

**GETTING AROUND
REPORT OF THE TRANSPORT AND ACCESS THEME GROUP**

PREFACE

Theme group 3 was established to examine the theme of 'Getting Around' the town of Liskeard over the next 25 years or so. We were tasked to look at Transport and access for residents, workers and visitors; to consider public transport, roads, parking, cycle-ways and pedestrian access.

As a start point for this exercise we have used the Atkins Reports, responses to the Town Council's business and household questionnaires and the County Council's Local Transport Plan (LTP).

LTP1 contained a very useful diagram titled 'A Transport Strategy for Liskeard' which detailed a number of improvements which would ease some of the many problems faced by the town. We were dismayed to learn that in the new Local Transport Plan (LTP2 2006-2011) these improvements are not specified and Liskeard no longer attracts specific funding. These improvements are important to the town and those that are not yet completed should be part of a priority funded programme. We have tried to ensure that this report picks up those parts of LTP1 that still need action but feel strongly that action should be taken now to progress those uncompleted projects shown in the document "A Transport Strategy for Liskeard" dated March 2001.

(See Appendix 1).

We believe that the proposals that follow will meet most of the needs of the town as it expands over the next 25 years. We have taken the interim report of Theme Group 1a - Population and Housing as the baseline for population increases and likely new housing areas. We recognise that some areas are controversial and may have traffic engineering or cost/benefit implications. These proposals may also need to be altered in the light of further public consultation or new information. However if the town is to prosper under the pressure of expansion then the bulk of our recommendations should form the basis of Liskeard's future transport strategy and should be adopted in any future county Local Transport Plans.

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Background:

Less than half the population of Caradon live in the five main towns and it is estimated that approximately 40,000 people visit those towns for shopping banking etc. To this we have to add the daily commuter travelling to and from work which in the case of Liskeard means 1900 leaving the town to work elsewhere and 2400 coming into town to work.

Although incomes are low there are more cars per head of population than average for the West Country, due mainly to the inadequacy of public transport. Easy access to the town, low cost plentiful car parking and good public transport are essential to the future of Liskeard.

Current estimates suggest that the population will grow by 30% in the next 10 years and 70% over 25 years. This is the second highest in the county and compares unfavourably with an historic rise of 1% a year.

Access to and from the town is uneven with a bias towards the eastern junction with the A38 and near gridlock at peak times. Those living or visiting residential areas in the south and west of the town can only access or egress eastbound on the A38 via the Parade. Anyone approaching the town from the north or east can only access car parks via the Parade and return the same way. Workers and delivery vehicles to Liskeard Enterprise Centre, Miller Business Park, Heathlands Business Park and the rail station all have to use the Parade. This draws more vehicles through the town centre than would be necessary if there were better links to the A38 and better access to car parks in the town from the primary routes into town. The new Dobwalls bypass will exacerbate these problems and the proposals in sections C1 and C2 have tried to address this.

Purpose:

The purpose of this report is to set out the measures needed to try to ensure that the predicted increase in population and traffic in and around Liskeard can be beneficial to the town, its residents and visitors.

Assumptions:

- A1) That a form of personal private transport (i.e. car or similar) will still be available to the majority of the population during the planning period. However usage may be curtailed due to higher running costs.
- A2) Town population increases from 9000 to 15000 by 2031 and new housing will eventually be built in three locations: Between Trevecca & Addington (plus Sports facilities); The Pencubitt & Lamellion area; Land West of Coldstyle Road/Venslooe Hill.
- A3) Population demographics skewed to increasing numbers of older, affluent residents could attract people with higher than average disposable income to increase the amount spent in the Town.
- A4) Caradon Hill Area Project has been granted almost £3m funding from the Heritage Lottery Fund to be spent up to 2011. This will increase the number of visitors, boost tourism spend in the area and has traffic/access implications for Liskeard.
- A5) No new major employer will come to town but there will be a substantial increase in Small & Medium-sized Enterprises (SMEs) that are broadband enabled and attracted to the location.
- A6) Cattle Market moves out of town within next decade.

Key Issues:

B Public Transport:

- B1) Many new facilities such as the hospital, dental centre and some retail developments have moved to the edge of town leading to additional car journeys. A hail and ride 'Town Hoppa Bus' with

disabled access is essential to reduce the need for car journeys. The service needs to be cheap if not free and link to the rail station to further promote the use of public transport.

- B2) Local public transport should operate later in the evening and with integrated timetables for both buses & trains. Timetables should be arranged to provide a more even distribution of buses throughout the hour.
- B3) All Bus Stops should be provided with a lay-by where appropriate, to ease traffic flow. More and better designed bus shelters should be provided as highlighted in the residents' survey.
- B4) The Main-Line station is an asset and should be promoted as the preferred method of commuting to Plymouth. If new housing were to be built in this area it would require improved access avoiding Station Road. (See C2)
- B5) Whilst Liskeard should not be promoted as a commuter centre for Plymouth there will always be those who choose to live remotely from their place of work. The provision of a Park & Ride facility with links to Liskeard and Plymouth should be considered if there is a sufficient number of users and a suitable site can be agreed. The area around the Island Shop Junction and Moorswater were possibilities.
- B6) It is important that buses and National Express Coaches remain in the centre of town. To alleviate congestion the taxi rank should be re-sited to the lay-by outside the book shop with appropriate clear signage. The cycle rack should be re-sited to a wider section of pavement. The current taxi rank and cycle rack space could then become part of a larger bus/coach stop large enough for the inevitable multiple bus and coach arrivals. It will be essential to sign and mark the stop as a no parking area.

