

Riders, Walkers, Wheelers Strategic Road Network Research South West Region: A30 Bodmin-Trewint

March 2024

transportfocus 

SYSTRA



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1

Background & Objectives



Background & Objectives

Introduction

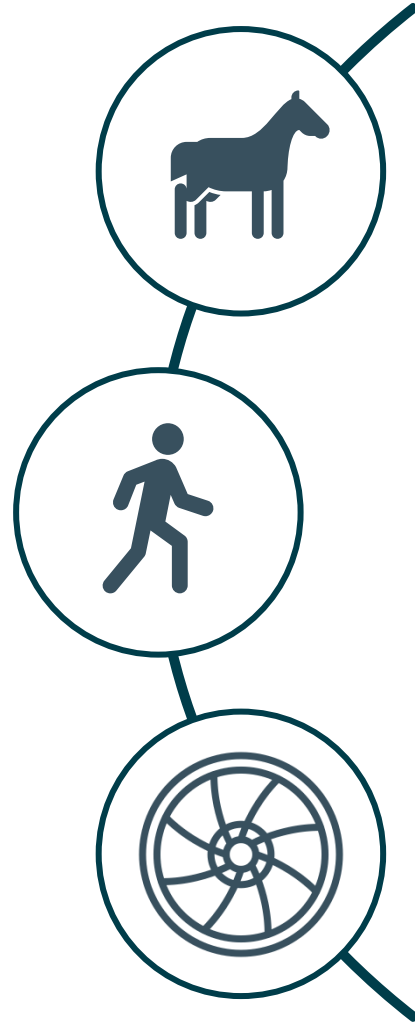
National Highways manage England's motorways and major 'A' roads, known as the Strategic Road Network (SRN). The SRN is a vital part of England's transport system, carrying a third of all passenger miles, despite only making up 2% of the road network.

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 findings for the following location: **A30 Bodmin - Trewint**. The report is structured as follows:

- Section 2 summarises our approach;
- Section 3 provides site audit and stakeholder engagement findings;
- Section 4 provides user research findings;
- Section 5 provides a findings summary; and
- Section 6 provides recommendations based on the findings.

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.

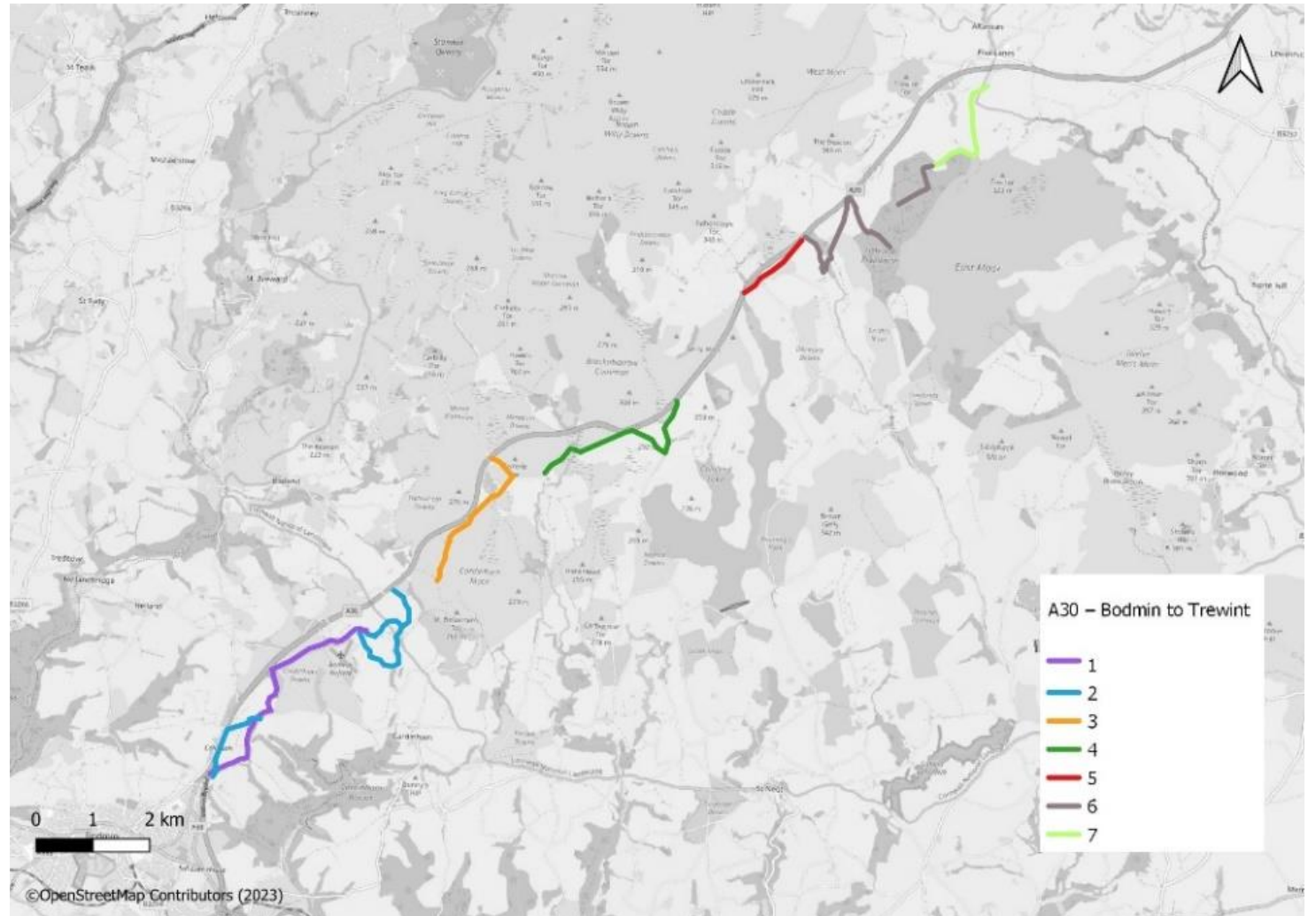
A30 Bodmin – Trewint

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 report 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 report 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).



