

Riders, Walkers, Wheelers Strategic Road Network Research South West Region

March 2024



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1

Background & Objectives



Background & Objectives

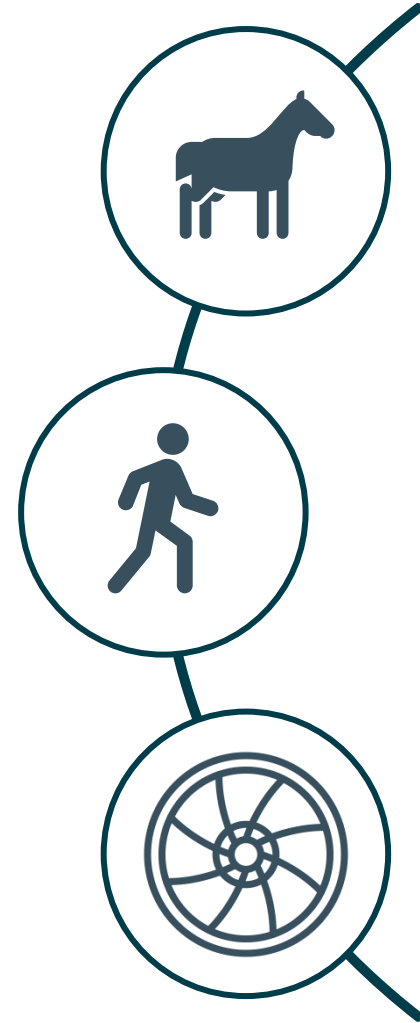
Introduction

National Highways manage England's motorways and major 'A' roads, known as the Strategic Road Network (SRN). The SRN is a vital part of England's transport system, carrying a third of all passenger miles, despite only making up 2% of the road network.

Those who ride, walk or wheel play a vital role in the Department for Transport's Transport Decarbonisation Plan. Transport Focus, the transport user watchdog, therefore commissioned SYSTRA to undertake research into the experiences of riders, walkers and wheelers when travelling on, adjacent to or across the SRN. Research was undertaken at the following locations in South West England:

- A38 Liskeard: Old Road Junction – Lantoom Quarry;
- A38 Devon Expressway: Lee Mill Industrial Estate – Ivybridge;
- A30 Penzance: Chy-An-Mor roundabout; and
- A30: Bodmin – Trewint.

This work builds on riders, walkers and wheelers research undertaken in other SRN regions. The South West provides an interesting context for this study, with 620 miles of motorway and strategic A-roads providing vital links for residents and businesses, including two crossing points into Wales, one of which is open to pedestrians and cyclists. The SRN is also an important element of the transport system for local tourism in the region, with 21.4 million visitors flocking to the South West annually.



Background & Objectives

Objectives

This research aims to increase understanding of what it is like to use the SRN in South West England as a rider, walker or wheeler, and aims to provide practical, realistic recommendations to National Highways about improving the user experience.

This report

This report provides key findings for all four of the sites involved in this study, and is structured as follows:

- Section 2 summarises our approach;
- Sections 3–7 provide findings from the four sites:
 - A38 Liskeard: Old Road Junction – Lantoom Quarry;
 - A38 Devon Expressway: Lee Mill Industrial Estate – Ivybridge;
 - A30: Penzance – Chy–An–Mor Roundabout; and
 - A30: Bodmin – Trewint.
- Section 7 provides our conclusions and recommendations.

More detail can be found in site-specific reports and associated appendices. Throughout the report, riders, walkers and wheelers are defined as follows:

- Riders – equestrians;
- Walkers – pedestrians, with or without a pram, buggy, wheeled frame or walking stick or any other mobility aid; and
- Wheelers – those using a bicycle, tricycle, tandem, scooter, mobility scooter/buggy or wheelchair.

Copyright notice: This report contains site images and videos taken by SYSTRA or provided by research participants. All imagery has been captured with participant consent. The maps provided throughout this report have been used in accordance with Open Street Maps terms of service.

2

Methodology



Methodology

Approach overview

Stage 1: Site familiarisation



Stakeholder engagement

Online interviews and focus groups were undertaken with a mixture of stakeholders, to understand the sites in depth, including any key issues



Systematic site audits

Using industry standard assessment criteria, on-site audits objectively evaluated the infrastructure available at sites for each of riders, walkers and wheelers

Stage 2: User Research



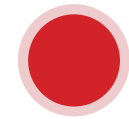
Accompanied journeys and interviews

Researchers completed accompanied journey interviews with site users, to understand user experiences when interacting with the sites



Business interviews

Businesses in the vicinity of sites were interviewed face-to-face, to understand how businesses, their employees and their customers interact with the sites



Digital ethnographic task recruitment

Site users were invited to provide feedback on the site using an online interactive map

Methodology

Site familiarisation

Stakeholder engagement: The following stakeholder organisations provided their thoughts on the challenges and successes of the sites, and made suggestions for improvement:

Stakeholders	A38 Liskeard: Old Road Junction – Lantoom Quarry	A38 Devon Expressway: Lee Mill Industrial Estate – Ivybridge	A30: Penzance – Chy–An–Mor Roundabout	A30: Bodmin – Trewint
National Highways' local area teams	x	x	x	x
Cornwall Council	x		x	x
The British Horse Society	x	x	x	x
MP for South West Devon		x		
South Hams District Council		x		
PL21 Transition Town Initiative		x		
Sustrans				x

This range of stakeholders ensured understanding of the issues from both the perspectives of user groups and of those responsible for maintaining the sites and making decisions about improvements.

Systematic site audits: Sites were split into separate sections ('links'), which were evaluated and scored whilst on site, using PERS (Pedestrian Environment Review System) and CLOS (Cycling Level of Service) assessments. This approach ensured a standardised assessment across sites.

Whilst a standardised assessment was undertaken across all sites, this report highlights just the key outcomes. More detail can be found in the full site-specific reports and associated appendices.

Methodology

User research

A mix of riders, walkers and wheelers took part in user research at each of the sites:

Site	Accompanied journeys	Business interviews	Online interactive map responses
A38 Liskeard: Old Road Junction – Lantoom Quarry	<ul style="list-style-type: none"> 1 Walker & Wheeler 2 Walkers 	3	<ul style="list-style-type: none"> 9 Walkers 7 Wheelers 2 Unspecified
A38 Devon Expressway: Lee Mill Industrial Estate – Ivybridge	<ul style="list-style-type: none"> 2 Walkers 1 Wheeler 	0	<ul style="list-style-type: none"> 4 Walkers 10 Wheelers 3 Unspecified
A30 Penzance – Chy-An-Mor Roundabout	<ul style="list-style-type: none"> 5 Walkers 1 Wheeler 	6	<ul style="list-style-type: none"> 1 Walker
A30: Bodmin – Trewint	<ul style="list-style-type: none"> 3 Walkers 1 Rider 	1	<ul style="list-style-type: none"> 3 Walkers 4 Wheelers 2 Riders

Sample limitations should be noted, particularly the small sample size of the user groups recruited. As with all qualitative data, it should also be noted that:

- The sample of participants is self-selecting and therefore the findings do not aim to be representative of the site user population or road user groups; and
- The views and opinions reported are the views and perceptions of participants and are not necessarily factually correct.