C Roads:

- C1) Construct a Liskeard West full-flow junction. The inspector's report from the Dobwalls Bypass inquiry states that the construction of the published scheme does not preclude a full-flow junction at Moorswater at a future date. This was welcomed by ministers who supported the inspector's view that it was the task of the Local Authorities to look into this in the light of future developments in the town. An improved west Liskeard junction could be funded (in whole or part) by any future housing or other development in the area. The cost at today's prices would be in the region of £9m which would need significant new development to make the junction worthwhile. Such a scheme would need to link to the Rail Station and the west ring road described below. This would remove significant traffic from the town centre and reduce the temptation to use Old Road as a short cut. It would bring greater balance to traffic flows and help alleviate problems identified elsewhere in this report. The inspector's report also identifies significant economic benefits that would accrue to Liskeard from a full flow junction.
See Dobwalls Bypass Inspectors Report Para. 7.36 page 78 and paras 7.34-7.39.[Ref. 1]
- C2) Create a Western Ring Road around the north and west of Liskeard to ease congestion in the Town Centre, provide proper access to new housing areas west of Coldstyle Road and both Moorswater and Pencubitt areas; also improve access for HGVs.
Current 3 options:
 - 1. Option 1: Charter Way extended to join existing B3254 at the St. Cleer junction with a roundabout at the junction of the St. Cleer Road and the B3254. A blind exit to be provided to continue this road at some future stage around to the north of the Magistrates Court and Western Power. It would continue through the Council owned land (currently the extension to the new Burial Ground) passing above Old Park and Lady Park to finally link, via the top of Old Road, to Moorswater.
(See Appendix 2).
 - Pros:
 - Keeps all traffic out of existing housing areas and proposed 20 mph zone.
 - Allows significant expansion and better access to Trevecca Industrial Estate without compromise
 - Encourages traffic to avoid Town Centre/Barras Cross
 - Provides dedicated access to new housing west of Coldstyle Road
 - Facilitates pedestrian access to new sports fields

Indicates limits of town urbanisation
Improves a busy and dangerous existing B3254 junction

- Cons:
Could be most expensive option
2. Option 2: Charter Way extended to join existing B3254 just north of the Halbathic Burial Ground at Trevecca Cottages with a junction/roundabout to extend the road at some future stage around the back of the Magistrates Court and Western Power. It would continue through the Council owned land (currently the extension to the new Burial Ground) passing above Old Park and Lady Park to finally link, via the top of Old Road, to Moorswater. (See Appendix 3).
- Pros:
Keeps all traffic out of existing housing areas and proposed 20 mph zone.
Allows significant expansion and better access to Trevecca Industrial Estate without compromise
Encourages traffic to avoid Town Centre/Barras Cross
Provides dedicated access to new housing west of Coldstyle Road
Facilitates pedestrian access to new sports fields
Indicates limits of town urbanisation
 - Cons:
Could be mid-cost option
3. Option 3: As Option 1 or 2 but without an extension north of the Magistrates Court and Western Power. Instead Culverland Road and existing lanes could be widened to create a western ring road giving main access to Trevecca Industrial Estate/New Office Site, Magistrates Courts, Western Power Depot, Mitchell's Depot and housing land west of Coldstyle Road. (See Appendix 4).
- Pros:
Could be cheapest option.
 - Cons:
Increased HGV and commuting traffic through existing housing estate earmarked for 20 mph zone.
Road width possibly compromised by existing houses and sewerage pumping station.
Future office development at Trevecca Industrial Estate will produce concentrated multiple traffic movements during working hours.
Widening existing lanes not an easy prospect due to existing gradients/bends and proximity of housing
Would be unlikely to relieve significant traffic in Town Centre/Barras Cross.

The Group recommends that Option 1 would be the best solution for the town and bring greater long-term benefits. However this would need to be the subject of a cost/benefit and traffic engineering feasibility study.

C3) Liskeard suffers from a poor network of access roads and linkages to the A38 bypass. Restricted access to the major car parks and narrow streets make congestion frequent and this is growing worse. In particular, far more traffic has to use the town centre (The Parade and Barras Street) and far more traffic approaches the town via Castle Street, than is desirable. Some problems could be eased (but not solved) by one-way systems in town forcing heavy traffic in particular to use roads better suited to take that traffic. Suggestions for improving traffic flow include:

1. To relieve some of the traffic turning at the junction of West Street and the Parade implement a one-way system north up Barras Place from West Street, along Tremeddan Lane to a Mini Roundabout on Greenbank Road. This would allow for a pavement in Barras Place and will relieve the junction at West Street and The Parade. It would also require on-street parking restrictions in Tremeddan Lane and could move traffic queue town-bound

further back along Greenbank Road at peak times but it would make Barras Place safer for pedestrians and relieve some of the congestion on the Parade.

