



Lostwithiel Town Team

Lostwithiel, Cornwall

Sustainable Traffic and Travel Plan

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I Introduction

I.1 Overview

PJA has been commissioned by Lostwithiel Town Team to develop a Sustainable Traffic and Travel Plan (STTP) for Lostwithiel, Cornwall. This study has been funded by Cornwall Council via the Town Vitality Fund.

This Sustainable Traffic and Travel Plan for Lostwithiel has been developed to consider how people living, working, learning and visiting can travel in a more sustainable way, and how measures can be introduced across the town to enhance the sense of place and minimise the impacts of motor vehicles, particularly within the towns historic core.

The study has been informed by detailed baseline data collection and analysis, engagement with key stakeholders and with the community, in order to identify key issues and potential opportunities for improvement across all travel modes across the town.

The baseline analysis considers access to Lostwithiel by all key modes including active travel (pedestrian and cycle), public transport and motor vehicles including parking and servicing access. To inform this study, a detailed desktop review, a site visit to Lostwithiel was undertaken on Thursday 27th January 2023, Automatic Traffic Counts, Parking Surveys incorporating Automatic Number Plate Recognition (ANPR) surveys and parking beat surveys were undertaken in late January 2023.

I.2 Context

Lostwithiel is a historic town in south Cornwall and is considered to be 'Cornwall's Hidden Treasure', as well as Cornwall's ancient capital with almost 1,000 years of history. The town is situated on the banks of the River Fowey, in the Fowey Valley. The context of Lostwithiel within the locale of the neighbouring towns of St Austell, St Blazey, Bodmin and Liskeard are shown in Figure 1.1, as well as in the County of Cornwall and its proximity to Plymouth in the neighbouring County of Devon.

In the March 2021 Census, the total population of the 'built-up area' of Lostwithiel was recorded to be 3,070 persons.

The proximity of Lostwithiel to these significant nearby settlements offers a range of facilities and employment opportunities that may not currently be accommodated in Lostwithiel. However, the non-car connections to these locations needs to be reviewed. The local amenities provided in Lostwithiel are shown in Figure 1.2 and demonstrates the many food and drink outlets in Lostwithiel and key amenities such as a doctor's surgery, pharmacy and dental practice and convenience stores.

