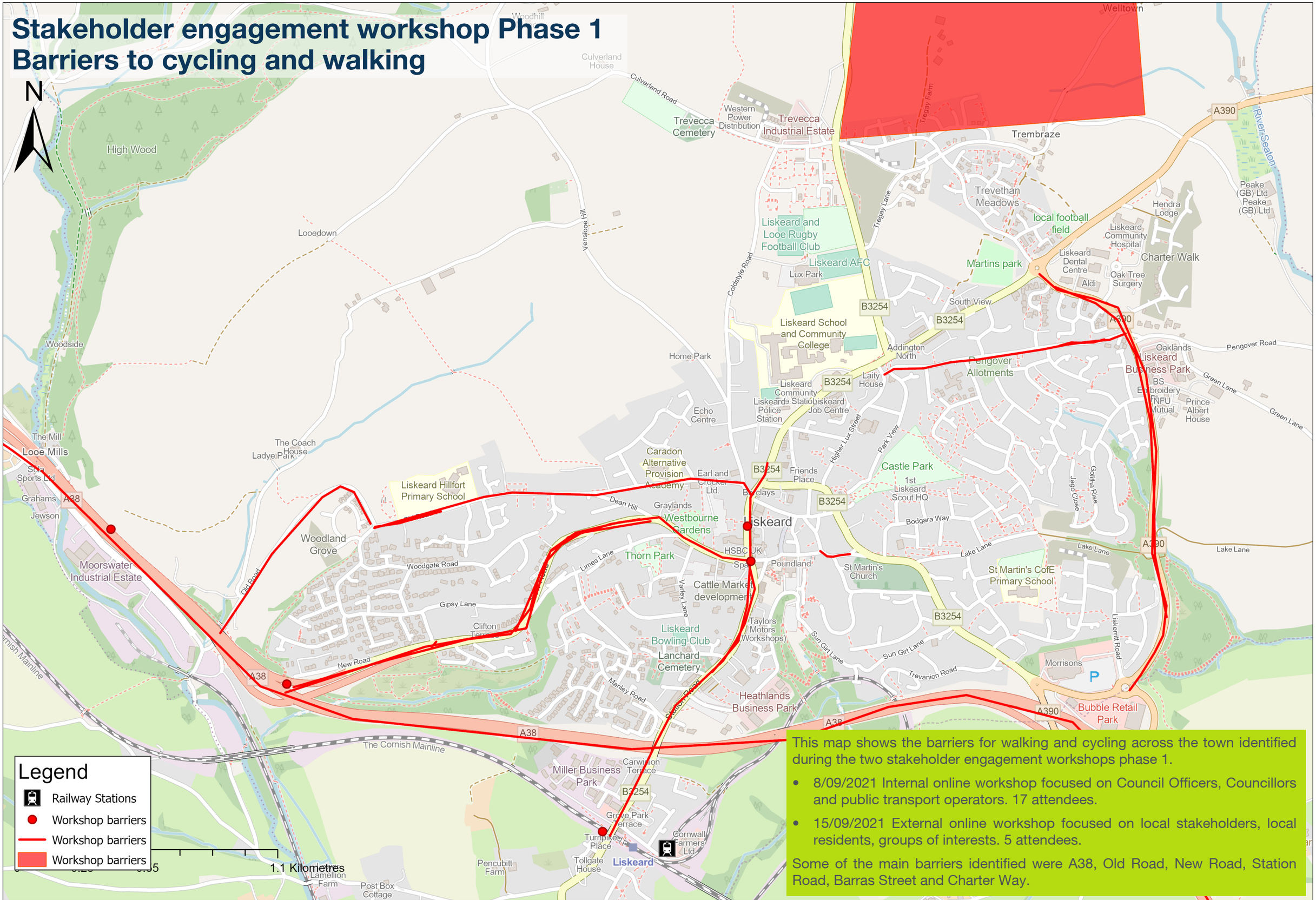
Stakeholders and the public were again provided with a link to the online mapping tool to 'validate' the network and prioritise the schemes.

Face to face consultation

Liskeard Town Council ran two pop-up consultation events in different parts of the town to help with validating the network and identify with prioritising schemes. It was also an opportunity to get a sense about public opinions towards some of the proposed recommendations such as reducing speed limits to 20mph across the town.



Stakeholder engagement workshop Phase 1
Barriers to cycling and walking



This map shows the barriers for walking and cycling across the town identified during the two stakeholder engagement workshops phase 1.

- 8/09/2021 Internal online workshop focused on Council Officers, Councillors and public transport operators. 17 attendees.
- 15/09/2021 External online workshop focused on local stakeholders, local residents, groups of interests. 5 attendees.

Some of the main barriers identified were A38, Old Road, New Road, Station Road, Barras Street and Charter Way.

Stakeholder engagement workshop Phase 1
Potential cycle corridors

N

Legend

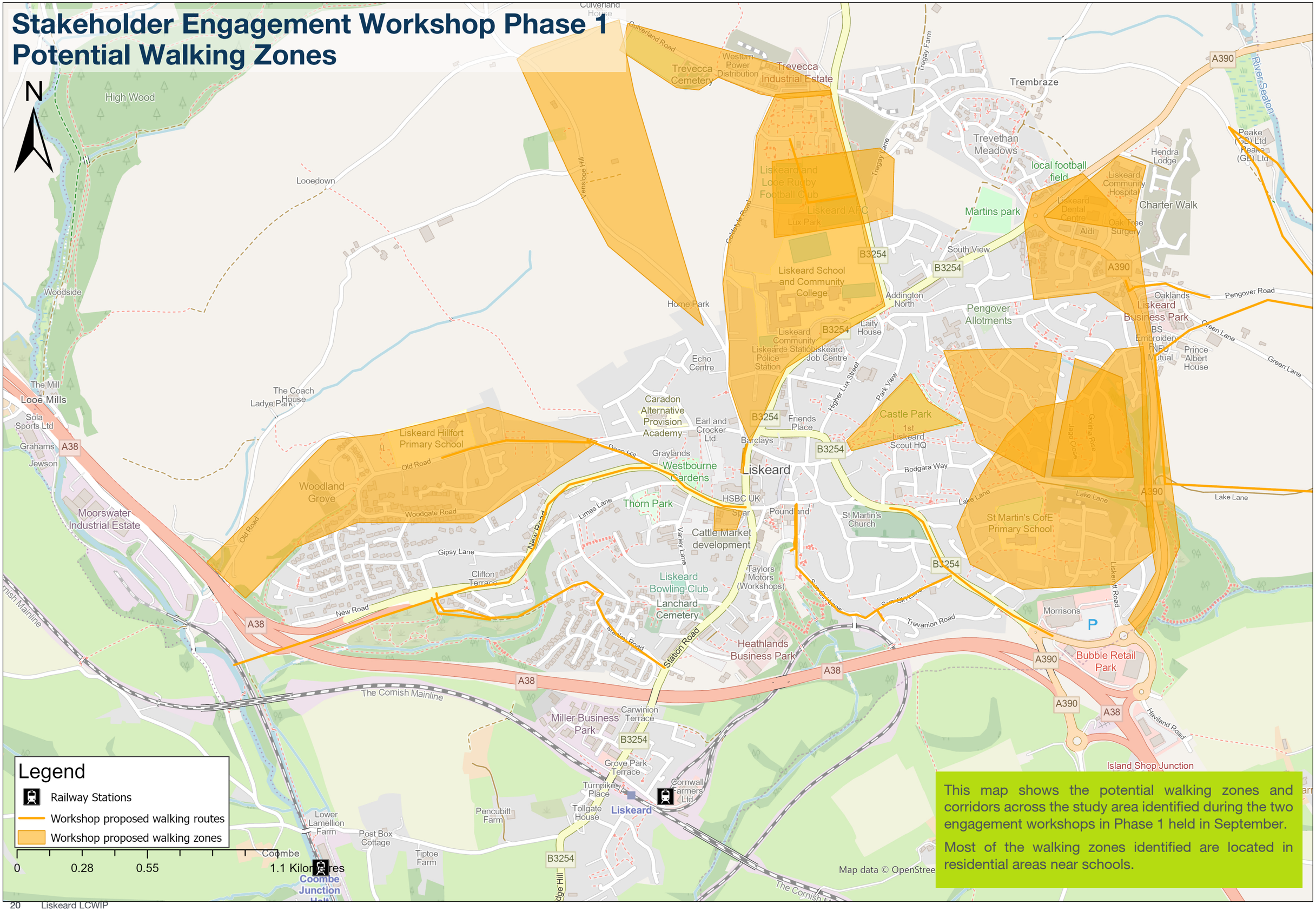
- Railway Stations
- Workshop proposed cycle corridors

0 0.28 0.55 1.1 Kilometres

This map shows the potential cycle corridors across the study area identified during the two engagement workshops in Phase 1 held in September.

Some of the main cycle corridors identified include A38 corridor, Old Road, New Road, Station Road, Barras Street, Greenbank Road, Charter Way, Plymouth Rd., among others.

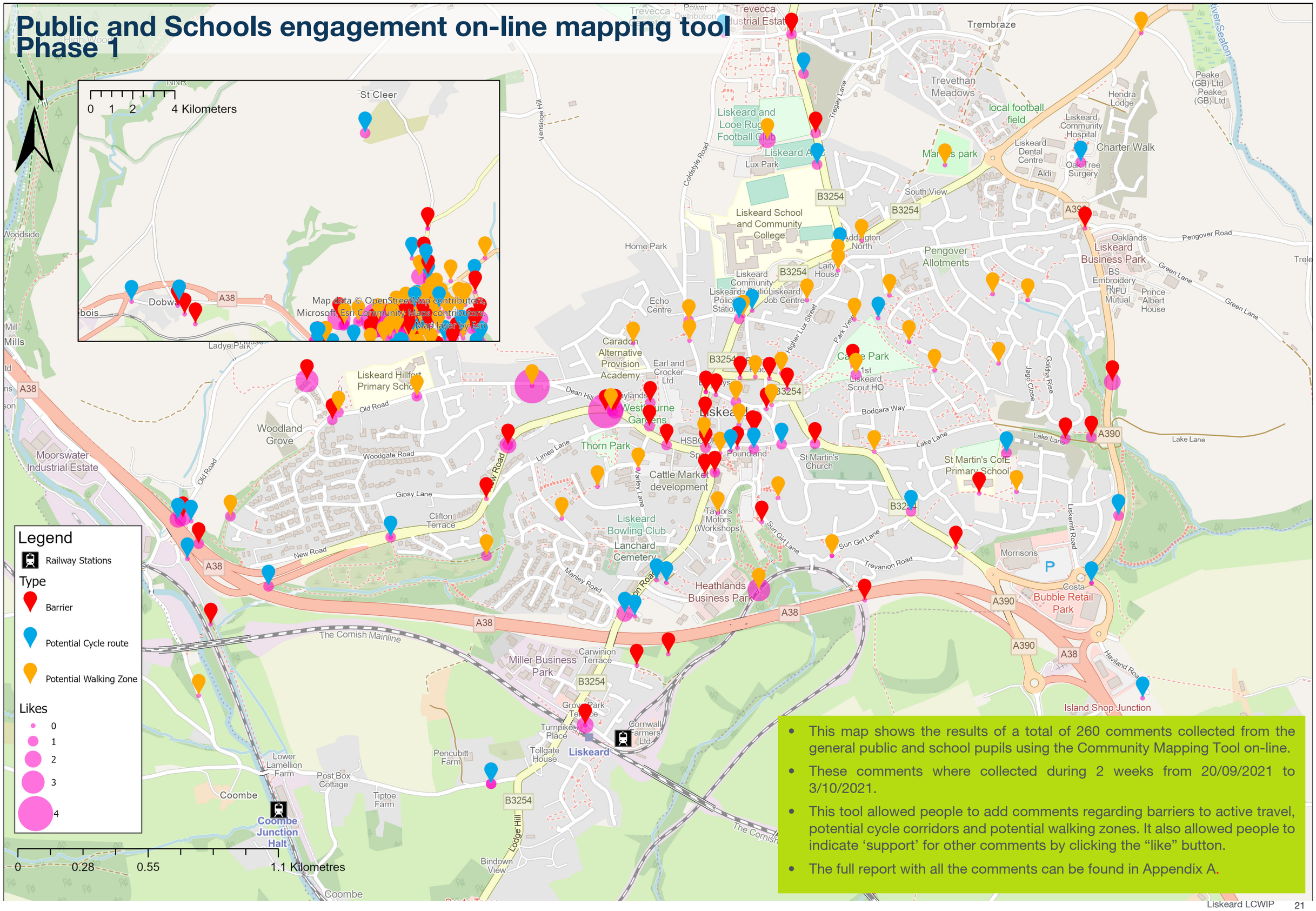
Stakeholder Engagement Workshop Phase 1
Potential Walking Zones



This map shows the potential walking zones and corridors across the study area identified during the two engagement workshops in Phase 1 held in September.

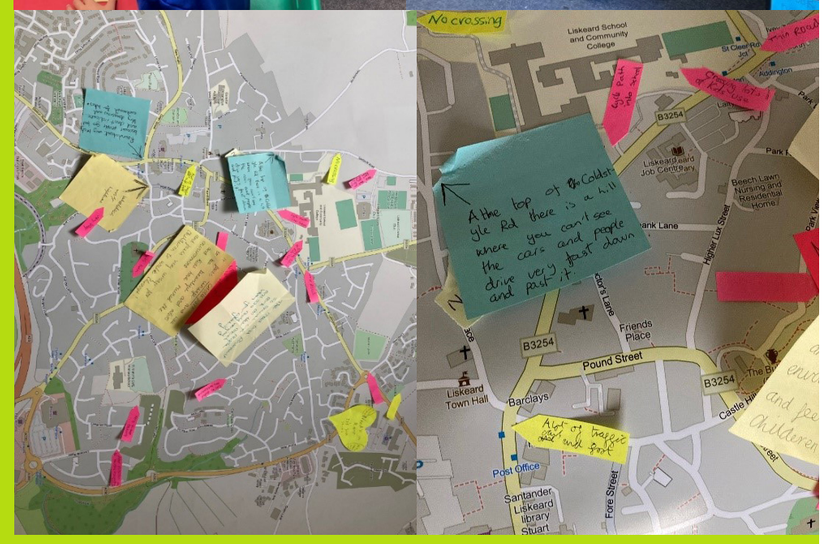
Most of the walking zones identified are located in residential areas near schools.

Public and Schools engagement on-line mapping tool Phase 1



- This map shows the results of a total of 260 comments collected from the general public and school pupils using the Community Mapping Tool on-line.
- These comments where collected during 2 weeks from 20/09/2021 to 3/10/2021.
- This tool allowed people to add comments regarding barriers to active travel, potential cycle corridors and potential walking zones. It also allowed people to indicate 'support' for other comments by clicking the "like" button.
- The full report with all the comments can be found in Appendix A.

Youth Engagement Workshop Phase 1



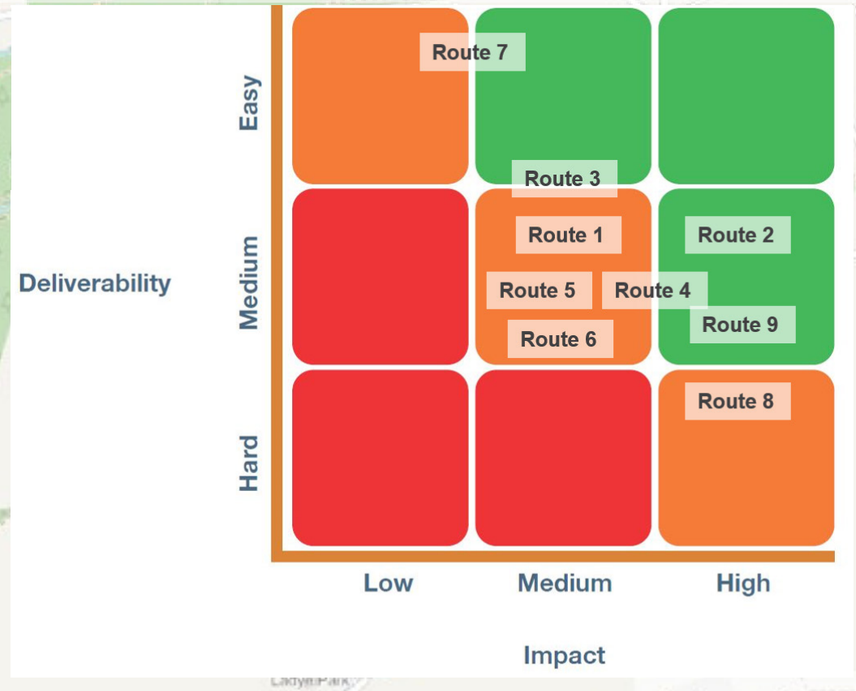
To complement the public engagement Sustrans ran youth engagement workshops at all of the schools in Liskeard.

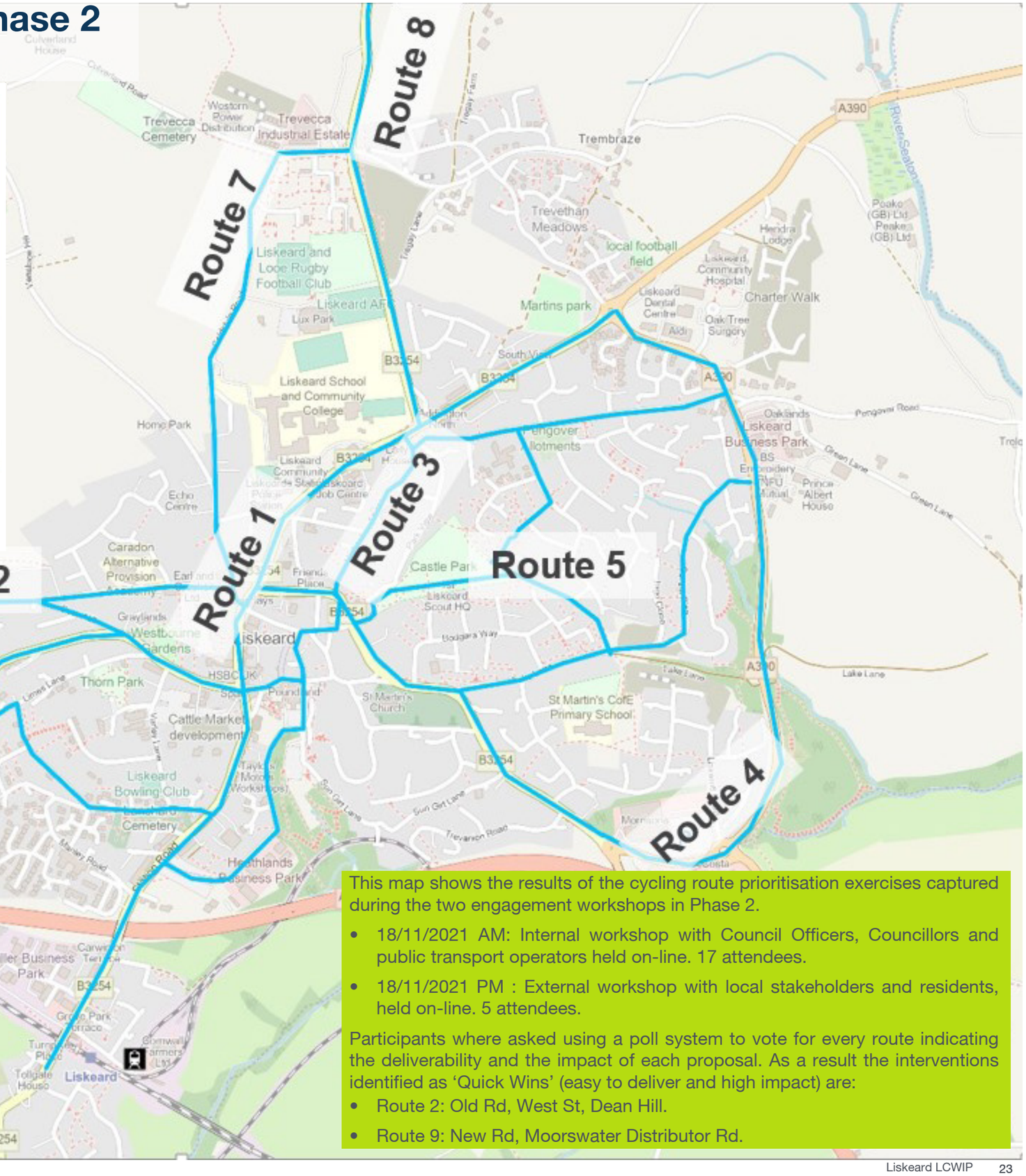
The workshop comprised of a Powerpoint presentation explaining the rationale behind the LCWIP and student participation in identifying general and specific barriers to walking and cycling

- Workshop 1 - Liskeard Hillfort Primary School 06/10/21. 9 pupils, 2 staff.
- Workshop 2 - Liskeard School and Community College 13/10/21. 24 students, 1 staff.
- Workshop 3 – St Martin's C of E Primary School 19/10/21. 8 students, 1 staff.

The full report can be found in Appendix B.

Community engagement workshop Phase 2 ‘Prioritisation’





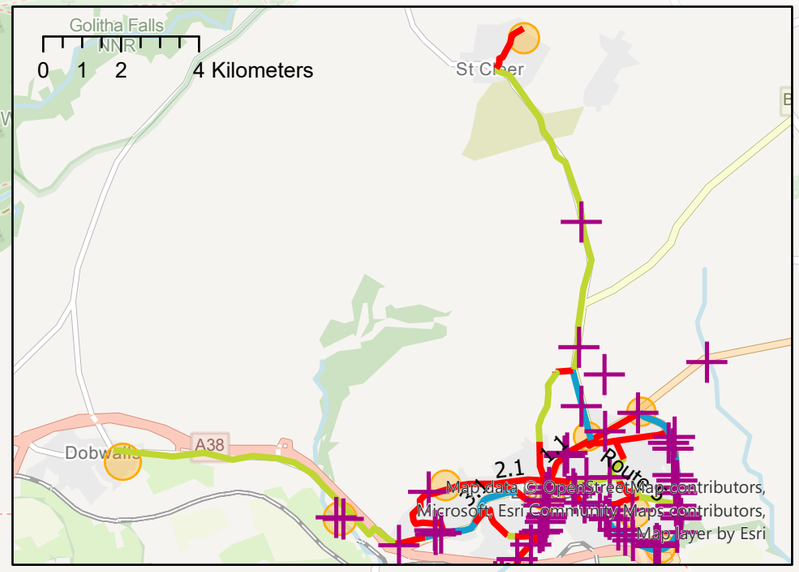
This map shows the results of the cycling route prioritisation exercises captured during the two engagement workshops in Phase 2.

- 18/11/2021 AM: Internal workshop with Council Officers, Councillors and public transport operators held on-line. 17 attendees.
- 18/11/2021 PM : External workshop with local stakeholders and residents, held on-line. 5 attendees.

Participants where asked using a poll system to vote for every route indicating the deliverability and the impact of each proposal. As a result the interventions identified as ‘Quick Wins’ (easy to deliver and high impact) are:

- Route 2: Old Rd, West St, Dean Hill.
- Route 9: New Rd, Moorswater Distributor Rd.

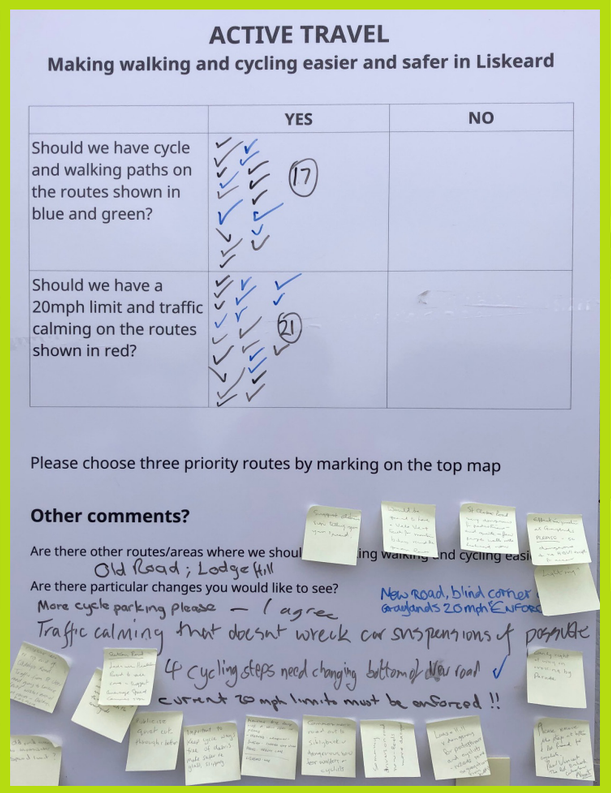
Public Engagement Online Tool Phase 2 Prioritisation

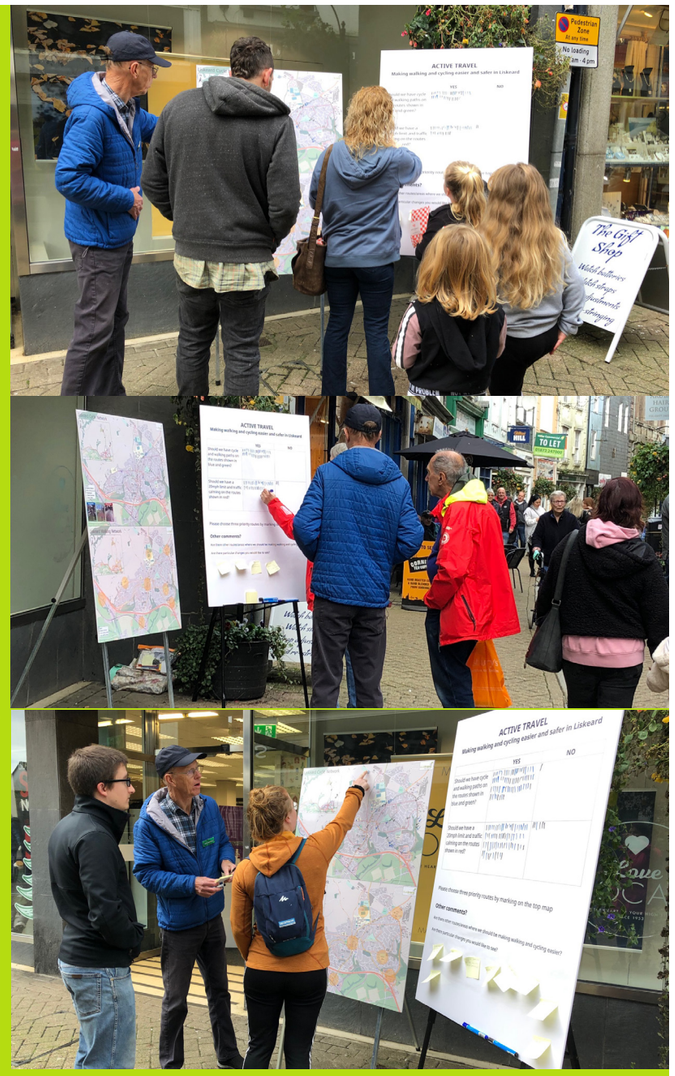


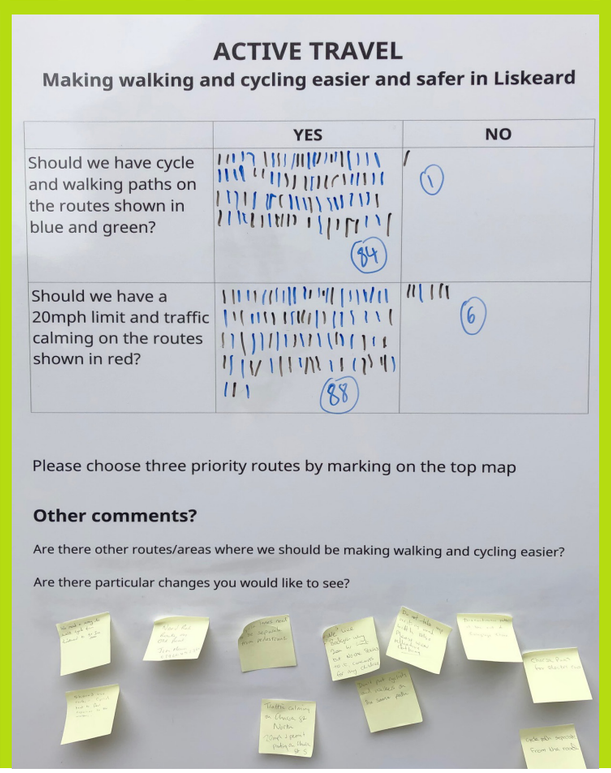
- This map shows the results of a total of 60 votes posted by the general public using the online mapping tool.
- The votes where collected during ten days from 25/11/2021 to 5/12/2021.
- People were asked to vote for their three preferences for cycle routes and walking zones.

- The three preferred walking zones were:
  - Town centre
  - Train station
  - Morrisons
- The three preferred cycle routes were:
  - Barras Street, Greenbank Road
  - Charter Way
  - Plymouth Road

Face to Face consultation Phase 2 Prioritisation







To complement the public engagement Liskeard Town Council and volunteers ran two face to face consultation events in different areas of the town.

- Pop-up consultation 1 - Produce Market 13/11/21. 38 participants.
- Pop-up consultation 2 - Liskerrett Centre and Fore Street 20/11/21. 179 participants.
- 101 people agreed and 1 disagreed with the proposed schemes.
- 109 people agreed and 6 disagreed with reducing to 20mph speed limit on roads shown in red.
- The three preferred cycle routes were :
  - Barras St, Greenbank Rd.
  - Charter Way.
  - Old Rd, West St.

The full report can be found in Appendix C.

4. Design Principles

Design Principles

The recommendations for this study have been based on the standards presented in the Department for Transport (DfT) Cycle Infrastructure Design guidance document Local Transport Note (LTN) 1/20 and Manual for Streets.

Some of the most relevant criteria considered for cycle corridors and focus junctions recommendations are presented as follows:

Local Transport Note 1/20

This national guidance provides a recommended basis for those standards based on five Core design principles and 22 summary principles, as follows:

Summary Principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.
3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.
5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.
6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.
7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.
8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.
10. Schemes must be legible and understandable.
11. Schemes must be clearly and comprehensively signposted and labelled.
12. Major ‘iconic’ items, such as overbridges must form part of wider, properly thought-through schemes.
13. As important as building a route itself is maintaining it properly afterwards.
14. Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
15. Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.
16. Access control measures, such as chicane barriers and dismount signs, should not be used.
17. The simplest, cheapest interventions can be the most effective.
18. Cycle routes must flow, feeling direct and logical
19. Schemes must be easy and comfortable to ride.
20. All designers of cycle schemes must experience the roads as a cyclist.
21. Schemes must be consistent.
22. When to break these principles.