2

Methodology



Methodology

Approach overview

Stage 1: Site familiarisation



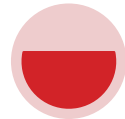
Stakeholder engagement

Online interviews and focus groups were undertaken with a range 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



Accompanied journeys and interviews

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



Business interviews

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



Digital ethnography task

Site users were invited to provide feedback on the site, in their own time, using an online interactive map

Stage 2: User Research

Methodology

Site familiarisation

Stakeholder engagement: The following stakeholder organisations provided feedback on the A30 Bodmin – Trewint site:

- National Highways' local area teams;
- Cornwall Council;
- The British Horse Society; and
- Sustrans.

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: The A30 Bodmin – Trewint site was split into **six** separate sections ('links'), which were evaluated and scored during an on-site audit, using industry standard assessment criteria, specifically PERS (Pedestrian Environment Review System) for walkers, CLOS (Cycling Level of Service) for wheelers, and an adaptation of these for riders.

Each link received a score between +2 ('Very Good') and -2 ('Very Bad), with a score of 0 being neutral. This approach ensured a standardised assessment across all sites.

Whilst a standardised assessment was undertaken across all sites, this report highlights just the key outcomes from the A30 Bodmin – Trewint site audit. As a result, the outcomes reported differ across user groups and also differ in relation to other reports prepared for this South West England riders, walkers, wheelers research programme.

Methodology

User research

A wide range of users took part in user research on the A30: Bodmin – Trewint site:

| Accompanied journeys and interviews | Business interviews | Online interactive map responses |
|--|---|---|
| <ul style="list-style-type: none"> 3 Walkers 1 Rider | <ul style="list-style-type: none"> 1 interview | <ul style="list-style-type: none"> 3 Walkers 4 Wheelers 2 Riders |

Further details of those who took part in the accompanied journeys are provided below.

| Participant | User type | Age group | Frequency of site use | Gender | Disability status |
|-------------|-----------|-----------|-----------------------|--------|----------------------------------|
| 1 | Walker | 31-64 | Frequent* | Female | No disability |
| 2 | Walker | 31-64 | Frequent | Male | No disability |
| 3 | Rider | 18-30 | Frequent | Female | No disability |
| 4 | Walker | 65+ | Frequent | Female | Mobility and hearing impairments |

*Frequent site users were defined as those who use the site at least once a week.

Methodology

User research

The following accompanied journeys were undertaken at the site:

- The first accompanied journey covered Links 5 and 6, beginning at the at the bottom of the hill along the A30 slip road, going up towards Jamaica Inn, and then finishing north of Colliford Lake;
- The second accompanied journey covered parts of Links 5 and 6, beginning at the A30 slip road going down from Jamaica Inn, and back up;
- The third accompanied journey also covered parts of Links 5 and 6 walking around Jamaica Inn; and
- The fourth accompanied journey was a riding journey and it began at Link 6, going up the hill on the A30 towards Jamaica Inn, and then finishing at Link 5.

No user research was completed on Links 3, 4 or 7.

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.

3

Site audits and
stakeholder
engagement



Summary

For each of the three user types in turn, this section of the report provides findings from the site audits, followed by stakeholders' views regarding the challenges, successes and suggestions for improvements.

The **challenges** and **successes** of each user group, as identified by stakeholders, are summarised 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.



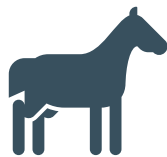
In terms of crossing the A30, the number of overbridges was felt to be insufficient, and awareness of the current provision is acknowledged to be low. Parapet heights are also a concern for walkers. Routes around the A30 have limited or no paths for walkers, in addition to poor lighting and signage throughout.

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.



Provisions for riders

Site Audit Outcomes

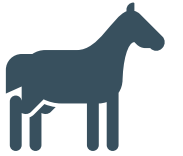


| Link | Parameter | Provisions for riders |
|-------|-----------------------------|---|
| 1 | Horse Riding Route Location | Segregated off-road shared bridleway (with walkers and wheelers) |
| | Route Width | Width allows passing of two horses |
| | Surface | Muddy and grassed surface |
| | Gradient | Steep initially then flattens out |
| | Wayfinding | Not well sign posted |
| 2 | Horse Riding Route Location | Segregated off-road shared path. Can be used by horses |
| | Route Width | Width over 3m |
| | Surface | Muddy surface |
| | Gradient | Areas of steepness, but generally flat |
| | Wayfinding | No signage present for horse riders |
| 5/6 | Horse Riding Route Location | Horse riders share road with traffic – traffic travels at high speeds |
| | Route Width | Width allows passing of two horses |
| | Surface | Generally smooth surfaces |
| | Gradient | Generally flat |
| | Wayfinding | No signage present for horse riders |
| 3/4/7 | Notes | Not known as routes horse riders use and hence not assessed |

Key outcomes can be found in the table shown here. In summary, whilst Links 1 and 2 have paths segregated from the road, there is no signage indicating riders can use the paths. Riders share the road with traffic for links 5 and 6, with generally enough space for two riders to pass another rider or vehicle. Surfaces are generally flat, with some areas of steepness.