Methodology

User research

The details of the accompanied journey sample are provided below:

Site	User type	Age group	Frequency of site use*	Gender	Disability status
A38 Liskeard	Walker	65+	Frequent*	Male	Disability – preferred not to disclose
A38 Liskeard	Walker & Wheeler	31-64	Frequent	Male	No disability
A38 Liskeard	Walker	31-64	Infrequent	Male	No disability
A38 Devon Expressway	Walker	31-64	Frequent	Female	Mobility impairment
A38 Devon Expressway	Walker	31-64	Frequent	Male	No disability
A38 Devon Expressway	Wheeler	65+	Frequent	Male	No disability
A30 Penzance	Walker	31-64	Frequent	Male	No disability
A30 Penzance	Walker	31-65	Frequent	Female	No disability
A30 Penzance	Walker	65+	Frequent	Female	No disability
A30 Penzance	Wheeler	18-30	Frequent	Male	No disability
A30 Penzance	Walker	65+	Infrequent	Male	Mobility, hearing, and visual impairments
A30 Penzance	Walker	65+	Infrequent	Female	Mobility, hearing, and visual impairments
A30 Bodmin	Walker	31-64	Frequent	Female	No disability
A30 Bodmin	Walker	31-64	Frequent	Male	No disability
A30 Bodmin	Rider	18-30	Frequent	Female	No disability
A30 Bodmin	Walker	65+	Frequent	Female	Mobility and hearing impairments

*Frequent site users were defined as those who use the site at least once a week, and infrequent as those using the site less than once a week.

A map of the A38 road in Liskeard, Cornwall. The road is highlighted in orange and runs from the top left towards the bottom right. Key features include the Moorswater Distributor Road, Looe Mills, Looe Mills Farm, Moorswater Industrial Estate, and the East Looe River. A red circle is drawn around the junction area between the A38 and the Moorswater Distributor Road. A red key icon is located in the bottom right corner of the map.

3

A38 Liskeard: Old Road Junction – Lantoom Quarry

A38 Liskeard (Old Road Junction – Lantoom Quarry)

This site has a mix of residential and commercial properties with a well-used footpath going alongside the A38. There are known disability issues in the area regarding accessing the path.

For the purposes of this research, the site was divided into **four** links:



Challenges and Successes – site audit findings & stakeholder views

The **challenges** and **successes** for each user group, as identified by stakeholders and during site audits, are provided below.



There is no provision of horse riding paths on, adjacent to, along or across the A38. Additionally, existing bridleways around the site are not well connected. The steep gradient and narrowness of minor roads adjacent to the A38 means there are limited alternative routes.

Bridleways exist around the site, although these are not directly on or adjacent to the A38.



Poor lighting, steep gradients, overgrown greenery, noise and air pollution were all raised as concerns for walking adjacent to the A38. Crossing points are also limited and where they do exist, they do not meet national standards due to low parapets on bridges, and narrow widths.

Despite steep gradients, the surface of all paths is appropriate for all types of weather, and paths are segregated from motorised traffic.



Limited cycling infrastructure in places, in addition to poor lighting, steep gradients, overgrown greenery and noise and air pollution, were all raised as concerns. In addition, wheelers must dismount their bikes to use unsignalled crossings in Link 4.

Despite steep gradients, the surface of all paths is appropriate for all types of weather, and paths are segregated from motorised traffic.

Challenges – user views

Challenges, identified by users who took part in this research, included:



Walkers

- When using the shared use path adjacent to the A38, users expressed concerns about:
 - Poor lighting along the paths and associated safety concerns;
 - Proximity to the A38 on Link 3, and associated noise pollution and safety concerns;
 - Poor maintenance of overgrown greenery and of path surfaces;
 - Poor access for walkers with prams and wheelchair users, due to the lack of ramp access and dropped kerbs throughout the site;
 - Narrow paths in some sections along Links 3, and 4, which create conflict between walkers and wheelers; and
 - Lack of continuous pavement on Link 4 along Moorswater Industrial Estate, which requires crossing the road at an unsafe crossing point, with poor visibility to re-join the path on the other side.

- When using the path away from the A38 and down to the Cardon Trail, users expressed concerns about:
 - Poor wheelchair access where Link 2 meets Link 3 due to a lack of dropped kerbs;
 - Narrow paths to access the woodlands creating conflict between walker and wheelers;
 - Lack of lighting, though there was acknowledgement of the proximity to the traffic on the A38 and the danger that adding lights may pose to motorists;
 - Lack of waste bins for dog walkers;
 - Surface quality, which whilst fine for most walkers, is challenging for walkers with prams; and
 - Lack of a shorter, more direct alternative route to reach the woodlands north of the Dobwalls Bypass from Liskeard town, due to landowners blocking access to bridleways and footpaths.



Wheelers

- When using the shared use path adjacent to the A38, users expressed concerns about:
 - Poor lighting along the paths and associated safety concerns;
 - Proximity to the A38 on Link 3 and associated noise pollution and safety concerns;
 - Poor maintenance of overgrown greenery and of path surfaces;
 - The lack of ramp access and dropped kerbs throughout the site;
 - Narrow paths in some sections along Links 3, and 4, which create conflict between walkers and wheelers;
 - Difficulty accessing the links due to the lack of ramps and the steps on the paths coming off of the westbound A38 slip road, and the paths connecting to New Road; and
 - Lack of continuous path on Link 4 along Moorswater Industrial Estate, which requires crossing the road at an unsafe crossing point with poor visibility to re-join the path on the other side.

- When using the path away from the A38 and down to the Cardon Trail, users expressed concerns about:
 - Steep gradients when travelling towards Dobwalls Bypass;
 - Poor access for wheelers at the Dobwalls Bypass where Link 2 meets Link 3, due to the lack of dropped kerbs, which requires wheelers to dismount in order to get back on the path;
 - Narrow paths to access the woodlands create conflict between wheelers and walkers; and
 - Lack of lighting, though there was acknowledgement of the proximity to the traffic on the A38 and the danger that adding lights may pose to motorists.