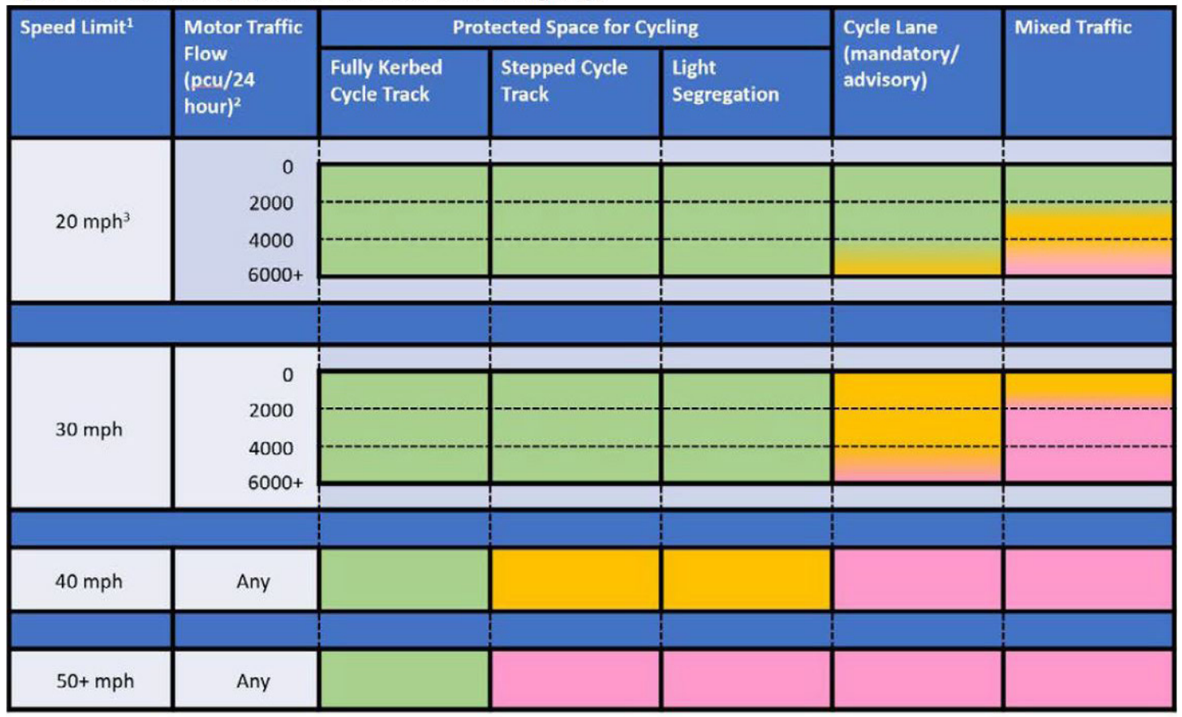
Core design principles

The five core design principles represent the essential requirements to achieve more people travelling by cycle, based on best practice both internationally and across the UK.

Design Standards

Relevant extracts from LTN 1/20 used as a basis for recommendations in this report:

Figure 4.1: Appropriate protection from motor traffic on highways



Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

*Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

Table 7-2: Minimum acceptable lane widths*

Feature	Desirable minimum	Absolute minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGVs, or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic.
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles** and/or peak hour <500 vehicles with minimal HGV/Bus traffic.

* these lane widths assume traffic is free to cross the centre line, see 7.2.9 for details on critical widths at pinch points

** While centre line removal is still feasible with higher flows, the frequency at which oncoming vehicles must enter the cycle lane to pass one another can make the facility uncomfortable for cycling.

Table 10-2: Crossing design suitability

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any					
40 mph and 50 mph	> 10000	Any					
	6000 to 10000	2 or more					
	0-6000	2					
	0-10000	1					
≤ 30mph	> 8000	> 2					
	> 8000	2					
	4000-8000	2					
	0-4000	2					
	0-4000	1					

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:

1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

Figure 10.37: Roundabout with one way cycle tracks and parallel crossings

Figure 10.39: Carriageway-level cycle track used with 'hold the left' traffic staging

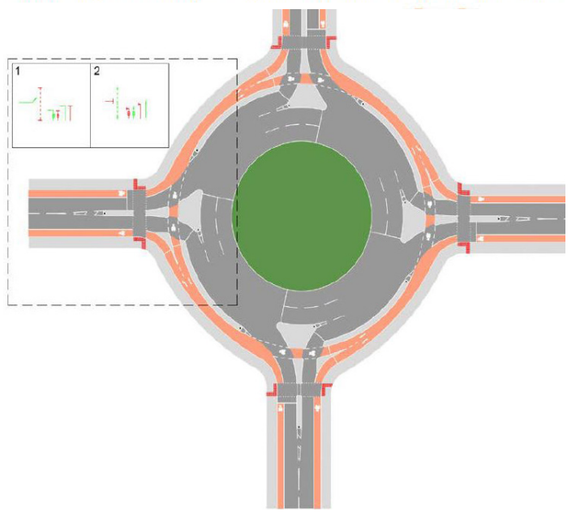


Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking.	5% of total capacity co-located with disabled car parking.
Retail	Small (<200m²)	1 per 100m²	1 per 100m²
	Medium (200-1,000m²)	1 per 200m²	1 per 200m²
	>1,000m²	1 per 250m²	1 per 500m²
Employment	Office/Finance (A2/B1)	1 per 1000m²	1 per 200m²
	Industrial/Warehousing (B2/B8)	1 per 1,000m²	1 per 500m²
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m² or 1 per 30 seats/ capacity	1 per 5 employees
	Educational Institutions	–	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students; 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	–	1 per bedroom
	Sheltered/elderly housing/ nursing homes	0.05 per residential unit	0.05 per bedroom
Public Transport Interchange	Standard stop	Upon own merit	–
	Major interchange	1 per 200 daily users	–

Healthy Streets Design Check[1]

This national guidance provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for recommendations for walking zones and routes are presented as follows.

What is Healthy Streets?

Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health. The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm and planning.

The 10 Healthy Streets Indicators

Our Approach is based on 10 evidence-based Healthy Streets Indicators, each describing an aspect of the human experience of being on streets. These ten must be prioritised and balanced to improve social, economic and environmental sustainability through how streets are designed and managed.

This Approach can be applied to any streets, anywhere in the world. It builds improvements on existing conditions rather than seeking a fixed end goal. Taking this Approach requires incremental changes in all aspects of the decision-making processes related to streets and transport.

Everyone feels welcome

Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.

Easy to cross

Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly so if we make that difficult for them they will get frustrated and give up. This is called 'severance' and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it's fast moving traffic too.

1https://www.healthystreets.com/what-is-healthy-streets

Shade & shelter

Shade and shelter can come in many forms – trees, awnings, colonnades – and they are needed to ensure that everyone can use the street whatever the weather. In sunny weather we all need protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature, in rain and high winds we all welcome somewhere to shelter. To ensure our streets are inclusive of everyone and welcoming to walk and cycle in no matter the weather we must pay close attention to shade and shelter.

Places to stop & rest

Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge. Seating is therefore essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell.

Not too noisy

Noise from road traffic impacts on our health and wellbeing in many ways, it also makes streets stressful for people living and working on them as well as people walking and cycling on them. Reducing the noise from road traffic creates an environment in which people are willing to spend time and interact.

People choose to walk & cycle

We all need to build regular activity into our daily routine and the most effectively to do this is to walk or cycle for short trips or as part of longer public transport trips. People will choose to walk and cycle if these are the most attractive options for them. This means making walking and cycling and public transport use more convenient, pleasant and appealing than private car use.

People feel safe

Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time or attention. Managing how people drive so that people can feel safe walking and cycling is vital.

People also need to feel safe from antisocial behaviour, unwanted attention, violence and intimidation. Street lighting and layout, 'eyes on the street' from overlooking buildings and other people using the street can all help to contribute to the sense of safety.

Things to see & do

Street environments need to visually appealing to people walking and cycling, they need to provide reasons for people to use them – local shops and services, opportunities to interact with art, nature, other people.

People feel relaxed

The street environment can make us feel anxious – if it is dirty and noisy, if it feels unsafe, if we don't have enough space, if we are unsure where to go or we can't easily get to where we want to. All of these factors are important for making our streets welcoming and attractive to walk, cycle and spend time in.

Clean air

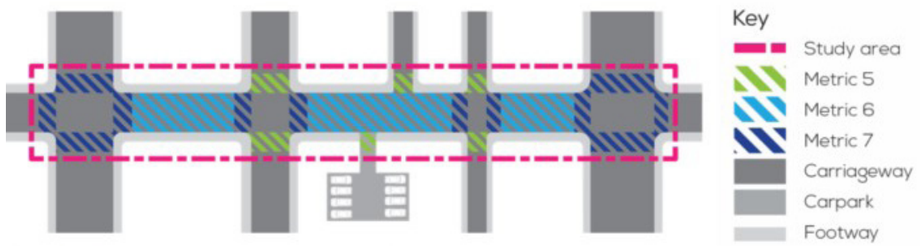
Air quality has an impact on the health of every person but it particularly impacts on some of the most vulnerable and disadvantaged people in the community – children and people who already have health problems. Reducing air pollution benefits us all and helps to reduce unfair health inequalities.

Design Standards

Relevant extracts from Healthy Streets Check used as a basis for recommendations in this report:

Scoring

	Metrics	Score			
		3	2	1	0
1	**Motorised vehicle speed**	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+
2	**Volume of motorised traffic**	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)
3	**Mix of vehicles**	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour
4	**Cycle safety at junctions**	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street
5	**Ease of crossing side roads**	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line

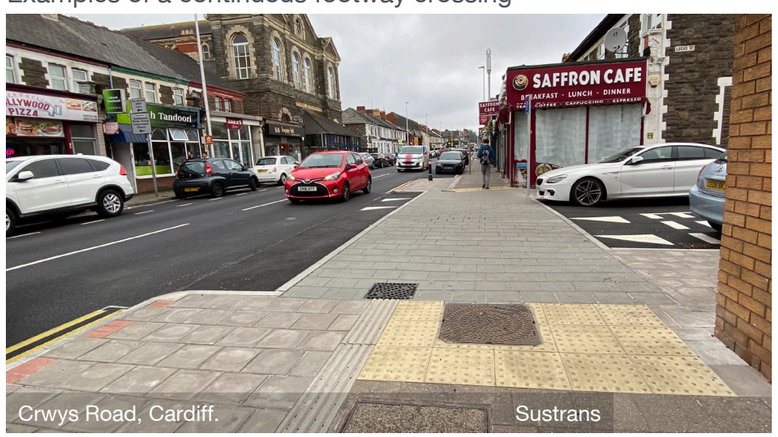


Facility type		3 points	2 points	1 point	0 points
Un-signalised	**Level surface for footways and carriageway**	Level surface for maximum one lane width and metric 1 'motorised vehicle speed' scores 3	Level surface for maximum 1 lane in each direction and metric 1 'motorised vehicle speed' scores 3	Level surface for maximum one lane width and metric 1 'motorised vehicle speed' scores below 3	No crossing facility or pedestrian refuge provided between junctions or does not meet threshold to score 1 point
	Zebra / Parallel crossing	Crossing no more than one lane in each direction and crossing is raised	Crossing no more than one lane in each direction and not-raised and metric 1 'motorised vehicle speed'scores 3	Crossing no more than one lane in each direction and not-raised and metric 1 'motorised vehicle speed' scores 2 or 1	
	Unsignalised, pedestrian refuge	-	-	Step free access to a 2m+ wide pedestrian refuge crossing and no more than one lane in each direction and metric 1 'motorised vehicle speed' scores 3 or 2	
Signalised	**Signalised crossing**	Step-free one-stage crossing and maximum wait time for green signal is 15 seconds.	Step-free one-stage crossing and wait time for green signal is more than 15 seconds.	Step-free two- or more stage crossing.	Not step free.

Metric 7 Priority of crossing at junctions*

Facility type		3 points	2 points	1 point	0 points
Un-signalised	**Level surface for footways and carriageway**	Level surface for maximum one lane width and metric 1 'motorised vehicle speed' scores 3	Level surface for maximum 1 lane in each direction and metric 1 'motorised vehicle speed' scores 3	Level surface for maximum one lane width and metric 1 'motorised vehicle speed' scores below 3	No crossing facility or pedestrian refuge provided between junctions or does not meet threshold to score 1 point
	Zebra / Parallel crossing	Crossing no more than one lane in each direction and crossing is raised	Crossing no more than one lane in each direction and not-raised and metric 1 'motorised vehicle speed'scores 3	Crossing no more than one lane in each direction and not-raised and metric 1 'motorised vehicle speed' scores 2 or 1	
	Unsignalised, pedestrian refuge	-	-	Step free access to a 2m+ wide pedestrian refuge crossing and no more than one lane in each direction and metric 1 'motorised vehicle speed' scores 3 or 2	
Signalised	**Signalised crossing**	Step-free one-stage crossing and maximum wait time for green signal is 30 seconds.	Step-free one-stage crossing and wait time for green signal is more than 30 seconds.	Step-free two- or more stage crossing.	Not step free.

Examples of a continuous footway crossing



Crwys Road, Cardiff. Sustrans

Crwys Road, Cardiff. Sustrans


Crwys Road, Cardiff. Sustrans

5. Cycle Corridor and Walking Recommendations

Cycle Corridor and Walking Recommendations

The proposed walking and cycling routes were identified following a comprehensive appraisal process which is summarised below:

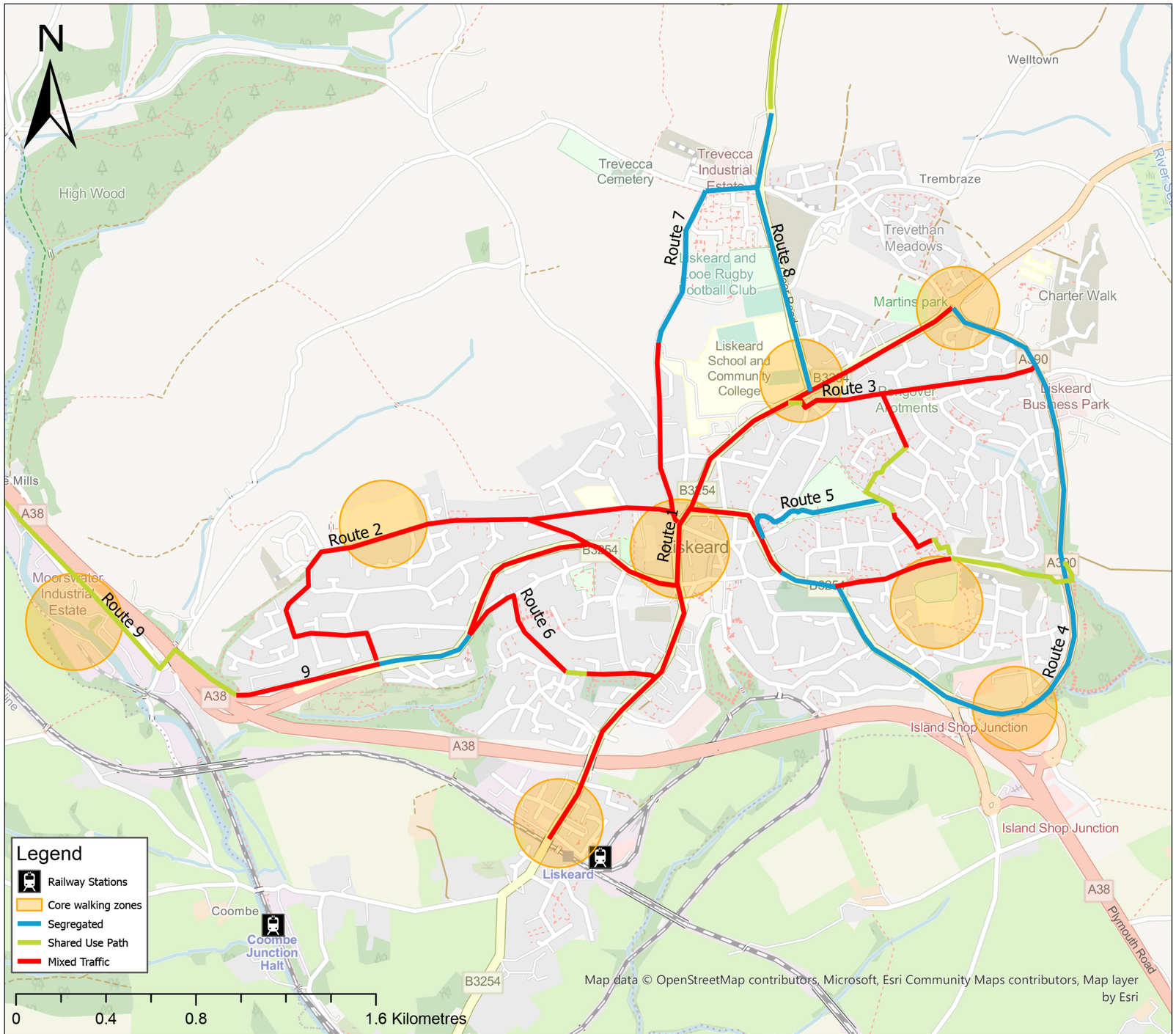
- Review of local policy, plans and data to identify trip attractors and generators and the desire lines linking them. This process was informed by the DfT's Propensity to Cycle tool
- Engagement with local stakeholder and general public.
- On-the-ground audits of cycling and walking conditions to identify key issues and the best route options.

These corridors provide a comprehensive walking and cycling network that covers Liskeard linking different residential and employment areas to the town centre.

In the following pages each route is presented showing the type of provision at a high level (e.g. segregated cycle tracks, mixed traffic) before focussing on several specific recommendations for each section. The type of provision has been informed by the design guidance presented in the previous section, although further design work would be required to develop location-specific designs.

Throughout the route corridor assessments measures to improve the walking environment are proposed, for example, where footways meet side roads and crossing of busy roads but also integral as part of any cycling improvements.

As a general recommendation it is proposed a speed limit reduction to 20mph town wide where possible to improve road safety and increase design options. The suggestion for a town wide 20mph zone was a popular option as part of the local engagement events and could be implemented at the main entry points to the town as well as a blanket across residential areas. In places where is not possible to implement a 20mph zone it is recommended to reduce speed limit by 10mph. An an example is Charter Way where the speed limit could be reduce from 40mph to 30mph.



Route 1 Recommendations

Route Description

This proposed spinal route on the B3254 links the train station with the town centre, a school, Council Offices and the Community Hospital. It provides a direct route for cyclists and pedestrian to access the town centre and commercial area from the train station.

There are no dedicated cycle lanes along the route and the pedestrian infrastructure would benefit from improvements. The route includes narrow footways and wide road crossings.

The proposed Route 1 would be a critical infrastructure improvement to encourage and support walking and cycling for students, residents and commuters.

The collision data indicate that Route 1 is a hot spot for pedestrian and cyclist collision clustered at the roundabout in Barras Street. This indicates that cycling and walking provision needs to be provided to improve road safety.

During the stakeholder and public engagements sessions Route 1 was one of the most requested and popular routes.

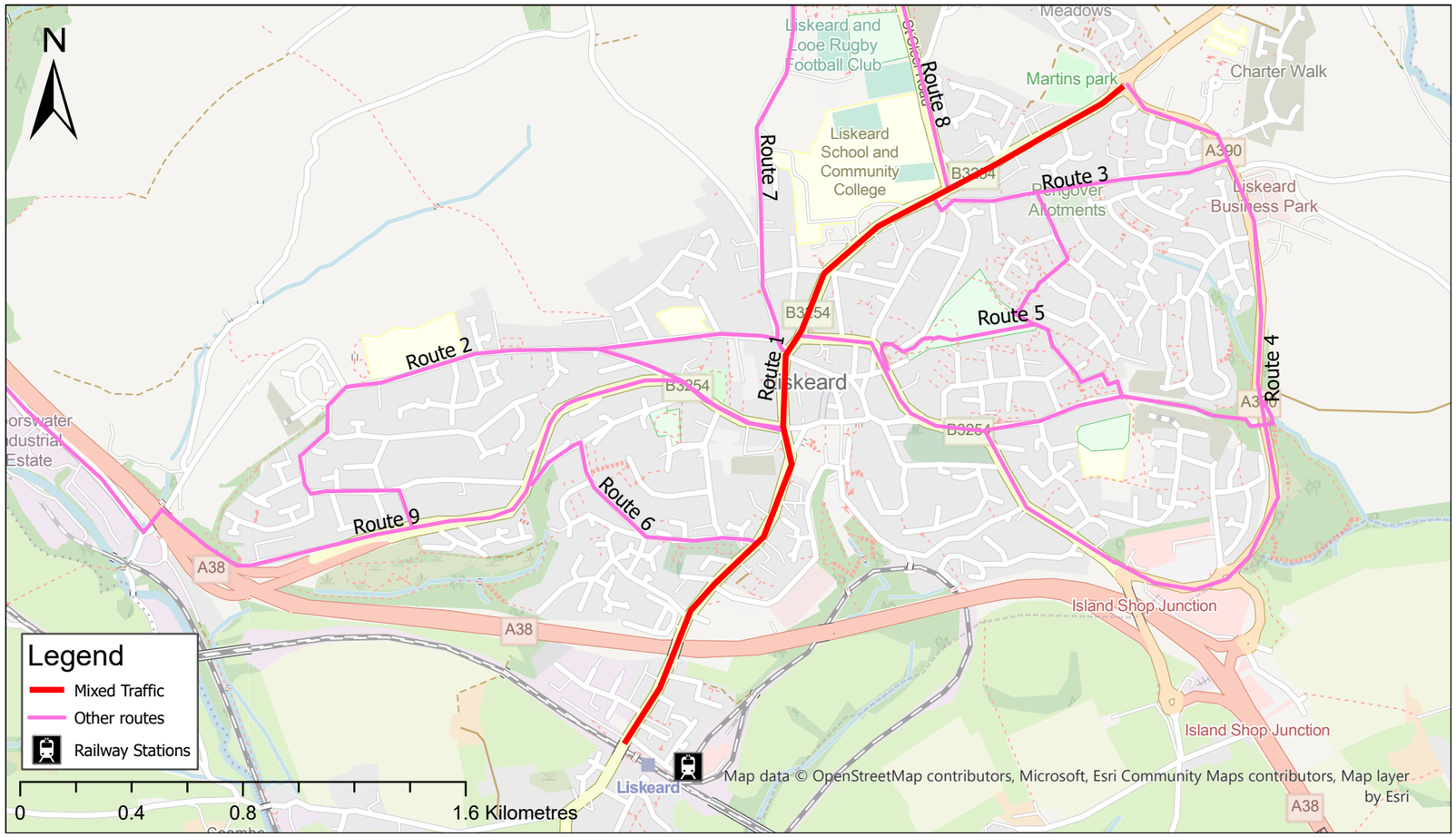
The Propensity to Cycle Tool (PCT) simulations show that this route would be highly utilised under the Go Dutch School scenario and the Go Dutch Commute scenario.

Route 1 connects with seven other routes:

- Route 3 at Higher Lux Street.
- Route 4 at Castle Street and Charter Way.
- Route 6 at Lanchard Lane.
- Route 7 at The Parade.
- Route 8 at St. Cleer Road.
- Route 9 at Dean Street.

Barriers to Cycling

- B3254 has high vehicle speeds and traffic volumes.
- Some of the footways have insufficient width which makes the walking experience unsafe and uncomfortable.
- Several junctions and roundabouts have very wide crossing distances and large curb radii which contributes to high speeds and an unsafe environment for cyclists and pedestrians



Road Name	Existing Infrastructure	Origins and Destinations
Station Road	Narrow pavements, poor crossings.	Liskeard train station, Miller Business Park
Russel Street/ Barn Street	Narrow pavements, poor crossings.	Shops
Barras Street	Narrow pavements, poor crossings.	Shops, Co-op, Liskeard Library, Post Office, bank.
Greenbank Road	Narrow pavements, poor crossings.	Liskeard School & Community Collage. Cornwall Council Offices
Callington Road.	Narrow pavements, poor crossings.	Liskeard community Hospital

Issue:

Lack of cycle infrastructure along whole corridor. High traffic volumes and speeds.

Recommendations:

Mixed use provision, reduce speed limit to 20mph along whole corridor, install cycle symbols on carriageway and traffic calming measures if required. Widen pavement where possible by reducing carriageway to minimum allowed.

Also consider traffic modelling study to restrictive through traffic on B3254 and re-direct vehicle movements around the outside of the town

Issue:

Poor crossing.

Recommendations:

Consider installing raised controlled junction, reducing corner radii, reducing crossing width and removing central refuge.

Issue:

Poor cycle parking. Poor wayfinding.

Recommendations:

Install weather-protected cycling parking in visible and accessible location.

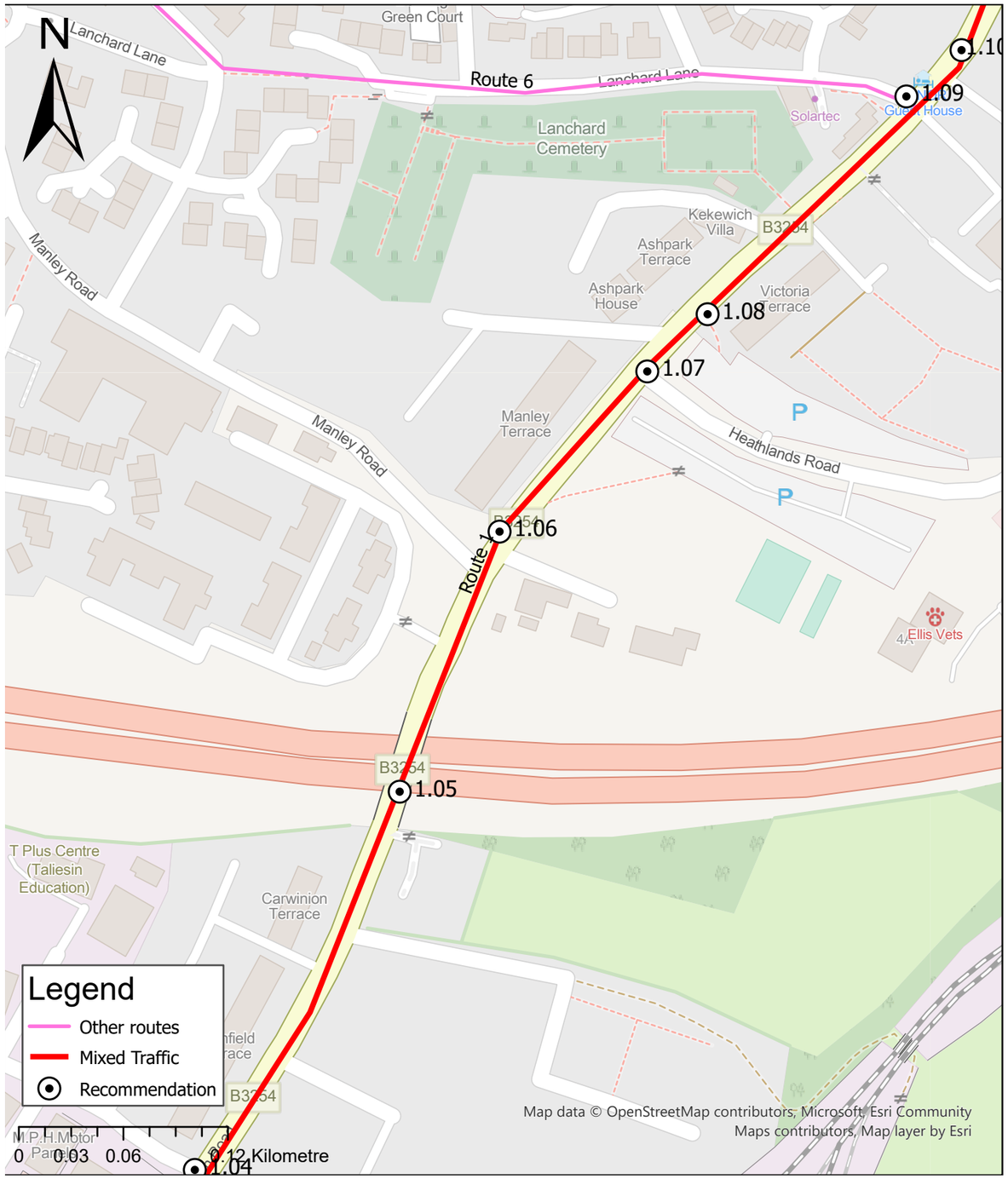
Add wayfinding signage to indicate cycling and walking routes to Liskeard centre.

Issue:

Poor crossing. Wide bell-mouth junction.

Recommendations:

Consider installing continuous raised footway, reducing corner radii and narrowing crossing. See Design Principles chapter for examples of continuous raised footway.



Issue:

Insufficient pavement width.

Recommendations:

Widen footway by removing road marking and narrowing carriageway.

Issue:

Poor crossing.

Recommendations:

Replace uncontrolled crossing by raised controlled crossing. Remove central refuge.

Issue:

Poor crossing. Wide bell-mouth junction.

Recommendations:

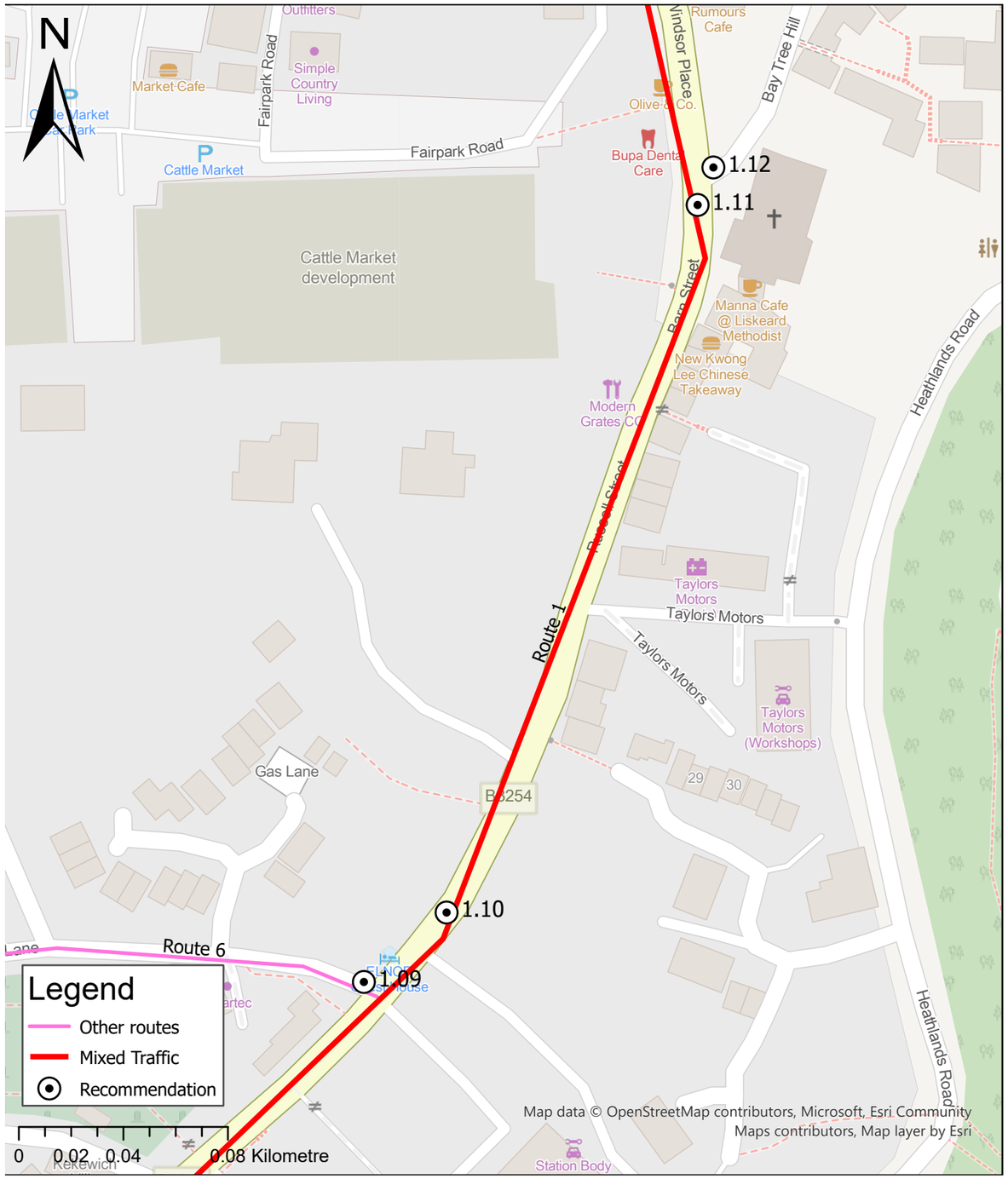
Consider installing continuous raised footway, reducing corner radii and narrowing crossing.