This would be unsuitable for HGV's and could not be implemented unless suggestion C3)-4 is implemented. (New access to Westbourne Car Park from Dean Street)

2. Alternatively, a new one-way link road could be constructed through North West Street Car Park and the Passmore Edwards site to connect with Barras Place. This would create an off-set junction with Barras Place -and require changes to Tremeddan Lane. (See Appendix 5).
 3. Castle Street is too narrow to allow heavy vehicles to pass in opposite directions and has virtually no pavement on one side. Pound Street is wider but again houses open directly onto this busy road. A one way system from the Lord Elliot along Castle and Pound Streets would allow for better pavements on both these streets and remove a bottleneck on Castle Street. The one-way system could be either inbound or outbound and would create other issues:
 - Inbound. Would mean that all out-bound traffic would have to use Greenbank & Callington Roads which might affect Addington residents' on-street parking. Possible safety issues as main school on this route. Emergency services would have a longer drive to get to Plymouth Road and housing in the Lake Lane area. More use would be made of Church Street which is even narrower. Bus and transport companies would inevitably complain about longer routes but this would apply to all potential solutions to this problem.
 - Outbound. Would solve the problem of access to school and residential areas from the town but would create a longer route to get to the town. Temptation to use Church Street would be removed but other disadvantages would remain.
 - Traffic Lights. An alternative to a one way system would be to use traffic lights to control single file movement along Castle Street. To reduce heavy traffic signing and weight restrictions could be used to direct traffic to use Greenbank Road and Charter Way. This would allow for pavements on both sides of Castle Street, reduced traffic speeds and improvement of pedestrian access from Higher Lux Street to the town centre. The disadvantage of this arrangement is that it does nothing for Pound Street and would create significant congestion at the lights which at busy times could back up into town
 4. A new access to Westbourne Car Park from Dean Street would prevent traffic having to negotiate the Parade to gain access to town parking and enable "barrier control" on entry and exit to both Cattle Market & Westbourne Car Parks. As well as the reduction of vehicle movements on The Parade it would allow HGVs to use this point as ingress/egress for deliveries. It was included in the original Atkins report and the sketch plan of the proposal is attached. (See Appendix 6).
- C4) Encourage the establishment of a Community Speed Watch Scheme. On main access roads use updated methods of speed control such as solar powered speed activated warning signs at key points with a recording unit to determine future action.
- C5) Investigation into speed humps and chicanes has shown that both systems are unpopular with residents living near them. In some areas of the country residents have petitioned successfully to have speed humps removed because of noise. In some cases chicanes have been shown to increase traffic speeds between the pinch points which also increases noise. Whilst there is a need to reduce speeds in the town these methods of traffic calming should be a last resort. The group recommends that more up to date and "user friendly" speed calming methods be investigated. i.e. blurring road/pavement boundaries, intelligent speed bumps and "table" bumps.
- C6) Make the whole of the Town Centre, inside the current 30mph signs, a 20 mph zone apart from the main access roads. This is essentially the implementation of those uncompleted projects shown in the document "A Transport Strategy for Liskeard", dated March 2001 and originally included in the county Local Transport Plan 1 (2001-2006).
There is a New Government "Manual for Streets" document which concerns the safety of the town

street environment and may provide some solutions for Liskeard. It is believed that this document promotes the use of Home Zones, School Zones etc. and in the town centres, give priority to people rather than vehicles.

- C7) Station Road gives cause for some concern. Aspects that need addressing include; visibility from side roads, the size and location of parking lay-bys and current traffic calming measures. There needs to be a detailed study to draw together a better design for this key approach to town. Given the possibility of further development south of the rail station this work needs to be given appropriate priority and the residents consulted on detailed proposals. There may be sufficient space on the road bridge to provide more residents' parking areas.
- C8) Old Road is congested at the best of times and with the amalgamation of the schools is intolerable at peak times. This will get worse with the completion of the Dobwalls bypass. The suggestions at C1 and C2 above would alleviate some of the problem but as major projects they might not be completed in the timescale of the report. In the meantime action needs to be taken by the school authorities in conjunction with the PTA, police and county highways to educate drivers and pedestrians and if necessary impose some discipline.
- C9) The junction of Charter Way and Clemo Road gives concern. Now that the hospital and doctors' surgery are fully functioning much more traffic is turning right at this junction creating increased accident potential for motorists and pedestrians. It should be possible to improve the design of the junction to make it safer for all users and implement this in a short timescale.