*“It’s pitch black there, all the way, there’s no lights at all.”
(Walker and Wheeler, Accompanied Journey)*



“It’s horrendous sometimes [referring to level of noise pollution due to proximity to A38].” (Walker and Wheeler, Accompanied Journey)

Successes – user views

Successes, identified by users who took part in this research, included:



Walkers

- When using the shared use path adjacent to the A38, users found the shared-use path along both sides of the A38 to be useful, with the underpass between Links 3 and 4 allowing users to loop back around and cross the A38.
- When using the path away from the A38 and down to the Cardon Trail, users found the path at the top of the Dobwalls Bypass to be wide enough for walkers to pass other users, without needing to step to the side to let wheelers through.



Wheelers

- When using the shared use path adjacent to the A38, users praised:
 - Link 3 in particular as a good path for wheelers due to its smooth surface and flat gradient; and
 - The shared-use path along both sides of the A38 for being useful, with the underpass between Links 3 and 4 allowing users to loop back around and cross the A38.
- When using the path away from the A38 and down to the Cardon Trail, users found the path at the top of the Dobwalls Bypass to be wide enough for wheelers to pass other users, without needing to slow down or dismount.

*“The cycle path generally provides a safe route from Liskeard to Dobwalls and then on back roads to Looe.”
(Wheeler, Interactive Map)*



“You got [the path] on both sides of the road [A38], so I can come back on this side and go that way [referring to the underpass].” (Walker and Wheeler, Accompanied Journey)

Recommendations for improvements

Recommendations for improvements to the **A38 Liskeard** site, arising from the research, are provided below.

- Improve **access** for mobility impaired walkers, walkers with prams, and wheelers, by:
 - Improving gradients along Links 3 and 4;
 - Replacing the steps at Old Road with a ramp;
 - Providing dropped kerbs on pavements to allow users to re-join the shared use paths along Links 2 and 3; and
 - Improving maintenance of riding, walking and wheeling infrastructure by regularly maintaining greenery and adding bins for litter.
- Address **safety and security concerns**, by:
 - Providing lighting along the site, and considering low level guidance lighting for paths near the A38;
 - Introducing safe crossing points, particularly on the road along Moorswater Industrial Estate; and
 - Improving the separation between the A38 and the shared use path, such as with a more physical barrier.
- Introduce **dedicated infrastructure**, in particular:
 - Providing segregated routes for wheelers;
 - Introducing priority cycle crossing infrastructure at junctions; and
 - Providing a continuous shared use path on both sides of the main road along Link 4.
- Improve **user access** to and from the links, by widening footpaths and providing dropped kerbs at entry points to main roads, such as New Road, to improve access for walkers with prams and wheelers.
- Improve **connectivity** of the site for riders, such as by introducing a bridleway within the underpass to connect Looe Mills and minor roads, providing access to East Looe River¹, implementing slow traffic areas (i.e. 10mph zone) and safe equestrian crossing points.

¹ The byway near East Looe River is intended to be part of the extensive Looe Valley Trail scheme which seeks to connect existing multi-use trails between Looe, Liskeard, Bodmin and Cremyll. See: <https://letstalk.cornwall.gov.uk/looe-valley-trails>



4

**A38 Devon
Expressway: Lee
Mill Industrial
Estate – Ivybridge**

A38 Devon Expressway (Lee Mill Industrial Estate – Ivybridge)

This is an area with a mixture of industrial estates and residency. Lee Mill Industrial Estate means HGVs go along the road from the east down beech road. There is a 5-year plan for a roundabout and it important to make sure wheelers and walkers are considered in the planning.

For the purposes of this research, the site was divided into **two** links:



Challenges and Successes – site audit findings & stakeholder views

The **challenges** and **successes** for each user group, as identified by stakeholders and during site audits, are provided below.



No provision of horse riding paths on, adjacent to, along or across the A38. The existing shared use path that runs adjacent to the A38 is too close to traffic to be used safely by riders.

No successes for riders were identified.



Whilst there is a path adjacent to the A38, the path is not wide enough to be shared between walkers and wheelers, there is no physical barrier between the path and the road and there are steep gradients, lack of lighting, overgrown greenery, noise and air pollution. There is also a lack of safe crossing points across the A38.

Majority of the path is direct and flat, and greenery between the path and Lee Mill Industrial Estate improves the visual appearance of the route.



Whilst there is a path adjacent to the A38, the path is not wide enough to be shared between wheelers and walkers, there is no physical barrier between the path and the road and there are steep gradients, lack of lighting, overgrown greenery, noise and air pollution. There is also a lack of safe crossing points across the A38.

Majority of the path is direct and flat, and greenery between the path and Lee Mill Industrial Estate improves the feel of the route. There is also good navigational signage for wheelers.

Challenges – user views

Challenges, identified by users who took part in this research, included:



Walkers

- Narrow path leads to user conflict, with wheelers in particular.
- Safety concerns arising from:
 - The lack of physical barrier between walkers and traffic;
 - The grass verge being perceived to be too narrow, leaving walkers feeling exposed; and
 - Overhanging greenery, build-up of leaves, and uneven surfaces causing hazards to walkers.
- Concerns about the environment on the path, such as:
 - Noise and air pollution due to proximity to the A38; and
 - The path often having litter.
- Signage is confusing in places e.g. on Link 2 the signage on the path surface seem to indicate the path is for wheelers only, but the bollards at the start of the path indicate it is for shared wheeler and walker use.



Wheelers

- Narrow path leads to user conflict – with other wheelers and walkers, particularly for those using a recumbent, due to the additional width.
- Safety concerns arising from:
 - Overgrown vegetation causing hazards to wheelers, particularly overhanging trees;
 - The lack of physical barrier between wheelers and traffic;
 - The junction of Beech Road and New Park Road feeling dangerous due parked cars causing poor visibility and fast traffic;
 - The lack of segregation from traffic at the beginning of Link 1 (on Beech Road); and
 - Car headlights obscuring vision when travelling in the dark.
- Concerns about the environment on the path, such as:
 - Noise pollution due to proximity to the A38; and
 - The path often having litter.
- Lack of a smooth surface makes cycling more challenging.
- Cycle gate at the end of Link 2 (near the roundabout) is not accessible when cycling with a trailer, and does not effectively slow wheelers down as they cycle around it.

*“In the middle of the pitch black, I’m not gonna come down here cause they’re not gonna see me [...] I’ve never seen anyone later than sort of 5pm when I’ve been down here.”
(Walker, Accompanied Journey)*

Tesco Junction (very busy)



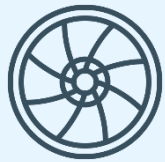
Successes – user views

Successes, identified by users who took part in this research, included:



Walkers

- The route offers connectivity to Lee Mill Industrial Estate.
- The route offers segregation from motorised traffic.