Provisions for riders

Rider **challenges**, **successes** and **suggested improvements**, identified by stakeholders who took part in this research, were:



Challenges

- Concerns about parapet height on overbridges not being tall enough for riders, although there was recognition of the visual impact of increased parapet heights.
- Low levels of awareness, knowledge of and use of bridleways amongst local people.
- Reports of collisions between riders and incoming traffic.
- Discussions about potential improvements for riders have previously been met with responses about the low rates of riders being observed using the route. However, low rates of riders may be due to lack of proper equestrian infrastructure currently provided.

Successes

- Sufficient number of equestrian crossings available.
- One of the largest populations of horses and riders, so there is scope to improve levels of horse-riding.

Suggested improvements

- Link up bridleways to existing road networks to improve accessibility.
- Ensure riders are routed away from cattle grids to improve rider safety.
- Prioritise the creation of recreational routes for riders.

“I think the key thing is, are there any improvements that can be made to make the existing crossing points more underpasses and overpasses more equestrian friendly?” (Stakeholder)

“I know the 1980 Highways Act includes that there should always be safe margins for horse riding, and very often those safe margins are taken up by the new cycling and walking routes.” (Stakeholder)

“We have to bear in mind where we've taken horses off the old road before it became the A30. We've got to find a safe provision for them. I'm delighted that we're going to get some quiet lanes.” (Stakeholder)



Provisions for walkers

Site Audit Outcomes



Key outcomes can be found in the table shown here. In summary, infrastructure for walkers varies across this site. Links 4 and 6 have no infrastructure for walkers, who share the route with road traffic. Links 1 and 2 have off-road segregated routes, whilst the infrastructure for Links 3 and 5 are inconsistent. There is a lack of lighting¹ and signage across site.

¹ Bodmin Moor is an International Dark Skies area.

| Link | Parameter | Provisions for walkers |
|------|-------------------------|--|
| 1 | Footway Location | Segregated off-road shared bridleway |
| | Surface | Uneven and muddy surface |
| | Lighting | No lighting present |
| | Gradient | Steep initially then flattens out |
| | Wayfinding | Limited signage present showing path is a bridleway |
| | Quality | No noise pollution |
| 2 | Footway Location | Segregated off-road shared path, adjacent to SRN |
| | Footway Width | Width over 3m |
| | Surface | Uneven and muddy surface |
| | Lighting | No lighting present |
| | Gradient | Areas of steepness, but generally flat |
| | Maintenance | Overgrown greenery |
| 3 | Footway Location | Intermittent footway, which ends at layby. No footway to north of link |
| | Footway Width | Footway drops to 1m due to pinch points |
| | Surface | Generally smooth surface |
| | Lighting | No lighting present |
| | Gradient | Generally flat |
| | Maintenance | Overgrown greenery |
| 4/6 | Footway Location | No footways- single track road |
| | Segregation | No segregation from traffic |
| | Surface | Generally smooth surface |
| | Lighting | No lighting present |
| | Maintenance | Well maintained greenery (4), overgrown greenery (6) |
| | Gradient | Generally flat |
| 5 | Footway Location | Footway (segregated) on both sides initially. No footway further east adjacent to A30. |
| | Footway Width | Pinch points cause reduced footway width of 1.22m |
| | Segregation | Grass verge, kerbs and bollards present |
| | Surface | Generally smooth surface |
| | Lighting | Lighting only present outside pub |
| | Wayfinding | No signage present |
| | Quality | Low levels of noise pollution |

Provisions for walkers

“Safety improvements should be a priority for whatever we deliver.” (Stakeholder)



Walker **challenges**, **successes** and **suggested improvements**, identified by stakeholders who took part in this research, were:

Challenges

- Inadequate crossing points for walkers along the A30 and limited knowledge about overbridges among general public.
- Safety concerns related to the height of parapets on the overbridges, although there was recognition of the visual impact of increased parapet heights.
- Inadequate paths for walkers in isolated villages adjacent to the A30, leading to car dependency.
- Financial constraints and safety concerns impede walker-friendly infrastructure development along and around the A30.

Successes

- Overbridges are new and a welcomed introduction, despite concerns that there are not a sufficient number of them and that parapets are not high enough.
- The strong sense of community means the area feels safe which empowers women to walk alone.

“It doesn't necessarily need to be a new bridge, it's just actually can be quite subtle changes.” (Stakeholder)