D Parking:

D1) Increase current parking spaces by:

1. Market Car Park - Remove the yellow lines in front of the pens, since this applies on market day and then is marked with bollards - during the week it is used as a legitimate car parking area – this would legalise common sense. The market still has an area fenced off that is used as a private car park - the vehicles and their occupants make no effort to disinfect themselves or their vehicles. An area may be required on market days, but should be available to the public on other days. Removal of this fence will free up 24 spaces and provide additional income to the Council. Additional spaces could be obtained by creating three spaces behind Kivell's old office and three at the front and rear of the cafe.
2. Westbourne Car Park - Now that invalid spaces have been provided it is difficult to see how any increase on the 261 already available can be obtained.
3. West Street North Car Park - a ticket machine and a large notice (visible from the road) should be sited at the entrance stating that "this area is available for Saturday parking ". This action will provide an extra 35 spaces at a peak parking time.
4. Lower Sungirt Car Park - Removal of some of the grass bank facing out from the entrance would provide an extra five spaces. A further eight spaces can be obtained by removing a small area of the bank on the right hand side of the car park.

D2) Re-examine current parking charges by aligning costs with similar towns such as Bodmin and Launceston, possibility of first half hour of free parking.

D3) If the Cattle Market Car Park is re-developed as retail space, existing parking provision must be preserved or enhanced.

D4) Enable a 3 story extension to the Lower Sungirt car-park to increase space availability. The use of well designed low-rise multi-story construction in any of the existing parking areas - including West Street North - to increase supply would be beneficial.

D5) Residents' on-street parking schemes should be considered although they can push the "problem" to adjacent areas. However a "whole town" solution might be feasible in future especially if parking was made cheaper. Current policy was to implement large zones in those areas affected by commuter parking only after full consultation that gave a positive response overall.

- D6) Create additional short term parking spaces in town. (Max. 30 minutes)
- 8 Spaces by Moss Chemists using herring-bone pattern, extend opposite disabled parking bay
 - 3/4 Spaces in Pipe Well Lane adjacent to Fat Frog Café
 - 2/3 Spaces outside Tamar Tropicals in Market Street
 - In Bay Tree Hill, investigate moving Taxi Rank to outside Seasons Café.
- This may not be possible if Atkins plan is implemented in this area.
- D7) Retaining a permanent full-time Traffic Warden is essential for the town.

E Cycleways:

- E1) Cycling should be promoted in the future structure of the town.
- E2) To get people out of cars and to encourage people to cycle, dedicated cycle-ways are required.
- E3) Current efforts using only white lines are totally unrealistic. Any proposals should ensure that new routes are clearly marked and do not start and stop in silly places. Distinct coloured surfaces are helpful.
- E4) In the future the town should have a completely off-road cycle network. This must be physically separate from the road network and link specific locations. Only when there is physical separation from cars will parents be happy to allow their children to cycle.
- E5) These cycle-ways must be incorporated in any new housing developments and gradually spread throughout the town in order of potential usage i.e. to schools, town centre and leisure facilities
- E6) A method must be found to link, by road and cycle-way, the area around Pencubitt and the Mainline Station to the rest of the town.
- E7) Where possible new links should be wide “multi-use” paths for cycles, walkers and wheelchairs.
- E8) With the funding approved for the Caradon Hill Area Project we need to consider improved sustainable access to the project area. The project plans state that the expansion of existing Car Parks will not be considered. The opportunity exists to make this a regenerative low impact tourist attraction by creating a dedicated off road multi-use track from Liskeard to Caradon Hill via St Cleer and the mining heritage sites. This would be similar to the Camel Trail but would probably involve the purchase of field margins as it is not possible to follow the original route of the Liskeard-Caradon Mineral Railway. This would bring significant sustainable economic benefits to the area.

F Pedestrian/Disabled Access:

- F1) Footpaths in some housing estates are simply not wide enough. Especially as in future years there will be increasing use of powered wheelchairs.
- F2) A footpath is needed along the length of Charter Way to complement the existing cycle way. A safe crossing is needed to access the hospital and doctor's surgery.
- F3) Footpath minimum of 1.5 m wide or 2.5m in the case of multi-use paths.
- F4) Further pedestrianisation of the Town Centre is needed. The Bay Tree Hill Atkins scheme could be progressed with parking restrictions rationalised and enforced. Deliveries to premises are banned between 10.30am - 4pm and parking between 9am - 6pm in Fore Street – this should be enforced or amended to make sense for traders.
- F5) A comprehensive footpath map with numbered routes linked to signposts on the ground would be a most useful adjunct to any campaign to encourage walking. Signposts need to clearly state where the path is leading and carry the same number as the map. Car parks could display the same maps to complement the ‘Heritage Trail’ maps currently in place.