Figure 1.1 Local and Regional Context

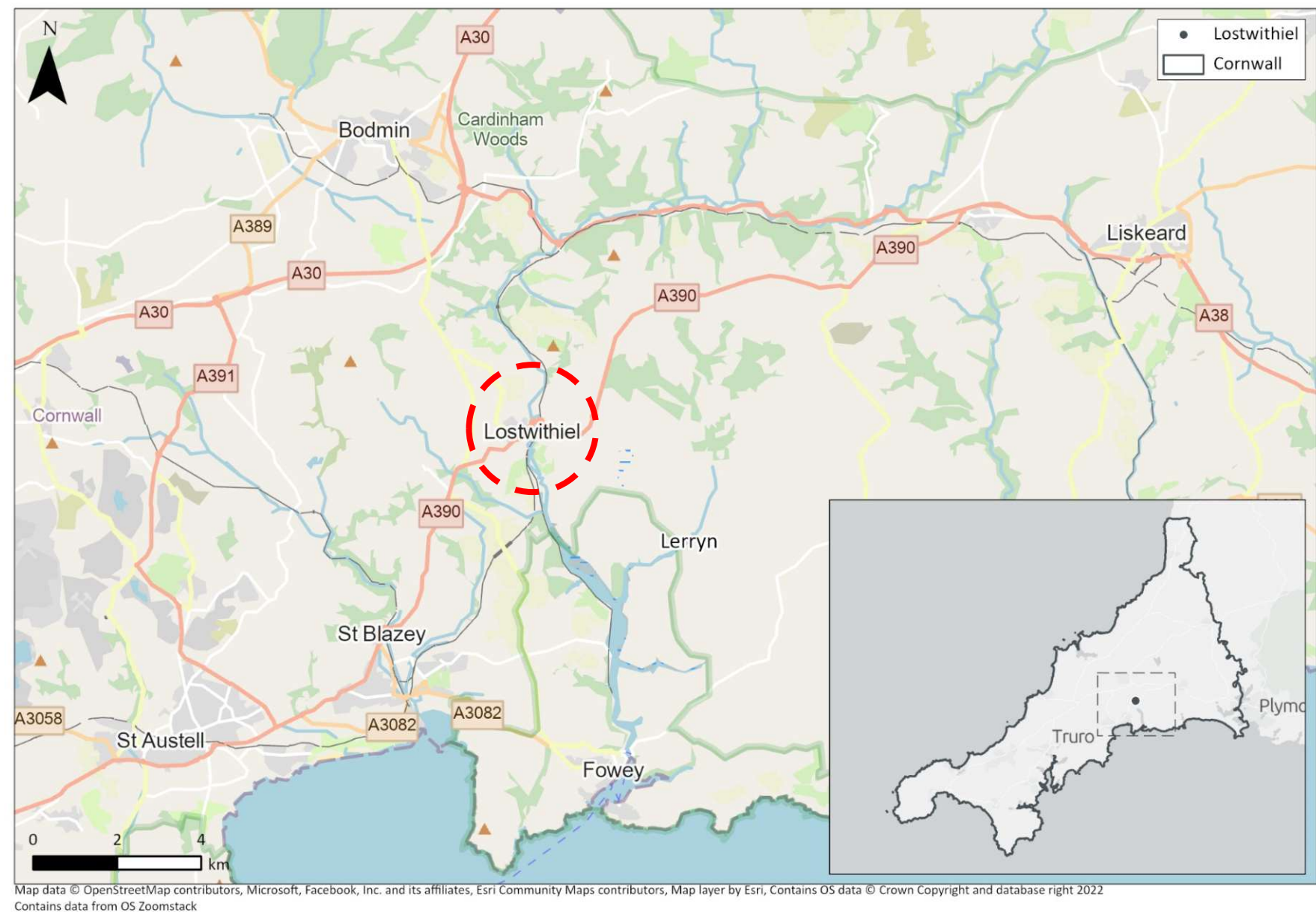
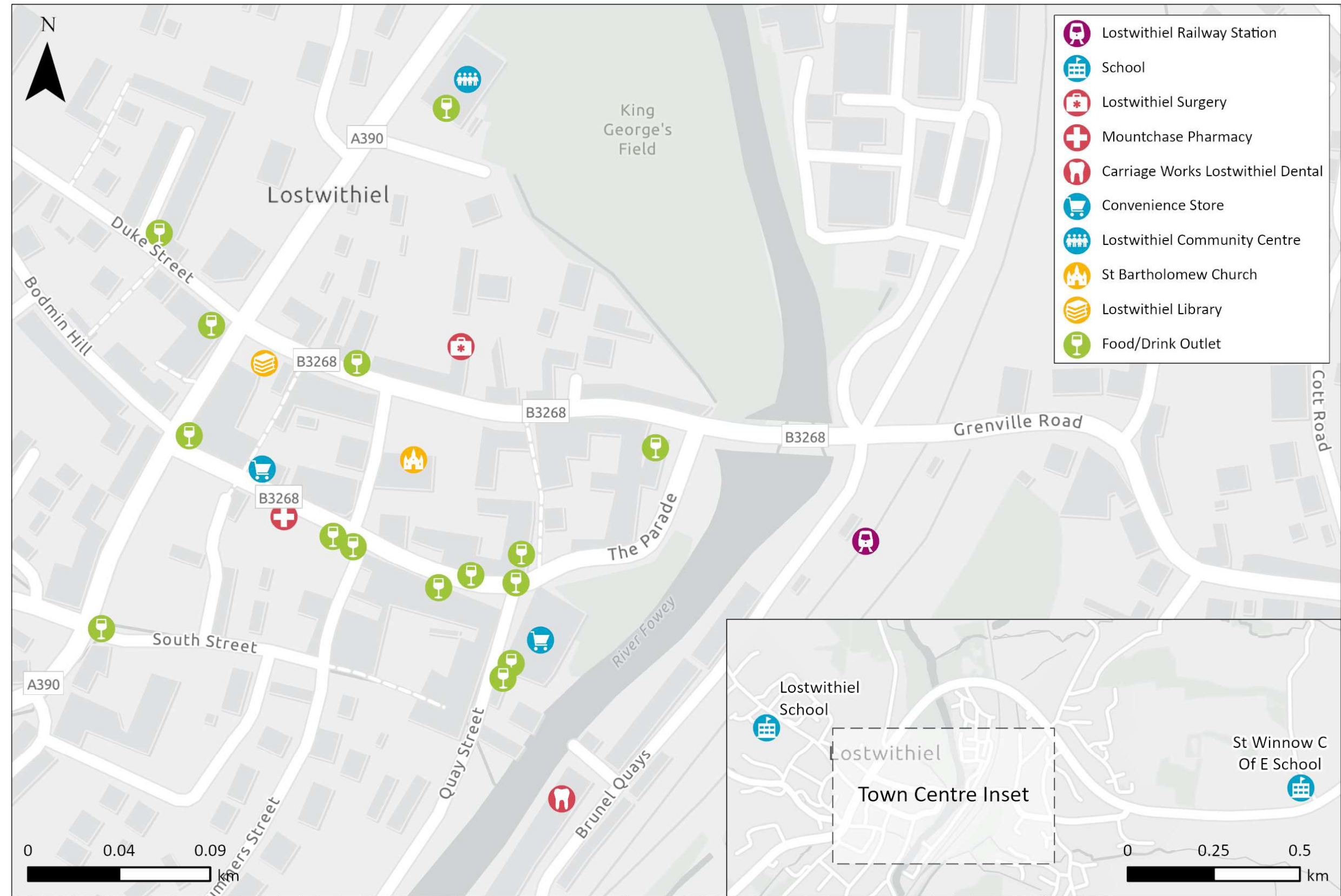