Issue:

Poor crossing.

Recommendations:

Replace uncontrolled crossing by controlled crossing. Remove central refuge.



Issue:

Poor crossing. Wide bell-mouth.

Recommendations:

Consider installing continuous raised footway, reducing corner radii and narrowing crossing.

Issue:

No crossing

Recommendations:

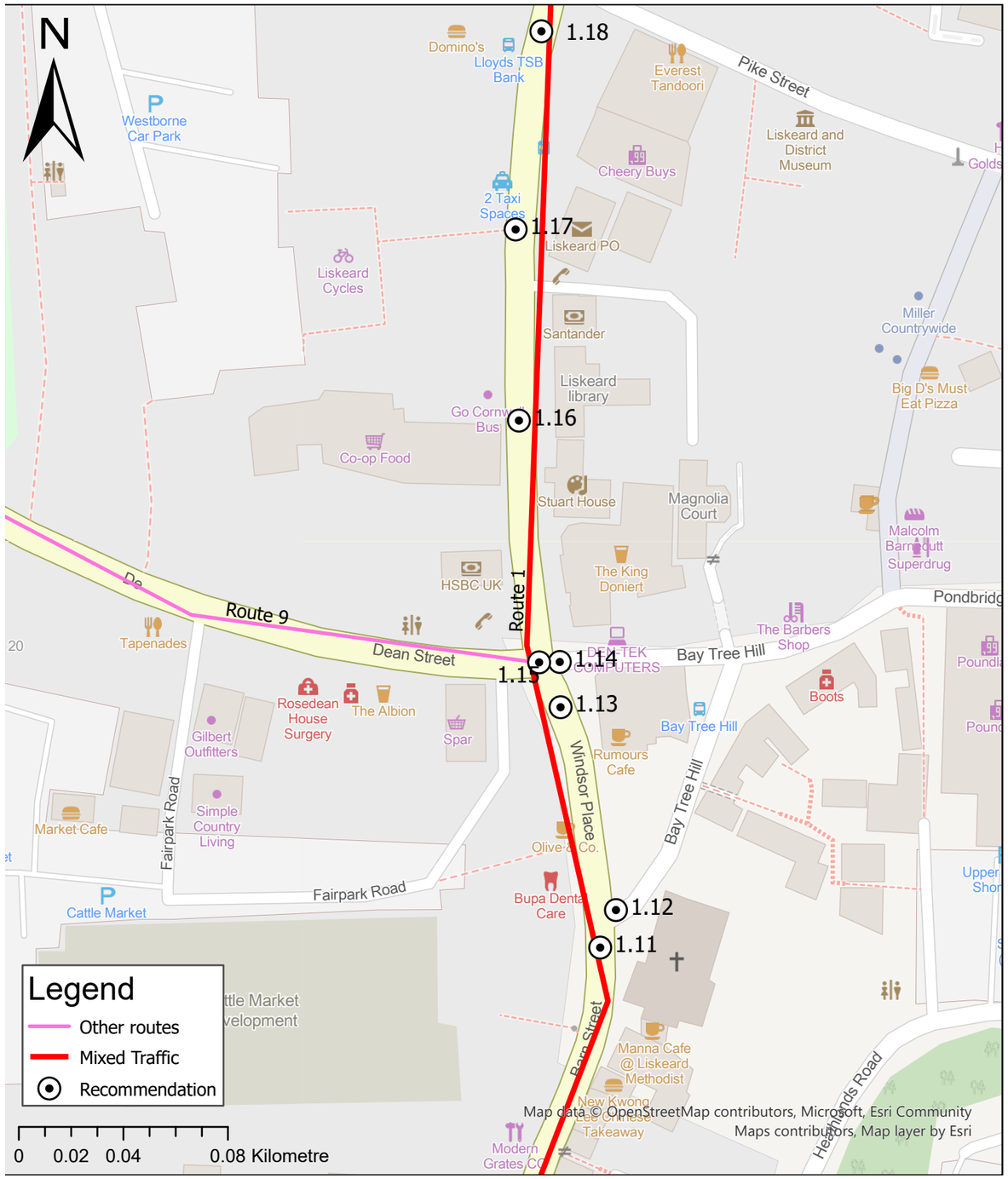
Consider installing raised controlled crossing in Russell Street.

Issue:

Motor vehicle priority.

Recommendations:

Level surface from Bay Tree Hill to Barras Place to create a pedestrian friendly area enabling priority to pedestrians to cross.



Issue:

Poor crossing. Wide bell-mouth junction.

Recommendations:

Consider installing continuous raised footway, reducing corner radii with bollards and narrowing crossing.

Issue:

Short crossing phase for pedestrian signals.

Recommendations:

Analyse and modify the crossing phase to prioritise pedestrian movements

Issue:

Poor crossings. Insufficient pavement width. Cluttered.

Recommendations:

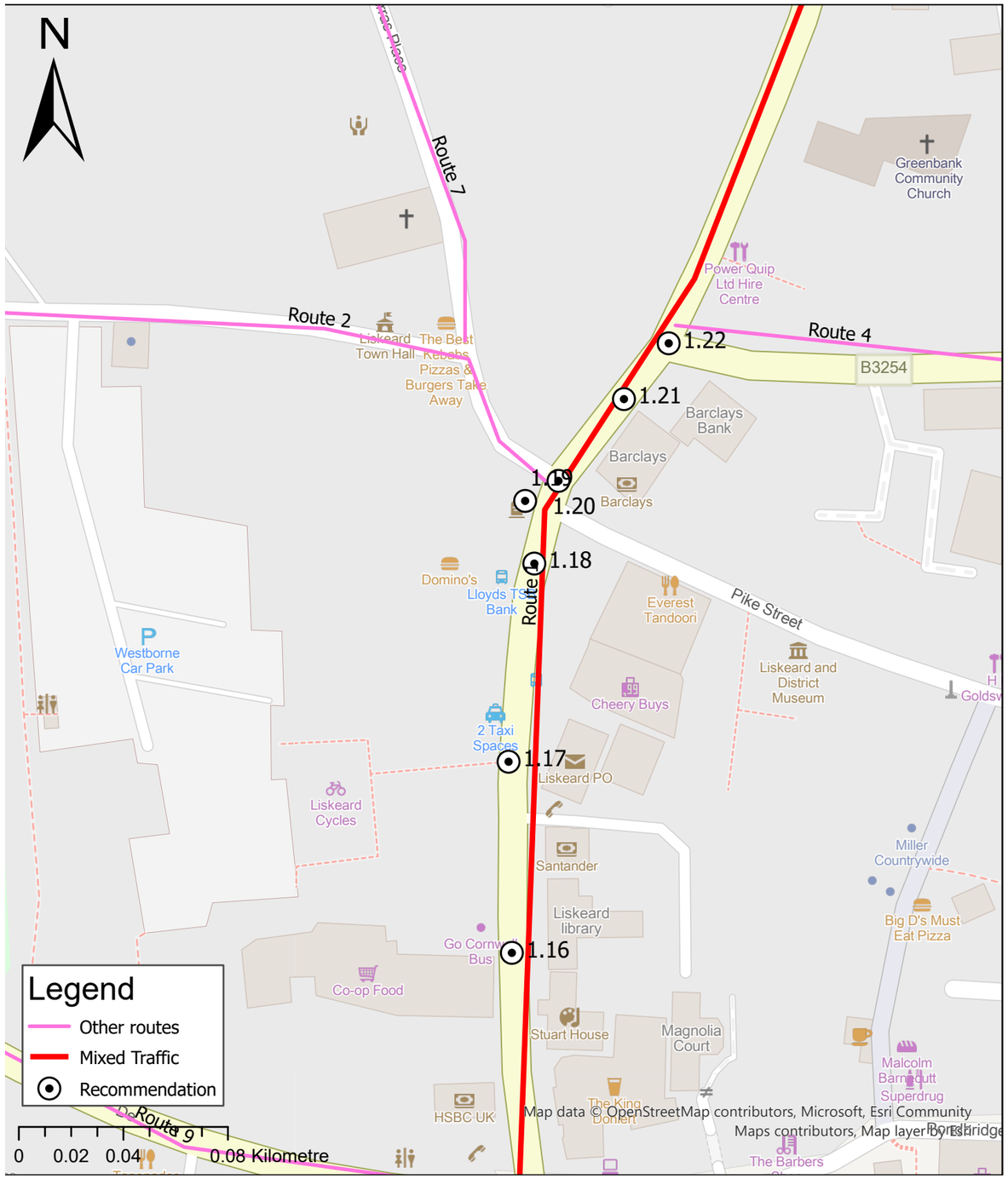
Consider installing modal filter to access Bay Tree Hill to reduce motor traffic movement and volume in roundabout. Install shelter, benches, greenery and cycle parking.

Issue:

Poor crossings. Insufficient pavement width. Cluttered.

Recommendations:

Install bollard to narrow the crossings and extend raised footway. Remove guard railing to increase pedestrian comfort levels. Consider replacing traffic signs with a less cluttered option.



Issue:

No cycle parking

Recommendations:

Install cycle parking in both sides of carriageway; outside shops and library.

Issue:

Insufficient footway width. Unattractive pedestrian environment.

Recommendations:

Remove car parking and replace by smaller loading bay. Install bollards to prevent cars parking on the footway.

Issue:

Buses double parking.

Recommendations:

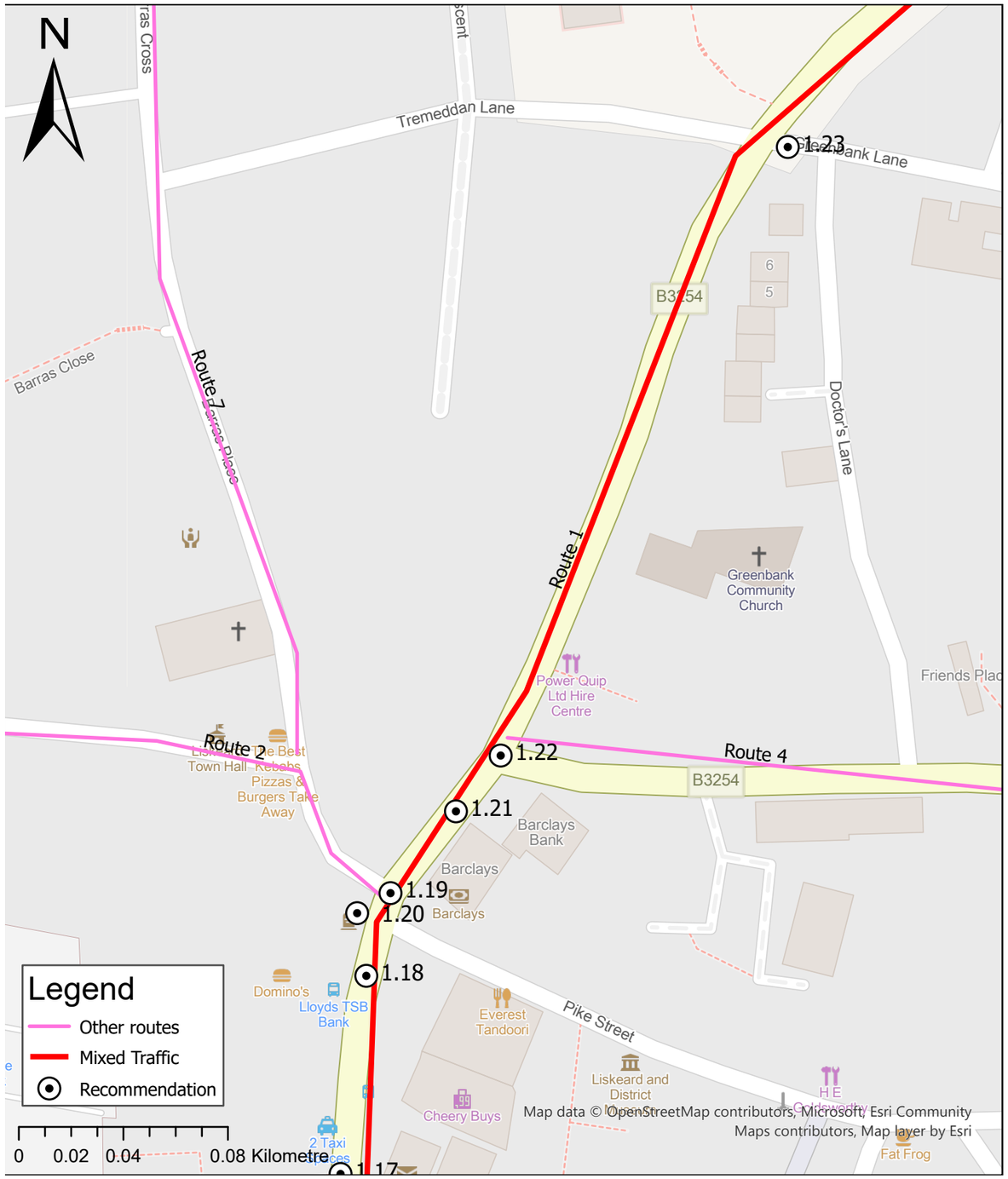
Considering alternative lay-off space for buses.

Issue:

Poor crossings

Recommendations:

Install bollards to narrow the crossings. Extend raised footway in the crossings.



Issue:

No cycle parking.

Recommendations:

Install cycle parking.

Issue:

Crossing far from desire line.

Recommendations:

Remove zebra crossing. Alternative crossing is proposed in recommendation 1.19.

Issue:

Poor crossings. Motor traffic priority.

Recommendations:

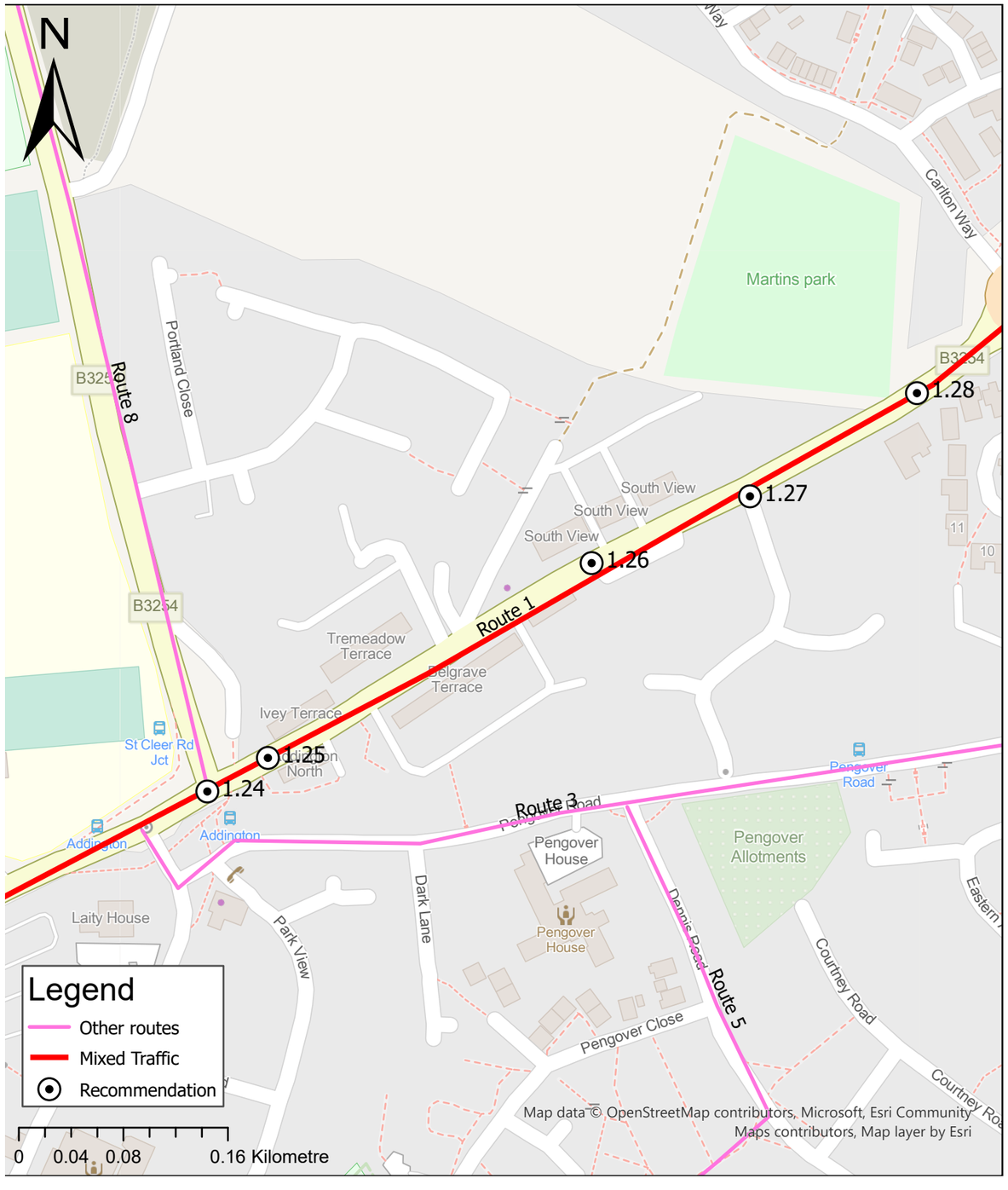
Engineering options appraisal to redesign roundabout to make it more people friendly. Consider the option of a T junction providing pedestrian crossing on the three arms of the junction.

Issue:

Poor crossing. Wide bell-mouth junction.

Recommendations:

Consider installing continuous raised footway, reducing corner radii and narrowing crossing.



Issue:

Motor vehicle priority and poor crossing at two roundabouts.

Recommendations:

Option appraisal to either consider both roundabouts into a Dutch style roundabout to give priority to pedestrians and cycles or redesign the roundabouts to a more people friendly junction design.

Issue:

Insufficient footway width. High traffic speed.

Recommendations:

Level surface from St Cleer Road to Miners Way to create a pedestrian friendly area giving priority to pedestrian for crossing.

Issue:

Insufficient footway width.

Recommendations:

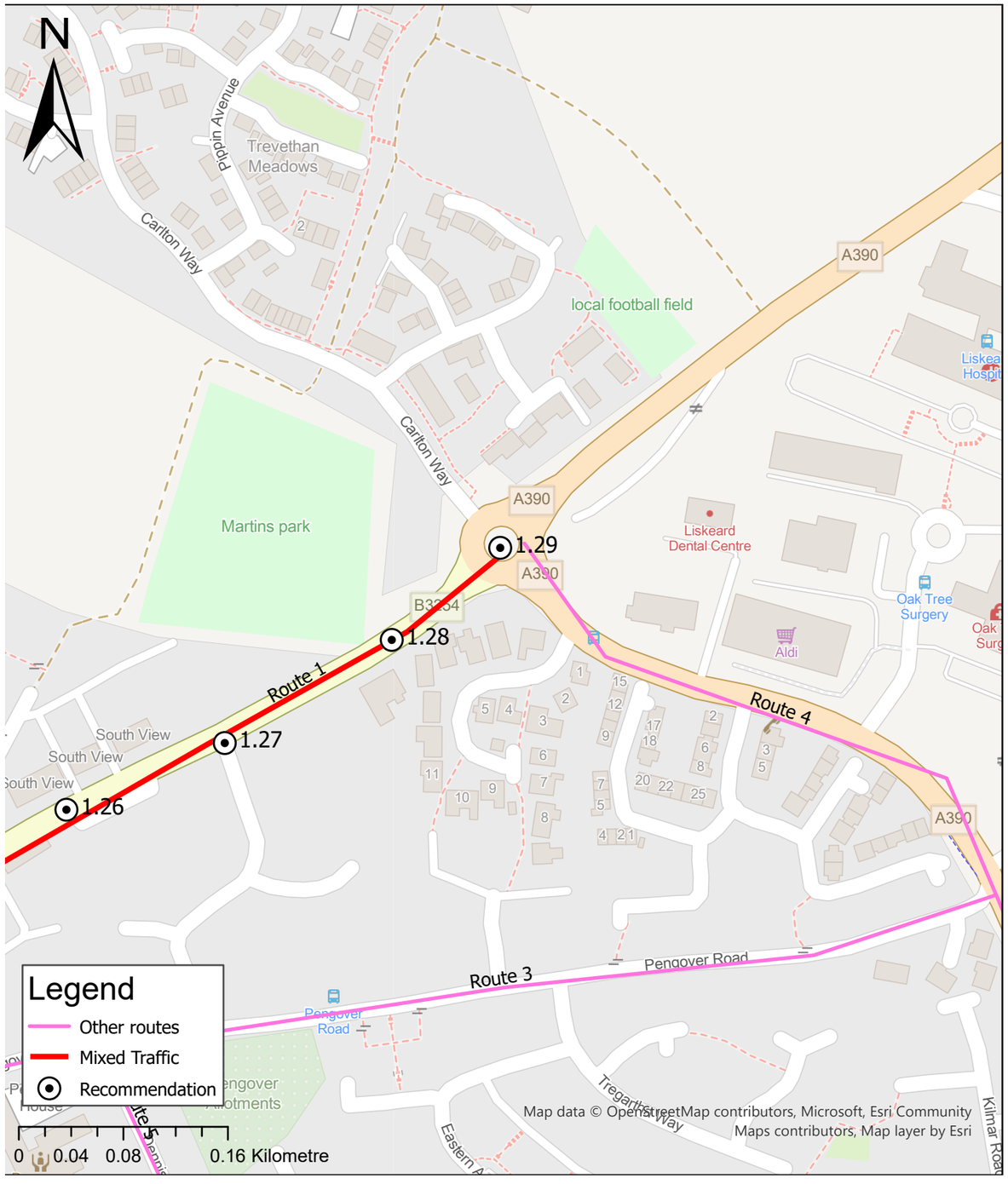
Feasibility study to widen footway by reallocating car parking spaces.

Issue:

Poor crossing. Wide bell-mouth junction.

Recommendations:

Consider installing continuous raised footway, reducing corner radii and narrowing crossing.



Issue:

Poor crossing.

Recommendations:

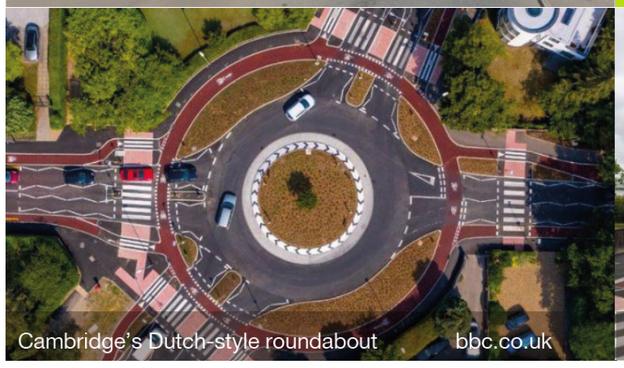
Replace uncontrolled crossing for controlled raised crossing.

Issue:

Motor vehicle priority and poor crossing at roundabout

Recommendations:

Feasibility study to reduce to one car lane access to the roundabout and consider a Dutch roundabout to give priority to pedestrian and cycles.



Route 2 Recommendations

Route Description

This route runs along Old Road and other residential roads linking a residential area with the town centre and two schools. Improvements to this route would directly benefit school students and residents.

The collision data shows a few collisions on Old Road in front of the school. In addition, stakeholder and public engagements sessions highlighted these routes as dangerous, specially for students walking or cycling to school. This indicates that cycling and walking provision needs to be provided to increase road safety.

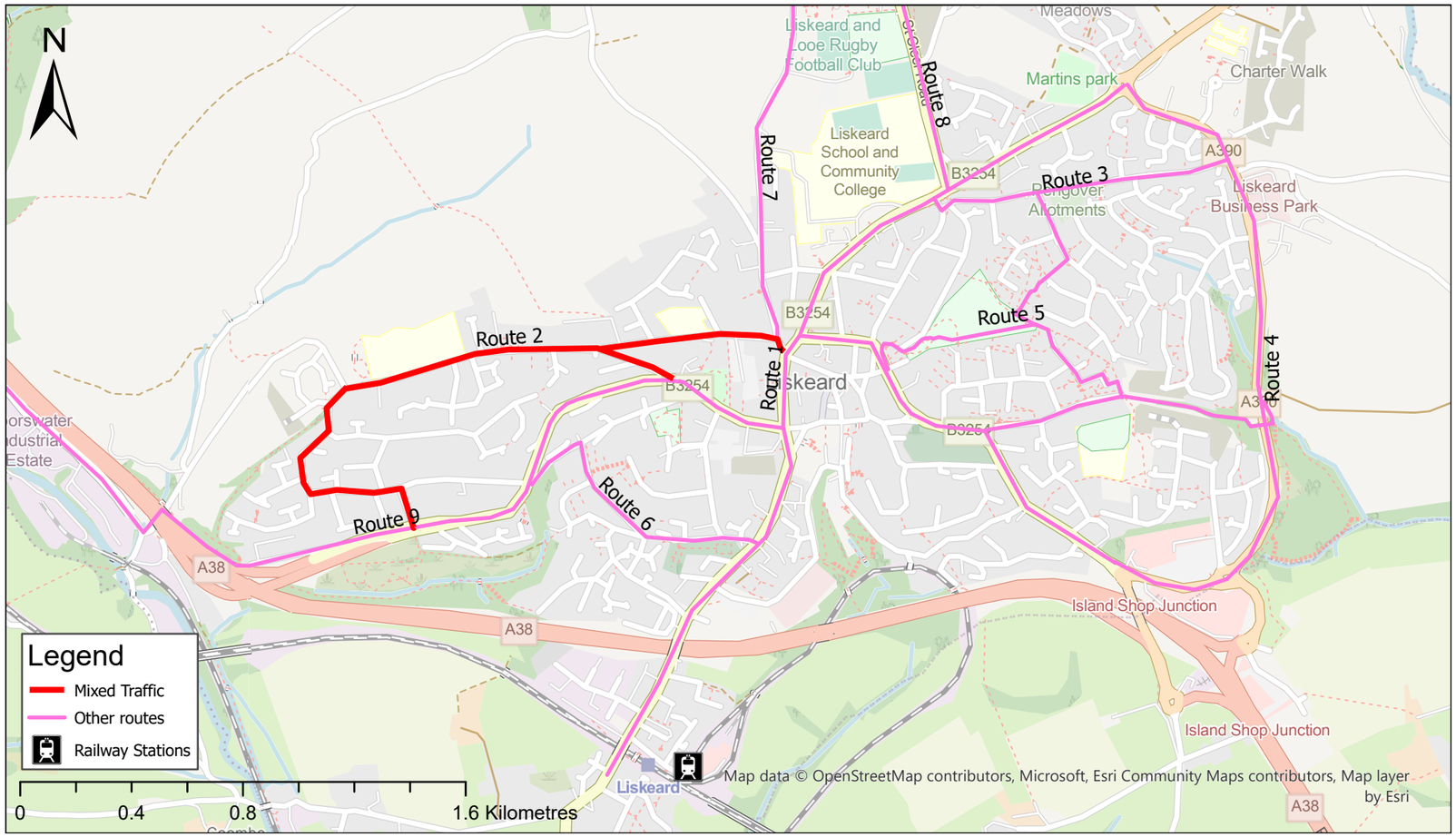
The PCT simulations show that this route would be highly utilised under the Go Dutch Commute scenario and specially under the Go Dutch School scenario.