G Problems that need Urgent Action now:

- G1) Locking bollards are recommended on Market Approach (Caradon Council land at Galvin's entrance to the Cattle Market). This would restrict general vehicle egress but allow for occasional usage for specific key holders.
- G2) Rapson's Car Park is under-used at present. The provision of a Bus Stop or free parking may encourage better usage. A single post+flag stop could be provided both ways adjacent to Rapson's Car Park.
- G3) A taxi rank and shelter is needed at the Railway Station.
- G4) The eastern entrance to Gipsy Lane should be blocked to prevent ingress from or egress to New Road.
- G5) Road signs in the town and the approaches to the town look scruffy and uncared for – action should be taken to spruce them up and bring coherence to all town signs. Signs should be clear and designed to contribute to a town identity.
A dedicated "town gateway" proposal is required to be implemented at the main access points. This must mention the town's stannary heritage and would include road graphics or treatments to encourage speed reduction on entering the town limits.
Existing town signage on the A38, both westbound (on slip-road), and eastbound (at Moorswater), is particularly poor and needs to be replaced.
- G6) Town centre parking is a problem now which could in part be addressed by implementing the recommendations in paragraph D1 as a matter of priority.

H Other Issues:

- H1) It is recommended that any new retail development should be in the town centre possibly on site of PO Sorting Office or Taylor's Garage down to Fore Street. Future proposals should include apartments over retail space only if parking is available.
- H2) Financial restrictions have meant that no new public toilets are likely to be built until the redevelopment of the market commences. Existing facilities need complete refurbishment and should be treated as an urgent matter as the public Convenience is often the first impression a visitor gets when arriving at the town.
- H3) Pending any major redevelopment of the cattle market the existing buildings offer potential for a covered civic space. Removal of the cattle pens, installation of extra lighting and general draught proofing would be sufficient for a quick stage 1 development of a pannier market.
- H4) A Pannier Market would encourage visitors to the town. As an existing historic building is not available possibly an iconic new build should be encouraged.
- H5) Consider a roof over Fore Street that would provide an all-weather environment encouraging longer casual shopping. Some covered areas are required, possibly in a new Pannier Market development.
- H6) Should the cattle market area become available for redevelopment the following points are important in coming to a decision on the future of this vital site:
 - 1. It is the only large flat area left for town events and much of this needs to be preserved.
 - 2. Any retail development should be tied to the construction of a new Pannier Market.
 - 3. Development should be low rise to minimise the visual impact on the area as a whole. Taken with point 1 above this militates against a multi-story car park in this area. The two most suitable sites for the location of multi-story car parks are West Street North Car Park and Sungirt Car Park.
- H7) With the recent success of the Heritage Lottery Fund Bid for the restoration of the Caradon Hill Mining Area, there will be heightened parking issues on and around access points. The group believe the local authority has a remit to improve the quantity as well as the quality of the existing Car Parks.

_End

References:

Ref. 1

Dobwall Bypass Report:

Report to The First Secretary of State and The Secretary of State for Transport by Jack Moffett BSc(Hons), FICE, MIHT, dated 21 March 2006, Ref: HA/061/011/013.

Ref. 2

Atkins 1 Report

Liskeard Town Centre Regeneration Study Final Report by W S Atkins dated January 1996, Ref. 014.4235.

Ref. 3

Atkins 2 report

Liskeard Action Plan Final Report by W S Atkins dated January 2003 Ref. 670.1026

Ref. 4

Cornwall Local Transport Plan 1 (LPT1)

Cornwall County Council 2001-2006

Ref. 5

Cornwall Local Transport Plan 2 (LPT2)

Cornwall County Council 2006-2011 dated March 2006

Appendices:

Appendix 1 A Transport Strategy for Liskeard (March 2001)

Appendix 2 Western Ring Road (Option 1)