Figure 1.2 Local Amenities in Lostwithiel



Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS



2 Policy Review

2.1 Overview

This section provides a summary of the relevant local transport and planning policy in relation to Lostwithiel.



2.2 Cornwall Transport Plan

The Cornwall Transport Plan (CTP) is the Local Transport Plan for Cornwall setting out the Authority's transport strategy and policies to 2030. The plan was approved and adopted in April 2022.

The CTP vision is:

"Transport in Cornwall will be excellent and carbon neutral. Our transport system will connect people, communities, businesses and services in a way that enhances quality of life, is reliable, efficient, safe, healthy and inclusive. People will choose to travel in ways that will have a low impact upon the environment and other people."

1. The vision is underpinned by six goals: Tackling Climate Change (the overarching goal)
2. Supporting economic prosperity
3. Respecting and enhancing the environment
4. Supporting healthy active lifestyles and well being
5. Supporting community and road safety
6. Supporting equality of opportunity

The new CTP incorporates a substantial change in the philosophy of local transport modelling, moving away from the old Predict and Provide model to a Decide and Provide model. The old Predict and Provide model assumed the supremacy of the car and led to a cycle of continually building more road capacity to meet growing vehicle demands which in turn create more demand and a need for more roads. Under the new model, Cornwall will agree transport priorities with towns and villages, and then plan for achieving it.

Key policies relevant to Lostwithiel have been extracted from the updated plan.

Policy 1: We will support communities to reduce car trips by using the planning process to co-locate services, employment and residential development wherever possible.

This policy recognises the importance of land use planning in reducing reliance on private motor vehicles, particularly for short trips, and sets out a requirement for developments to be located in areas with good access to walking, cycling and public transport. The policy also requires developments to meet streetscape design standards and to ensure that access for deliveries and servicing is considered with opportunities for sustainable freight distribution maximised.

Many aspects of this policy are relevant Lostwithiel, providing an opportunity to deliver low or zero car development.

Policy 2: We will develop and improve the transport network to achieve modal switch by supporting and promoting bus, rail and active travel provision to reduce reliance on private car transport.