Wheelers

- The cycle gate on Link 2 where the path meets the A38 is accessible for recumbents and other adapted cycles, which is uncommon for cycle routes in the area.
- The route offers segregation from motorised traffic, and segregation from walkers in places.
- The path is “fairly flat” meaning cycling along the route is easier for those of all abilities and fitness levels.

“The best element is I’m off the road. As you can see now, there’s 6, 7 cars coming down here, if I’m in amongst this traffic I’m concerned.” (Wheeler)



“I would say, if you live in Lee Mill, and you want to go to Ivybridge, this is a great path.” (Wheeler)

Recommendations for Improvements

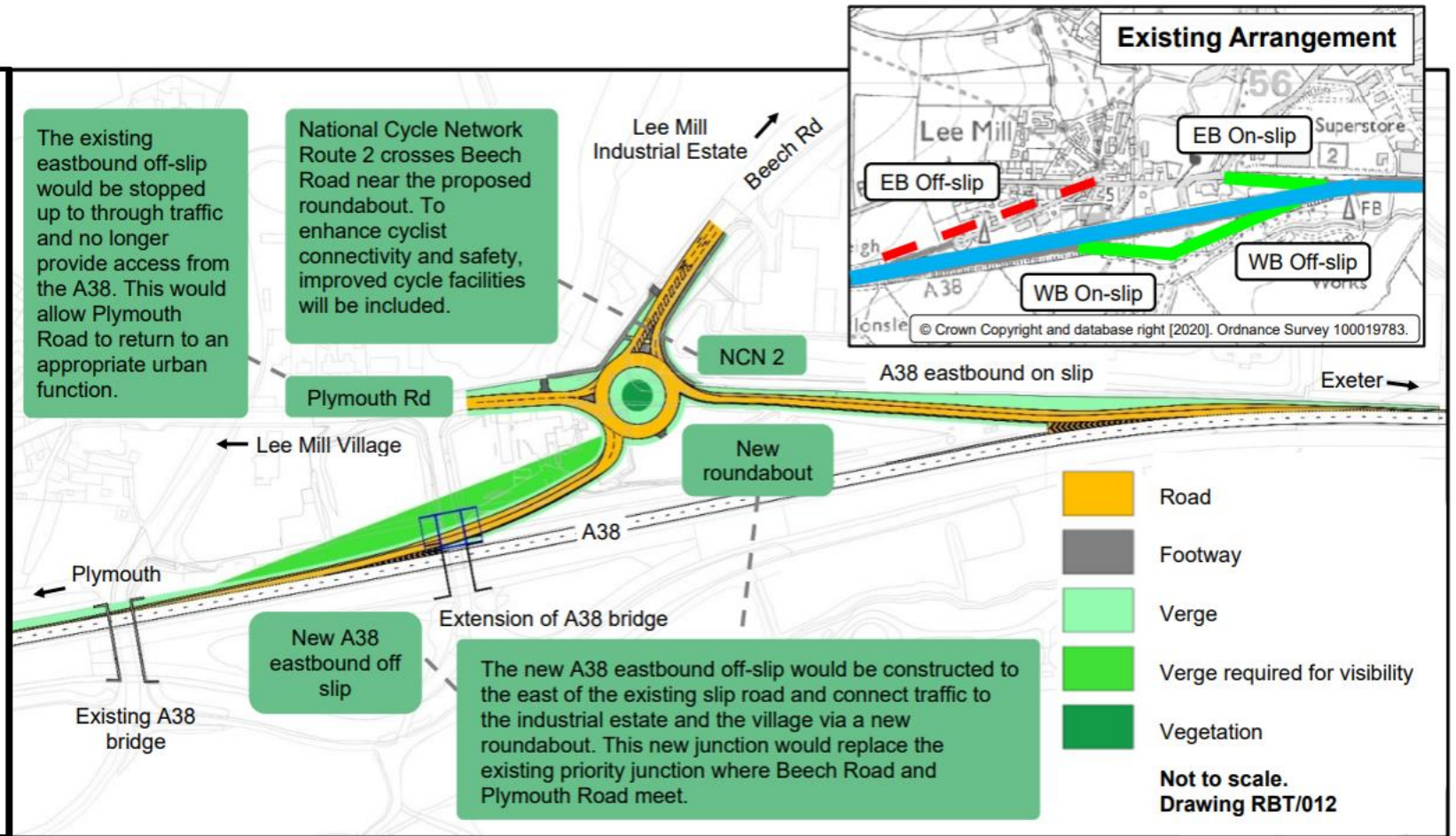
Recommendations for improvements to the **A38 Devon Expressway** site, arising from the research, are provided below.

- Address **safety and security concerns**, by:
 - Widening the shared use path onto the grass verges, to reduce user conflict, whilst still leaving room for a more physical barrier between the shared use path and motorised traffic on the A38;
 - Introducing traffic calming measures on Beech Road and Cadleigh Lane, particularly at the junction of Beech Road and the Expressway;
 - Improving lighting along the route;
 - Introducing clear signage to show where the route is shared-use; and
 - Re-routing the shared use path to avoid interacting with motorised vehicles e.g., re-routing above the layby on Link 2.
- Improve **connectivity** and **ease of accessing** the route through:
 - Working with the local authority to provide additional links branching off from Link 2 to improve access to Ivybridge town centre;
 - Introducing additional crossings, both over the SRN and at the junction where Link 1 begins; and
 - Improve signage to make potential users aware of the route.
- Improve the **environment** on the path through:
 - Re-surfacing the path to improve surface quality;
 - Undertaking regular maintenance of overgrown greenery and overhanging plants; and
 - Providing dog waste bins along the route.

A38 Lee Mill Slip Road proposal

Stakeholders and site users were presented with the following information about the A38 Lee Mill slip road proposal, and asked for their views on the proposal.

- This section of the A38 (passing through the town of Ivybridge and the Lee Mill Industrial Estate) currently uses the historic Plymouth Road for traffic to exit the A38. This creates heavy traffic through Lee Mill village, leading to concerns over noise, air quality and road safety.
- In response to these concerns, Devon County Council have developed proposals for a new A38 slip road and roundabout, and traffic restrictions on the existing road to exit the A38, to reduce congestion and divert traffic away from Lee Mill village.
- Improved cycle connections are also proposed for the updated road scheme, with the National Cycle Network Route 2 running next to it, in addition to improved crossing facilities.