Route 2 connects with two other routes:

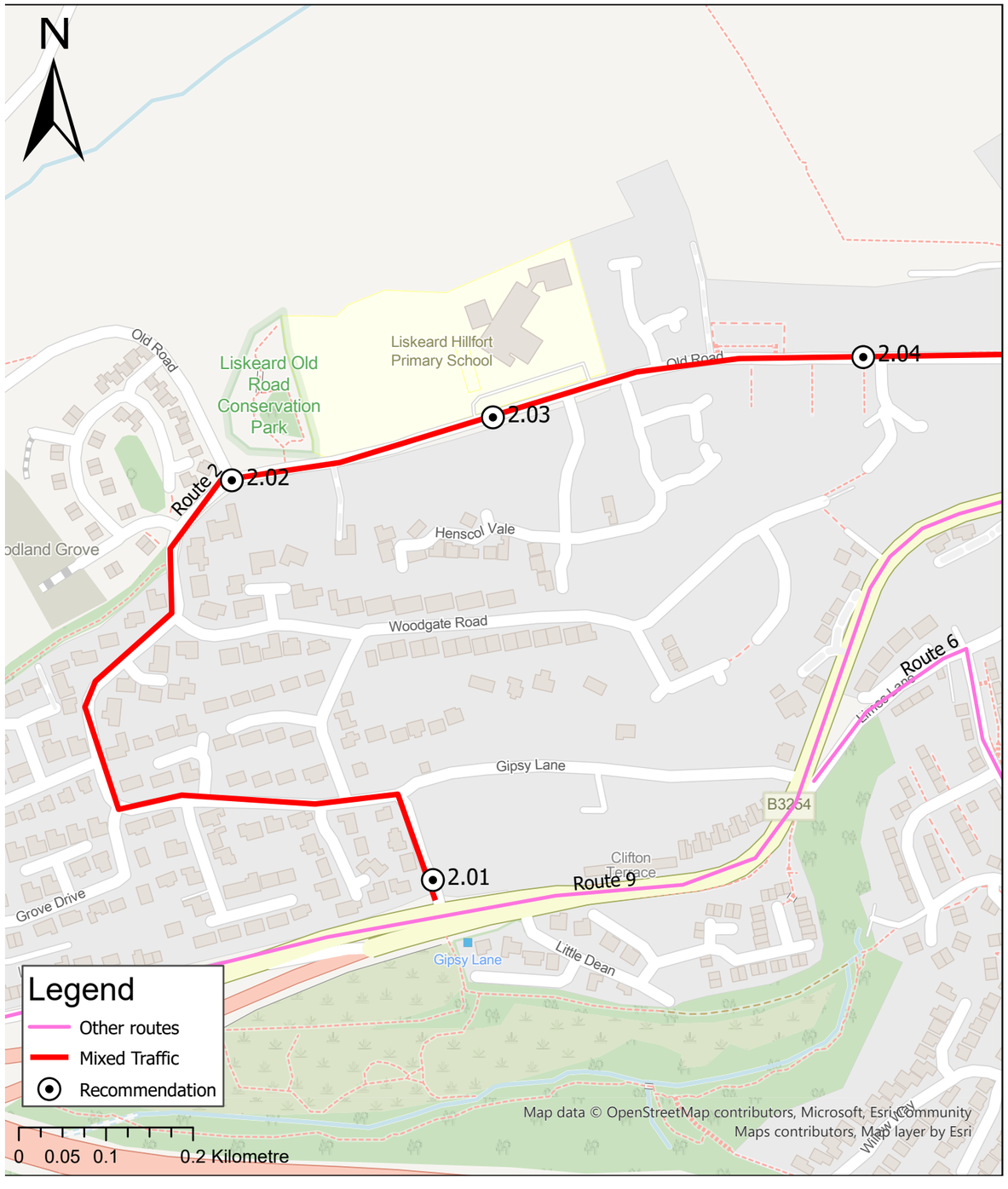
- Route 7 at Barras Place junction
- Route 9 at New Road junction

Barriers to Cycling

- Some of the roads are steep, especially Dean Hill which may represent a barrier for some people.
- High traffic speed in Dean Hill
- Insufficient footway width in Old Rd. and West St.



Road Name	Existing Infrastructure	Origins and Destinations
Gypsy Lane, Allen Vale, Woodgate Road.	Narrow footway, poor crossings.	Residential area
Old Road.	Narrow footway, poor crossings.	Liskeard Hillfort Primary School
West Street.	Narrow footway, poor crossings.	Caradon Alternative Provision Academy.



Issue:

Lack of cycle provision. Poor pedestrian provision.

Recommendations:

Reinforce 20mph speed limit, install cycle symbols on carriageway and traffic calming if required. Widen pavement where possible by reducing carriageway to minimum allowed. Install continuous raised footway in crossings.

If widen footway is not possible, consider level surface.

Issue:

Poor crossing and resting area.

Recommendations:

Install controlled crossing in each arm of the roundabout. Install benches, cycle parking and bin. Opportunity for place making in partnership with school students.

Issue:

Insufficient footway width. Poor crossings.

Recommendations:

Consider level surface in front of school to give crossing priority to students over traffic.

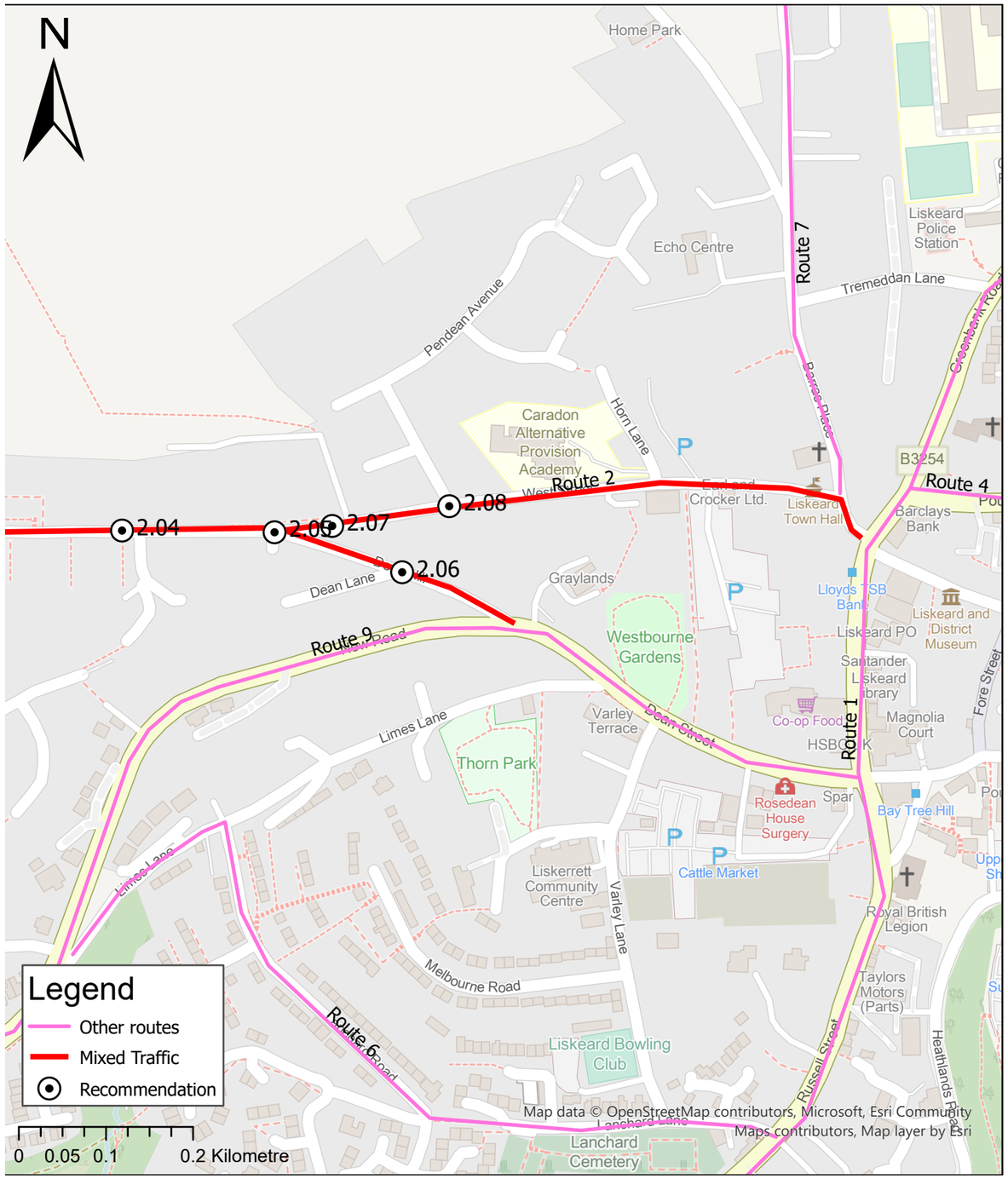
Consider implementing a School Street scheme involving public engagement.

Issue:

Insufficient footway width.

Recommendations:

Feasibility study to rationalise on-street parking by allowing it in only one side of the carriageway. Allocate space gained to widen footway.



Issue:

Poor crossing. High traffic speed. Wide bell-mouth junction.

Recommendations:

Consider installing continuous raised footway, reducing corner radii and narrowing crossing.

Issue:

Insufficient footway width. High traffic speed.

Recommendations:

Investigate implementing one-way system (town centre direction) on Dean Hill between Old Rd and New Rd. Reduce carriageway to one lane and allocate space gained to widen footway. Install slow traffic measurement.

Issue:

Insufficient footway width.

Recommendations:

Level surface in build out section to give priority to pedestrian over traffic.

Issue:

Poor crossing. Wide bell-mouth junction.

Recommendations:

Consider installing continuous raised footway, reducing corner radii and narrowing crossing.

Route 3 Recommendations

Route Description

This route option connects Charter Way (A390) with the B3254 (Greenbank Road) via Pengover Road. The route is level and traffic levels low as it is closed to through traffic, west bound, at the junction with Charter Way.

The absence of through traffic and its directness towards the town centre and to new development on the east side of the A390 (Charter Way), and the countryside beyond, makes it popular with pedestrians.

There are no dedicated cycle facilities on Pengover Road and it is a 30mph zone with traffic calming.

The cycling route workshop organised virtually for local stakeholders and users identified this route which currently is no-entry to traffic at its eastern extent.

There were no reported collisions between traffic and pedestrians or cyclists in the last reporting period of 2015-2020.

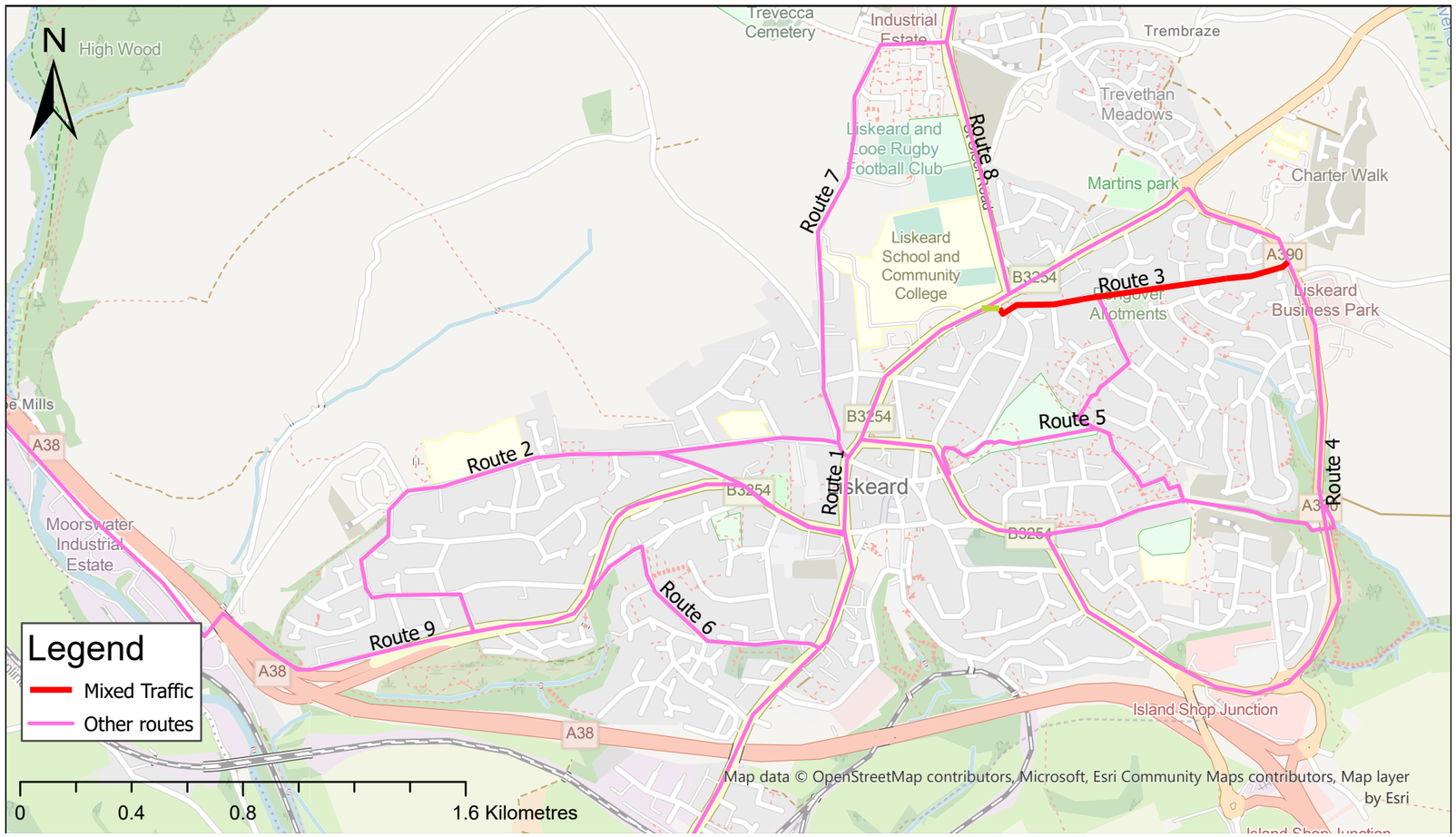
Propensity to Cycle Tool simulations demonstrate that Pengover Road would be popular under the Go Dutch scenario.

Route 3 connects with three other routes as follows:

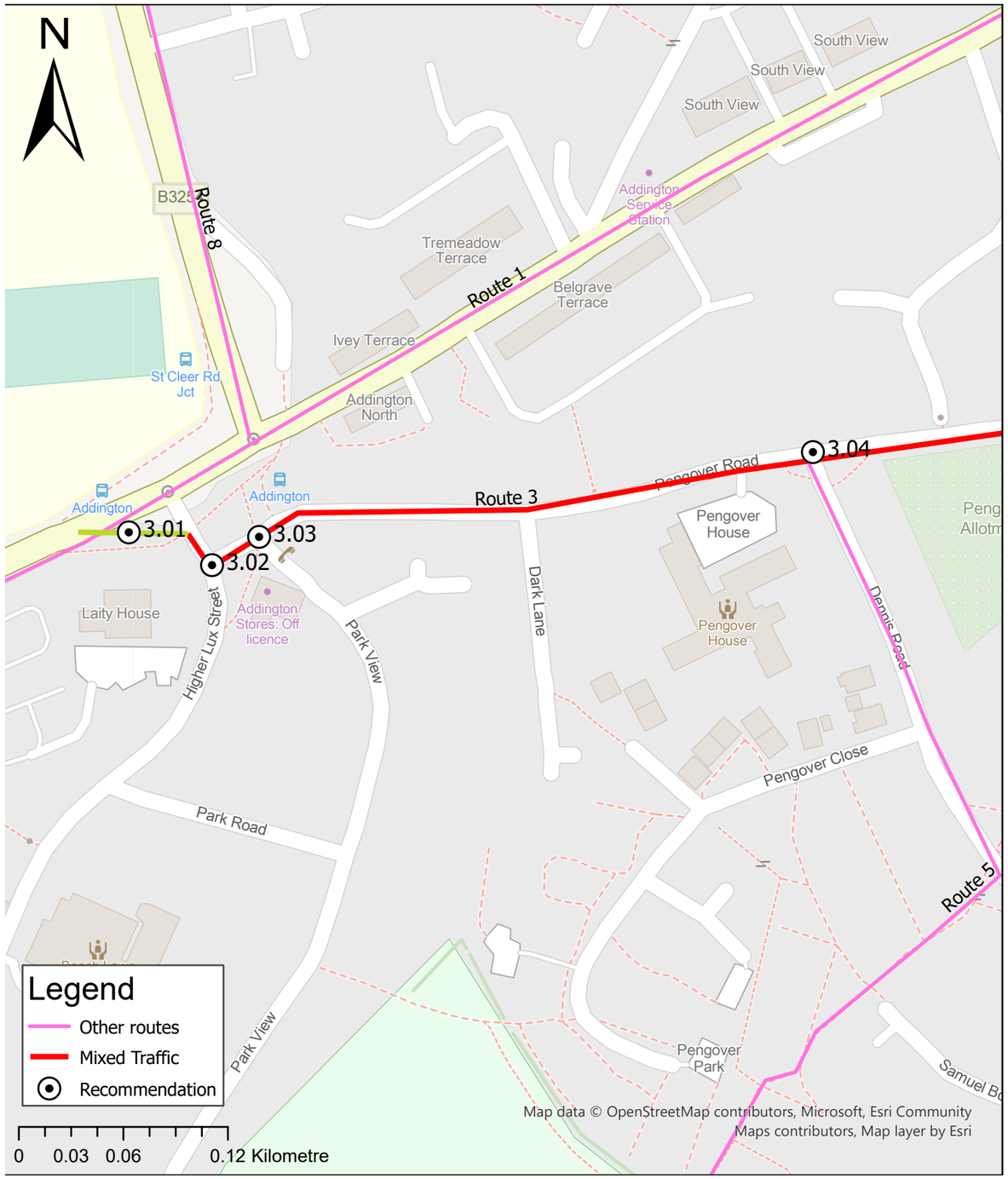
- Route 1 at the junction with Greenbank Road (B3254) and Higher Lux Street;
- Route 4 at its junction with Charter Way (A390);
- Route 5 at its junction with Dennis Road;

Barriers to Cycling

- There are no dedicated cycle facilities on Pengover Road. The existing no entry to traffic at its junction with Charter Way and the advisory cycle lanes on the A390 currently exclude cyclists entering Pengover Road travelling west.
- The road narrowing to single lane and poor forward visibility at the eastern end of Pengover Road will discourage some less experienced cyclists, and the absence of a footway impact on pedestrians.



Road Name	Existing Infrastructure	Origins and Destinations
Pengover Road	Narrow and missing footways, traffic calming.	Employment spaces and Services on Charter Way (A390), Allotments, Growth Areas.
Dennis Road	Narrow footway, poor crossings	Local services, residential area



Issue:

Lack of cycle provision.

Recommendations:

Shared use footways on junction of Higher Lux Street and Pengover Road.

Issue:

Lack of cycle provision. Narrow and missing footways.

Recommendations:

Mixed traffic provision. Reinforce 20mph zone and traffic calming, widen footway were possible.

Issue:

On street parking and traffic manoeuvres affecting pedestrian visibility.

Recommendations:

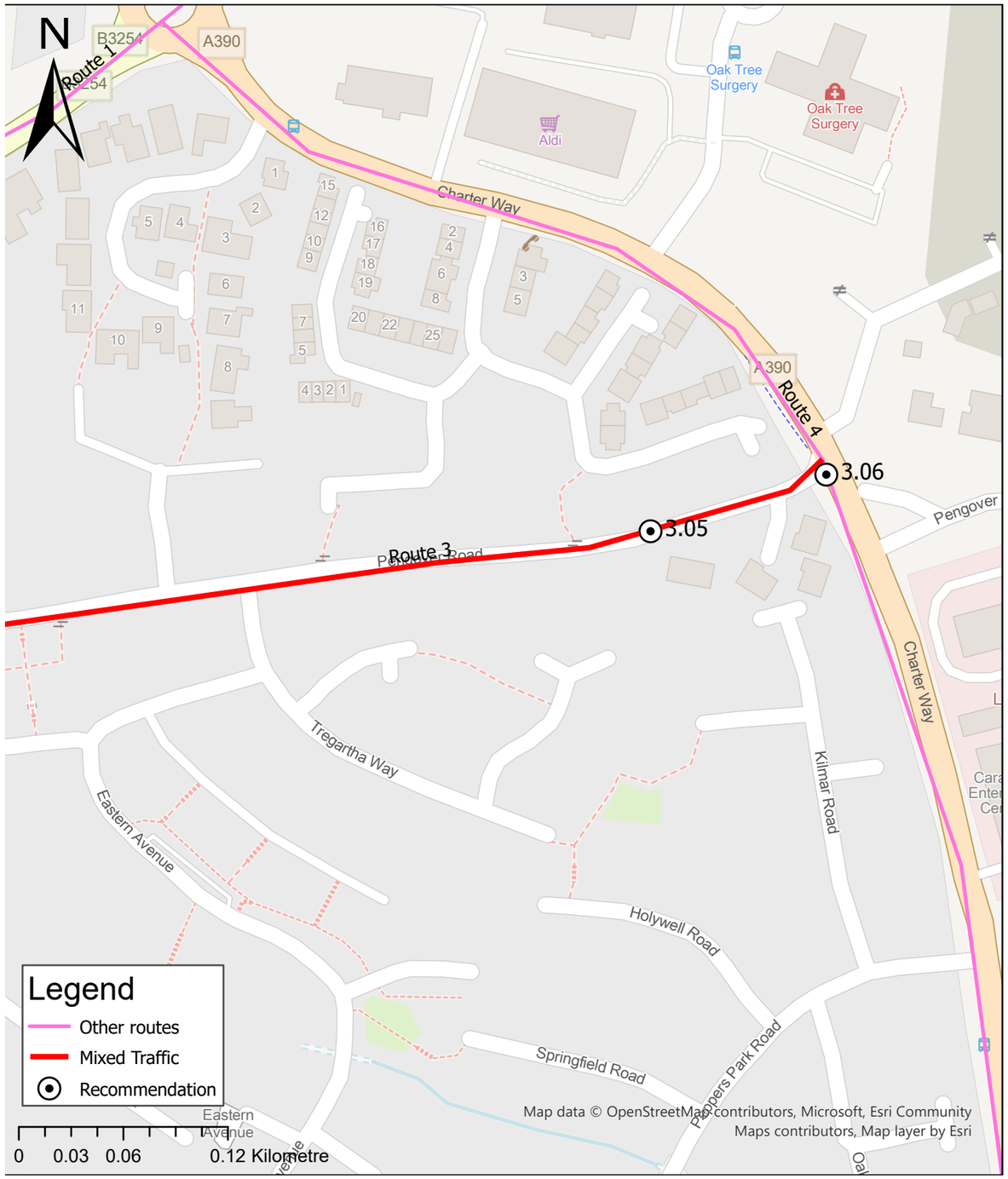
Install pedestrian priority across junction to Park View.

Issue:

Narrow footways and no dedicated cycle facilities.

Recommendations:

Remove centre line as a traffic calming measure.



Issue:

Footway ends. No footway.

Recommendations:

Investigate providing a footway to connect to Charter Way.

Issue:

No authorised cycle facilities through vehicle no-entry.

Recommendations:

Install a cycle contra flow/ cycle bypass.

Route 4 Recommendations

Route Description

This proposed route along the length of the internal circulatory roads in the town is a primary part of the cycle network as it connects the town centre with employment, retail, residential and new development.

Based entirely on parts of the A and B Road network serving the town it has potential to replace short trips across the town if built to a high quality.

The route also connects to greenspace, schools and new opportunities to access the wider countryside and has the potential to be a real statement route about the town's intent about active travel to residents and visitors.

The collisions data between traffic and pedestrians and cyclists on this route records five separate incidents of serious and slight to 2020.

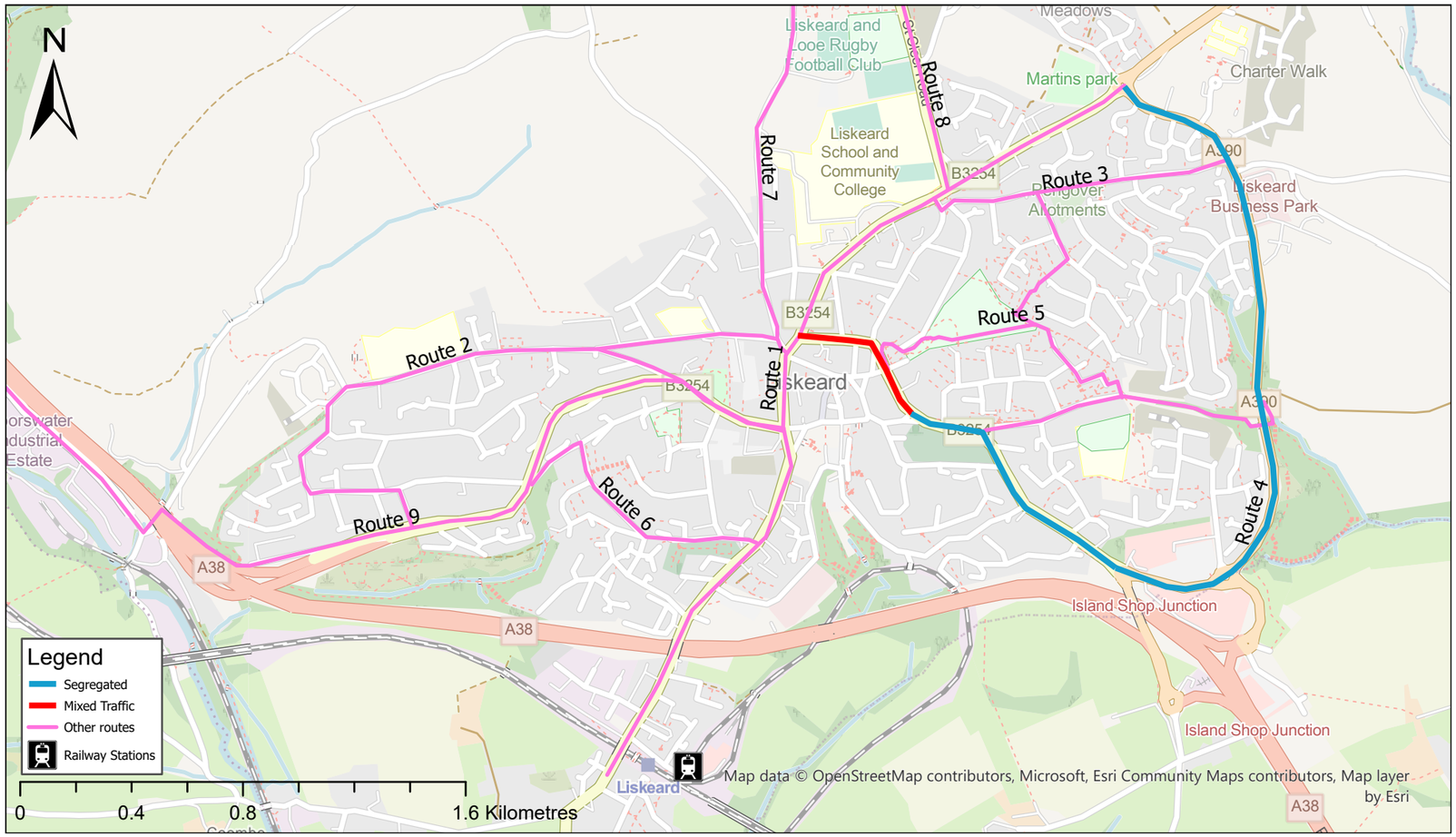
As well as the route being captured as part of the Cycling Workshop exercise it also is simulated as part of the Propensity to Cycle Tool Go- Dutch scenario.

Route 4 connects with three other routes as follows:

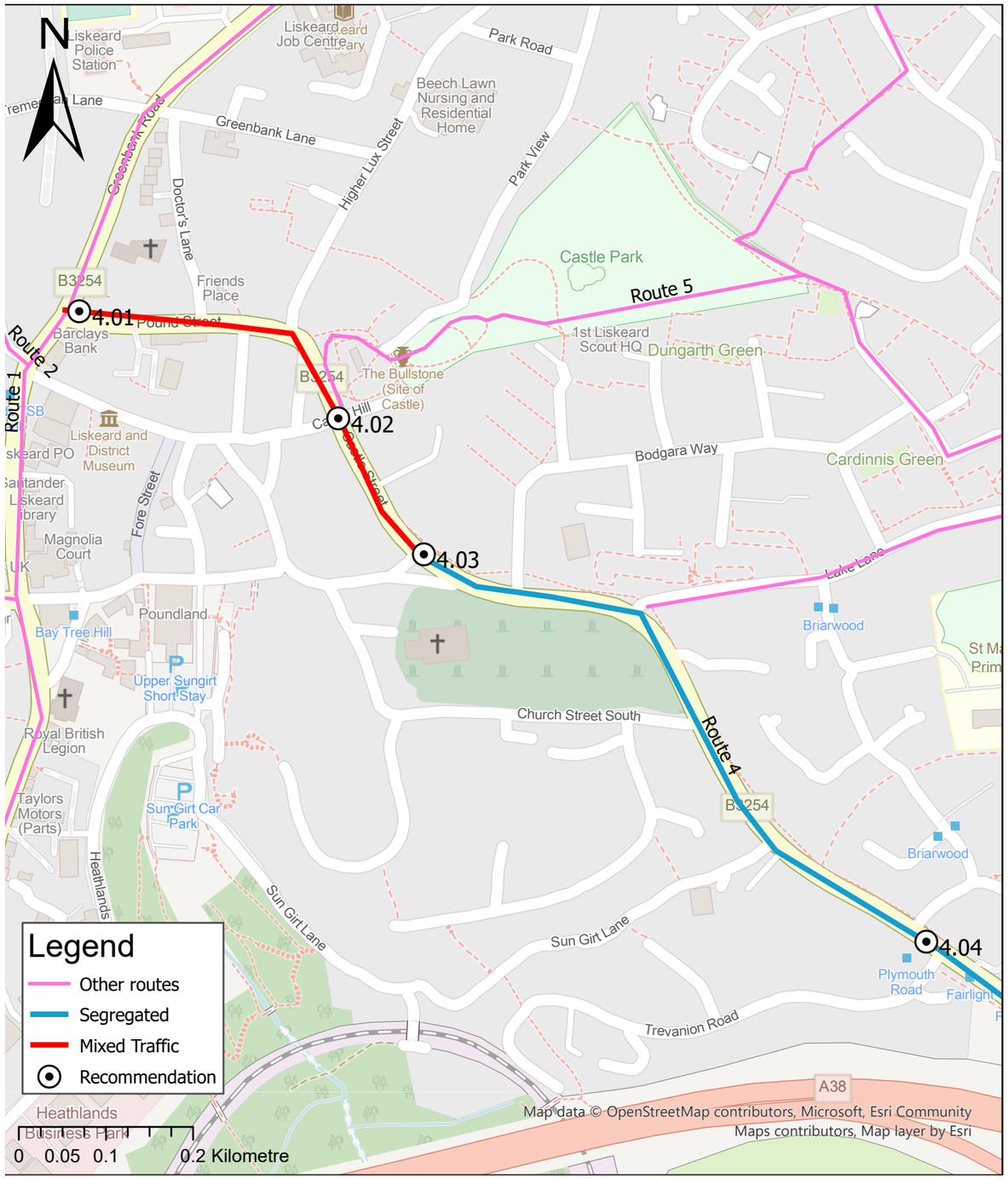
- Route 1 at the junction of Greenbank Road and Pound Street (B3254);
- Route 3 at the junction of Charter Way (A390) and Pengover Way;
- Route 5 at Castle Street (B3254).

Barriers to Cycling

The environment for cycling on the B3254 with its internal traffic movements and through traffic and absence of cycling infrastructure is unattractive. The shuttle system on Castle Street does not allow sufficient time for cycles to travel through the lights and the A390 junction with the A38 trunk road moves through traffic of all types and sizes around the town where pedestrians and cyclists also want to move around on. The advisory cycle lanes on Charter Way (A390) are narrow and don't meet with current design principles or standards.



Road Name	Existing Infrastructure	Origins and Destinations
Pound Street (B3254)	Narrow footways, zebra crossing	Town Centre, bus stops, car parks
Castle Street (B3254)	Narrow footways, traffic lights without pedestrian phase	Castle Park greenspace, town centre.
Plymouth Road (B3254)	No dedicated cycle provision, pelican crossing, pedestrian refuges	Town centre, Castle Park, Primary School, Retail Services
A390	Bus stops, incomplete footways, no signalised crossings, pedestrian refuge	Retail Services, employment, wider countryside
Charter Way (A390)	Advisory cycle lanes, incomplete footways, bus stops	Employment, local services, growth areas, hospital, wider countryside



Issue:

No cycling infrastructure. High traffic volumes and large vehicle types with narrow footways.