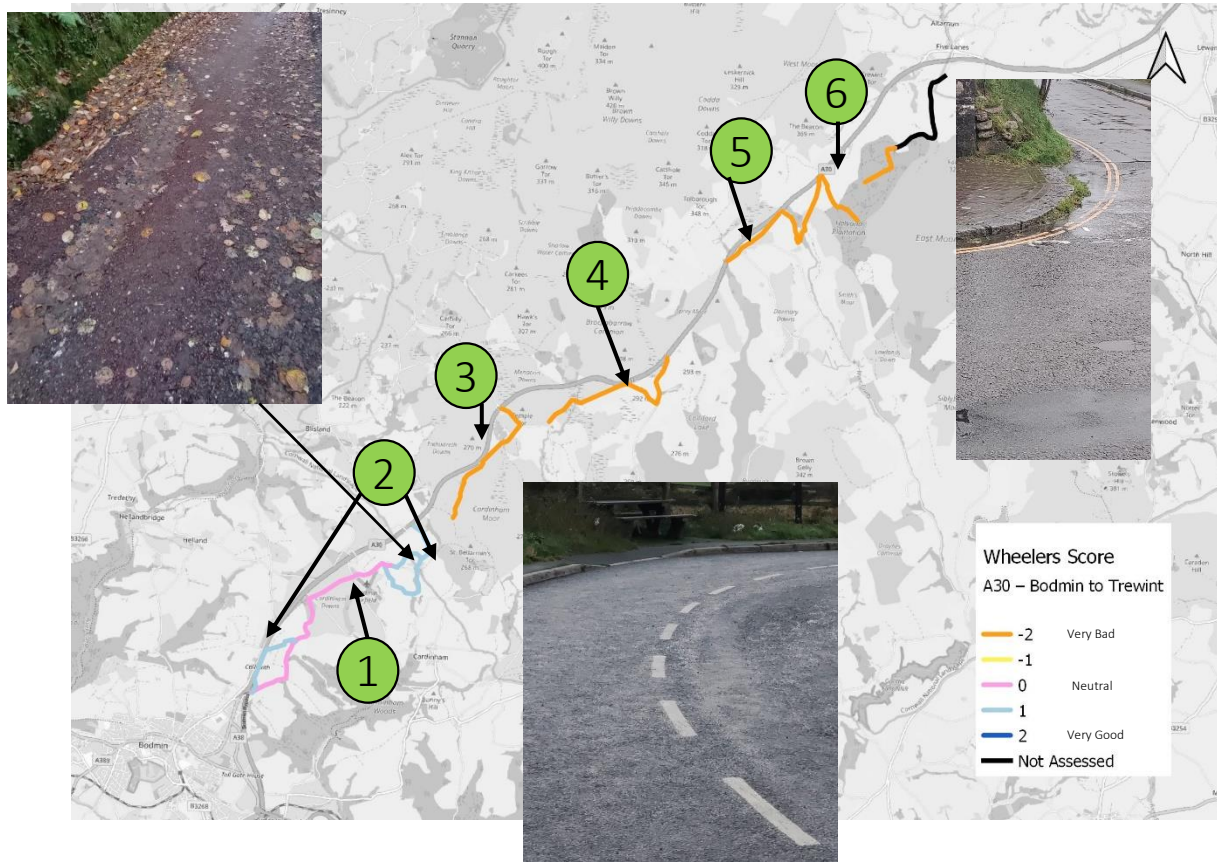
Suggested improvements

- More footpaths and quiet lanes to encourage walker access in areas around and adjacent to the A30.
- Improvements to address safety and security concerns, particularly with improving parapet heights and adding more crossing points for walkers.
- Could look into providing a looped path around Bodmin Moor and over the A30 to make the Moor easier for walkers to use, despite severance.



Provisions for wheelers

Site Audit Outcomes



Key outcomes can be found in the table shown here. In summary, Links 1 and 2 have segregated infrastructure for wheelers, however the surface is generally muddy. Wheelers (cyclists) share the road with traffic for all other links, with a lack of lighting and signage present.

| Link | Parameter | Provisions for wheelers |
|-------|-------------------|---|
| 1 | Cycleway Location | Segregated off-road shared bridleway |
| | Surface | Uneven and muddy surface – may be hard to cycle |
| | Lighting | No lighting present |
| | Wayfinding | Limited signage present showing path is a bridleway |
| 2 | Cycleway Location | Segregated off-road shared path, adjacent to SRN |
| | Cycleway Width | Width over 3m |
| | Surface | Uneven and muddy surface -- may be hard to cycle |
| | Lighting | No lighting present |
| 3/4/6 | Wayfinding | No signage for cycling |
| | Cycleway Location | Shares road with traffic- safety concern |
| 5 | Segregation | No segregation |
| | Surface | Bumpy (3) Generally smooth surface (4 & 6) |
| | Lighting | Lack of lighting present |
| | Wayfinding | No signage present |
| | Quality | Low levels of noise pollution |
| 5 | Cycleway Location | Shares A30 with traffic- safety concern |
| | Segregation | No segregation |
| | Surface | Bumpy and poorly maintained surface |
| | Lighting | Lighting only present outside pub |
| | Wayfinding | No signage present |
| 5 | Quality | Low levels of noise pollution |

Provisions for wheelers

“Nobody but an idiot would ever ride a horse on the A30 or cycle.”
(Stakeholder)



Wheeler **challenges**, **successes** and **suggested improvements**, identified by stakeholders who took part in this research, were:

Challenges

- Demand for routes for wheelers along the lengthy A30 remains unmet.
- Lack of signage on wheeling routes deters wheelers from using the site.
- Inadequate crossing points for wheelers along the A30 and limited knowledge about overbridges among general public.
- Safety concerns related to the height of parapets on the overbridges, although there was recognition of the visual impact of increased parapet heights.
- Non-compliance with government's LTM regulations and guidelines.

Successes

- Overbridges are new and a welcomed introduction, despite concerns that there are not a sufficient number of them and that parapets are not high enough.
- Speed limits on side roads control levels of noise pollution, as cars maintain appropriate levels of speed and are not too loud.

Suggested improvements

- Better infrastructure could improve cycling use, such as introducing routes for wheelers along the entire length of the A30, installing more signage for routes, and introducing more crossing points across the SRN.
- Introduce plans to improve public rights of way.
- Introduce quiet lanes.