Views on A38 Lee Mill Slip Road proposal

*"I don't think [the proposal] would impact [travel behaviour], I think they'd still do the same as what they do regardless of what happens. You can do everything possible, but people are still gonna do whatever they wanna do."
(Walker)*

Stakeholders

- Stakeholders felt that:
 - The updated route would provide better connectivity for those travelling by active modes to Lee Mill village; and
 - The reduction in traffic volumes in Lee Mill village would:
 - Improve the overall experience of walkers using the roads; and
 - Provide the opportunity to widen existing footpaths to further improve walker experiences.
- However, there was a concern that it would not be possible for the National Cycle Network Route 2 to cross Beech Road near the roundabout, towards the northwest direction, due to the building work that is all over private land in that area.

Site users

- Those who had heard about the proposal had heard through local councillors, cycling campaign groups, and on social media.
- Participants were generally positive about the proposal, suggesting that it would:
 - Improve cycle connectivity to the A38 Devon Expressway site and beyond; and
 - Reduce traffic volumes in Lee Mill village.
- However, not all participants were concerned about current levels of traffic in Lee Mill village, and some felt that the proposal would not have an impact on travel behaviour as people would stick to their existing modes of travel.
- A suggestion was also made to include extended cycle lanes as part of the plan to improve the safety of cycling in the area.

A map of the Penzance area in Cornwall, UK. The map shows the A30 road running horizontally across the middle. To the south of the A30 is the Great Western Railway Penzance Depot and the Eastern Green area. To the north is the town of Penzance. A red circle highlights a roundabout area on the A30. A white circle with a red number '5' is overlaid on the map, centered on the highlighted roundabout area. The map also shows other roads like Jelbert Way, Eastern Green, and Ponibu Lane, as well as the Cornish Main Line railway.

5

**A30 Penzance –
Chy-An-Mor
Roundabout**



A30 Penzance – Chy-An-Mor Roundabout

The A30 is the main road out of Penzance, with the beach on one side and a mix of commercial and residential properties on the other.

For the purposes of this research, this site was divided into **five** links.

The Chy-An-Mor roundabout (Link 2b) is the only section of this site that is part of the SRN and it is a known accident hotspot¹. At present, the roundabout does not have any dedicated riding, walking or wheeling infrastructure and therefore it tends to be avoided by these user groups, with the exception of cyclists.

Findings focus on the challenges users face at Chy-An-Mor roundabout, followed by experiences of using alternative routes.

All other links on this site form alternative routes to the Chy-An-Mor roundabout and are the responsibility of the local authority.



¹ <https://www.cornwalllive.com/news/cornwall-news/143-worst-accident-blackspots-cornwall-6485121>

Challenges and Successes – site audit findings & stakeholder views

The **challenges** and **successes** for each user group, as identified by stakeholders and during site audits, are provided below.



There is no provision for horse riding on Chy-An-Mor roundabout. The only known rider facilities are on Link 1b where riders share the road with vehicles. A bridge over the A30 to join this link has parapets which fall short of the required height stated in DMRB (design for manual for roads and bridges) guidance, as well as a steep incline and no signage showing that riders can use this link.

Alternative routes to Chy-An-Mor roundabout do exist to access the beach, including a suitable level crossing for riders on Poniou Lane.



No access on Chy-An-Mor roundabout, and conflict between walkers and wheelers on the shared use path up to the roundabout on Eastern Green. Additionally, Ponsandane Footbridge is the only link back to the A30 from the coastal path, if avoiding the roundabout, and this includes steps which makes it inaccessible.

There are good alternative routes that provide connectivity between residential areas, schools and shops on and around the site, in addition to providing connections to the local railway station. One of these alternative routes is the shared coastal path (Link 1a) which is fairly level and is currently well used.

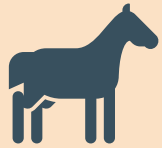


Lack of provisions for wheelers on the Chy-An-Mor roundabout cause safety concerns, but wheelers do still attempt to cross the roundabout as it is the most direct route. Additionally, Ponsandane Footbridge is the only link back to the A30 from the coastal path, if avoiding the Chy-An-Mor roundabout, and this includes steps which makes it difficult for wheelers to navigate.

Alternative route to Chy-An-Mor roundabout exists in the form of the coastal path.

Challenges – user views

Challenges, identified by users who took part in this research, included:



Riders

- There is no provision for riders on Chy-An-Mor roundabout.
- When using alternative routes to Chy-An-Mor, users expressed concerns that:
 - Roadworks can be a barrier to riding;
 - Most journeys need to be completed before dark to avoid conflict with motorists and wheelers; and
 - Whilst the level crossing on Poniou Lane can be used by riders to access the beach, this was raised as challenging in some instances, due to dangerous driving behaviour.



Walkers

- There is no provision for walkers on Chy-An-Mor roundabout.
- When using alternative routes to Chy-An-Mor, users expressed concerns that:
 - The open railway crossing on Poniou Lane causes conflicts;
 - The coastal path has pinch points, especially with wheelers approaching at high-speed and at the eastern end;
 - Changes in gradient and lack of signage on the coastal path create challenges for disabled walkers;
 - Ponsandane Bridge is used to re-join the A30 from the coastal path, and has shallow steps which are difficult for mobility impaired people; and
 - Longrock Industrial Estate sees heavy traffic congestion which makes walking unappealing.



Wheelers

- There is no provision for wheelers on Chy-An-Mor roundabout. However, wheelers do still attempt to cross the roundabout which is unsafe, especially after dark. This is due to conflict with heavy and high speed traffic, especially due to tourism in the summer months.
- When using alternative routes to Chy-An-Mor, users expressed concerns that:
 - The coastal path has pinch points, especially with dog walkers, and when wheeling at night, due to lack of good lighting creating a reliance on cycle lights at night;
 - Use of electric bikes on the coastal path paths raises safety concerns, and there is a lack of signage regarding electric bikes; and
 - Ponsandane Bridge has shallow steps which makes it hard for wheelers to use.

*“This [the width of the pavement] is inadequate.”
(Walker, Accompanied Journey)*



“I wouldn’t navigate it [the roundabout] in the dark, unless I want to get myself killed. I wouldn’t navigate it in the dark, even if I have high vis.” (Wheeler, Accompanied Journey)

“They haven’t thought about people walking near the roundabout.” (Wheeler, Local Business)

Successes – user views

Successes, identified by users who took part in this research, included:



Riders

- The coastal path tended not to be used by riders, who opt to join the beach after the level crossing on Poniou Lane after riding through Longrock Industrial Estate.
- Successes raised in relation to Longrock Industrial Estate were:
 - There is rarely high-speed traffic, which creates a less stressful environment for horses;

- Sufficient space on roads accommodates comfortable and safe travel for horses;
- Horses are generally treated respectfully at the estate and Poniou Lane level crossing when heading towards the sea-front, despite some instances of poor driving behaviour; and
- Horse-riding etiquette involves allowing dogwalkers to pass first, minimising conflict.