Recommendations:

Mixed traffic provision. Install 20mph zone with traffic calming. Consider transforming Pound Street and Castle Street to a one way road with a cycle contraflow line.

Issue:

Narrow footways and short delay on traffic signals.

Recommendations:

Bolster footways and extend signal delay and/ or introduce ASLs.

Issue:

No dedicated cycle provision. Narrow footway.

Recommendations:

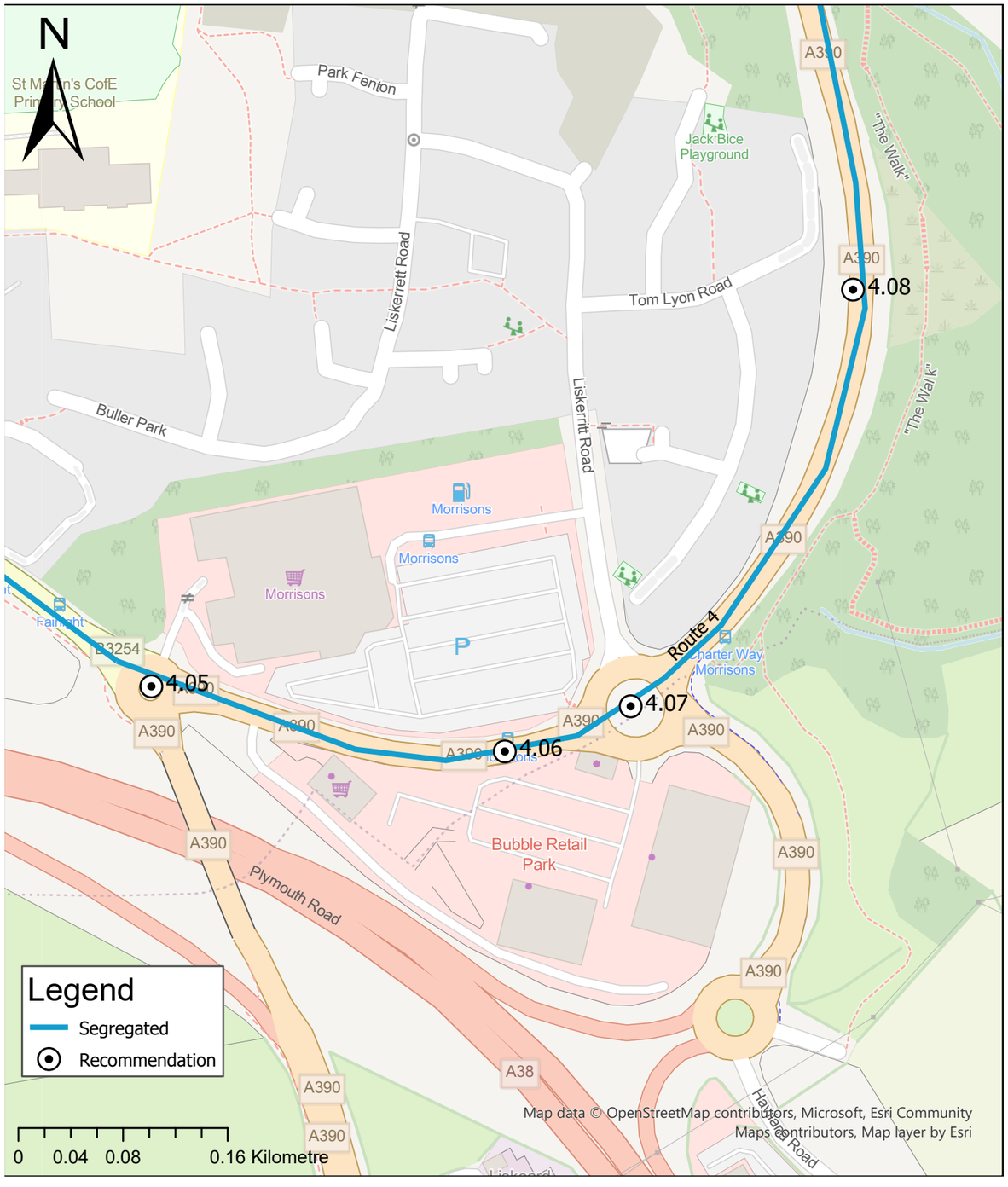
Segregated cycling provision from junction with Church St. Localised footway widening.

Issue:

No controlled crossing facilities on B3254 linked to school.

Recommendations:

Install toucan crossing.



Issue:

Motor vehicle priority and poor crossing at roundabout.

Recommendations:

Feasibility study to reduce to approaches to roundabout to single lane and consider a Dutch style roundabout to give priority to pedestrians and cycles.

Issue:

No crossing facilities on A road towards bus stops.

Recommendations:

Investigate controlled crossing facility.

Issue:

Fast moving traffic off A390 roundabout arm. Poor crossings.

Recommendations:

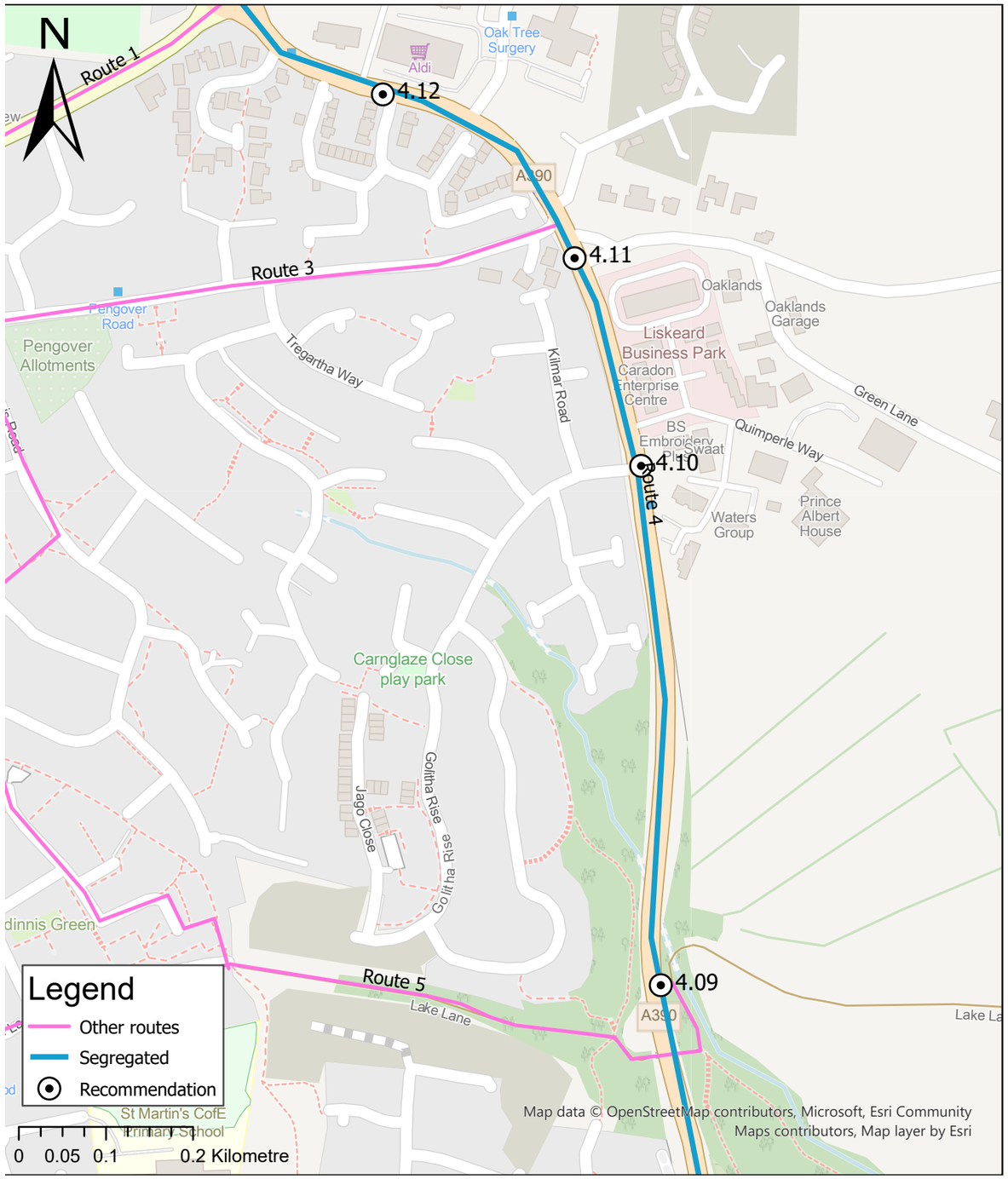
Feasibility study to reduce to one car lane access to the roundabout and consider a Dutch style roundabout to give priority to pedestrian and cycles.

Issue:

Sub standard advisory cycle lane on A road.

Recommendations:

Replace existing advisory lane with segregated cycle lane and footway.



Issue:

Poor connectivity.

Recommendations:

Install a crossing to link cycle track and footway in Charter Way with shared path on Lake Ln.

Issue:

No crossing facilities towards bus stop.

Recommendations:

Consider installing controlled crossing.

Issue:

No controlled crossing of the A390.

Recommendations:

Signalised toucan crossing.

Issue:

Limited space for cycle provision.

Recommendations:

Where space for segregated cycle route is limited, consider transition to shared use footway until A390 and B3254 roundabout.

Route 5 Recommendations

Route Description

This proposed route provides a series of opportunities for cyclists and pedestrians to move across the area linked to residential areas, Castle Park, a school and other spinal routes on the network.

There are no dedicated cycle lanes along the route but there are a few sections of the route that are traffic free paths where people share the space.

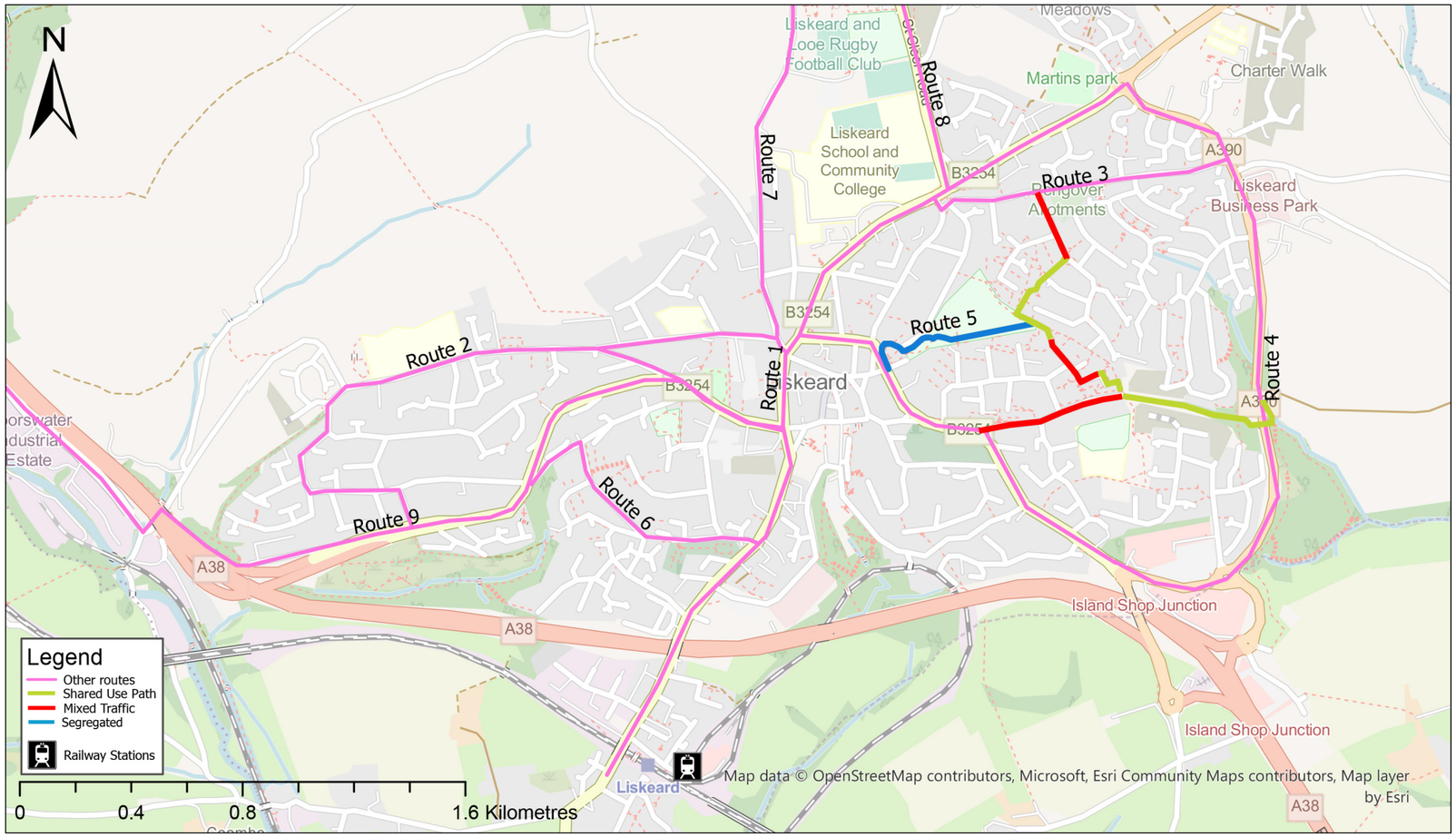
The Propensity to Cycle Tool (PCT) simulations show that this route would be highly utilised under the Go Dutch School scenario and the Go Dutch Commute scenario.

Route 5 connects with two other routes:

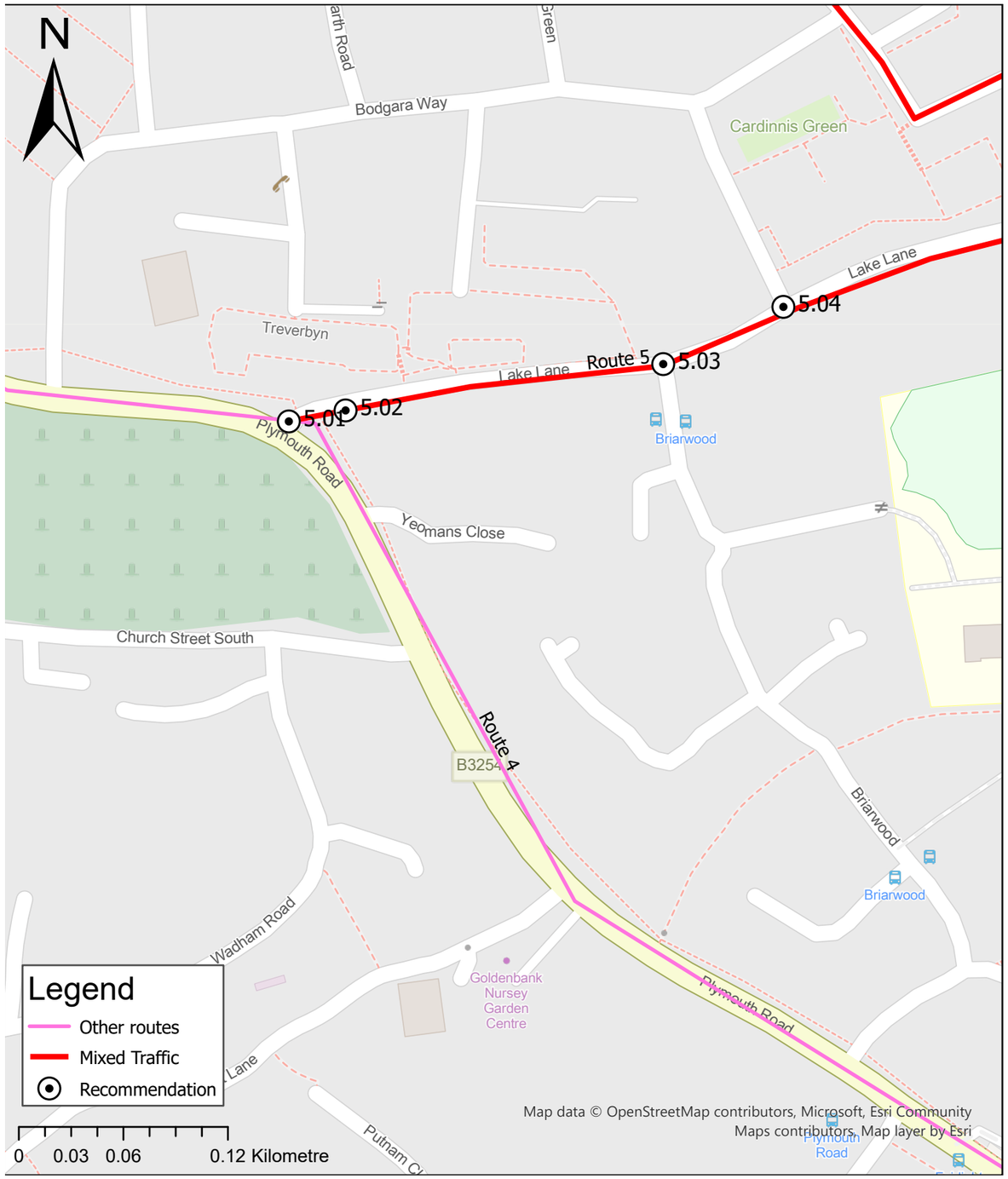
- Route 3 at Pengover Rd junction.
- Route 4 at Plymouth Rd and Charter Way junction.

Barriers to Cycling

- Some of the roads and lanes are steep and poorly linked and unlit which may represent a barrier for some people.



Road Name	Existing Infrastructure	Origins and Destinations
Lake Lane	Narrow footway, poor crossings	St. Martins School, residential areas.
Passmore Close	Narrow footway.	Residential areas.
Castle Park Path	pedestrian paths, play equipment	Castle Park, residential areas. .
Dennis Road	Narrow footway, poor crossings	Residential areas, local services



Issue:

Poor crossing. Wide bell-mouth junction.

Recommendations:

Consider installing continuous raised footway, reducing corner radii and narrowing crossing.

Issue:

Lack of cycle infrastructure. Insufficient footway width.

Recommendations:

Mixed use provision in Lake Ln. Install cycle symbols on carriageway and traffic calming measures if required. Widen footway were possible by narrowing carriageway between Plymouth Rd and Bodgara Way. Forbid car parking on road.

Issue:

Poor crossing. Wide bell-mouth junction.

Recommendations:

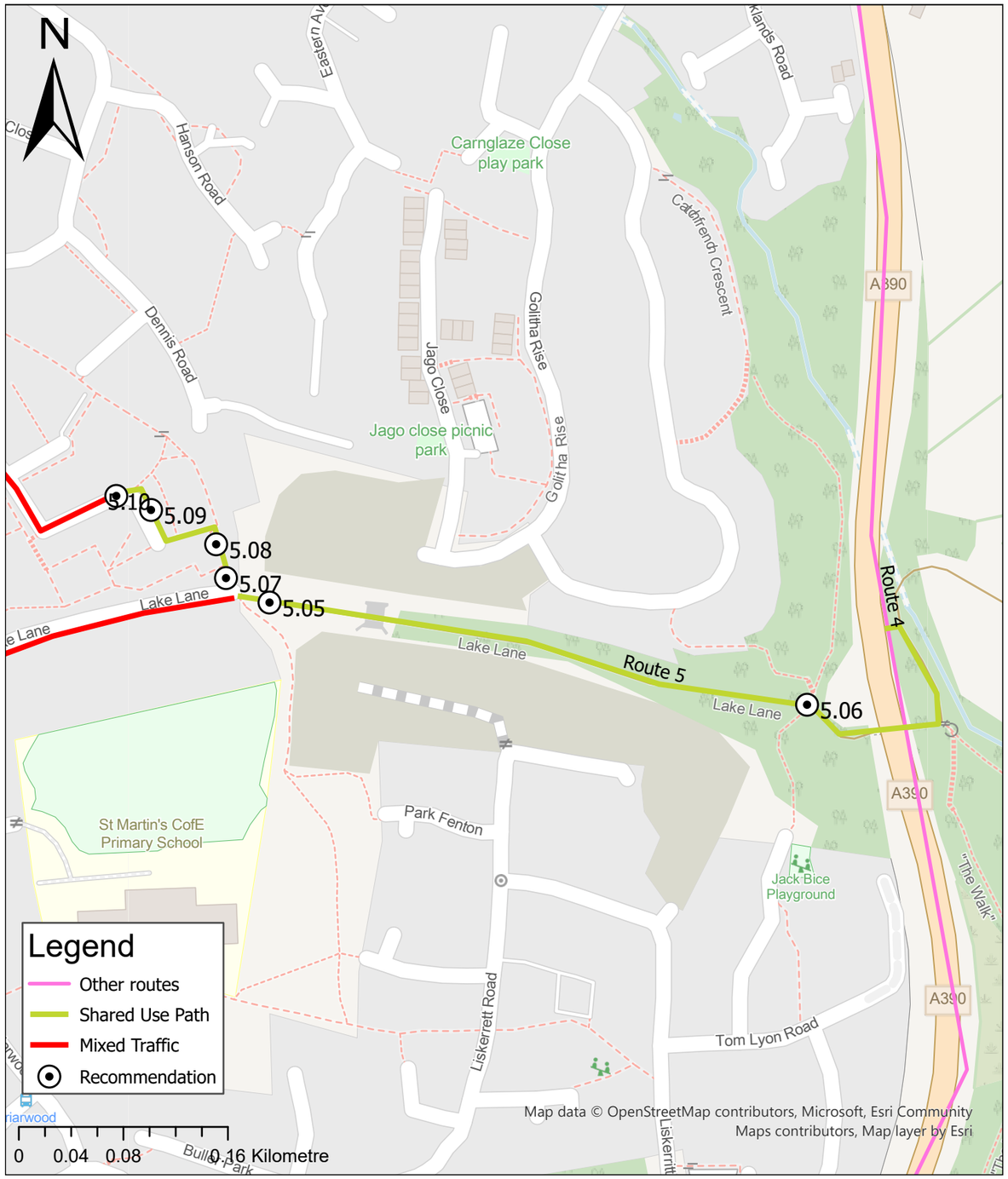
Consider installing continuous raised footway. Reduce corner radii and narrow crossing.

Issue:

Insufficient width.

Recommendations:

Mixed shared path from Bodgara Way east, between pedestrian, cyclists and traffic, giving priority to pedestrian and cyclists. Consider the possibility of installing a modal filter in Bodgara Way to cut through traffic in Lake Ln.



Issue:

Poor cycling and walking infrastructure

Recommendations:

Shared use path. Improve surface and drainage. Provide lightening along the path. Install benches and bins. Consider installing modal filter at the start and end of the path.

Issue:

Poor connectivity.

Recommendations:

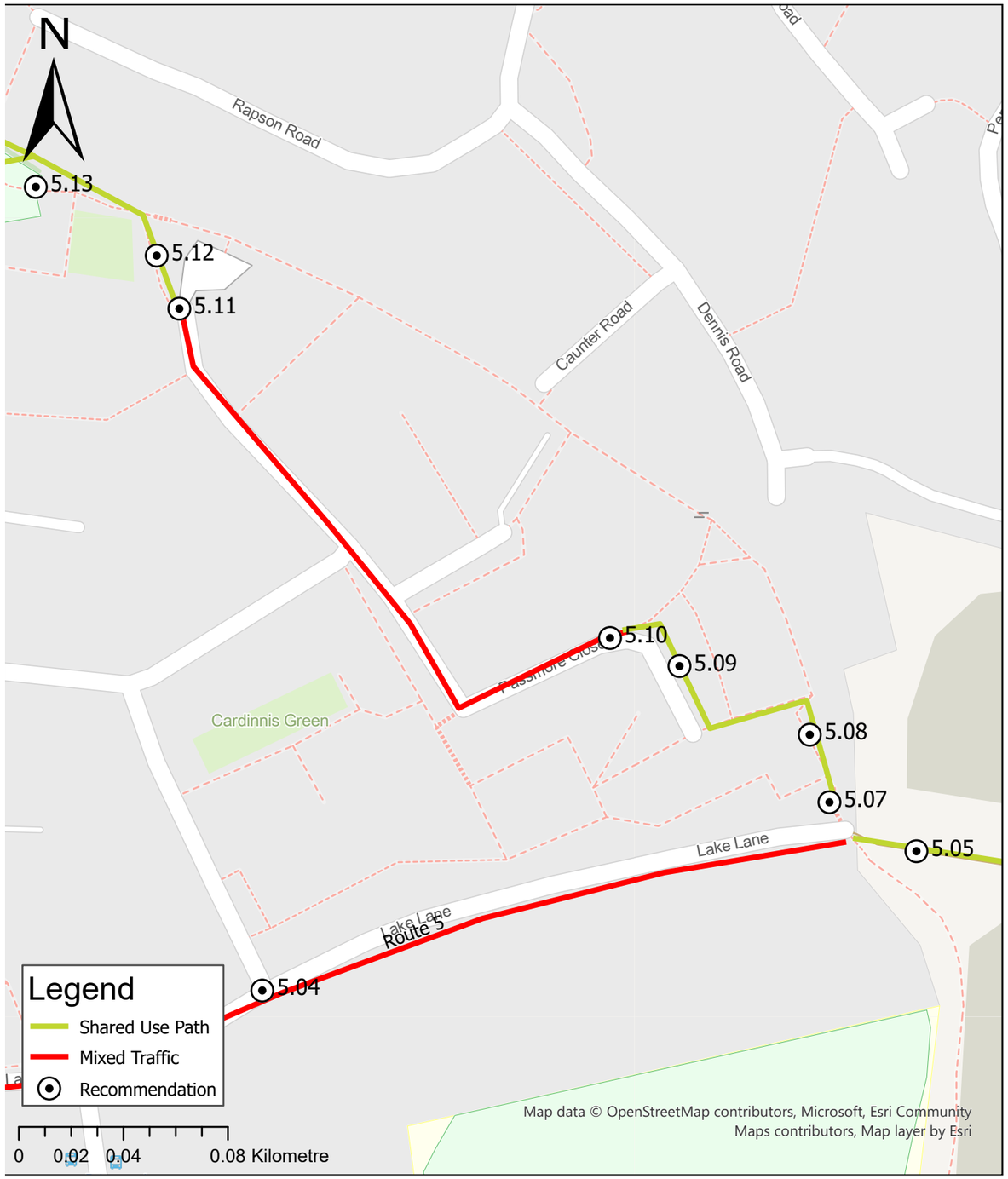
Study the possibility of improving existing informal paths to connect Lake Ln. path to residential areas.

Issue:

Poor accessibility.

Recommendations:

Provide shared use cycling infrastructure. Install ramp to make the route accessible for everyone.



Issue:

No wayfinding.

Recommendations:

Install wayfinding.

Issue:

Lack of resting infrastructure.

Recommendations:

Install benches and cycle parking.

Issue:

Lack of cycling provision.

Recommendations:

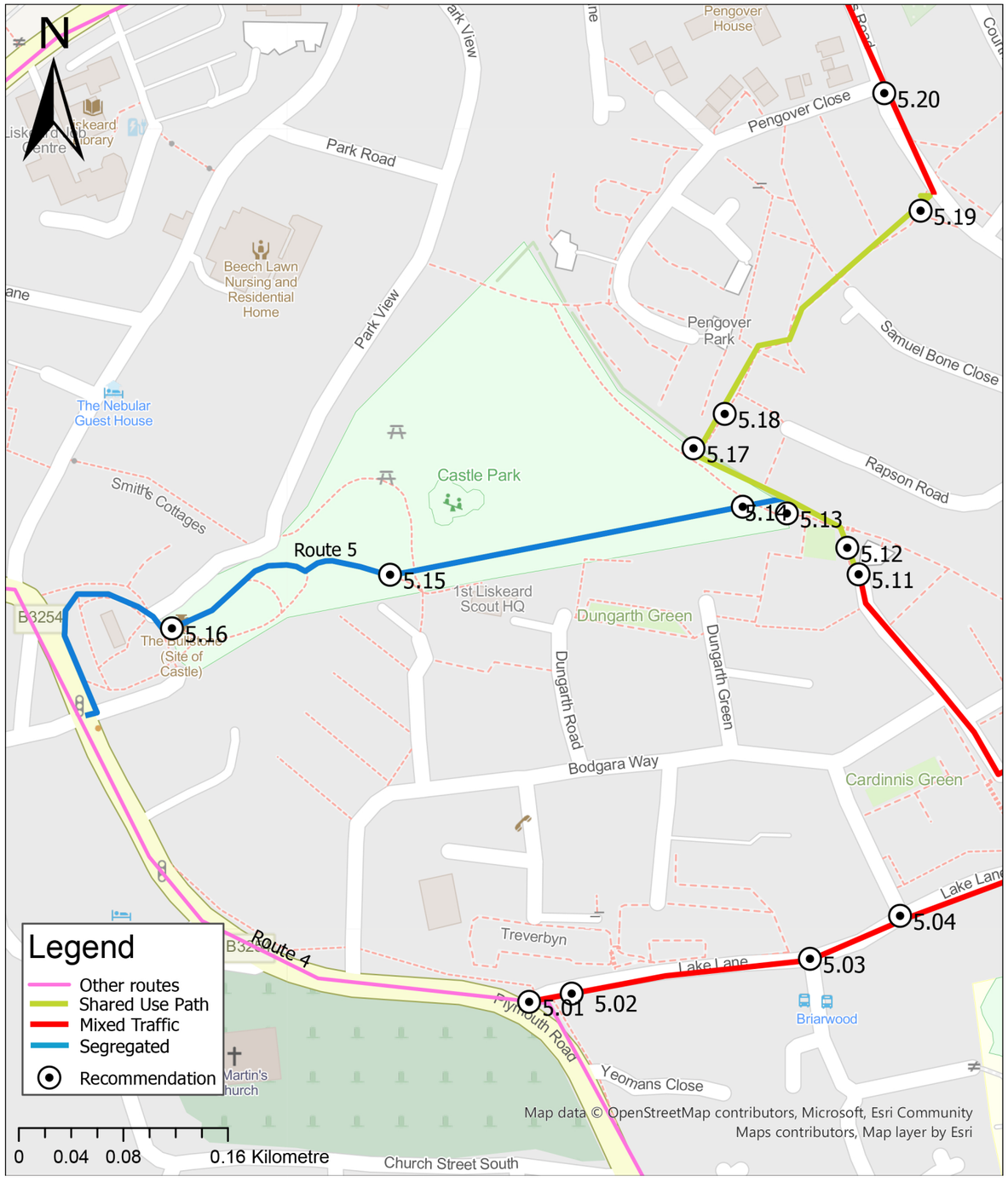
Reduce speed limit to 20mph and install cycle symbols on carriageway and traffic calming measures if required. Install wayfinding.

Issue:

Poor accessibility and wayfinding.

