

Traffic Management Consultation Analysis

Traffic Management Plan 2018

There has been a long standing desire within the town of Lostwithiel to address some of the traffic issues we experience. Some of those are linked to parking others relating to speed and vehicles moving through and in the town.

Various surveys petitions and other methods of complaint have occurred and a meeting was held in January 2018 to try and collate all information regarding areas which townspeople would like addressed.

The plan moving forward is that we document all the issues and explore options to resolve some of those issues or at least to eliminate possibilities even if there is no solution currently.

It is not just about the traffic movements in the town and how those interact with other users but about the sense of place,

This document following that is divided into into parts

1 The traffic element

2 The Parking element

3 Other issues to be addressed such as sense of place

Some are interlinked so appear to be repeated but are under the main area needing addressing as well as secondary or solution driving aspect

As the Local Area Network has also embarked on an initiative re a pot of funding and a joined up Traffic Regulation Order for the whole area this report will dovetail into that and hopefully enable feedback from experts and a saving on costs too.

Traffic element

1 Speed of vehicles through town on A390 Page 1

All of the below needs further consultation within the community but reflect the general view of people who have spoken to Councillors/attended Traffic meetings, filled in questionnaires over the years

- a. Speed generally through town often high
- b. Narrow pavements especially Queen St opposite Bank Methodist building and Grenville Road from Meadowbrook Nursing Home to St Winnow school
- c. Lack of safe crossing points, pelican at junction of Fore St, Islands at junction above and below Cott Road.
- d. No speed enforcement
- e No weight enforcement
- f. Speed coming into town from East, especially when 20mph flasers on, remains above speed limit

NB very few drivers respond to 20mph flashing sign by St Winnow and with no speed camera sign by flashing 30 that too is often ignored

This proposal would increase the economic prosperity of the town by

1 Traffic passing through slower enabling passengers to see that Lostwithiel has more to offer than a through road.

2 It would encourage people to think this is a nice place to stop rather than just a busy main road
It would encourage healthier lifestyles by

1 Increasing peoples desire to walk in the town both by safer speeds of traffic and less pollution

2 People would feel safer crossing the road and allowing children particularly to access various activities on foot rather than being dropped by car.

3 Older people would feel empowered to cross the road to access amenities on the other side of the road.

|This proposal would support community safety and well-being by

1 Creating confidence in crossing the main road to access shops, facilities and community events
bringing better health in many ways

2 Reduce noise

3 Reduce pollution

It would be supporting equality of opportunity by

1 Improving access to employment, education, healthcare and leisure

2 Improve access to the limited public transport we have in the town with the main method being trains.

3Following long standing desires and recent consultation this would demonstrate community involvement in shaping and delivering transport services

Suggestion (bold primary, italic secondary)

30mph restriction from Downend Garage to Penknight

Look at similar sites ie St Austell beyond Charlestown roundabout where pavements are wider and there are more breaks in the road causing slower traffic

Occasional speed camera in situ

(West Taphouse and Tywardreath Highway who have occasional speed cameras both have better speed compliance)

Speed camera signs at both entrances to town on A390 with 30mph signs

(The signs definitely deter)

Create gateway transitions on entrances to town at Downend and Penknight

This could be done in many ways to define this as a place where people live work and play, take a pride in the place and invites passers through to stop and enjoy

Additional parking along A390 from Restormel Industrial Estate to Community Centre, within the proposed new 30mph limit

Island Crossing Restormel Road area

All above suggestions not only create safer crossing opportunities but also reduce speed of traffic as they negotiate road 'hazards'

With the A30 link to St Austell a real possibility Lostwithiel may well have less through traffic if St Austell is signposted along A30 from Exeter. Also if St Austell is reachable from A38 joining to A30 at Bodmin this too would increase a diminishing of Lorries from using Lostwithiel as a preferred route. A real benefit for Lostwithiel is that we could better market our beautiful historic town as a destination town rather than just another unknown place to whizz through. If Lorries in particular were to be encouraged to travel on an alternative route it would make Lostwithiel a much more attractive destination.

Funding

Funding could come in part from 106 when development goes ahead at Barts Meadow

It is a shame that the town were not consulted re the replacement recently of the variable speed limit as this could have saved some money. It is generally felt that as so many flout the 20mph limit, achieving a more consistent 30mph that is better adhered to would bring better safety to the are, but this is not a universal view and the school would still like a 20mph variable sign.

2. Speed of Traffic and congestion through central 'town' area

- a. Hidden entrances to roads and lanes, Church Lane, Malthouse Lane, Guildhall Lane, Cattlemarket Lane* (* this particularly dangerous and accident waiting to happen)
- b. Parked cars on restricted areas
- c. Lorries mounting pavements
- d. Narrow spaces on pavements
- e. Crossing and narrow bridge carriageway visibility and access issues
- f. Deliveries blocking both road and pavements
- g. Cars unable to find parking stopping inappropriately.
- h. Vehicles turning into North Street from A390 regularly (one way wrong way)
- I. Often no designated pavement on narrow segments
- j. speeding cars through narrow streets with restricted views

These proposals again cover many desired outcomes, Reducing need to travel by car, supporting the resilience and integrity of our town centres and rural communities, Provides more opportunity to access and enjoy both the built and natural environment in Lostwithiel, Increased desire to walk and cycle. Much improved road safety for all users and increased confidence. Reduced noise and pollution. Improved access to employment, education, healthcare and leisure, increased access to public transport and realising aspirations of the Community in shaping and delivering transport services.