Walkers

- The coastal path was perceived to be a great alternative to Chy-An-Mor roundabout, providing a link back to the A30 at Ponsandane Footbridge. Successes raised were:
 - The width of the path tends to be good, allowing enough space for dog walkers to pass each other, as well as for wheelers and walkers to travel alongside one another, notwithstanding the concerns noted previously;
 - Whilst there are instances of vegetation overgrowth, this is not thought to hinder the walking experience, and it is recognised that the vegetation is an important species of flora which helps to preserve the natural beauty of the region;
 - The level crossing at the eastern end, on Pinou Lane, is good for electric wheelchair users as it is a flat crossing with good

signalling and barriers; and

- Ponsandane Footbridge, at the western end, is safer than the previous crossing which did see pedestrian fatalities.
- Longrock Industrial Estate was also thought to be well-designed for walkers and walkers reported feeling safe while walking in the area.



Wheelers

- Despite the challenges highlighted previously, Chy-An-Mor roundabout was perceived to provide a direct route for wheelers travelling to/from Longrock Industrial Estate and the Heliport Retail Park, with limited conflict with walkers, as walkers cannot use the roundabout

- When using alternative routes to Chy-An-Mor, users praised:
 - The smooth and even gradient of the coastal path, in addition not the maintenance of vegetation and litter;
 - The width of the path which was generally perceived to be good, notwithstanding the concerns noted previously;
 - The even gradient and lighting within the Longrock Industrial Estate; and
 - The existing facilities in the Longrock Industrial Estate meet the requirements for wheeling, with some businesses stating that they do not feel the need for additional infrastructure.

*“It [the promenade] is always kind of clean as well.”
(Wheeler, Accompanied Journey)*

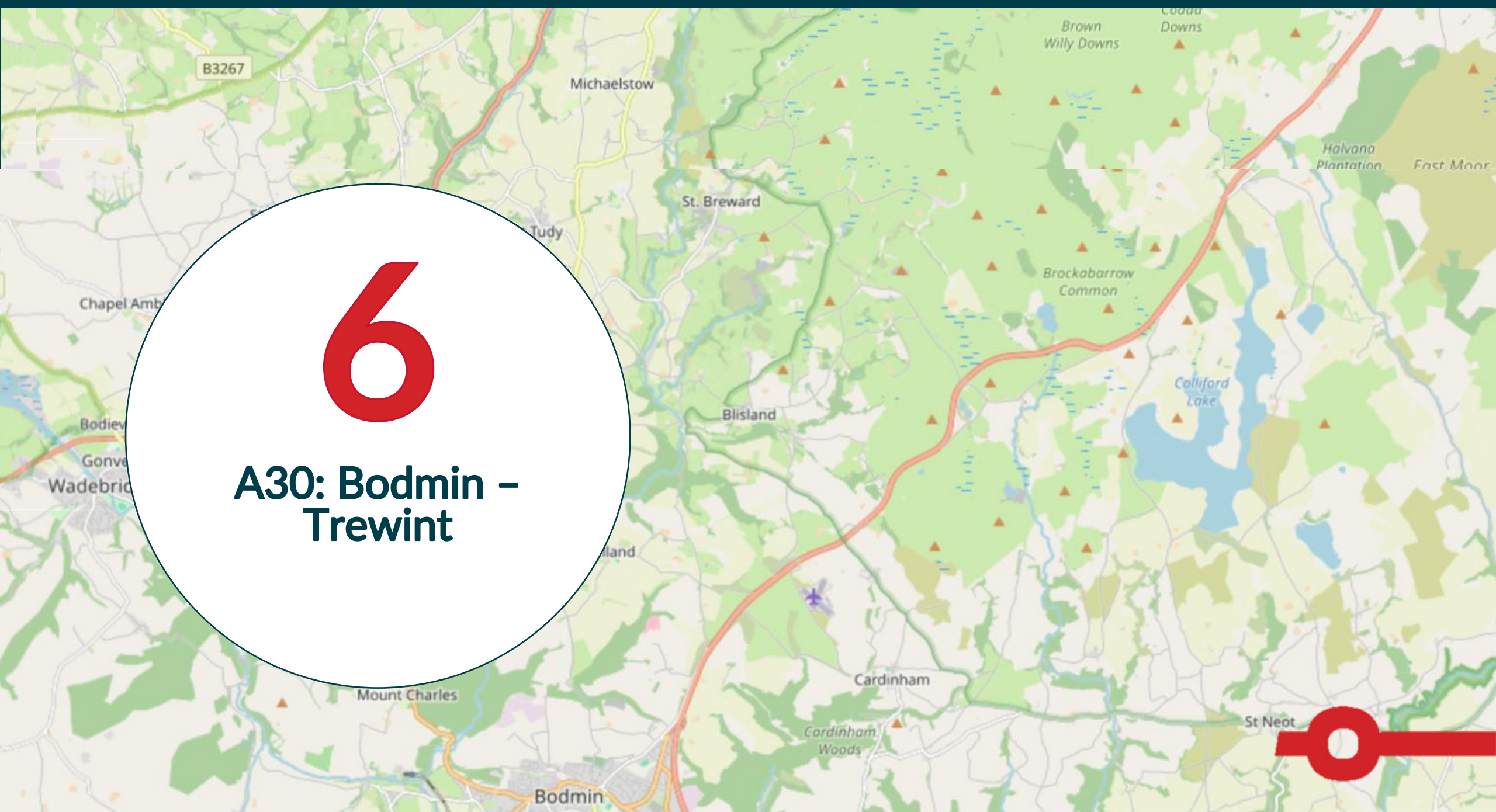


*“On a nice summer day I’ll come out on my own and walk down the shore.”
(Walker, Accompanied Journey)*

Recommendations for Improvements

Recommendations for improvements to the **A30 Penzance – Chy-An-Mor roundabout** site, arising from the research, are provided below.

- Ensuring **safety on SRN sections** of the site, by:
 - Considering dedicated cycle infrastructure and signalisation on Chy-An-Mor roundabout to improve wheeler safety; and
 - Improving the bridge over the A30 at the northern end of Poniou Lane, to enhance safety for all user groups. This could include widening the bridge, increasing parapet heights, adding low level lighting and adding signage to inform users that the bridge is a shared path.
- Working with the local authority to improve **safety and accessibility** of alternative riding, walking and wheeling routes, for example by:
 - Improving signage throughout the area to indicate alternative routes to Chy-An-Mor roundabout for riders, walkers, and wheelers, especially at critical points such as bridge crossings;
 - Introducing step-free access on Ponsandane Footbridge which provides access back to the A30 if using the coastal path to avoid Chy-An-Mor roundabout;
 - Improving the level crossing on Poniou Lane to enhance safety, such as increasing visibility, widening the path either side of the crossing, and adding rider-specific provisions, such as high-level crossing buttons;
 - Adding low level lighting on the coastal path to reduce user conflict, especially in the dark; and
 - Working with the local authority to introduce circular routes to circumnavigate Chy-An-Mor roundabout, including linking to existing National Highways improvements at Tolverth Row crossing, as well as the Penzance to St Ives active travel route.