This policy supports the delivery of more active travel infrastructure to create the right environment to make walking and cycling the first mode of choice for short trips. It also sets out approaches to improving public transport (Rail and Bus) including the introduction of integrated ticketing, the development of a Bus Service Improvement Plan (BSIP), improvements to bus stops and the introduction of new interchange facilities. It also sets out the ambition to improve interchange between modes, improve passenger information systems and deliver targets behaviour change campaigns and activities to promote home working and greater use of sustainable travel modes.

This policy is directly relevant to Lostwithiel, as the Sustainable Traffic and Transport Plan is aiming to improve transport networks across the town.

Policy 3: We will reduce reliance on fossil fuels and support the introduction of low carbon technologies by working with partners in the public and private sector to support and encourage the switch to electric vehicles and other alternative fuels.

This policy focuses on the delivery of EV charging infrastructure for cars, public transport and freight, in order to encourage and enable low carbon modes for deliveries in town centres and neighbourhoods. EV charging infrastructure is an important consideration, as just one public EV charging point currently provided in Lostwithiel.

Policy 4: We will adapt the transport network and services to make them resilient to the impacts of climate change where essential connectivity must be maintained.

The policy will assess the risk of climate change to the transport network, in order to understand where investment is best directed.

In the case of Lostwithiel, the largest risk may be linked to increased risk of flooding due to large areas of the town centre sitting in Flood Zone 2 (medium) or 3 (high) for the probability of flood likely to occur. As part of any recommendation for changes in Lostwithiel, assessment of flood risk and appropriate drainage is recommended.

Policy 7: We will work with local communities and the tourism industry to develop transport solutions to support sustainable tourism.

This policy highlights some of the ways in which Cornwall will seek to promote sustainable access to and around Cornwall, including the introduction of traffic management solutions and pop-up seasonal park and ride facilities to manage the impacts of seasonal traffic demand.

Policy 8: We will support the economic vitality and integrity of our town centres through a range of sustainable transport improvements that prioritise access by active travel and public transport.

The policy sets out a number of proposals for achieving this including giving greater priority to walking, cycling and public transport within town centres.

The policy notes that this will be undertaken by working with key groups such as disability representatives, taxi operators and businesses to ensure appropriate access and facilities for all users.

The policy also references parking management through the location, cost and duration of provision through the delivery of the Positive Parking Framework and by using the toolkit of measures set out in the Traffic Management Parking Policy Statement.

The diagram across is referred to as the Parking ‘onion ring’ approach, used to consider town centre parking management. This aligns well with proposals to rationalise and refine parking in Lostwithiel through measures such as re-marking spaces, introducing parking charges, residential parking zones and increased off-street car parks.

The proposals also include a review of on-street parking charges, and consideration of park and ride facilities to relieve congestion in town centres.



Policy 10: We will incorporate our Heritage Strategy ambitions to protect, conserve, maintain and manage our historic environment and archaeology into the planning, design, construction and maintenance of our transport network.

Under this policy Cornwall proposes to retain and enhance townscapes, historic streetscape, seascape and landscape character, wherever possible, building upon and talking a lead from elements of the Cornish characterisation in our designs. Cornwall will facilitate heritage-led regeneration through green and blue infrastructure, including the use of historic routeways (railways, canals, ports, harbours, historic waterways and pathways) wherever possible recognising the role Cornish Distinctiveness and local heritage have in creating a sense of place.

Policy 12: We will support health, wellbeing and quality of life by delivering Healthy Streets improvements in our communities alongside behaviour change activities that together will reduce traffic dominance, the impacts of noise and poor air quality and promote active travel.

This policy sets out Cornwall’s proposed approach to the delivery of infrastructure to enable more people to walk and cycle through the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) to identify and prioritise key route improvements.

The policy highlights the importance of cycle parking in key locations and the importance of integrating cycle parking facilities with public transport interchanges.

The provision of public e-bike hire schemes in a sample of towns with a view to rolling out more widely is set out in one proposal. This is likely to have resulted in the Beryl Bike (e-bike) hire scheme which has recently been introduced in Falmouth and Penryn.

Policy 13: We will use the planning process to ensure that development proposals are sustainable and include quality walking and cycling infrastructure with direct links to neighbouring communities, services and transport facilities and integration with existing rights of way network.

Under this policy, any development in the planning process in Lostwithiel will need to demonstrate sustainable transport links to destinations across the town.