“We’ve now got a choice of bridges to get across and you know it was it was almost, you know you took your life in your hands getting across from one side across the other before the bridges.” (Stakeholder)

4

User
experiences



Summary

This section of the report provides detailed feedback on each of the two links 1, 2, 5 and 6, based on the experiences of riders, walkers, wheelers and local businesses. For each link we provide feedback on challenges, successes and suggestions for improvements. At the end of the chapter we provide feedback which was given for the site as a whole.

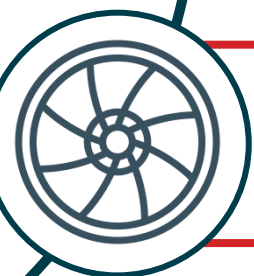
The **challenges** and **successes** of each user group are summarised below.



Poor lighting, occasional conflicts with cars, and shared paths pose personal safety concerns for riders.
The route is effective for riding with the use of high-vis, and availability of alternative routes.



Safety concerns, risks from silent vehicles, inadequate routes and facilities for walkers, and limited number of paths for leisure walkers.
Aesthetic, peaceful paths with a strong community feel, enhanced by abundant natural beauty.

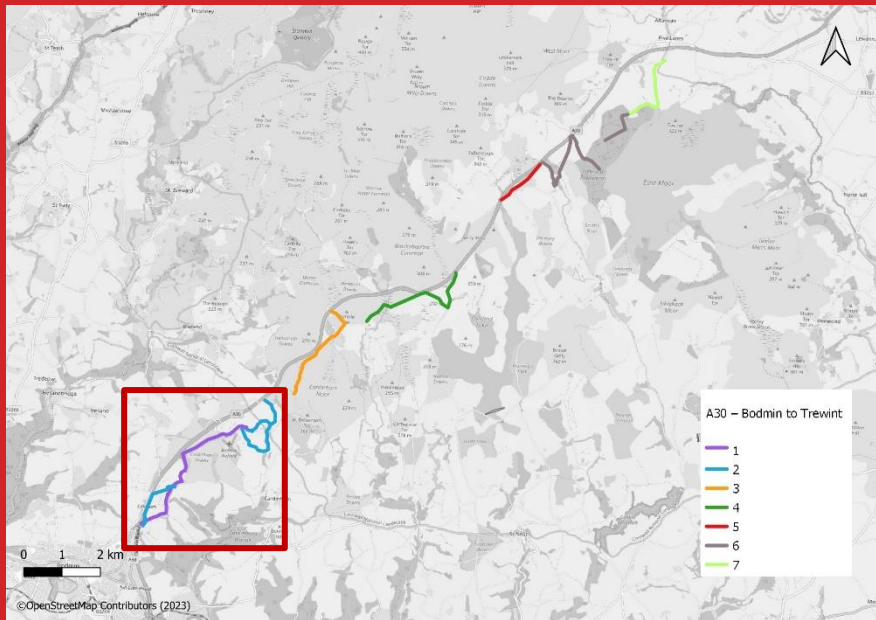


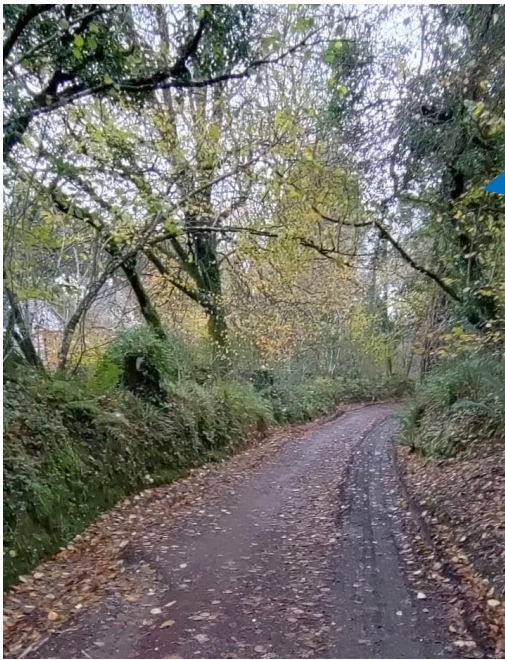
Limited safe routes for wheelers, poor connectivity with the A30.
Existing routes for wheelers popular with locals and tourists, with good infrastructure and accessibility to public transport.

Links 1 and 2

This section of the report provides user feedback on Links 1 and 2. Link 1 runs from Launceston Road to Millpool and Link 2 runs from Millpool to Temple.

Feedback was collected from the Online Interactive Map only.





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

“A bridle route would be even better for safe crossings from the existing bridleways.” (Wheeler, Interactive Map)



“Riding on the A30 back to Bodmin is a challenge with the traffic.” (Rider, Interactive Map)

There are several ways to walk and cycle into Cardinham woods via footpaths and lanes.” (Walker, Interactive Map)

Challenges – user experiences

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



Riders

- Bridleways are severed by the A30, limiting options for riders, who cannot ride across Bodmin Moor due to the severance.
- Lack of designated equestrian crossings creates occasional conflicts between wheelers and riders.



Walkers

- Lack of a smooth path makes it challenging to push prams or walk dogs.
- There is limited connectivity for walkers due to poorly connected lanes and dead-end roads, resulting in walkers often having to walk on the roads rather than on separate footpaths.
- Lack of footpath for walkers with easy access to Cardinham Woods.



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.