6

**A30: Bodmin –
Trewint**



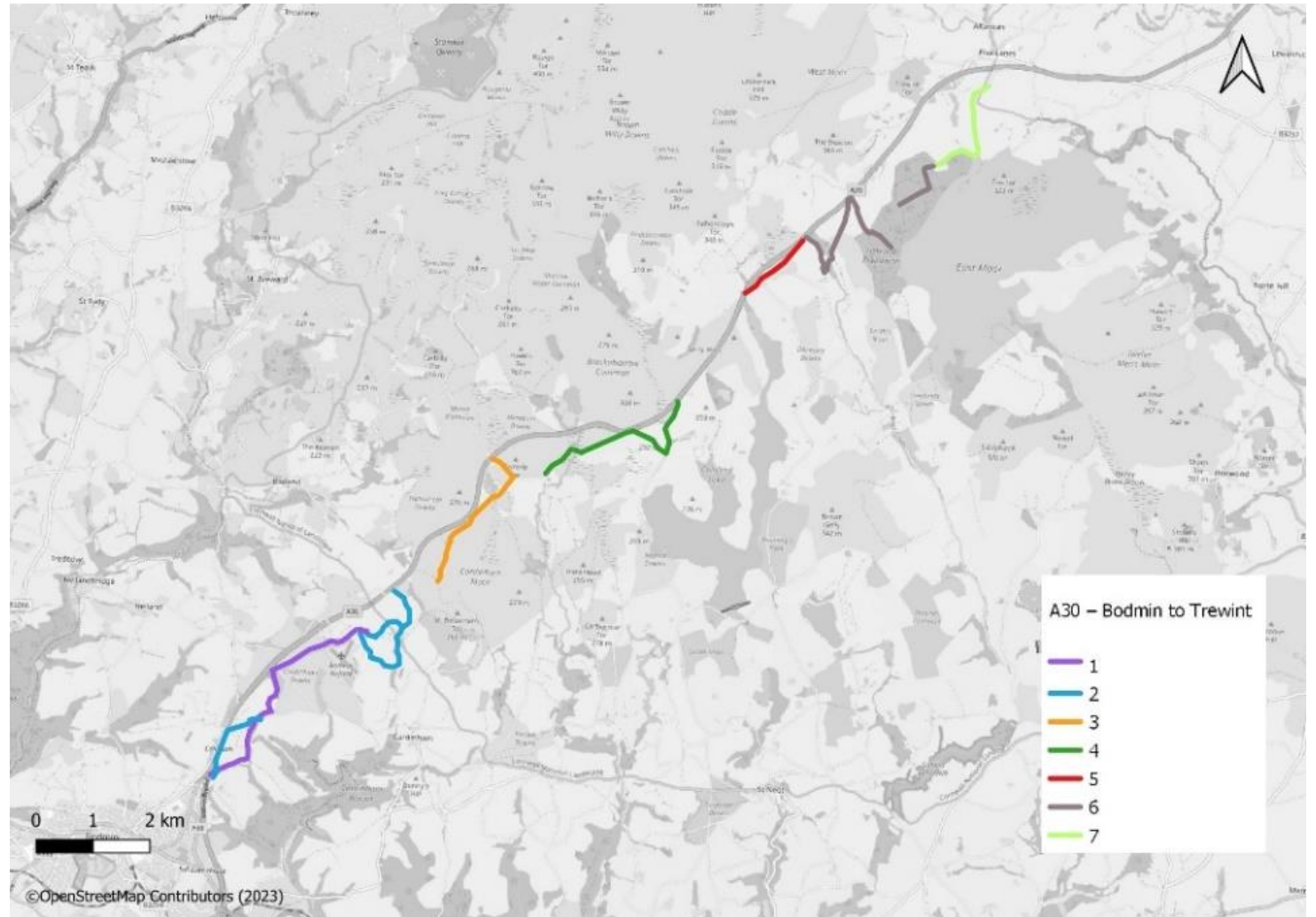
A30 Bodmin – Trewint

This site has a mix of residential and commercial properties with a well-known inn on the A30. Whilst the A30 itself is inaccessible to riders, walkers and wheelers, the area around the SRN is well used for walking, wheeling and riding.

The focus of this site is therefore on how walkers, wheelers and riders travel around local routes that run adjacent to or across the SRN, to understand how the SRN severs riding, walking and wheeling journeys.

For the purposes of this research, the site was divided into **seven** links of local routes:

The recommendations made at the end of this section differentiate between those within National Highways control (those focused on supporting SRN crossings) and those within local authority control (those focused on supporting riding, walking and wheeling around local routes).



Challenges and Successes – site audit findings & stakeholder views

The **challenges** and **successes** for each user group, as identified by stakeholders and during site audits, are provided below.



There is limited dedicated infrastructure for riders meaning riders often share roads with general traffic on routes around the A30. In terms of crossing the A30, safety concerns exist in relation to the number of overbridges and parapet height of bridges, and awareness of overbridges is acknowledged to be low.

There are existing bridleways around the A30, although these are not present on all routes and some are severed by the A30. Where available, routes are generally flat and wide.



In terms of crossing the A30, the number of overbridges was felt to be insufficient, and awareness of the current provision is acknowledged to be low. Parapet heights are also a concern for walkers. Routes around the A30 have limited or no paths for walkers, in addition to poor lighting and signage throughout.

Existing overbridges do work well, despite concerns. The strong sense of community in the area also provides a feeling of safety.

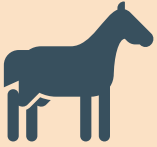


There are limited routes for wheelers along the A30, in addition to a lack of navigational signage, insufficient and unsafe crossing points (as above), muddy surfaces and poor lighting.

Existing overbridges do work well, despite concerns. The speed limits on side routes also control the level of noise pollution from traffic.

Challenges – user views

Challenges, identified by users who took part in this research, included:



Riders

- Bridleways are severed by the A30 and there is a lack of designated equestrian crossings over the SRN, creating occasional conflicts between wheelers and riders.
- Riders often share roads around the A30 with general traffic, which creates safety concerns due to poor lighting and user conflict – even with high vis, there is a risk of cars and wheelers coming too close to riders.