Recommendations:

Widening access and install wayfinding.



Issue:

Poor cycling infrastructure.

Recommendations:

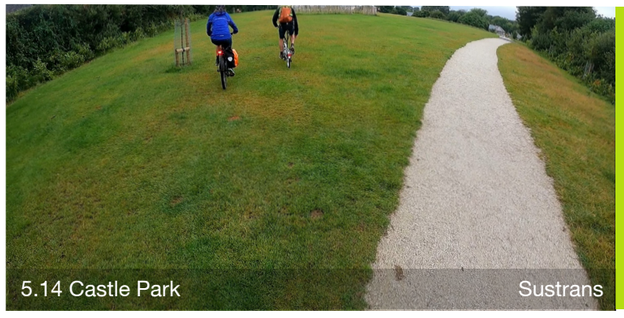
Install shared path following existing desire line (marked on the grass).

Issue:

Poor accessibility.

Recommendations:

Widen path and access. Install wayfinding.



Issue:

Lack of cycling infrastructure.

Recommendations:

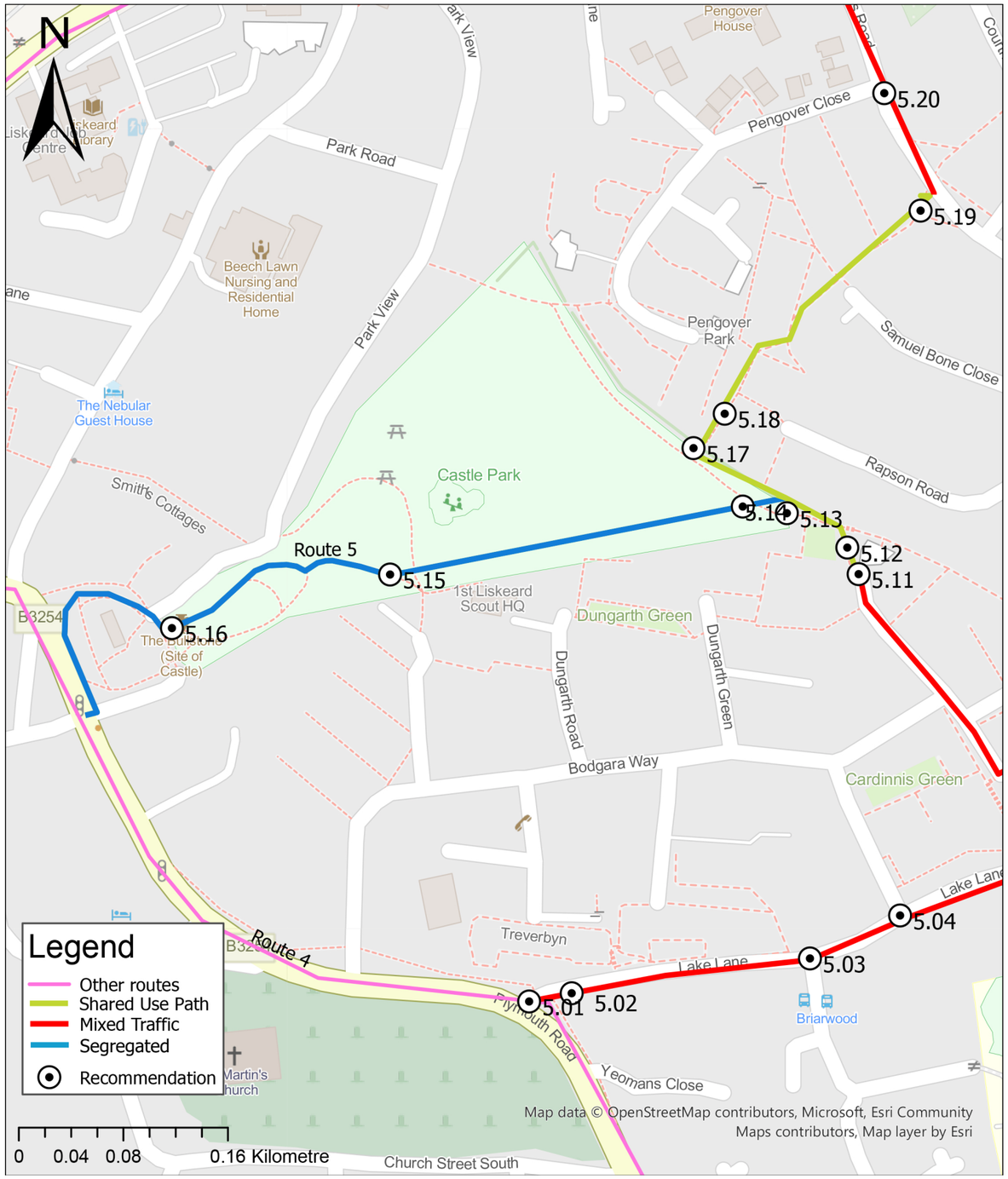
Install segregated cycle provision following the desire line (marked on the grass). Where space is limited consider shared provision after engaging with the local community. Provide cycle parking.

Issue:

Insufficient path width.

Recommendations:

Widen path. Install wayfinding. Install cycling parking.

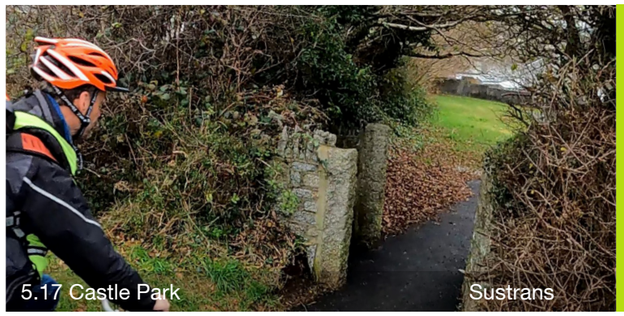


Issue:

Poor accessibility.

Recommendations:

Remove barrier. Install wayfinding.

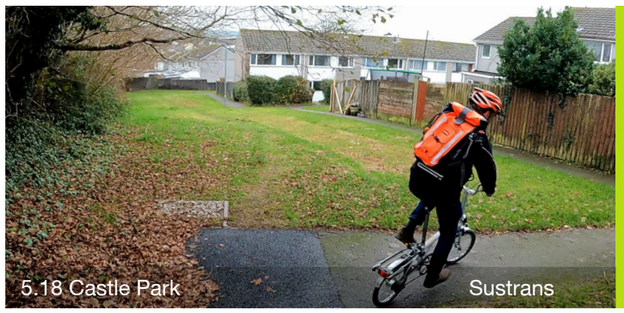


Issue:

Poor accessibility.

Recommendations:

Widen path and access. Install wayfinding.



Issue:

Insufficient width. Path deviates from desire line.

Recommendations:

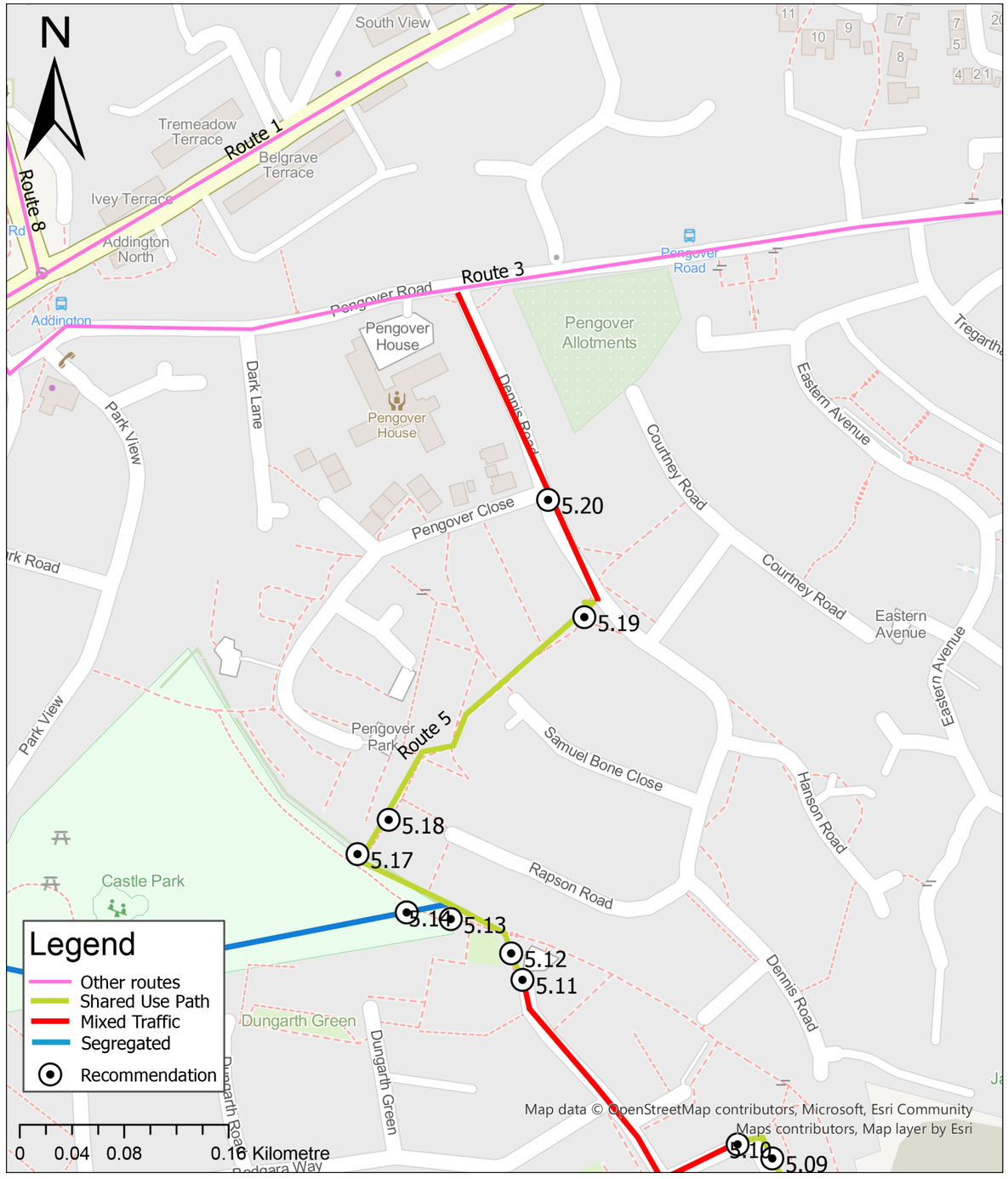
Install a wide path following the desire line. Install wayfinding.

Issue:

Poor accessibility.

Recommendations:

Remove barrier.



Issue:

Lack of cycle infrastructure. Insufficient width. Poor crossing.

Recommendations:

Mixed traffic provision in Dennis Rd. Install cycle symbols on carriageway. Widen footway were possible by narrowing the carriageway. Install continuous raised footway in Pengover Close.

Route 6 Recommendations

Route Description

This route connects Route 1, on Station Road (B3254), with Route 9 on New Road (B3254) on a relatively level alignment along quiet residential roads.

Limes Lane is a popular pedestrian route linked to play and green space. There are no footways on Limes Lane which is variable in width. Lanchard Road and Lanchard Lane have more through traffic but there are footways, and on street parking. Lanchard Road and Lanchard Lane are linked by a footpath.

There are no dedicated cycle facilities but the existing highway conditions enable the opportunity to promote this route to cross the area away from busy through traffic.

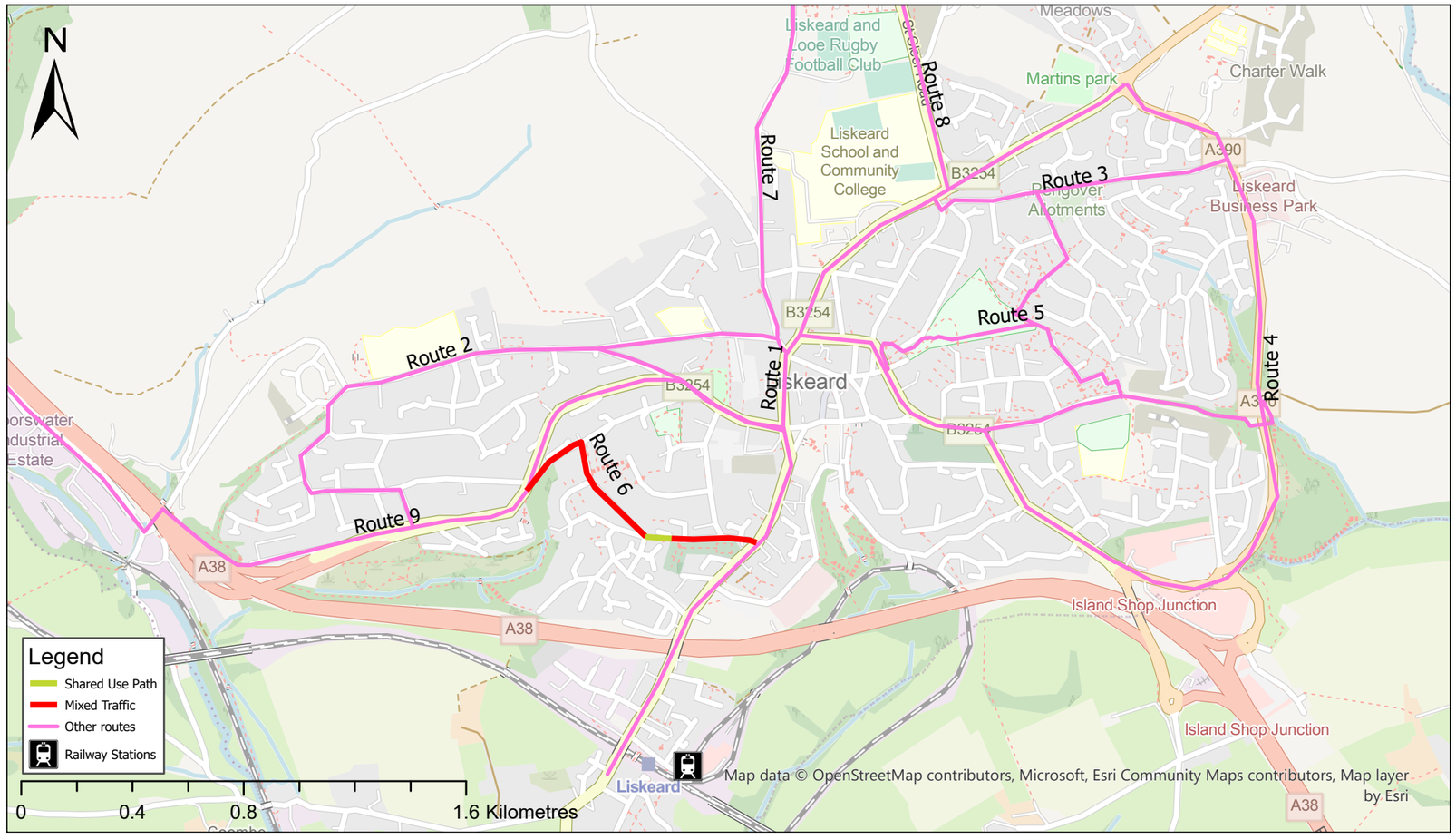
The Propensity to Cycle Tool simulations demonstrate that Limes Lane and Lanchard Road and Lane would be popular under the Go Dutch scenario. The Cycling Planning Workshop did not identify this route which has no history of collisions between traffic and pedestrians or cycles.

Route 6 connects with two other routes as follows:

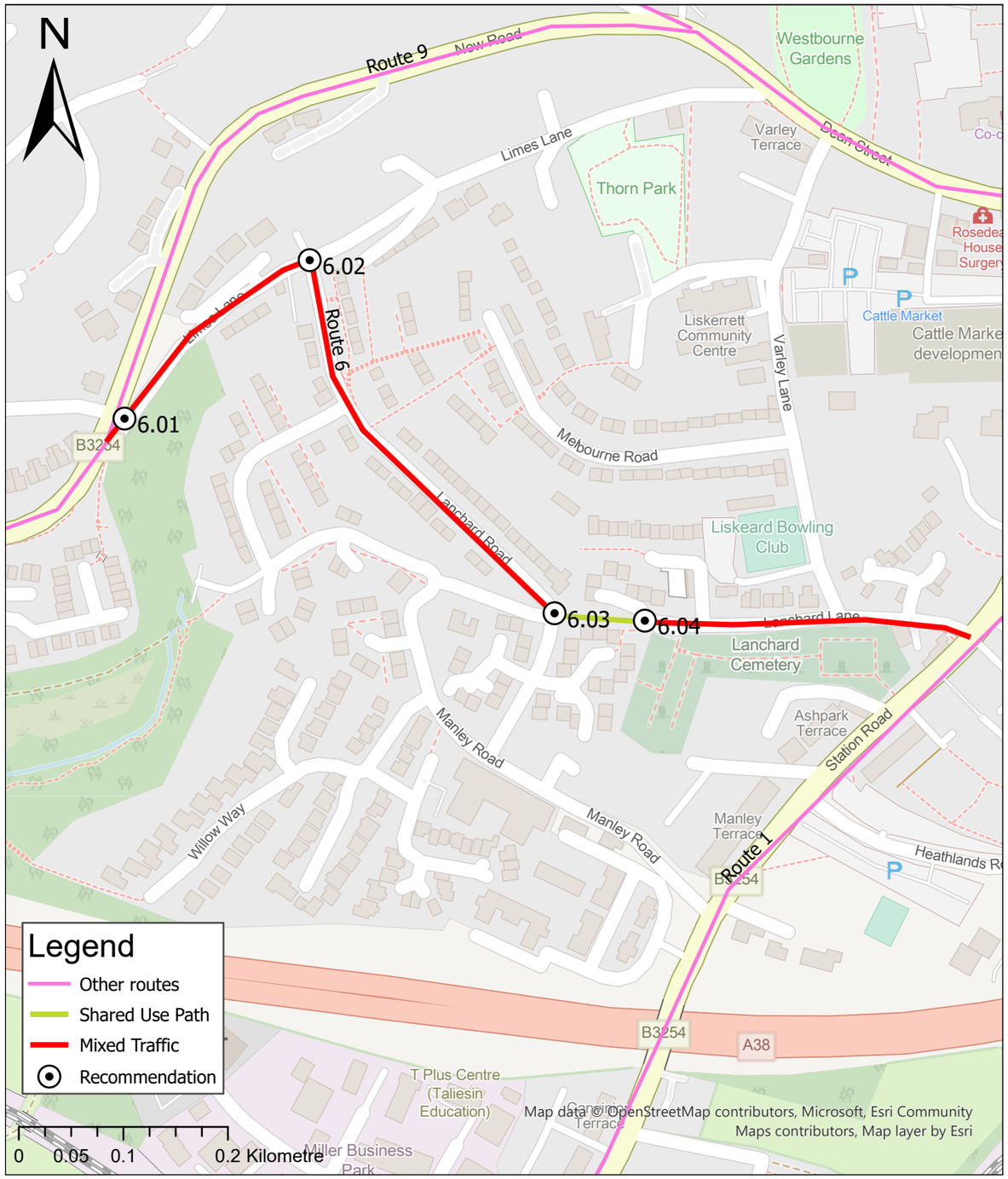
- Route 1 at the junction of Lanchard Lane and Station Road (B3254);
- Route 9 at the junction of Limes Lane and New Road (B3254).

Barriers to Cycling

There are no dedicated cycle facilities on either Limes Lane, Lanchard Road or Lanchard Lane. Limes Lane is variable in width and single track in places and there is unrestricted on-street parking on Lanchard Road and Lanchard Lane restricting visibility. The junctions onto the B3254 at either end of this route on Station Road and New Road are unattractive to less experienced cyclists.



Road Name	Existing Infrastructure	Origins and Destinations
Limes Lane	No footways, two way traffic, single carriageway width	Town centre, train station, school, greenspaces
Lanchard Road	On street parking, footways, no crossing facilities	Residential area
Lanchard Lane	On street parking, footways, footpath link and seating	Town centre services, train station



Issue:

No footway on popular walking desire line on Limes Lane.

Recommendations:

Mixed traffic provision. Introduce 20 mph limit and install cycle symbols on carriageway and traffic calming if required. Investigate installing modal filter to cut through traffic in Limes Ln. and improve pedestrian safety.

Issue:

30 mph limit and narrow footway.

Recommendations:

Widen pavement where possible by reducing carriageway to minimum allowed.

Issue:

Footpath link narrow.

Recommendations:

Widen existing footpath link to shared use path.

Issue:

Location of bollards.

Recommendations:

Relocate and re-space bollards to top of the footpath link.

Route 7 Recommendations

Route Description

This recommended route along Culverwood Road, Coldstyle Road and Barras Cross links to Route 8 (B3254, St Cleer Road). It serves trips to and from Liskeard School & Community College and leisure centre and the town centre.

Culverwood Road leads into Culverland Road which is a popular route for walking and exercising and accessing the surrounding countryside.

The cycling route workshop organised virtually for local stakeholders and users identified this route which currently has no dedicated cycling provision.

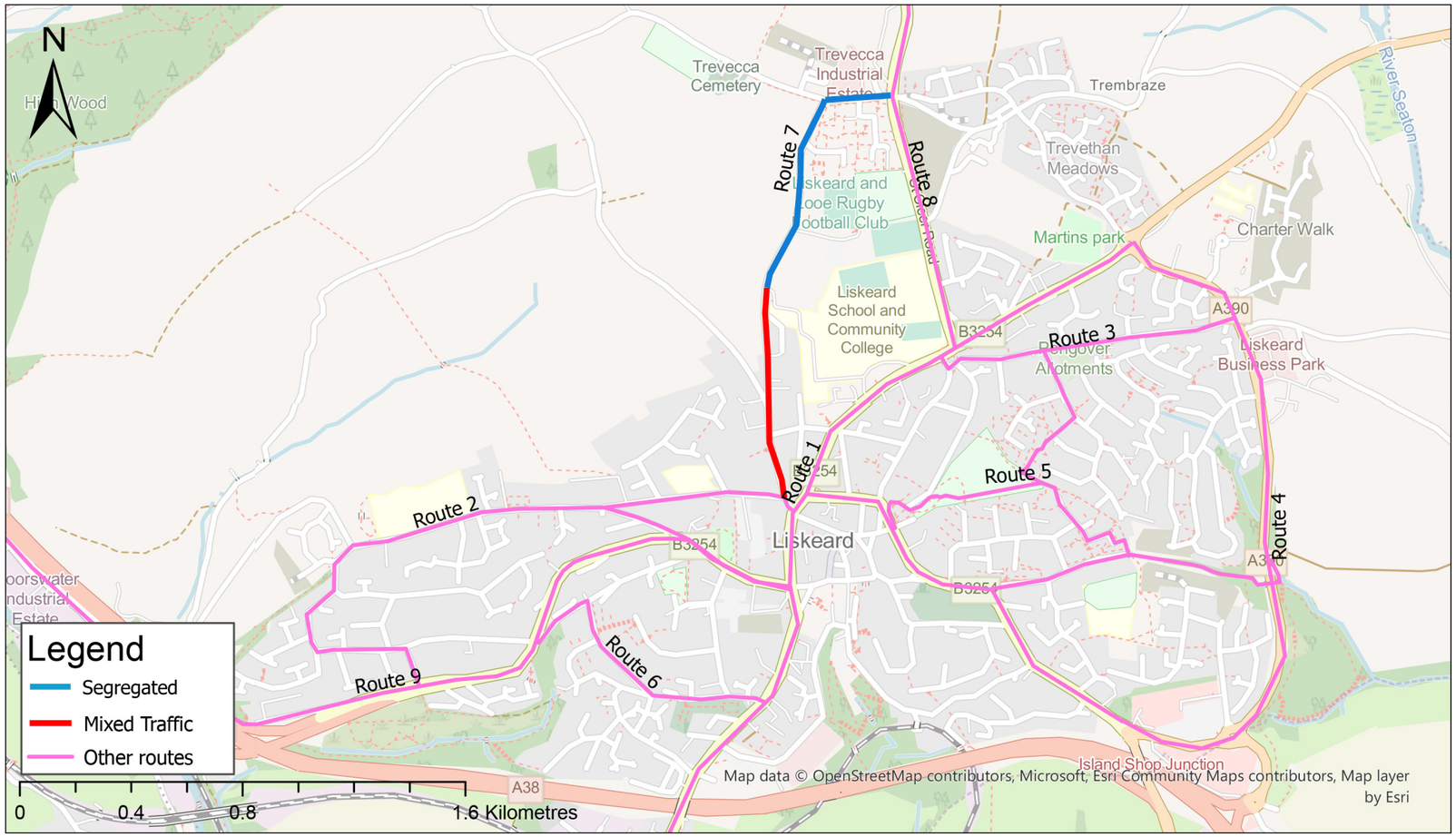
There were no reported collisions between traffic and pedestrians or cyclists in the last reporting period of 2014-2019. The Propensity to Cycle Tool scenario's did not identify this whole route as an opportunity to uplift cycling trips but Culverwood Road was highlighted under the Go dutch scenario.

Route 7 connects with two other routes as follows:

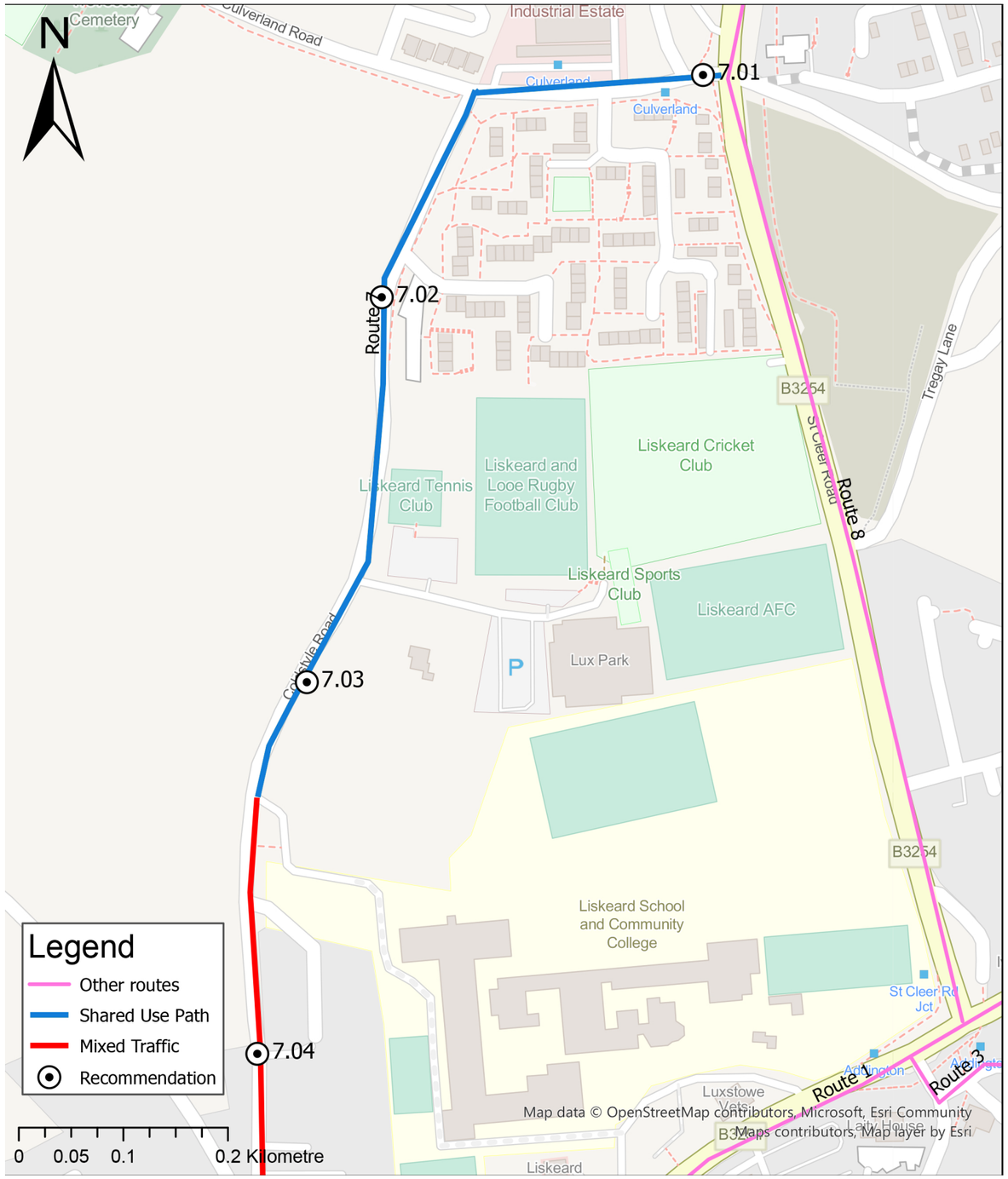
- Route 2 at the junction of Barras Cross and The Parade;
- Route 8 at the junction of Culverland Road and the B3254, St Cleer Road.

Barriers to Cycling

- There is no existing cycling provision on this proposed route along Culverwood Road, Coldstyle Road and Barras Cross and The Parade. The route is part of a 30mph zone but the B3254 which is linked to this route at both ends moves a lot of traffic through the town and beyond.
- The narrow carriageway lanes and on-street parking along sections of this route will also impact upon the perception of safety.



Road Name	Existing Infrastructure	Origins and Destinations
Culverwood/ Culverland Road	Incomplete and narrow footways, no dedicated cycling provision, part of proposed Looe Valley Trails circular route.	Liskeard School and Leisure Centre, new and existing residential areas, employment site.
Coldstyle Road	Narrow footways, no dedicated cycling provision	School and leisure centre
Barras Cross/ Barras Place	Footways, no dedicated cycling provision, no crossing facilities	Town centre, school and leisure centre, rural lane network



Issue:

No dedicated cycling facilities.

Recommendations:

Install segregated cycle provision. Where space is limited consider shared provision after engaging with the local community. Remove centreline and reduce speed limit to 20mph along Culvert Road and Coldstyle Road.

Issue:

Narrow footway linked to school and leisure centre.

Recommendations:

Widen existing footway.

Issue:

Narrow footway linked to school and leisure centre and pinch point.