"Riding on the A30 back to Bodmin is a challenge with the traffic." (Rider, Interactive Map)



"Cycling along the A30 is scary and I won't do it again." (Wheeler, Interactive Map)

Successes – user experiences

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



Riders

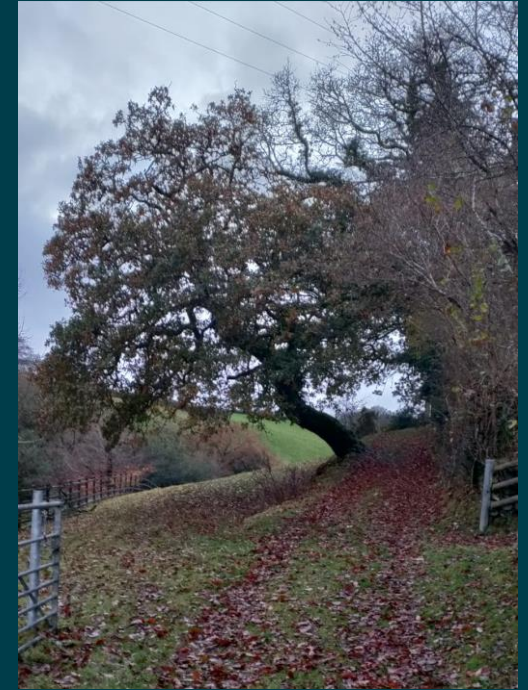
- The bridle routes in Links 1 and 2 were described as some of the best in the county.



Walkers

- Abundance of natural beauty in the area which makes walking a pleasurable experience (see picture).

*"Cardinham Parish Council suggested a route... suitable for walkers, riders, and cyclists."
(Wheeler, Interactive Map)*



*"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)*

Suggested improvements from users

Suggestions for improvement, identified by users who took part in this research, included:



Riders

- Reconnect bridle routes severed by the A30 to enhance safety.



Walkers

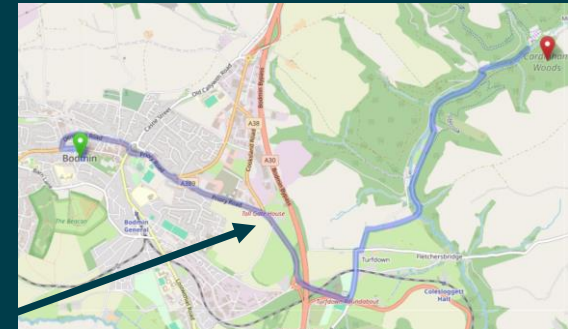
- Establish a footpath for easy access to Cardinham Woods.
- Introduce alternative backroad routes, such as those around Millpool, for better walking options.
- Address bridleways cut off by the A30 to improve walking accessibility too.



Wheelers

- Establish dedicated cycle routes as follows:
 - Between the first Blisland exit and Helland Road;
 - From Cardinham to Bodmin, avoiding dangerous roads and roundabouts (see route on map);
 - From Lidcutt to the roundabout near the College in Bodmin;
 - By connecting bridle routes severed by the A30 for use by wheelers too; and
 - A path along the full Link 1 and 2 stretch of the A30.

“Would love to see the bridleways around here connected up as used regularly by us horse riders!!” (Rider, Interactive Map)

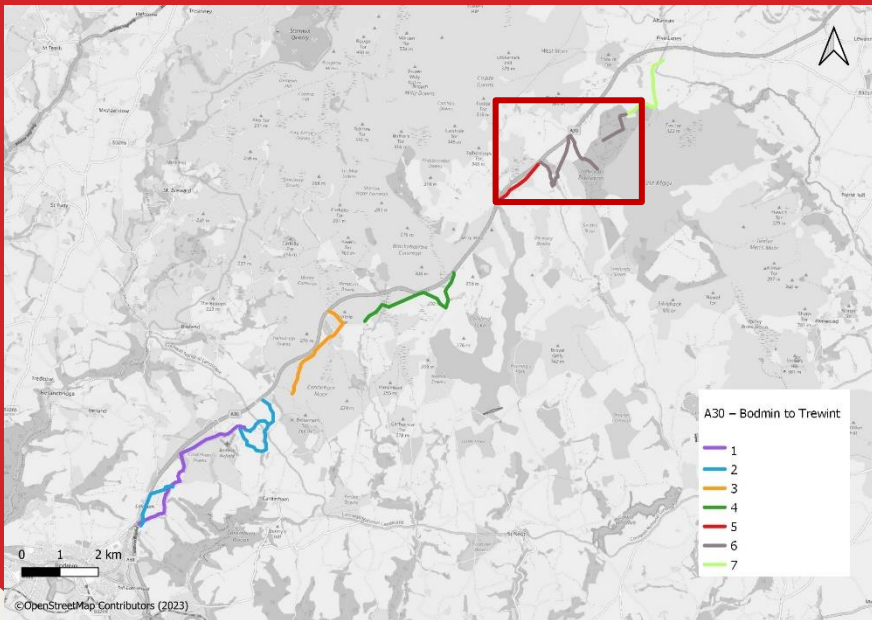


“A cycle path along this stretch or creating a path between the first Blisland exit and the Helland Road would be a great asset and create a safe route for those from Cardinham, Blisland and Millpool (potentially).” (Wheeler, Interactive Map)

Links 5 and 6

This section of the report provides user feedback on Links 5 and 6. Link 5 runs up to the A30 slip road to Trewint and Link 6 includes the Halvana Plantation section of the site.