Suggestion

20mph from Grenville Road Cott Road Lanwithan Road crossroads to A390 across bridge and along North Street.

20 mph from A390 along Fore Street, onto Parade and Quay Street to Quay St car park.

Rethink about how space is used for various users and create a feeling of shared space using differing road surfaces, street furniture and signage

Extend double yellow lines on upper side of railway crossing to ensure cars are not stuck unable to get out of crossing area and create better flow generally

Parking along Fore Street reduced to 30 min wait and lines repainted, enforcement to occur.

Loading bays at social club and drill hall. Keep 1 disabled space restricted to 2 hours

Chevron style Parking along Parade area investigate

Cobbled type interspersed crossings at regular points highlighting where narrow lanes spill onto Fore St and North St

Changing entrance on North Street junction to include short term parking especially for but not exclusive for library, Town Council and Methodist church users,, narrowing the entrance and also incorporating some element of design depicting Lostwithiel's heritage.

Create cycle parking

Funding

Contribution from Wombwell Homes towards safer Grenville Road

Local engineer happy to design and cost chevron parking on Parade

Business group contribution?

Town Council Contribution?

3. Speed of traffic and congestion on Bodmin Hill

Issues

- a. Narrow carriageways due to parking and history of houses
- b. Children negotiating parked cars, moving traffic without pavement on way to and from school
- c. Speed of traffic in area
- d. Size of vehicles coming down hill (avoiding weight restriction or following sat nav)
- e. Parked cars at night time restricting emergency vehicle access
- f. Traffic backing up onto A390 regularly due to congestion, cars reversing from Bodmin Hill onto A390 to allow cars coming down space to negotiate parked cars

The following solutions enable greater reduction of climate change as the community is supported to live locally and reduce the need for transporting children to school. Increases resilience for the same reasons. Walking will improve healthy lifestyles. There will be improved road safety, increased public confidence in safety. There will be an increase in public confidence of emergency vehicles accessing the area at times of need. There will be a decrease in noise and pollution. There would be an obvious improvement to accessibility to school, employment and leisure. Again the Community would have been part of the participation of shaping and delivering transport services.

Possible Solution

Do not follow sat. nav. sign at Sweetshouse as well as not suitable for HGV
20mph from Knights court to A390 on both Duke St and Bodmin Hill
One way system Duke St Bodmin Hill. Up BH down DS
Assess double yellow lines for visibility and suitability.
Reinstate DYL outside beauty parlour which have been reduced for some unknown reason.
White line or contrasting surface designation for pedestrians and parking up Bodmin Hill
School verge, Consult re landscaping this into a solution for parking
Sensitive child designed signage to remind road users of children and pedestrians.

Possible transfer of wayleave/verge from Town Council/ Cornwall Council to school to allow landscaped parking
Finance from school to contribute?
School participation in signage.

4. Lanwithan Road from |Lanwithan close to Butts Park

Danger to pedestrians, no pathway on bend with high pedestrian use.

Solution,

Pathway (this has been explored previously)

Hatchings? Dangerous bend pedestrians in road, different road surface highlighting danger.

Parking

Lack of parking in town, both for short term long term and residents

Current parking availability

1 CattleMarket Car Park Owned by CC and awaiting devolvement to LTC Free parking but always full. No space for visitors and shoppers or patients for the doctor or Clinic

No of spaces 49 plus 7 casual along walls etc disabled spaces 4

Impacts on Community Centre car park

2 Quay Street Car Park Owned by LTC also free and often full No of spaces 25 plus 1 disabled

3 Coulson Park car park Owned by LTC no of spaces needs lining to maximise space use, could accommodate

Street parking

4 Fore Street 10 spaces with current time limit of 60 mins 2 disabled spaces 3 hours wait

5 Parking in most roads both North and South of A390 often in narrow streets

Actions

1 Devolve and look at parking charges, not to make a profit but to manage car parking so there is not long term parking or commuter parking for railway.

Consider relocation of scout hut and Clinic building

re assess disabled spaces

2 Look at charges as above or time limiting and maybe incorporate loading bays

3 promote and draw up a best option optimising use.

Consider planning permission to create spaces park side of the railway bridge

Investigate ownership of grass area beside rail bridge and slipway area, redevelop to increase parking and enhance area sensitively

4 Look at spaces how they can be better used, time restriction looked at and enforcement

5 Look at all areas where parking occurs and along with Fire service assess areas of concern and consider increasing yellow lines.

Generally there needs to be better visibility of yellow lines, increased enforcement of violations, better management of current spaces and a search for increased capacity.

Other areas to be investigated.

On site meeting with Rail to see if there is any option for allowing shared space on either side of Grenville for parking. Link to overflow of Bodmin Parkway.

Meeting with land owner of land opposite the industrial estate to see what if any options are available.

Cott Road recycling area, devolve and consider long term parking in this area for residents.

Discuss with Duchy any potential car parking options along Restormel Road

other
cycle link
solar top up car charge

Summary of requests to go forward to Area network meeting to be included in traffic order

30mph Downend to Penknight

20Mph Grenville/Lanwithan junction through to A390 through North St

20mph fore street and parade

20mph Bodmin Hill from Knights Court to A390

One way Bodmin Hill up

One way Duke St down

Double yellows outside Beauty Lounge Bodmin Hill

Loading bay Fore St

Loading bay opposite Co op

Extend double yellows at rail crossing opposite Wobwell developments