

Neighbourhood Plan: Cycling and pedestrian links ideas

General Principles

1. New developments and road changes.

These should always be planned with a view to encouraging cycling and walking. This still does not happen, as evidenced in road markings on New Road where the consequence of the “safety” hatches in the middle of the road is to force traffic to the side of the road *where there is no pavement*, and where paths from houses exit straight on to the road. (This is a very good example of the continued lack of holistic understanding of road engineers & designers). Another example is shown in Castle Street, as the traffic lights do not respond to cyclists, allowing the lights to change before a cyclist has reached the end of the single track section. *All new roads should integrate good cycling and pedestrian access as a default*, not put it in as an after thought. The excuse that cycle lanes must abruptly end at junctions because “the road is not wide enough” should no longer be acceptable.

2. 20 mph limits. Many more roads in Liskeard should have a 20mph limit. This should be the default on all estates, and would be welcome on Station Road, New Road, Dean Street, Castle Street, and indeed on all the roads in the town centre.

3. One way designs. Any new one-way systems should be designed to exempt cyclists, as is now very common on the Continent and in cities such as London. Church Street is a good example where thought was not given to this, as cyclists are prevented from easily accessing the town centre from the Plymouth Road, Wadham Road, Lake Lane, Maddever Crescent etc.

4. Joined up provision. Where cycling and pedestrian facilities are installed, they need to join up to form a proper coherent links. It took years of campaigning for Cornwall Council to properly complete the joining of the “pedestrian / cycle” metre strips along Charter way to the pavements and crossing at the Morrisons roundabout, and also to create a pavement to Table Table for use by pedestrian and wheelchair users. (The dropped curb at the table roundabout is still often blocked by commercial vehicles, however.)

No new housing estate should be approved until it shows how sensible and coherent links for cyclists and pedestrians will join up with existing provision. The lack of links between Peppers Park and Eastern Avenue is an appalling example of a lack of such forethought / insight.

5. Schools. Schools should have positive policies to encourage cycling and walking, and to discourage transporting children by car wherever possible. For example, parents taking their children to Hill Fort School could have a voucher (for say 30 minutes at the beginning and end of the school day) to park in Westbourne car park whilst they then walk their children along West Street to the school.

6. Creating safer areas for pedestrians. Where roads are not wide enough for pavements to be installed, a white line filled with hatches painted a different colour should be installed at the side of the road so that pedestrians have more safety. Lodge Hill and Barras Place are places of where this can and should be carried out, and good

examples of where this approach works are seen in Millbrook (areas painted red) and at Hannafore, West Looe (road painted green).

7. Quiet Roads. The quiet roads around the town that are now part of the recommended walks and the Caradon trail should be prominently marked as such with pinch points at entrances and exits, and 20mph speed limits applied, for example on Old Road, Lamellion Hill, Venslooe Hill.

Other Specific examples:

(i) Zebra crossing across New Road at the bottom of Dean Hill where the pavement runs out to allow children to safely cross the road here to walk up to Hill Fort school.

(ii) Traffic speed reduction where the old Gypsy Lane exits on to New Road on one side and Limes Lane on the other. *This crossing is one of the most dangerous sites in Liskeard*: crossing is a very risky business. This crossing is used by many older people who live on the Gypsy Lane estate and by children from Lanchard and Pound Dean Estates who walk to Hill fort school.

(iii) Complete the link from Pound Dean to Manley Road to allow people to walk and cycle to the railway station more easily from the west side of the town.

(iv) Proper cycle racks in a visible place at the railway station. The small one that exists is on the Looe platform and is only monitored when the train comes in from Looe.

(v) Compile an Active Travel Plan map, such as now exists for S Austell and Bodmin, to publicise safe routes and to further inform future planning.

(vii) Adjust traffic lights to favour pedestrians. The current lights are programmed to wait until the flow of traffic has stopped before they change in favour of pedestrians (and all too brief). This can take an inordinate time causing people to try and cross as the traffic continues to flow without an indication of when it may stop. This increases risks.

(viii) Reopen the link between St Cleer Road to Lux park leisure centre.

(ix) Proper marked cycle and pedestrian routes from Peppers Park estate / east Liskeard development through Lake Lane into the town.

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