Feedback was collected from several accompanied journeys.



“Usually the cars give me enough space to ride my horse.” (Rider, Accompanied Journey)



“Sometimes you see lorries which can be dangerous for walkers.” (Walker, Accompanied Journey)

“It’s a very safe area and there is a strong sense of community.” (Walker, Accompanied Journey)

“Even with our high vis on, after dark, some cars may come too close to us.” (Rider, Accompanied Journey)



“Very often you see a group of tourists walking on the road and they don’t realise that it is quite a busy road so they need to be careful.” (Walker, Accompanied Journey)

Challenges – user experiences

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



Riders

- Riders often share roads around the A30 with general traffic, which creates safety concerns due to poor lighting¹ and user conflict – even with high vis, there is a risk of cars and wheelers coming too close to riders.
- There is also a lack of designated equestrian crossings.



Walkers

- Lack of sufficient footpaths and footways around the area (see picture) 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 dark due to the areas secluded nature¹; and
 - Lack of visibility on corners and in poor weather.
- Limited recreational spaces for children around the Jamacia Inn also mean children often play on the roads, exacerbating these concerns.
- Walking does not appear to be positively encouraged around the local area, as there is:
 - Poor phone signal for navigation; and
 - A scarcity of benches and shelters along the route.

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

*“This is the only way you can get across the road, unless you take your life in your hands and run across the top [of the hill]”
(Walker, Accompanied Journey)*



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

Successes – user experiences

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



Riders

- Roads are often quiet so there is ample space for riders.
- Riders are comfortable riding after dark, due to the use of high-vis gear.



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.

*“We’re quite lucky in that even though it’s a two way road, it’s usually just us [user and the horse] and there’s not that many people coming down.”
(Rider, Accompanied Journey)*



**Hover over to see video*

*“You do see people cutting [the hedges] so it’s well maintained.”
(Walker, Accompanied Journey)*

Feedback from local businesses

Challenges and successes, identified by businesses who took part in this research, included:

Challenges

In line with the feedback provided by users, businesses raised the following challenges for links 5 and 6:

- Walking in the dark raises security concerns as the links are dimly lit at night and there are fewer people around.
- Poor phone signal hinders using communication devices.

Successes

In line with the feedback provided by users, businesses noted the following successes for links 5 and 6:

- The links are a part of many routes for walkers, so local businesses see customers and employees use the route extensively for walking and cycling.
- Sufficient space on available footpaths and roads, with an even gradient, and good quality of surface.
- Good signage for pedestrian visitors (see picture).

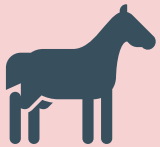
“There’s loads of fields (here)... there is an open field for people to walk their dogs” (Wheeler, Business Interview)



“They don’t have footpaths throughout the whole stretch of the road” (Walker, Business Interview)

Suggested improvements from users

Suggestions for improvement, identified by users who took part in this research, included:



Riders

- Increase lighting in the area, especially from Jamaica Inn downward.
- Explore providing segregated routes for riders on existing roads.



Walkers

- Reduce speed limit to 40 along the whole stretch of Links 5 & 6 for enhanced safety.
- Trim vegetation near footpaths to improve visibility and accessibility (see picture).
- Implement a more frequent bus service to encourage multi-modal travel away from car.
- Consider additional pedestrian crossings, especially during high-traffic summer periods.



Wheelers

- Implement a more frequent bus service to encourage multi-modal travel away from car.
- More crossings might be useful in the summer when there are more visitors and more traffic.