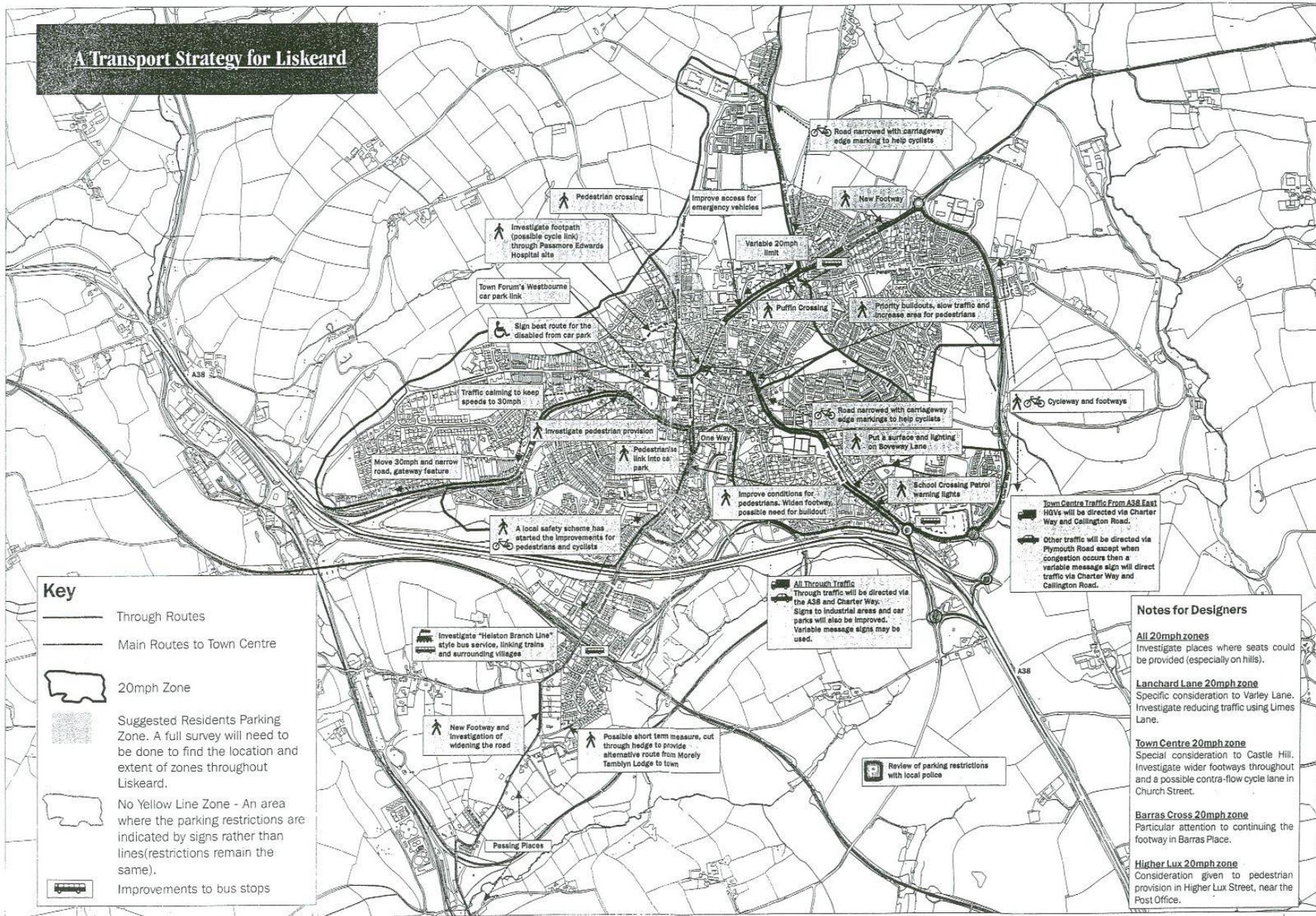
Appendix 3 Western Ring Road (Option 2)

Appendix 4 Western Ring Road (Option 3)