Recommendations:

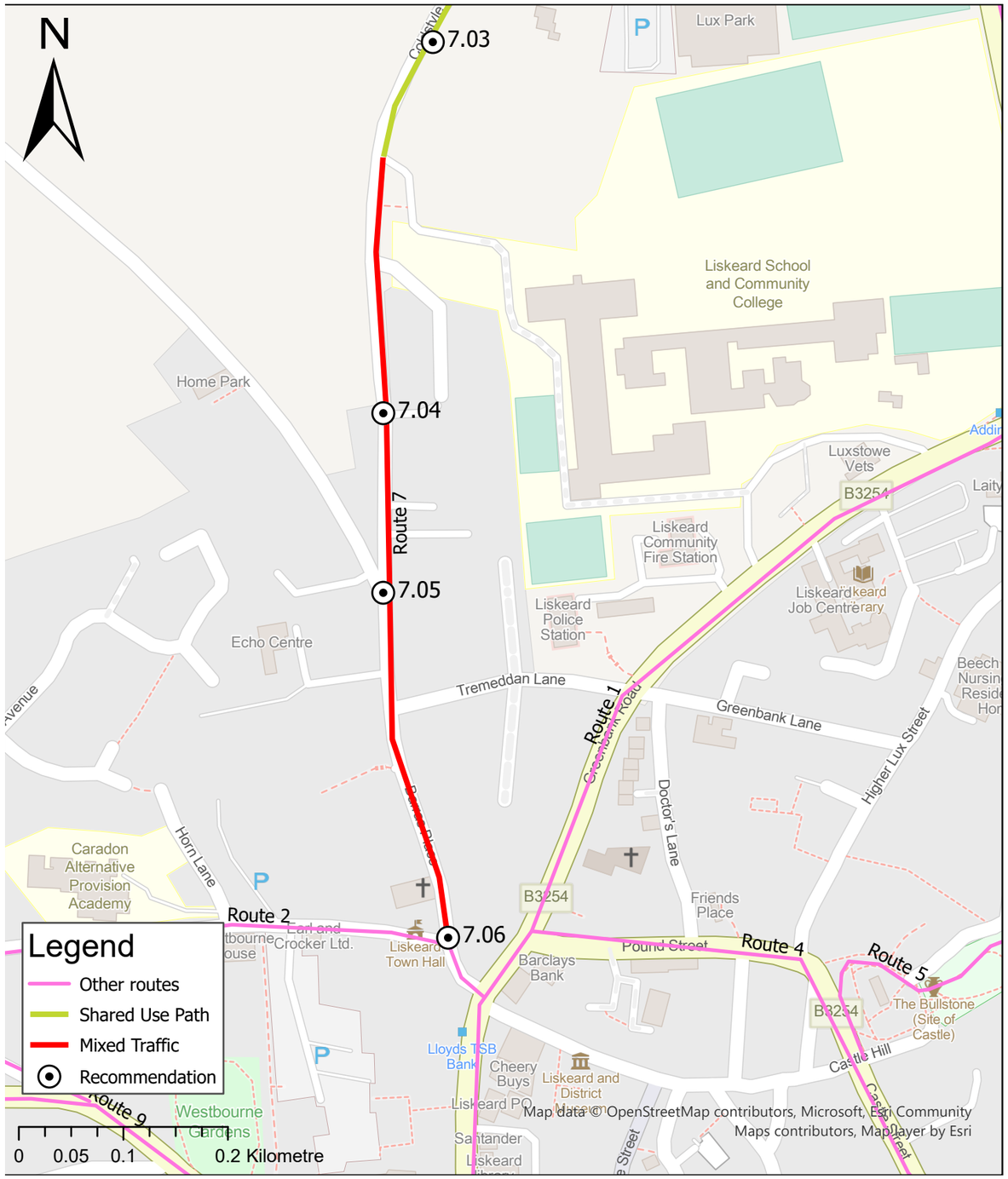
Install traffic calming, remove centre line and narrow carriageway if possible to enable footway widening.

Issue:

Narrow footway and no cycling provision

Recommendations:

Remove centre line, 20 mph and traffic calming. Waiting restrictions.



7.05 Coldstyle Rd / Barras Cross/ Venslooe Hill Google

Issue:

No footway on Venslooe Hill.

Recommendations:

Quietway or Quiet lane designation/ treatment start.

7.06 Barras Place/ West Street Google

Issue:

Narrow footway, on street parking and no dedicated cycling facilities.

Recommendations:

Re-inforce 20mph zone with traffic calming.

Route 8 Recommendations

Route Description

This proposed route along St Cleer Road (B3254) serves the communities of Liskeard and St Cleer. It was identified by the Town Council Client Team and Cornwall Councillors as being important as it extends towards some of those satellite communities that rely on this market town.

There is currently no dedicated cycling provision on this section of the B3254, which connects to the schools, leisure centre and an employment area.

St Cleer is on the edge of Bodmin Moor, part of the Cornwall Area of Outstanding Natural Beauty (AONB) and a popular area for recreational cycling and walking. Liskeard School & Community College attracts pupils and staff from the surrounding area and the market town is on both the strategic bus and rail networks.

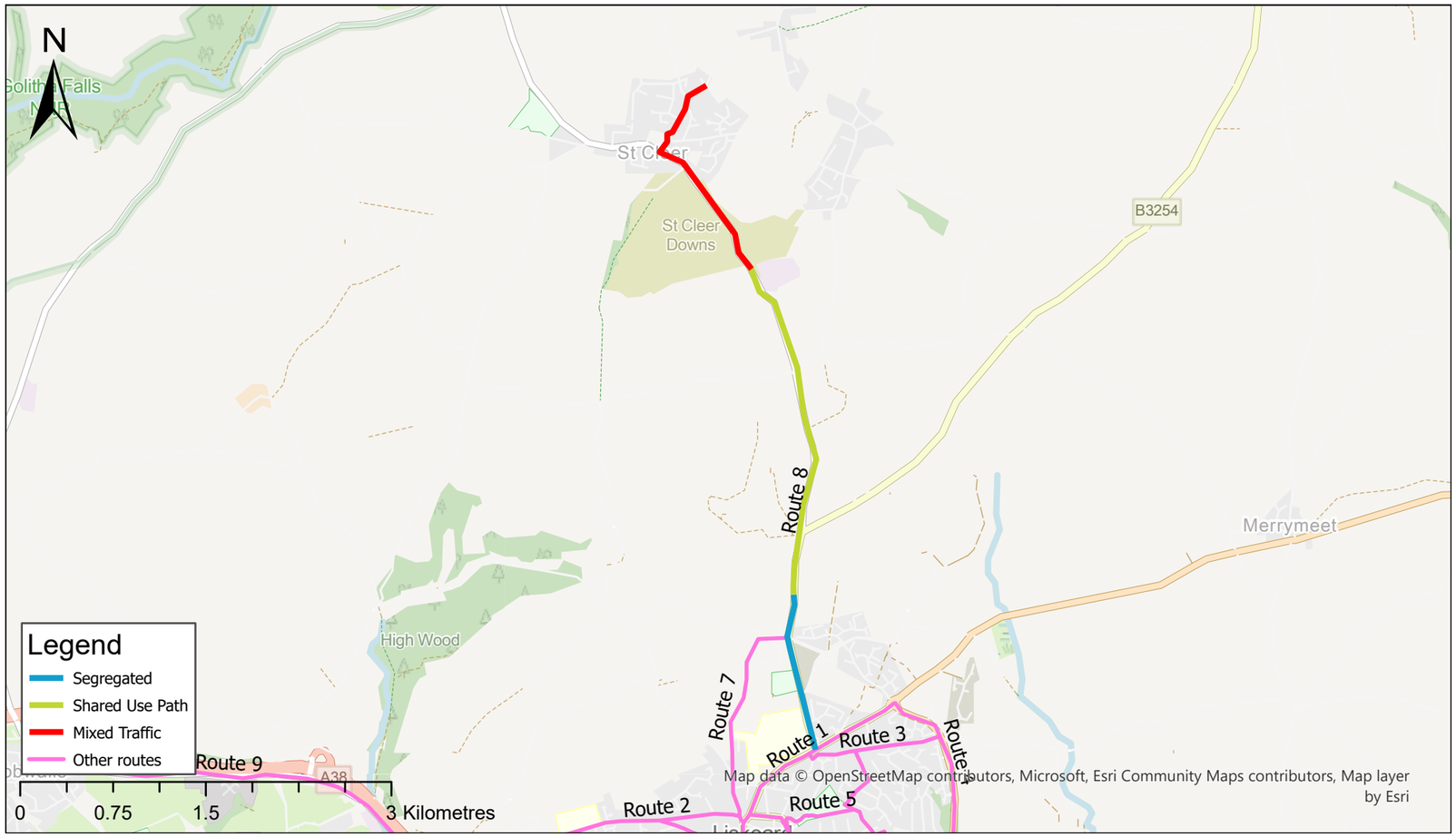
Propensity to Cycle Tool simulations demonstrate that the section of highway between Greenbank Road (B3254) and junction with the C Road to St Cleer would be highly utilised under the Go Dutch scenario.

Route 8 connects with two other routes as follows:

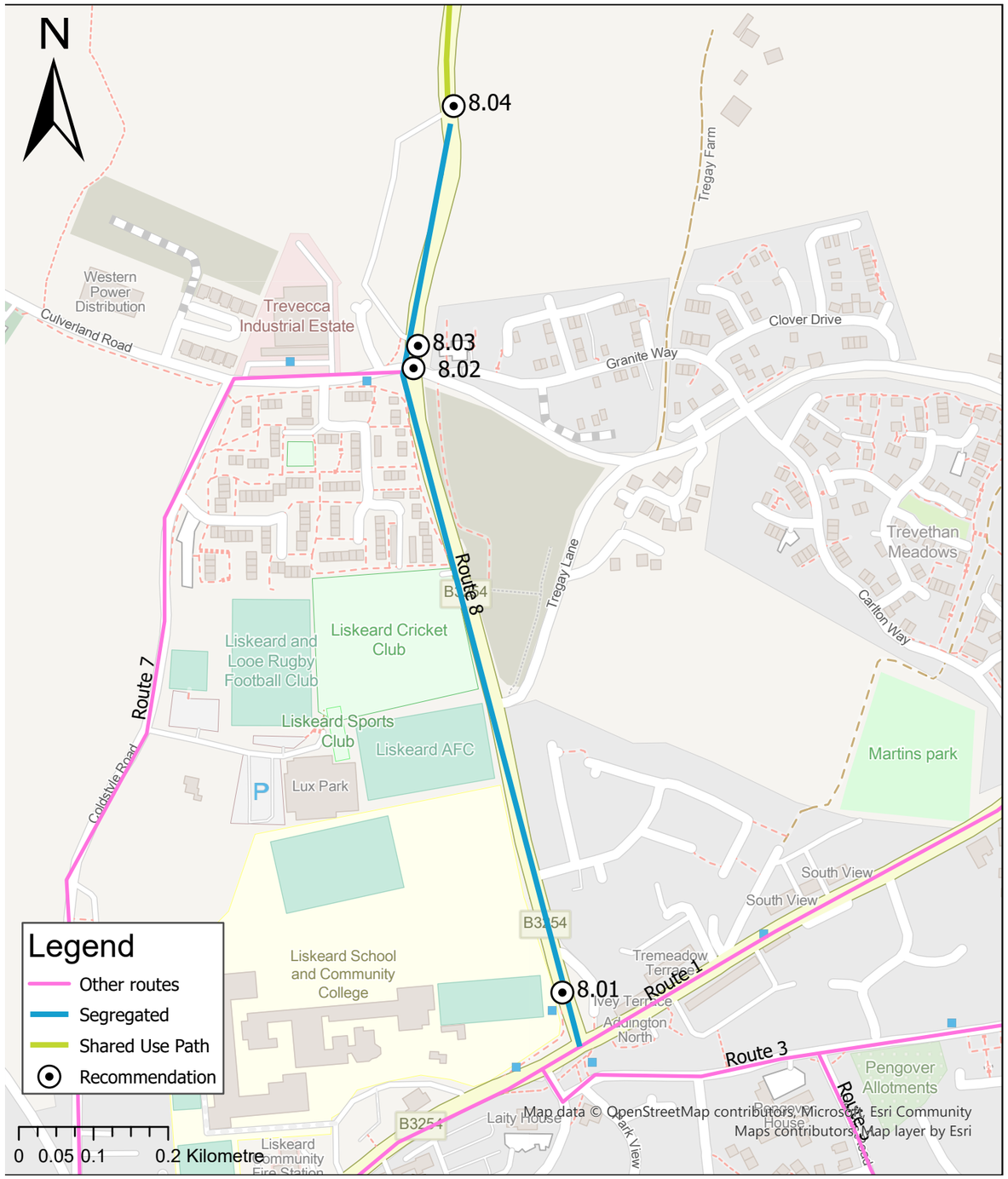
- Route 1 at the junction with Greenbank Road and St Cleer Road;
- Route 7 at the junction with Culverland Road and B3254

Barriers to Cycling

- St Cleer Road has no cycling infrastructure. The B3254 is the main north to south connection between the A30 and A38 in this part of Cornwall and traffic volumes are relatively high.
- The C Road between the B3254 and the outskirts of St Cleer is a National Speed Limit (60mph) road with two lanes of traffic.



Road Name	Existing Infrastructure	Origins and Destinations
St Cleer Road (B3254)	Footways, no crossing facilities, no dedicated cycling facilities	Schools, Leisure Centre, growth area,
B3254	No footways or dedicated cycling facilities	St Cleer, schools, rural lane network
Unclassified road to St Cleer	No footways, no dedicated cycling facilities	St Cleer, Schools, Bodmin Moor, reservoirs



Issue:

No dedicated cycle facilities and narrow footway on busy B Road.

Recommendations:

Narrow carriageway and provide wide footway and segregated cycle provision to Trevecca Cottages Junction.

Issue:

No crossing facilities towards new residential development.

Recommendations:

Explore options for a controlled crossing.

Issue:

Explore removing central hatching to be able to reallocate space for walking and cycling.

Recommendations:

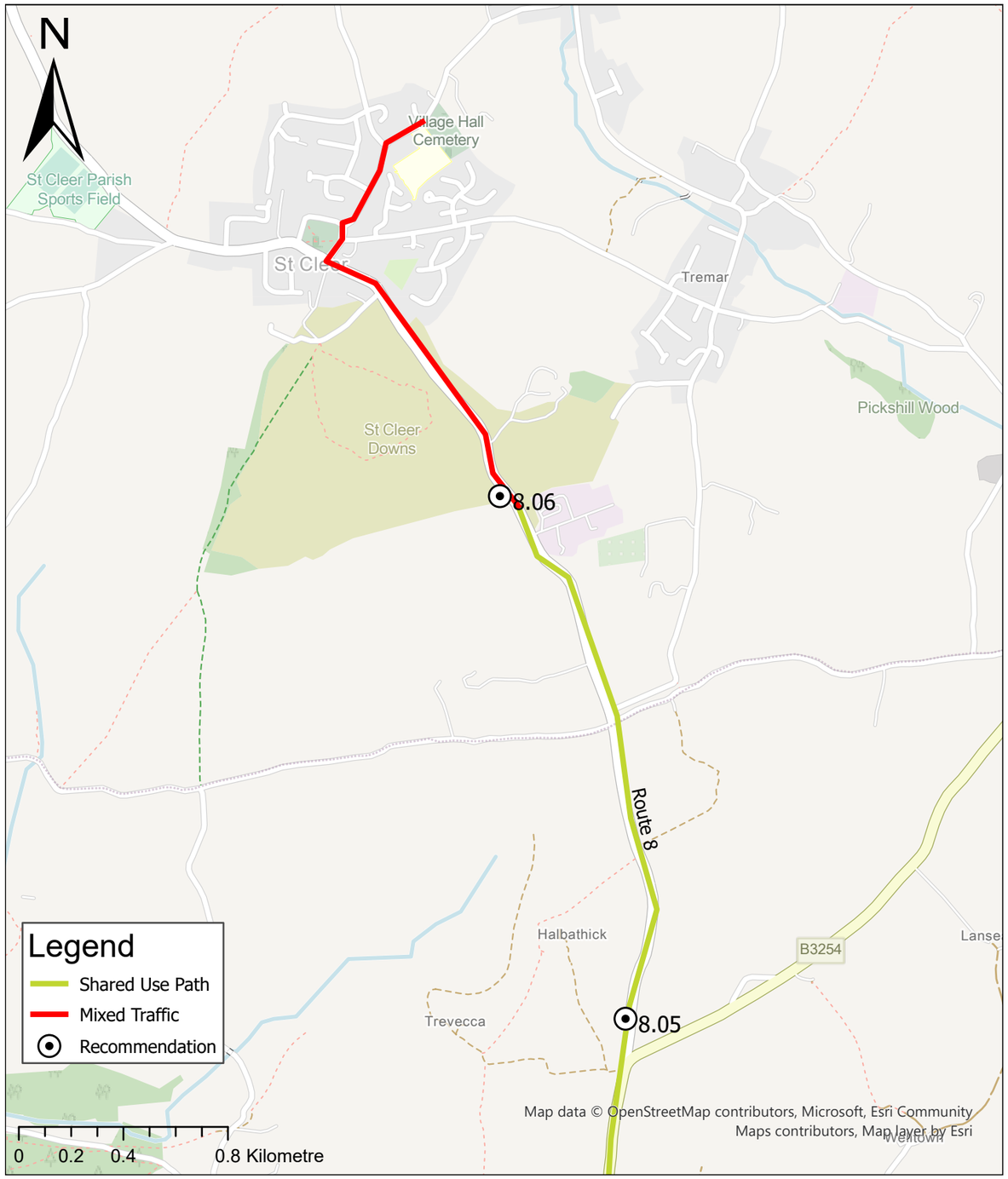
Explore removing central hatching to be able to reallocate space for walking and cycling.

Issue:

No dedicated walking or cycling provision on B Road.

Recommendations:

Investigate a segregated shared use path in the verge and behind the hedge.



8.05 'C' Classified Road to St Cleer Google

Issue:

No dedicated walking and cycling facilities available.

Recommendations:

Investigate a shared use path in the verge and behind the hedge.


8.06 'C'Road to St Cleer/entrance to Common Land. Google

Issue:

No dedicated walking and cycling provision.

Recommendations:

Mixed traffic provision. Introduce 20mph limit for the extent of the Common Land and until village school.

Route 9 Recommendations

Route Description

This route was identified by the Town Council Client Team and Cornwall Councillors as important as it helps serve the surrounding communities at Dobwalls and the employment space at Moorswater as well as interfacing with the existing Caradon Trail and proposed Looe Valley Trails and 'Liskeard Loop'.

The route builds on some existing shared use provision parallel to the A38 between Dobwalls and Moorswater. Stakeholders also emphasised the importance of an improved access between New and Old Roads and Cornwall Council and National Highways are developing a scheme to address the current stepped access restrictions.

As well as providing a direct route between Dobwalls and Liskeard it also picks up local circulatory trips between Hillfort Primary School and town centre services.

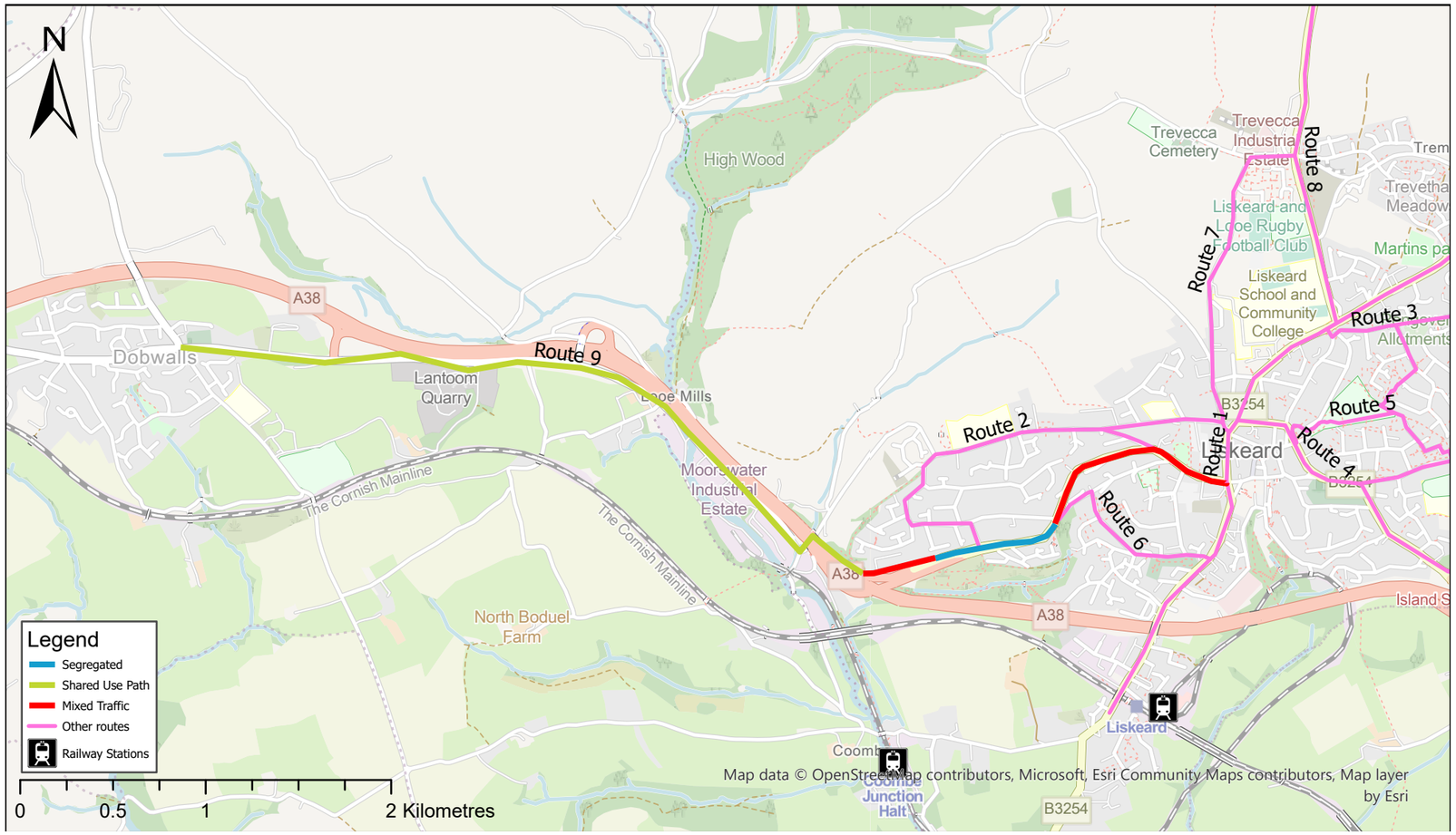
The Propensity to Cycle Tool simulations demonstrate that parts of this route, particularly the New Road (B3254) area, would be highly utilised under the Go Dutch scenario.

Route 9 connects with three other routes as follows:

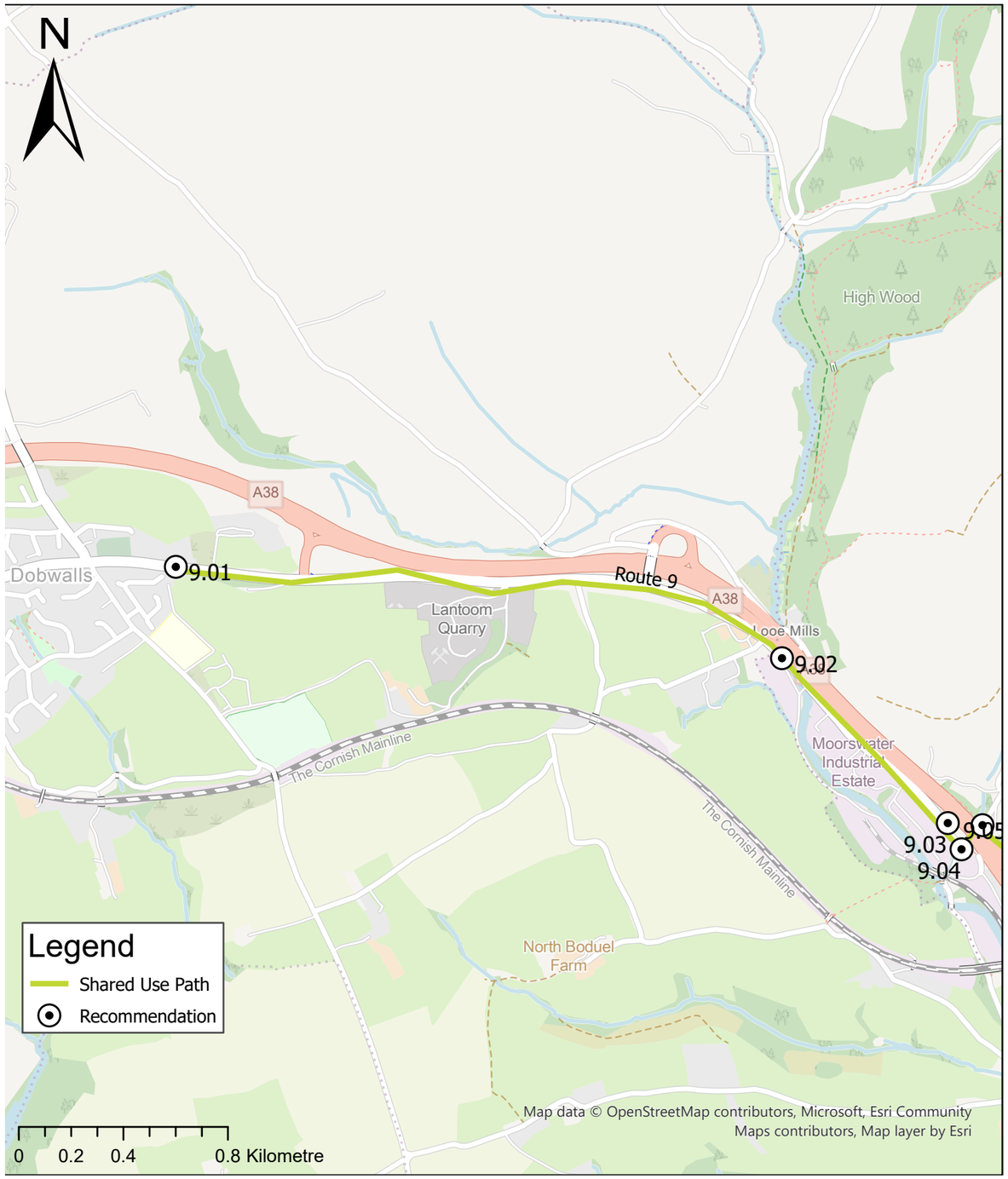
- Route 1 at the junction with Dean Street, Barras Street and Windsor Place;
- Route 2 at the junction of Dean Hill and New Road (B3254)
- Route 6 at New Road (B3254) and junction with Limes Lane

Barriers to Cycling

- The disjointed and absence of dedicated cycle provision along this route corridor suppresses commuting and recreational cycling.
- The Moorswater Distributor Road attracts large HGV vehicles which compounds people's safety concerns when considering cycling for short journeys. The existing stepped access between New and Old Roads, linked to the Caradon Trail, further limits the opportunities for cycling as well as the unhospitable environment adjacent to the A38.
- A38 traffic to and from Liskeard town centre travels along the B3254 (New Road), in a 30mph speed limit but the nature of the road through this residential area does not encourage lower speeds and without any cycling facilities acts as a barrier to people cycling across and along this area.



Road Name	Existing Infrastructure	Origins and Destinations
Moorswater Distributor Road	Shared use footways, narrow in places, pedestrian and cycle refuges, incomplete footway,	Dobwalls, Moorswater, Caradon Trail, employment area, Looe Branchline stations, wider countryside
Old Road/New Road	Narrow and missing footways, limited or no crossing facilities, Caradon Trail, stepped access	Moorwaters, Caradon Trail, School, wider countryside, town centre services
New Road (B3254)	Missing and fragmented footways, uncontrolled crossings	School, residential areas, greenspaces, town centre
Dean Street (B3254)	Fragmented footways, single controlled crossing	Town centre services, Cattle Market car park



Issue:

Poor cycling provision. Narrow footway.

Recommendations:

Shared use facility between Dobwalls village gateway sign and continuing along the length of Moorwater Distributor Road until the junction with Old Road. Consider providing resting points along the route.

Issue:

Lack of continuous shared footway provision.

Recommendations:

Localised widening and extending of existing shared footway.

Issue:

Narrow footway and only kerb separation.

Recommendations:

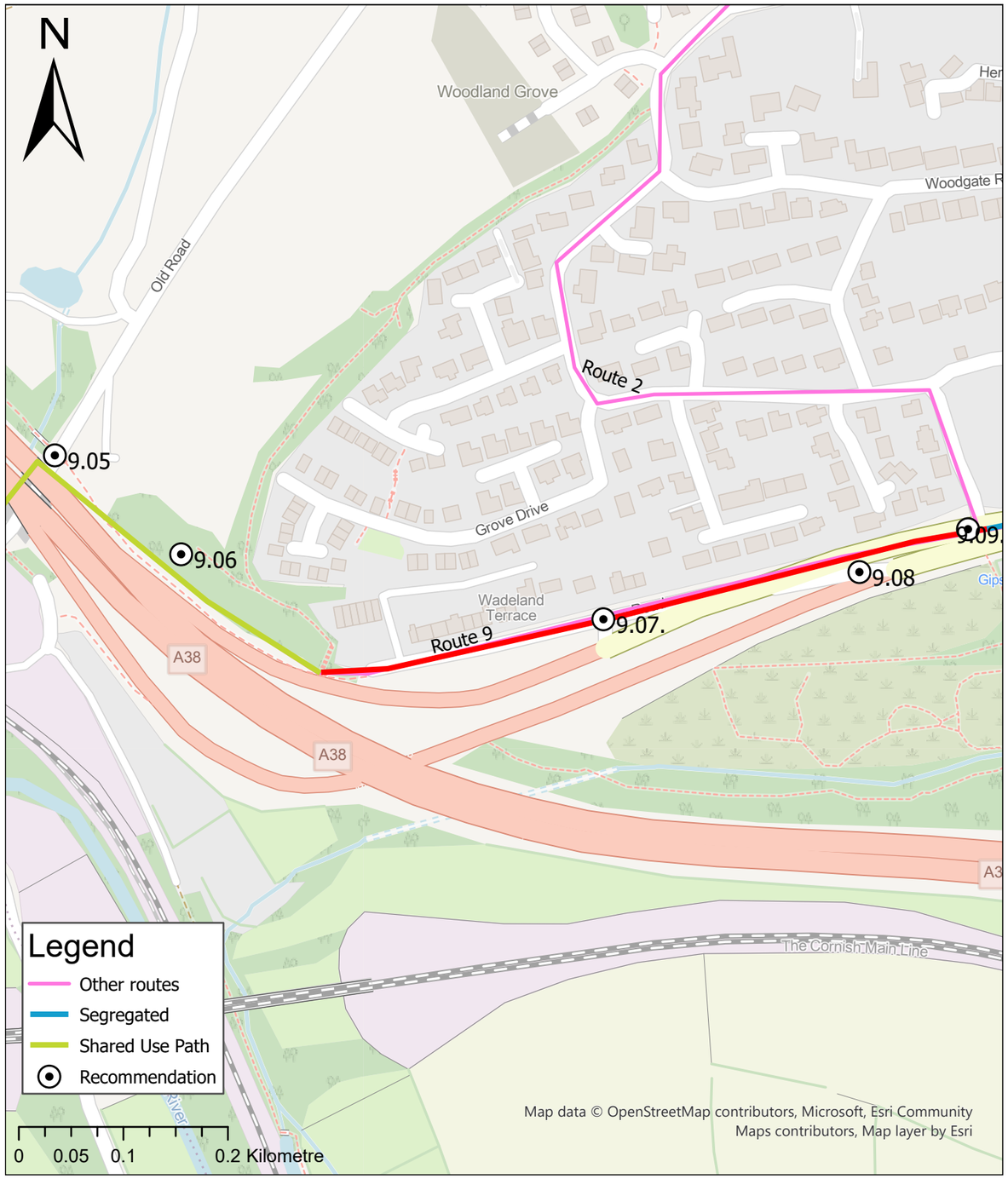
Widen existing footway to shared use and extend towards Dobwalls.