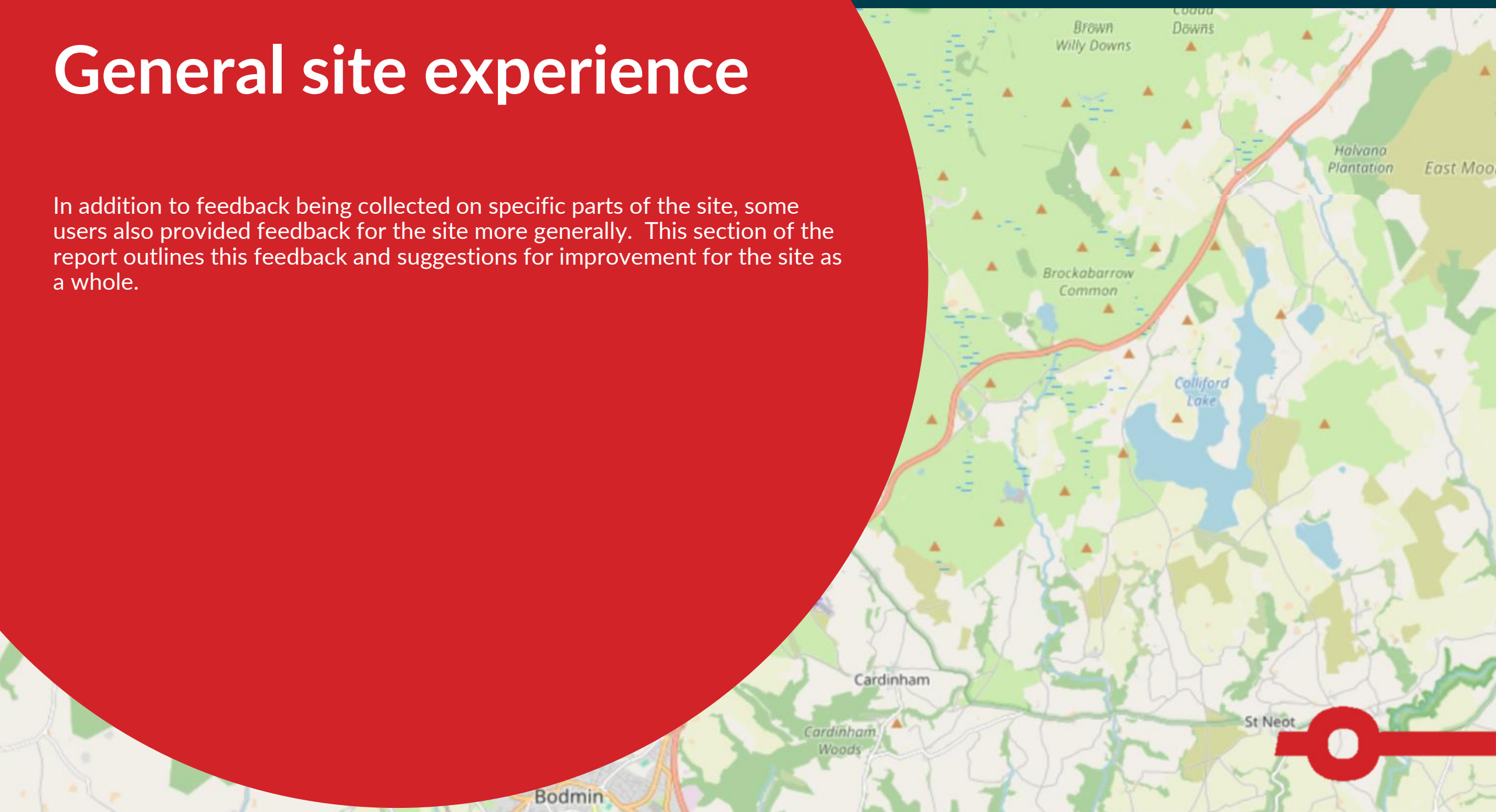
*“There’s not much you can do to improve an area like this, really”
(Walker, Accompanied Journey)*



“I’d say there isn’t a lot of light in this area, so could do with a few more of those” (Rider, Accompanied Journey)

General site experience

In addition to feedback being collected on specific parts of the site, some users also provided feedback for the site more generally. This section of the report outlines this feedback and suggestions for improvement for the site as a whole.



General feedback for site

General **challenges** and **successes**, identified by users who took part in this research, included:

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

Challenges

- Poor lighting poses safety risks for riders and walkers.
- Risk of close encounters with cars on shared routes.
- Lack of designated equestrian and pedestrian crossings.
- Walkers avoid use in the dark due to personal safety concerns.
- Connectivity issues for walkers and wheelers due to road bisecting routes and lack of smooth paths.
- Infrequent bus services and lack of local shops hinder multi-modal travel away from car.

Successes

- Bridle routes in the links are among the best, offering plenty of options for horse riding.
- Alternative routes adjacent to the A30 provide adequate opportunities for riding, walking and wheeling around Bodmin Moor.
- The area has a strong sense of natural beauty and community, making for a pleasant riding, walking and wheeling environment despite lack of dedicated infrastructure.

5

Summary of Findings



Research objectives and approach

SYSTRA, commissioned by Transport Focus, conducted research on the experiences of riders, walkers, and wheelers along the A30 Bodmin - Trewint in South West England. The research aimed to understand the experiences of these users when they make journeys along the A38, and to provide practical recommendations to National Highways for improving user experience.

The research approach involved online stakeholder interviews, systematic site audits, face-to-face accompanied journeys and interviews, and business interviews at the case study site, in addition to a digital ethnography task using an online interactive map. Stakeholders and systematic site audits provided an objective overview of the riding, walking and wheeling infrastructure available at the site, whilst user research identified how this translates to lived site experiences.

Summary of the site

Overall, findings from stakeholder engagement and site audits identified mixed provisions for **walkers** and **wheelers** on the roads adjacent to the A30. Links 4 and 6 lack designated infrastructure for these users, Links 3 and 5 provide mixed levels of infrastructure and Links 1 and 2 offer segregated routes. Whilst segregated routes are highlighted as a success, a lack of maintenance of the road surface, lighting and signage mean improvements are required.

Provisions for **riders** are limited at the A30, due to the SRN severing many bridleways. Riders tend to share Links with motorised traffic which is possible due to road width. However, as with signage for walkers and wheelers, there is a lack of signage to state that riders will be using these routes.

The bridges over the A30 were a welcome addition to the site, however there was recognition that there is limited awareness of these and that parapet heights may cause safety concerns for all users. Despite concerns on the height of parapets, there was recognition of the visual impact of increased parapet heights.

Summary of user experiences

Findings from the user research highlighted similar challenges experienced with riding, walking, and wheeling on the site. Common challenges throughout the links included:

- Lack of dedicated and connected paths and crossings, including across the SRN;
- Poor maintenance of overgrown greenery and surfaces; and
- Low lighting, although the negative impact of increased lighting on the natural beauty of the area was recognised.

Despite these concerns, users felt there was a strong sense of community in the area, in addition to an abundance of natural beauty which makes a pleasant environment for users. Bridleways were referred to as the “best in the county”, despite being severed by the A30. Additionally, roads that run adjacent to the A30 are often quiet, providing ample space for riding, walking and wheeling despite a lack of dedicated infrastructure.



6

Recommendations



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.

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