Appendix 5 Passmore Edwards Link Road

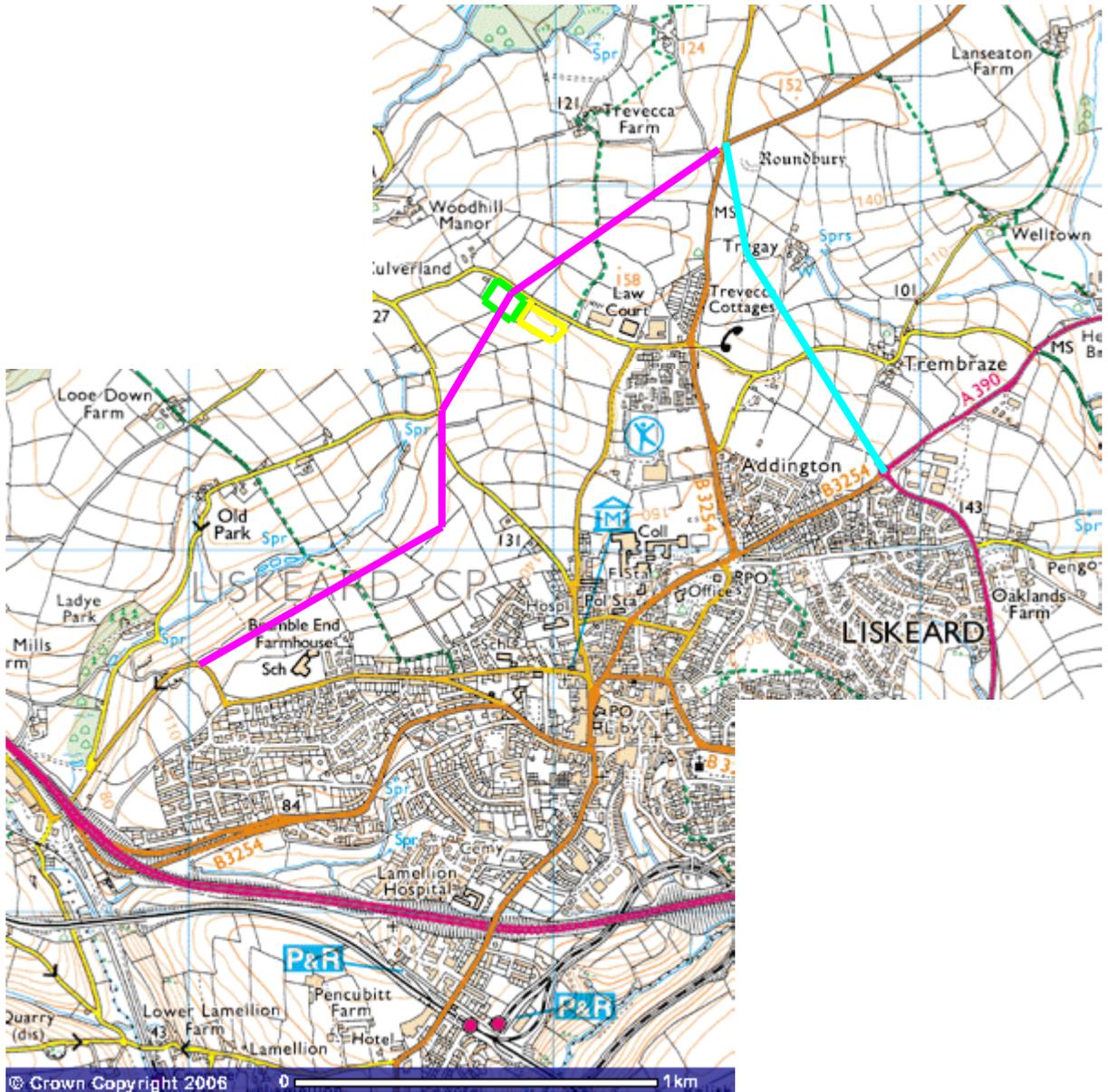
Appendix 6 Westbourne Car Park Access

A Transport Strategy for Liskeard



March 2001

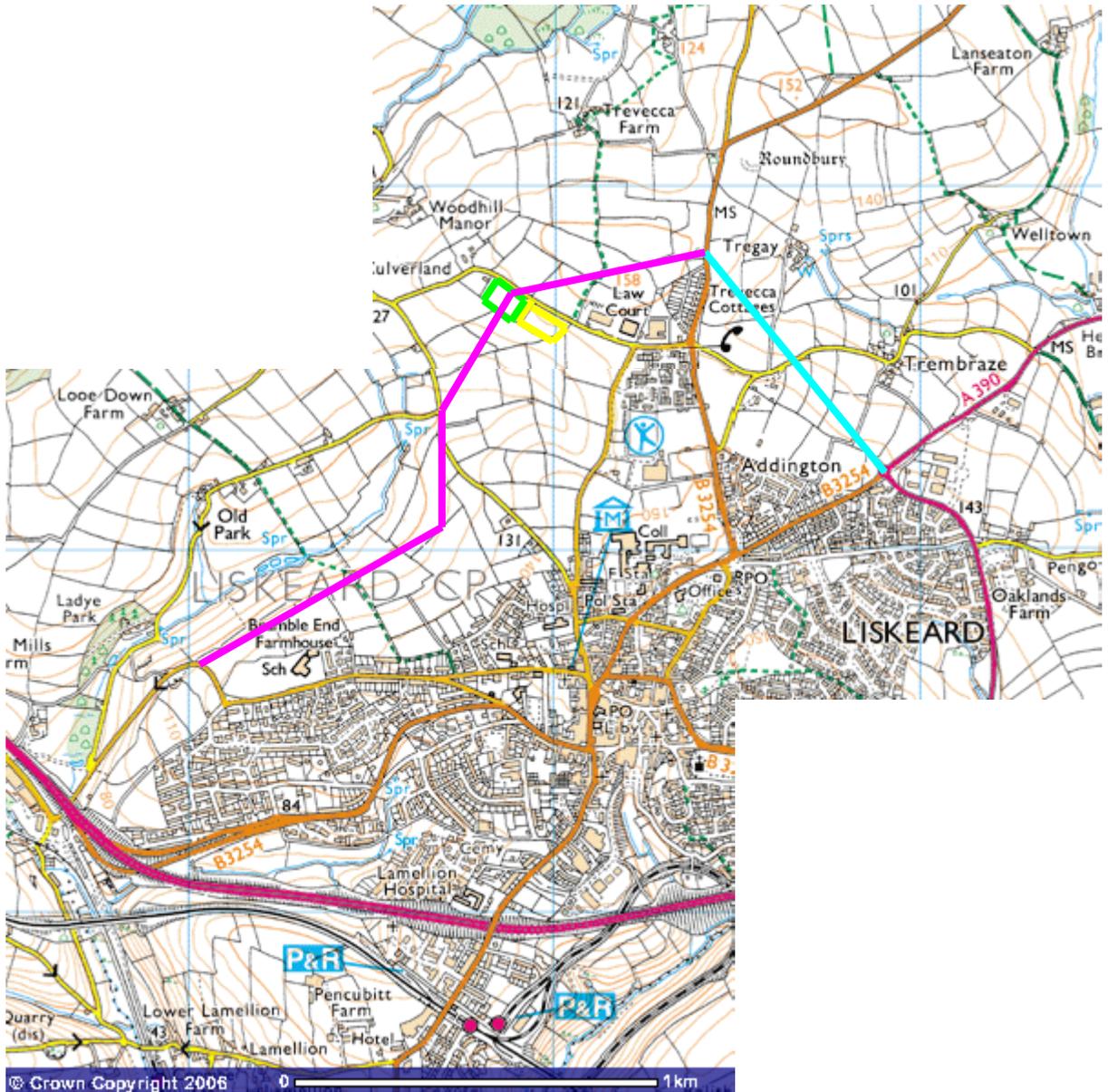
Transport and Access Group
Appendix 2: Suggested Liskeard North & West Ring Road (Option 1)