Walkers

- Lack of sufficient footpaths and footways around the area means walkers often travel on the road alongside general traffic. This can be a cause of concern, especially because of:
 - Overgrown vegetation;
 - Lack of safe crossing points;
 - The risk of silent electrical vehicles approaching from behind;
 - Lack of lighting, especially concerning for travel during the dark¹; and
 - Lack of visibility on corners and in poor weather.
- The following features discourage walking around the local area:
 - Poor signal for navigation;
 - A scarcity of benches and shelters along the route;
 - Infrequent bus services, hindering multi-modal travel away from the car; and
 - A lack of local shops in the area.



Wheelers

- Cycling alongside the A30 is frightening, discouraging wheelers from using the route. In particular, there are limited safe routes for wheelers between Cardinham and Bodmin, which involves dangerous roads and roundabouts.

¹ - Bodmin Moor is an International Dark Skies area, although this was not recognised by users who took part in this research

"If [bridleways] can be reconnected where large infrastructure projects have cut them, the safety of riders and cyclists would be greatly improved." (Rider, Interactive Map)



"The vegetation [in the footways] is getting so overgrown there's hardly any space for me to walk." (Walker, Accompanied Journey)



"The whole A30 section is very poorly connected for cyclists." (Wheeler, Interactive Map)

Successes – user views

Successes, identified by users who took part in this research, included:



Riders

- The bridleways in Links 1 and 2 were described as some of the best in the county.
- Where dedicated bridleways are not available, users noted that roads around the A30 are often quiet so can be shared, despite concerns.
- The area has a strong sense of natural beauty and community, making for a pleasant riding environment despite lack of dedicated infrastructure.



Walkers

- Where pavements on roads around the A30 do exist, these are often clear of overgrown greenery, with ample space and of even quality.
- Low levels of traffic on roads around the A30 means walking in the road is possible. Cars also tend to approach at low speeds.
- Walkers experience high levels of personal safety due to the strong sense of community in the area.
- Walkers also noted that the current infrastructure complements the natural beauty in the area.



“The bridle routes around Millpool are examples of some of the best in the county.” (Rider, Interactive Map)

Recommendations for Improvements

Recommendations for improvements to the **A30 Bodmin - Trewint** site, arising from the research, are provided below.

- In order to **mitigate severance** caused by the A30, National Highways should consider:
 - Promoting existing overbridges to increase public awareness, such as through signage;
 - Increasing parapet heights on existing overbridges over the SRN whilst considering the visual impact of this change;
 - Enhancing accessibility by reconnecting severed bridleways which are described as “some of the best in the country”;
 - Working with Sustrans to support the introduction of quiet lanes around Bodmin Moor and across the A30, including traffic calming and speed limit reductions;
 - Introducing additional crossings over the SRN, where there is demand.
- National Highways could consider **working with the local authority** to achieve the following, in order to support riding, walking and wheeling in the local area:
 - Establishing footpaths and paths for wheelers for easy access to/from Cardinham Woods and Bodmin;
 - Developing a path for wheelers between the first Blisland exit and Helland Road, and exploring additional routes for walkers around Millpool;
 - Improving public rights of way by including signage to promote existing bridleways, footpaths, and cycle routes;
 - Improving infrastructure maintenance, including vegetation and mud clearing; and
 - Increasing lighting around the Jamaica Inn.

7

**Conclusions &
Recommendations**



Summary of successes and challenges

Overall, there was limited, if any, provisions for **riders** at each of the sites, and provisions for **walkers and cyclists** were mixed.

At some sites, paths alongside the SRN provide direct connectivity and access for riders, walkers and wheelers along key desire lines, where it would be otherwise impossible to travel using active travel modes (e.g. accessing Tesco in Lee Mill Industrial Estate at the Ivybridge site). At other sites, good alternative routes, not directly adjacent to the SRN, provide connectivity for these users (e.g. at the coastal path at the Penzance site, and bridleways and quiet lanes near the Liskeard and Bodmin sites). Some of the positive elements on these routes include:

- Segregation from the SRN (at the Penzance and Bodmin sites); and
- The relatively flat gradient of cycle paths, where these are present.

Across all sites, there are many challenges which pose safety concerns for all users, in particular:

- Poor lighting along paths;
- Poor maintenance of overgrown greenery;
- Poor surfaces;
- Conflict between various users resulting from narrow shared use paths (e.g. Liskeard), or roads where there is no segregation between road users (e.g. Bodmin);
- Lack of safe crossing points;
- Parapet heights on bridges (particularly a concern for riders); and
- Lack of dedicated infrastructure for active travel (e.g. Penzance Chy-An-Mor roundabout).

Other challenges impacting on the enjoyment and ease of use of the sites by riders, walkers and wheelers include:

- Steep inclines;
- Poor or no signage to indicate who can use the route; and
- Noise and air pollution (especially at the Ivybridge and Liskeard sites due to their close proximity to the SRN).

Summary of Improvements

Recommendations for improvements to the South West England sites, arising from the research, are provided below.

Address safety and security concerns, by:

- Implementing **measures to enhance safety for all users**, including cycling speed limits, improved lighting, and improved visibility;
- Introducing **additional crossings**, both over the SRN and on alternative side routes, and increasing parapet heights on overbridges over the SRN;
- Improving **infrastructure maintenance**, including vegetation and mud clearing;
- Providing a **physical barrier** between shared use paths and the traffic on the SRN, or re-routing paths away from the SRN alignment;
- Introducing dedicated **cycle infrastructure** at all junctions and roundabouts, including Chy-An-Mor roundabout in Penzance;
- Introducing **traffic calming measures** at dangerous junctions; and
- Introducing **clear signage** to show where the route is shared-use.

Introduce dedicated infrastructure, in particular:

- Providing **segregated routes** for wheelers, where possible;
- Ensuring shared use paths are **continuous**, and are present on both sides of the SRN, with crossing points following desire lines; and
- Working with Sustrans to support the introduction of **quiet lanes** around Bodmin Moor and across the A30.

Improve user access to and from the sites, by:

- **Improving signage** to indicate routes suitable for riders, walkers, and wheelers, especially at critical points such as bridge crossings;
- Working with local authorities to **link existing paths to key destinations**, for example through providing additional shared use paths; and
- Working with local authorities to **add bridleways to existing paths**.

Improve the environment on the path through:

- **Re-surfacing** paths where necessary to improve surface quality; and
- Providing waste **bins** at regular intervals.

Improve accessibility for mobility impaired walkers, walkers with prams, and wheelers, by:

- Improving **gradients** where possible;
- **Widening footpaths** and providing dropped kerbs throughout all sites, where possible; and
- Ensure **step-free access** to all sites.

SYSTRA
S Y S T R A . C O . U K