Issue:

Footway provision ends, no crossing facilities.

Recommendations:

Extend footway to junction and narrow junction bell-mouth and uncontrolled crossing.



Issue:

No crossing facilities.

Recommendations:

Investigate controlled crossing for pedestrians and cycles.

Issue:

Stepped access linking Old and New Road's/ Wadeland Terrace.

Recommendations:

Replace stepped access with accessible ramp. Localised footpath widening.

Issue:

Footway does not protect residents accessing properties on Wadeland Terrace. On street parking.

Recommendations:

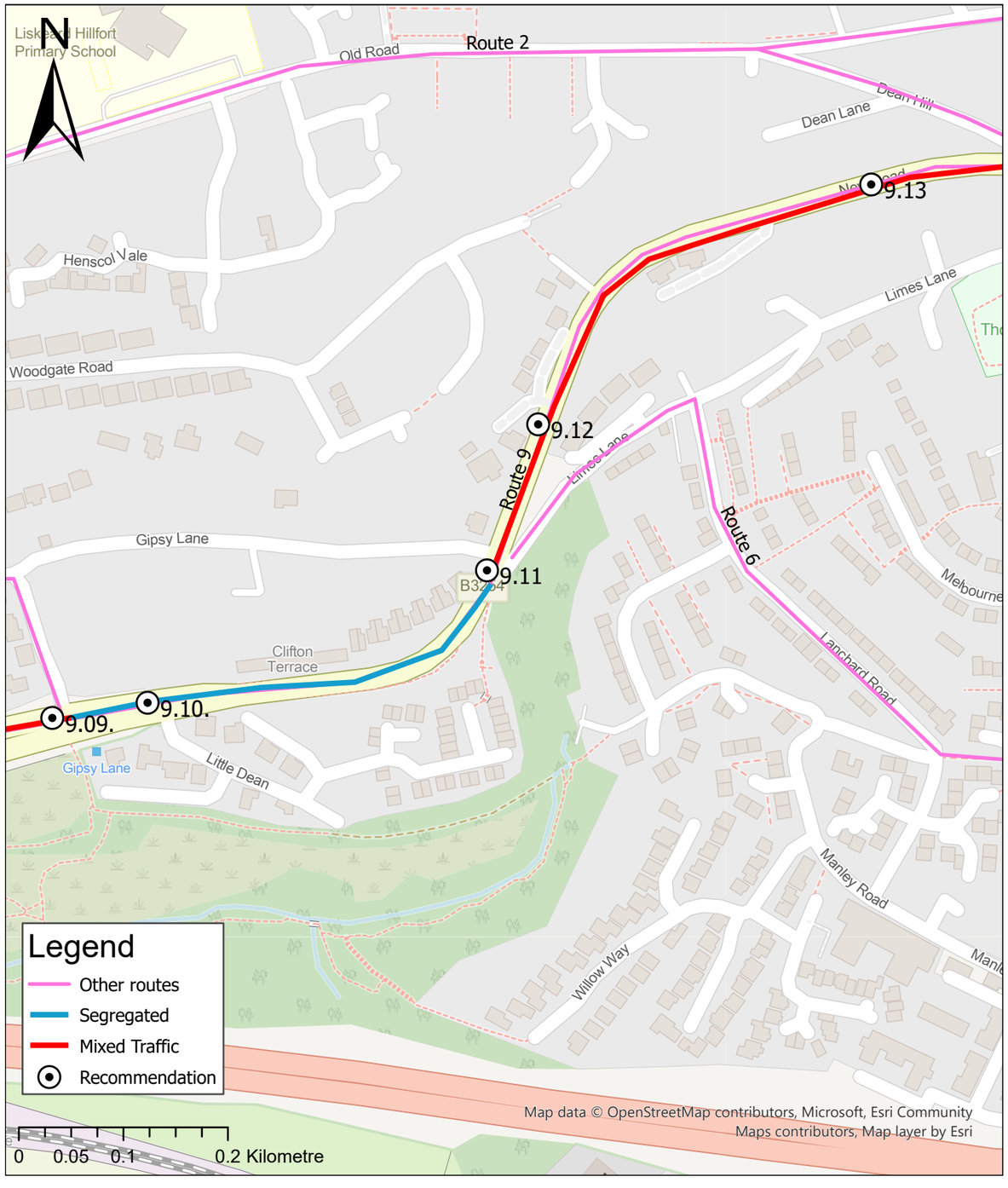
Consider switching the footway sides and introducing perpendicular parking. Destination waymarking.

Issue:

Gateway to Liskeard from A38. Fast moving through- traffic and narrow parallel footways.

Recommendations:

Consider introduction of start of 20mph zone ,continuation of footway along Wadeland Terrace and footway widening by closing to exiting traffic onto New Road.



Issue:

Narrow footways and no cycle provision in residential area parallel to busy B Road.

Recommendations:

Introduction of 20mph zone, improved footway widening and pedestrian crossing facilities.

Issue:

Uncontrolled crossing facility.

Recommendations:

Replace uncontrolled crossing with a signalised crossing.

Issue:

No cycling provision.

Recommendations:

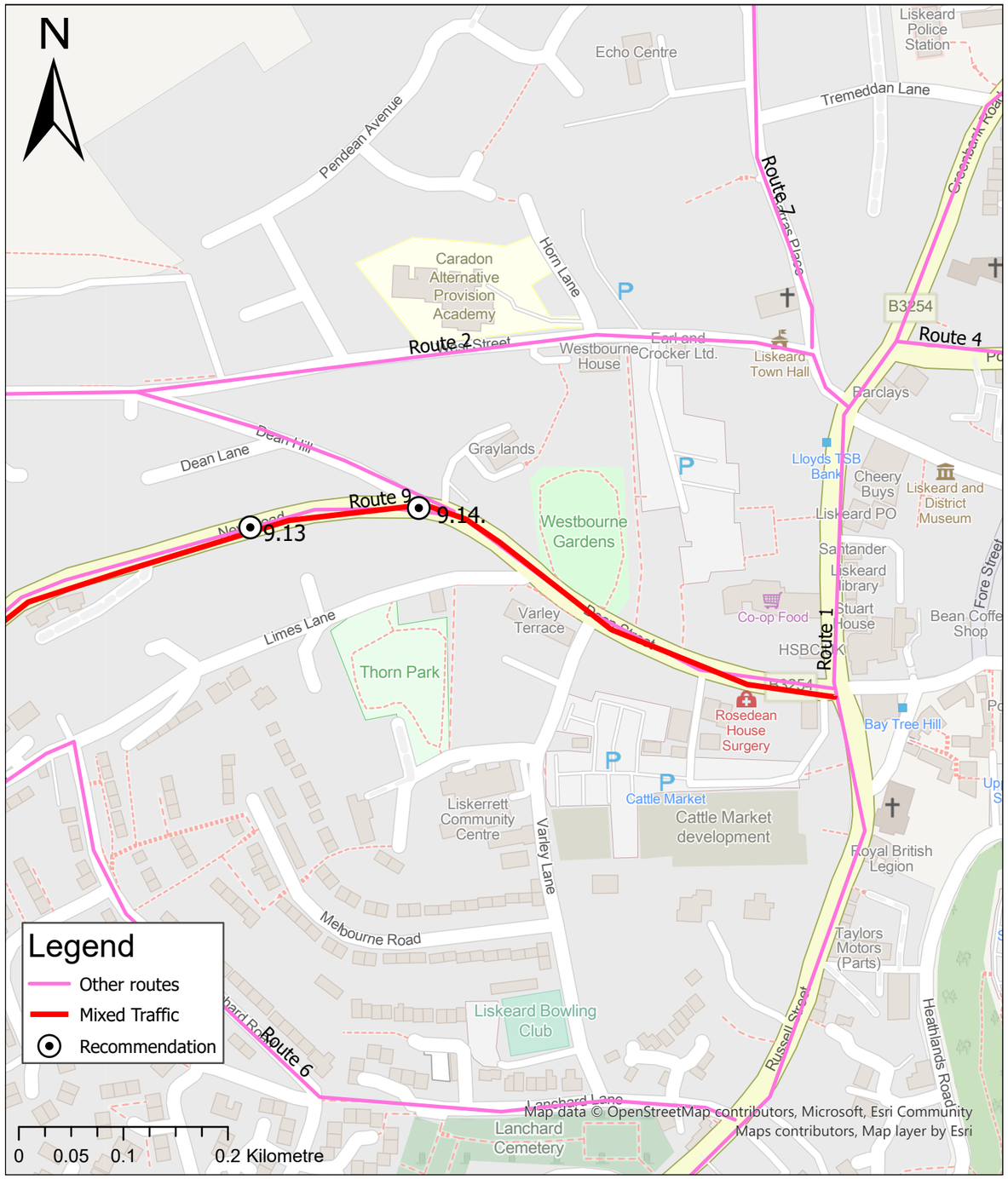
Mixed traffic provision. Reduce speed limit 20mph speed limit, install cycle symbols on carriageway and traffic calming if required. Widen pavement where possible by reducing carriageway to minimum allowed. Install continuous raised footway at crossings.

Issue:

Narrow footway, limited to one side of the carriageway.

Recommendations:

Consider carriageway narrowing and switching footway to western carriageway for residents protection from Gipsy Lane to Dean Hill.



Issue:

Narrow footway parallel to busy B road with large vehicles.

Recommendations:

Remove centreline and add carriage way edge markings, include within new 20mph zone.

Issue:

Poor crossing. Wide bell-mouth junction.

Recommendations:

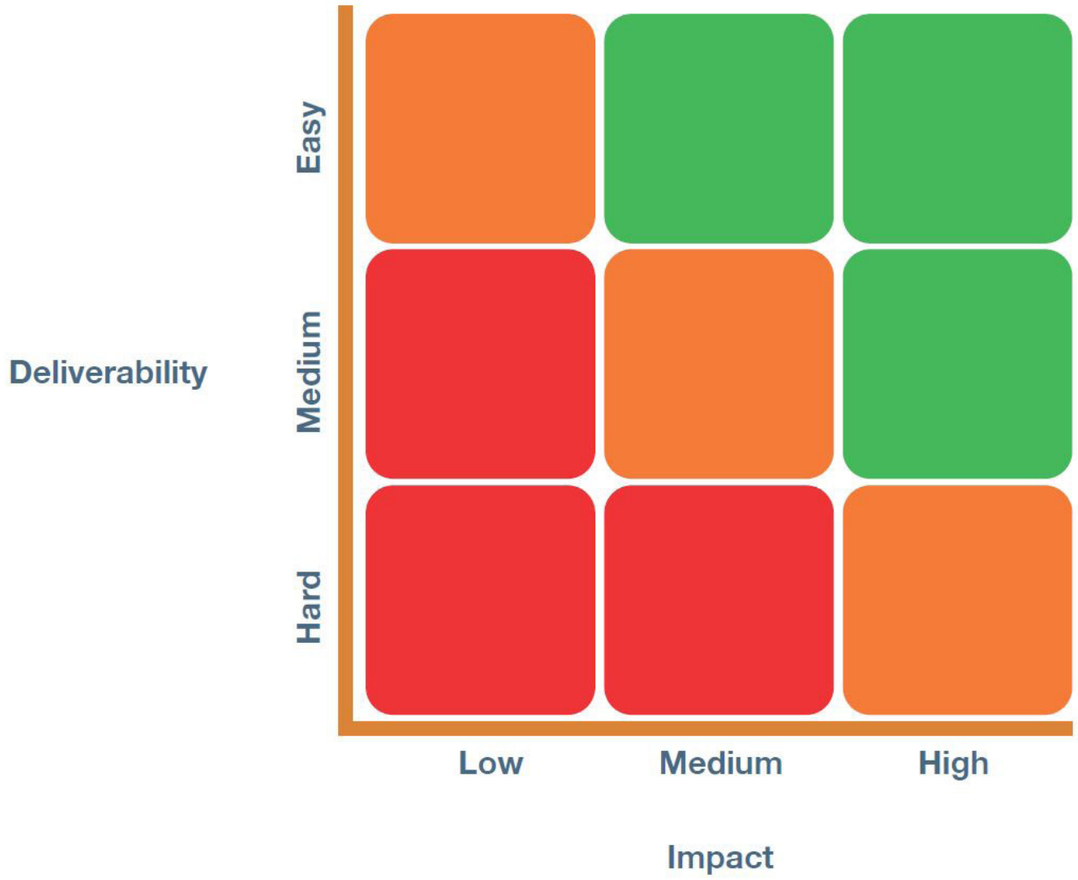
Narrow entry and exit approaches using pedestrian island and build outs.

6. Deliverability and Impact of Recommendations

Deliverability and Impact of Recommendations

The following table details the potential deliverability and impact of the recommendations described in this report. The objective of this exercise is to differentiate the interventions from each other. This will enable decision-makers to identify 'Quick Wins' (interventions that are easy to deliver and high impact), as opposed to interventions that may be costly and/ or challenging to install, and have limited impact. There are of course many essential improvements that fall into the middle of the matrix, interventions that offer high impact, but may require additional fundraising and/or more detailed feasibility study.

In order to visually represent deliverability and impact each intervention has been assigned a colour of red, amber or green accordingly. This is intended to rank the interventions against each other. Assessments have been made according to Sustrans Design Principles, however, it is recognised that an amount of subjectivity is inherent within the process. Deliverability status has been assigned according to best estimates of cost, ease of collaboration with stakeholders (including landowners) and other potential barriers. Impact status has been assigned according to PCT data and practitioners' experience of delivering impactful walking and cycling infrastructure



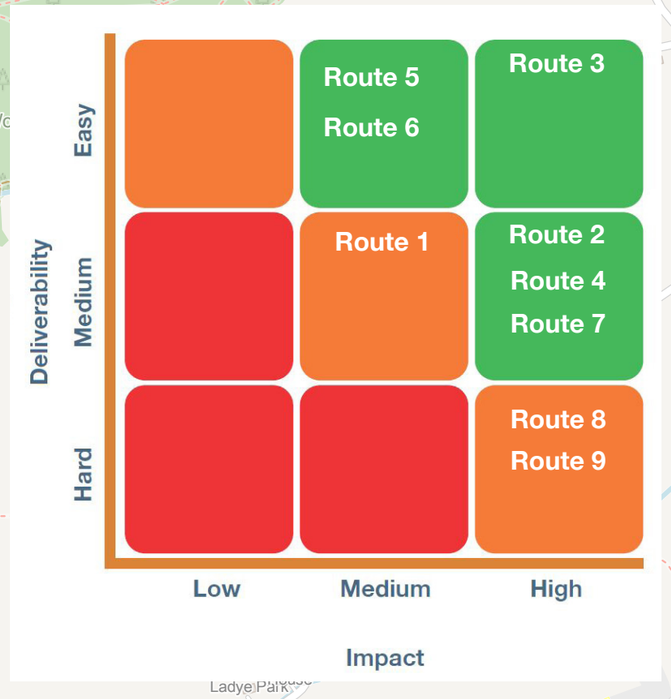
Recommendation	Description	Deliverability (Easy/Medium/ Hard)	Impact (Low/Medium/ High)	Score
Route 1				
1.01	Mixed use provision, reduce speed limit to 20mph along whole corridor, install cycle symbols on carriageway and traffic calming measures if required. Widen pavement where possible by reducing carriageway to minimum allowed.	Hard	High	
1.02	Consider installing continuous raised footway, reducing corner radii and narrowing crossing and remove central refuge.	Medium	High	
1.03	Install weather-protected cycling parking in visible and accessible location.	Easy	Medium	
1.04	Consider installing continuous raised footway, reducing corner radii and narrowing crossing.	Medium	Medium	
1.05	Widen footway by removing road marking and narrowing carriageway.	Medium	Medium	
1.06	Replace uncontrolled crossing by raised controlled crossing.	Medium	High	
1.07	Consider installing continuous raised footway, reducing corner radii and narrowing crossing.	Medium	Medium	
1.08	Replace uncontrolled crossing by controlled crossing. Remove central refuge.	Medium	High	
1.09	Consider installing continuous raised footway, reducing corner radii and narrowing crossing.	Medium	Medium	
1.10	Install raised controlled crossing in Barras St.	Medium	High	
1.11	Level surface from Bay Tree Hill to Barras Pl to create a pedestrian friendly area giving priority to pedestrian for crossing.	Medium	High	
1.12	Consider installing continuous raised footway, reducing corner radii with bollards and narrowing crossing	Medium	Medium	
1.13	Analyse and modify the times in the light traffic to give priority to pedestrian.	Medium	Medium	
1.14	Consider install modal filter to access Bay Tree Hill, to reduce motor traffic movement and volume in roundabout. Install shelter, benches, greenery and cycle parking.	Medium	Medium	
1.15	Install bollard to narrowing the crossings and extend raised footway. Remove guard railing to increase pedestrian comfort levels. Consider replace traffic signs to a less cluttered option.	Easy	High	
1.16	Install cycle parking in both sides of carriageway; outside shops and Library.	Easy	Medium	
1.17	Remove car parking and replace by smaller loading bay. Install bollards to prevent cars parking on the footway.	Medium	Medium	
1.18	Considering alternative lay-off space for buses	Medium	Medium	
1.19	Install bollards to narrow the crossings. Extend raised footway along the crossings	Medium	High	
1.20	Install cycle parking.	Easy	Medium	
1.21	Remove zebra crossing. New crossings is provided in recommendations 1.19	Easy	High	
1.22	Feasibility study to redesign roundabout to make it more people friendly. Consider the option of a T junction providing pedestrian crossing on the three arms of the junction.	Hard	High	
1.23	Consider installing continuous raised footway, reducing corner radii and narrowing crossing.	Medium	High	
1.24	Option appraisal to either consider both roundabouts into a Dutch roundabout, to give priority to pedestrians and cycles Or redesign the roundabouts to a more people friendly junction design.	Hard	High	
1.25	Level surface from St Cleer Rd. to Miners Way. to create a pedestrian friendly area giving priority to pedestrian for crossing.	Medium	High	
1.26	Feasibility study to widen footway by reallocating car parking spaces.	Medium	Medium	
1.27	Consider installing continuous raised footway, reducing corner radii and narrowing crossing.	Medium	Medium	
1.28	Replace uncontrolled crossing for controlled raised crossing.	Medium	High	
1.29	Feasibility study to reduce to one car lane access to the roundabout and consider a Dutch roundabout, to give priority to pedestrian and cycles.	Hard	High	

Recommendation	Description	Deliverability (Easy/Medium/ Hard)	Impact (Low/Medium/ High)	Score
Route 2				
2.01	Reinforce 20mph speed limit, install cycle symbols on carriageway and traffic calming if required. Widen pavement where possible by reducing carriageway to minimum allowed. Install continuous raised footway in crossings.	Easy	High	
2.02	Install controlled crossing in each arm of the roundabout. Install benches, cycle parking and bin. Opportunity for place making in partnership with students.	Medium	High	
2.03	Consider level surface in front of school to give crossing priority to students over traffic. Consider implementing a School Street scheme involving public engagement			
2.04	Feasibility study to rationalise on street parking by allowing it in only one side of the carriageway. Reallocate space gained to widen footway.	Medium	High	
2.05	Consider installing continuous raised footway, reducing corner radii and narrowing crossing.	Medium	Medium	
2.06	Investigate implementing one-way system (town centre direction) on Dean Hill between Old Rd and New Rd. Reduce carriageway to one lane and reallocate space to widen footway. Install calming traffic measurement.	Medium	High	
2.07	Level surface in build out section to give priority to pedestrian over traffic.	Easy	High	
2.08	Consider installing continuous raised footway, reducing corner radii and narrowing crossing.	Medium	Medium	
Route 3				
3.01	Shared use footways on junction of Higher Lux Street and Pengover Road	Easy	High	
3.02	Mixed traffic provision. Reinforce 20mph zone and traffic calming, widen footway were possible.	Easy	High	
3.03	Install pedestrian priority across junction to Park View	Easy	High	
3.04	Remove centre line as a traffic calming measure	Easy	Medium	
3.05	Investigate providing a continuous footway to Charter Way	Medium	High	
3.06	Install a cycle contra flow/ cycle bypass	Easy	High	
Route 4				
4.01	Mixed traffic provision. Install 20mph zone with traffic calming. Consider transforming Pound Street and Castle Street to a one way road with a cycle contraflow line.	Medium	High	
4.02	Bolster footways and extend signal delay and/ or introduce ASL's	Medium	Medium	
4.03	Segregated cycling provision from junction with Church St. Localised footway widening.	Hard	High	
4.04	Install toucan crossing	Medium	High	
4.05	Feasibility study to reduce to one car lane access to the roundabout and consider a Dutch roundabout, to give priority to pedestrian and cycles.	Hard	High	
4.06	Investigate controlled crossing facility	Hard	High	
4.07	Feasibility study to reduce to one car lane access to the roundabout and consider a Dutch roundabout, to give priority to pedestrian and cycles.	Hard	High	
4.08	Replace existing advisory lane for a wider segregated cycle lane	Medium	High	
4.09	Install a crossing to link cycle track and footway in Charter Way with shared path in Lake Ln.	Medium	High	
4.10	Consider install controlled crossing	Medium	High	
4.11	Signalised toucan crossing	Medium	High	
4.12	Where space for segregated cycle route is limited, consider transition to shared use footway until A390 and B3254 roundabout.	Easy	Medium	
Route 5				
5.01	Consider installing continuous raised footway, reducing corner radii and narrowing crossing.	Medium	Medium	
5.02	Mixed use provision in Lake Ln. Install cycle symbols on carriageway and traffic calming measures if required. Widen Footway were possible by narrowing carriageway between Plymouth Rd and Bodgara Way. Forbid car parking on road.	Medium	High	
5.03	Consider installing continuous raised footway, reducing corner radii and narrowing crossing.	Medium	Medium	

Recommendation	Description	Deliverability (Easy/Medium/ Hard)	Impact (Low/Medium/ High)	Score
5.04	Mixed shared path from Bodgara Way to east, between pedestrian cyclists and traffic, giving priority to pedestrian and cyclists. Study the possibility of installing a modal filter in Bodgara Way to cut through traffic in Lake Ln.	Medium	High	
5.05	Shared use path provision. Improve surface and drainage. Provide lightening along the path. Install benches and bins. Consider installing modal filter at the start and end of the path.	Medium	High	
5.06	Study the possibility of improving existing informal paths to connect Lake Ln path to residential areas.	Easy	High	
5.07	Install ramp to make the route accessible for everyone.	Easy	High	
5.08	Install wayfinding.	Easy	Low	
5.09	Install benches and cycle parking.	Easy	Medium	
5.10	Mixed use provision. Reduce speed limit to 20mph and install cycle symbols on carriageway and traffic calming measures if required. Install wayfinding.	Medium	High	
5.11	Widen access and install wayfinding.	Easy	Medium	
5.12	Install segregated cycle provision following the desire line (marked on the grass). Where space is limited consider shared provision after engaging with the local community. Provide cycle parking.	Easy	Medium	
5.13	Widen path and access. Install wayfinding.	Easy	Medium	
5.14	Install segregated cycle provision following the desire line. Where space is limited consider shared provision after engaging with the local community. Provide cycle parking.	Easy	Medium	
5.15	Widen path. Install wayfinding. Install cycling parking.	Easy	Medium	
5.16	Remove barrier.	Easy	Medium	
5.17	Widen path and access. Install wayfinding.	Easy	Medium	
5.18	Install a wide path following the desire line. Install wayfinding.	Easy	Medium	
5.19	Remove barrier.	Easy	Medium	
5.20	Mixed traffic provision. Install cycle symbols on carriageway. Widen footway were possible by narrowing the carriageway. Install continuous raised footway in Pengover Close.	Medium	High	
Route 6				
6.01	Mixed traffic provision. Introduce 20 mph limit and install cycle symbols on carriageway and traffic calming if required. Investigate installing modal filter to cut through traffic in Limes Ln. and improve pedestrian safety.	Hard	High	
6.02	Widen pavement where possible by reducing carriageway to minimum allowed	Medium	Medium	
6.03	Widen existing footpath link to shared use path.	Easy	Medium	
6.04	Relocate and re-space bollards to top of the footpath link	Easy	Medium	
Route 7				
7.01	Install segregated cycle provision. Where space is limited consider shared provision after engaging with the local community. Remove centreline and reduce speed limit to 20mph along Culvert Road and Coldstyle Road.	Medium	Medium	
7.02	Widen existing footway.	Easy	Medium	
7.03	Install traffic calming, remove centre line and narrow carriageway if possible to widening footway.	Medium	High	

Recommendation	Description	Deliverability (Easy/Medium/ Hard)	Impact (Low/Medium/ High)	Score
7.04	Remove centre line, 20 mph and traffic calming. Waiting restrictions.	Medium	High	
7.05	Quietway or Quiet lane designation/ treatment start	Medium	High	
7.06	Re-inforce 20mph zone with traffic calming.	Easy	High	
Route 8				
8.01	Narrow carriageway and provide wide footway and segregated cycle provision to Trevecca Cottages Junction.	Hard	High	
8.02	Explore options for a controlled crossing.	Medium	High	
8.03	Explore removing central hatching to be able to reallocate space for walking and cycling.	Easy	Medium	
8.04	Investigate a segregated shared use path in the verge and behind the hedge.	Hard	High	
8.05	Investigate a shared use path in the verge and behind the hedge.	Hard	High	
8.06	Mixed traffic provision. Introduce 20mph limit for the extent of the Common Land and until village school.	Hard	High	
Route 9				
9.01	Shared use facility between Dobwalls village gateway sign and continuing along the length of Moorwater Distributor Road until the junction with Old Road. Consider providing resting points along the route.	Medium	High	
9.02	Localised widening and extending of existing shared footway	Easy	Medium	
9.03	Widen existing footway to shared use and extend towards Dobwalls.	Easy	Medium	
9.04	Extend footway to junction and narrow junction bell-mouth and uncontrolled crossing.	Medium	High	
9.05	Investigate controlled crossing for pedestrians and cycles	Medium	High	
9.06	Replace stepped access with zig zag ramp. Localised footpath widening.	Medium	High	
9.07	Reallocate road space to pedestrians and cycles. Modal filter at junction with B3254.	Hard	High	
9.08	Consider diverting all traffic on New Road onto this new B3254 alignment.	Hard	High	
9.09	Stop up to exiting traffic and extend footway provision.	Hard	High	
9.10	Replace uncontrolled crossing for a controlled crossing.	Hard	High	
9.11	Mixed traffic provision. Reduce speed limit 20mph speed limit, install cycle symbols on carriageway and traffic calming if required. Widen pavement where possible by reducing carriageway to minimum allowed. Install continuous raised footway at crossings.	Hard	High	
9.12	Consider carriageway narrowing and switching pavement to western carriageway	Hard	High	
9.13	Remove centreline and add carriage way edge markings, include within new 20mph zone	Easy	Medium	
9.14	Narrow entry and exit approaches using pedestrian island and build outs	Medum	Medium	

Score Summary



It is important to mention that the nine routes on the map represent an important contribution to promote active travel and the development of any of these will be highly beneficial for the town. Routes 1, 8 and 9 are scored as “orange medium”, this represents the balance between medium or high impact but challenging deliverability. The rest of the routes are scored as “green or quick wins, that means interventions that are relatively easy to deliver and high impact.

7. Next Steps

Next Steps

Short and immediate term:

• A further route prioritisation stage to identify schemes for progressing to outline design phase

This commission with the Town Council includes a further scheme development stage (Stage 6 Integration & Application), beyond the LCWIP Stages set out in the DfT's guidance, to further develop three prioritised schemes to outline design, including cost estimates and identifying delivery risks. The Stage includes a client and stakeholder workshop to identify preferred schemes to then be able to take forward to preliminary design.

These schemes are then ready for local authorities to take forward for future funding bids, public consultation and detailed design.

• Complimentary sustainable transport improvements

This Active Travel commission also includes consideration for developing an Active Travel Hub as well as improvements to the current bus stop arrangements in Barras Street and providing recommendations in respect of their potential.

Medium to longer term:

• Further stakeholder and community engagement

This should fit into all stages of the design process. An example could include a mini-engagement package over two or three days involving members of the public in the street with targeted discussion of the results of route audits and the LCWIP. Testing the conclusions of the report will help ensure the solutions being advanced are appropriate as well as ensuring there is appetite and support for such change.

• Community Network Panel priorities and developer schemes

The Network Panel identified and consulted on a number of local highway improvements focused on Old Road and West Street. Schemes to be delivered by Cornwall Council will improve conditions for walking, and cycling but previously designed and unfunded schemes could be progressed to further compliment the LCWIP recommendations.

Further s106 and s278 funding from developers and held by Cornwall Council focused on the St Cleer Road and Charter Way also has the potential to compliment interventions recommended in the LCWIP.

• Identify sources of funding

Potential sources include:

- DfT LCWIP funding stream

- DfT Capability Fund

- Cornwall Council Local Transport Plan funding

- Local economic regeneration funding

- Comunity Infrastructure Levy (CIL) & s106 s278 contributions from developers

• Integration into local policy and planning documents

Promote the LCWIP outputs for inclusion into local planning and transport policies, strategies and delivery plans and continually review and update the LCWIP as a working document.

• Further studies and surveys

Consider commissioning further studies and surveys required as part of scheme development process and help de-risk schemes, for example:

- Business Case (making the case for investment for prospective funders, especially relevant if bringing the whole network forward together or the traffic-free sections).

- Feasibility design:

- Engineering design review
- Traffic count surveys
- Traffic modelling
- Topographic surveys
- Land registry searches
- Ecological surveys

• Making the Case

Schemes that involve significant change to the existing highway network to improve cycling and walking provision can be a challenge in a car centric context. The political, economic and policy element is often pivotal; therefore, ensuring any schemes are underpinned by strong and robust arguments that join up with the local political and community context is key.

• Other local walking & cycling ambitions

Closely align the proposed Looe Valley Trails and circular route around Liskeard with the LCWIP route and network priorities to ensure a more extensive and better connected level of provision for accelerated delivery.

A joint National Highways and Cornwall Council proposed scheme at the A38 at Moorswater connecting New and Old Road's with pedestrian and cycle improvements also has the potential to deliver identified improvements to LCWIP Route 9 using Designated Funds.

8. Appendix

Appendix

A. Public and Schools Engagement Online Tool

B. Youth Engagement Workshop

C. Face to Face Public Engagement