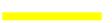


	Planned extension to Charter Way (Option 1 suggested route)
	North & West Ring Road (Option 1)
	New Cemetery
	Extension to new Cemetery

Transport & Access Group: Oct. 2006

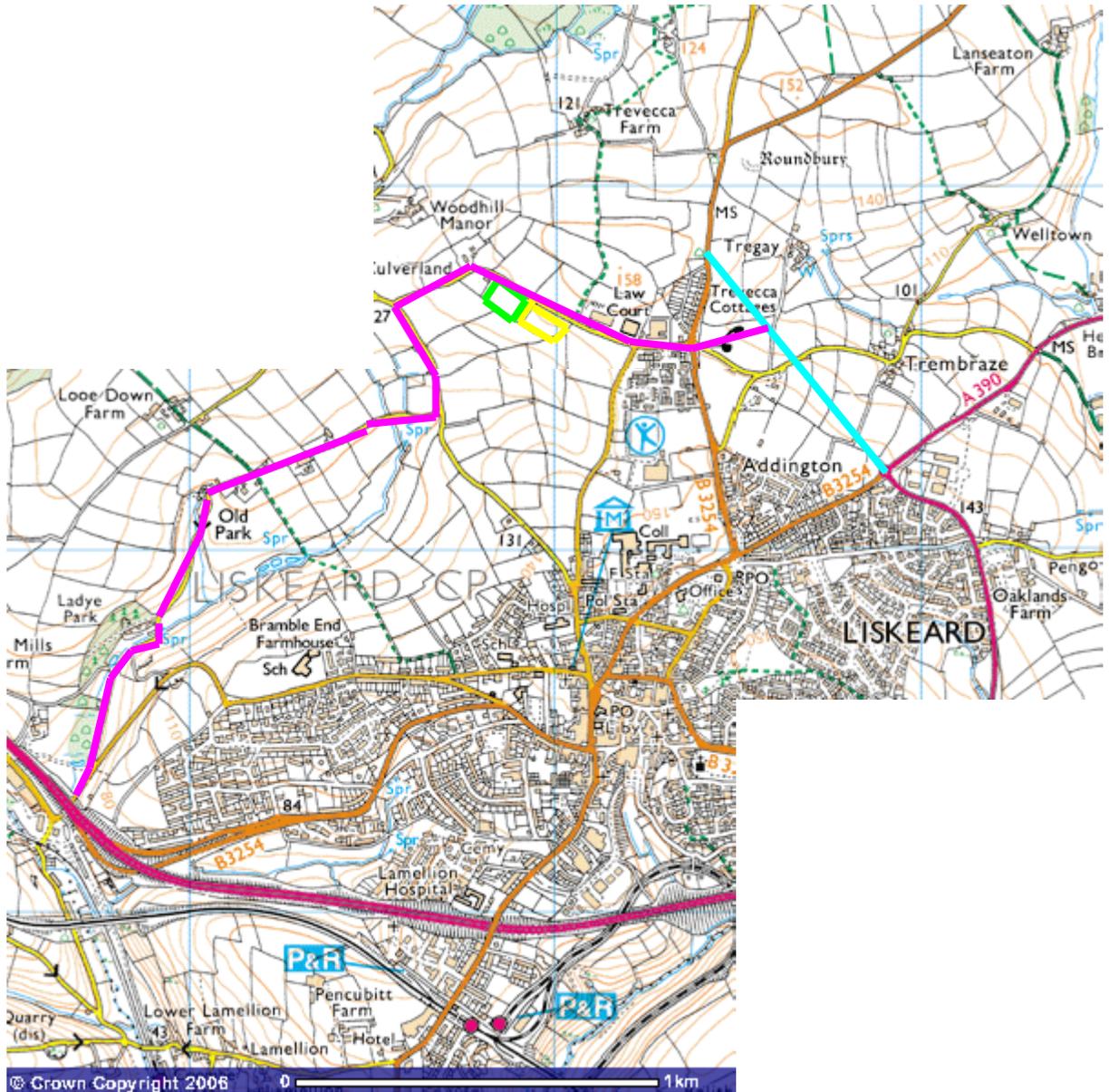
Transport and Access Group
Appendix 3: Suggested Liskeard North & West Ring Road (Option 2)

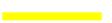


	Planned extension to Charter Way (Option 2 suggested route)
	North & West Ring Road (Option 2)
	New Cemetery
	Extension to new Cemetery

Transport & Access Group: Oct. 2006

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Appendix 4: Suggested Liskeard North & West Ring Road (Option 3)**



	Planned extension to Charter Way (Option 3 suggested route)
	North & West Ring Road (Option 3)
	New Cemetery
	Extension to new Cemetery

Transport & Access Group: Oct. 2006

Transport and Access Group.

Appendix 5.

Possible Passmore Edwards Link Road =