Policy 16: We will ensure that speed limits are reviewed, set appropriately and enforced by working with Devon and Cornwall Police and Vision Zero South West, with a focus on delivering a 20mph programme.

Lostwithiel is on course to receive a 20mph speed limit in 2026, as part of a wider scheme across various communities in Cornwall. It is noted that some carriageways may remain at 30mph if this is seen as more appropriate for the characteristics of the carriageway.

Policy 19: We will improve access to public transport and other transport facilities by addressing the physical accessibility of the transport network, including streets, bus stops, stations, car parks, vehicles and information.

This policy is relevant to Lostwithiel in their consideration of how accessible parking provision is retained in the town centre.

Policy 20: We will encourage participation in shaping and delivering transport initiatives by working with communities to develop ideas for sustainable transport services and infrastructure in their localities.

The project teams’ approach to the development of proposals for Lostwithiel fully aligns with Policy 20, and the various approaches for engagement that can be drawn upon in the development of schemes.

2.3 Cornwall Design Guide

The Cornwall Design Guide (CDG) was adopted in December 2021. It provides a guide to delivering high quality places to live for Cornwall and includes the Streetscape Design Guide.

The CDG Vision is:

“How our places are designed and how they work matters—places shape lives. New buildings and places will be sustainable, accessible to help us all get around and interact and will reflect the needs of our communities. They will reflect the distinctiveness of our places, fusing together our unique historic, landscape and cultural diversity. Importantly, development will look to both the existing and future needs of residents helping us to become the first zero carbon region of the UK, utilising net carbon technology, resilient materials, supporting active and sustainable travel modes as a default and applying flexible design approaches which will enable people to start well, live well and age well in the communities in which they live. Our approach to design will create communities with a legacy that we can all be proud of and which will serve our children well into the future.”

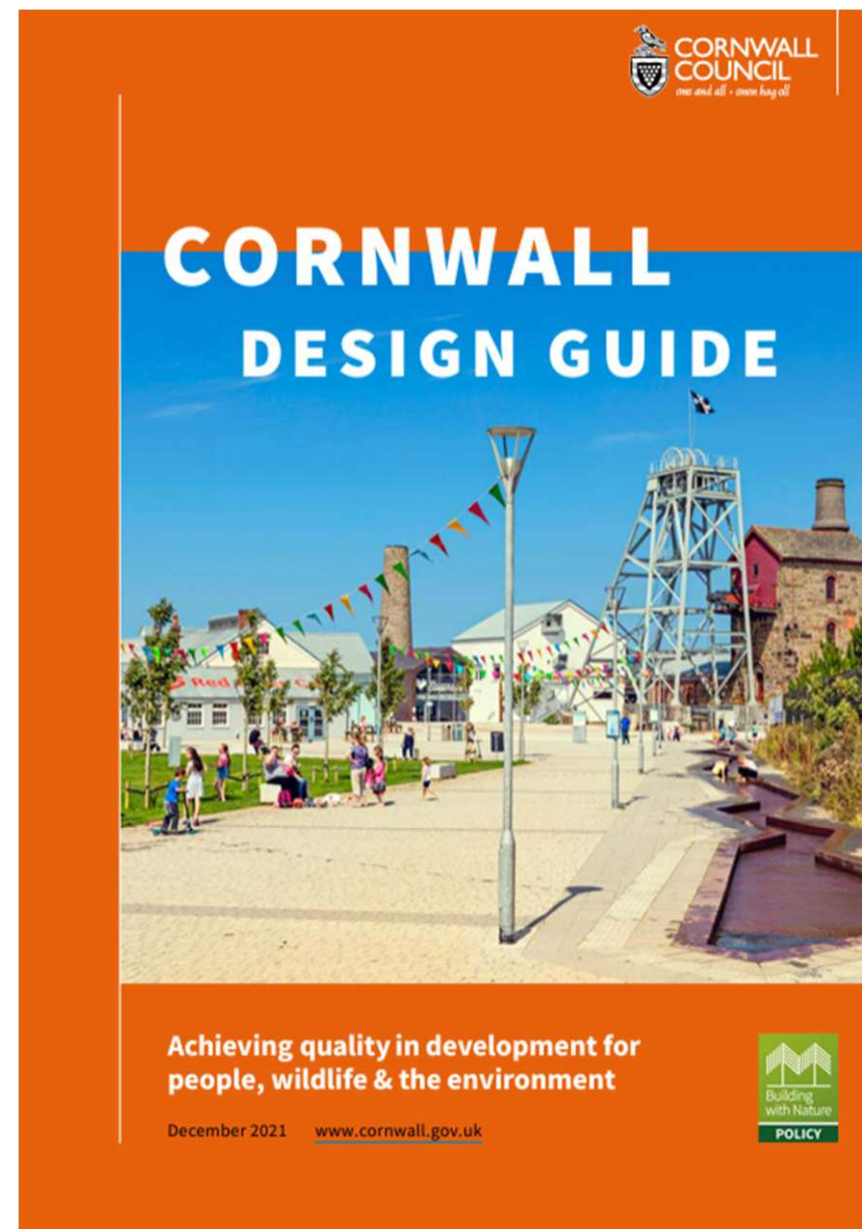
The CDG has four golden threads which run through the document, these being:

- Environmental growth and nature recovery;
- Health and wellbeing;
- Inclusivity; and
- Resilience to climate change.

Though the document is primarily aimed at the creation of new residential developments, many of the recommendations are applicable to Lostwithiel and the enhancements proposed.

Section five of the document is concerned with movement, noting that;

“Development proposals should be located and designed to promote active travel and access to public transport to reduce dependence on car travel and improve air quality. Walking and cycling routes must be attractive and safe options in scale with the size of the development, making them realistic choices for residents. It is important that we create streets that are places with people in mind.”



The guide sets out a range of requirements building upon the policy framework set out in the LTP. With the key requirements being:

- New developments should be permeable and connect well with existing communities.
- The design of new places should take account of the existing character and appearance of the area and any historic features and designations.
- Street design should be guided by considering the most appropriate use of space, not just about restricting space for cars, but increasing the amount of space available for people to walk and cycle.
- Streets should maximise opportunities for green infrastructure to create character and manage drainage and air quality.
- Well-designed street furniture and signage should be provided where it has a clear and necessary function.
- Footpath and cycle route design take into account safety, topography, desire lines, wayfinding and the desirability of traffic free routes to encourage active travel uptake.
- Opportunities to link with public transport should be considered at the earliest part of the design process with adequate infrastructure provided to support the uptake of bus travel.
- Adequate provision for safe and secure cycle parking should be made to provide a convenient location for cycle parking for all. Wherever possible outdoor cycle parking is covered and conveniently located to raise the profile of cycling and to maximise the benefits from natural surveillance.
- EV charging points for both cars and cycles are provided.

2.4 Lostwithiel Neighbourhood Plan

The Lostwithiel Neighbourhood Plan (LNP) was adopted in February 2019, following a referendum held to decide if the LNP should *“help to decide planning applications in the neighbourhood area”*, 90.1% of the vote in favour of ‘Yes’. The LNP covers a 15-year period between 2015-2030, in line with the end of the Cornwall Local Plan.

The LNP Vision for 2030 is:

“Lostwithiel as a vibrant and sustainable place to live with a strong communal spirit and sense of its history, embedding its heritage of townscape and landscape in a prosperous and healthy community.”

The transport and travel objectives outlined in the LNP are as follows;

- ***“To ensure better conditions on major trunk roads;***
- ***To provide the conditions for additional parking space;***
- ***To increase connectivity within the county through regular bus and rail services;***
- ***To improve Lostwithiel railway station facilities;***
- ***To facilitate more active and sustainable modes of travel; and***
- ***To enhance street and pavement facilities.***

The development of this Lostwithiel Traffic and Transport Plan is aiming to produce realistic interventions to help achieve these goals, set out in this STTP.

Specific action points identified to investigate further include; a pedestrian crossing on A390 by Cott Road, a possible western extension to the 30mph zone on the A390 and a 20mph zone or traffic calming in Lostwithiel Town Centre.

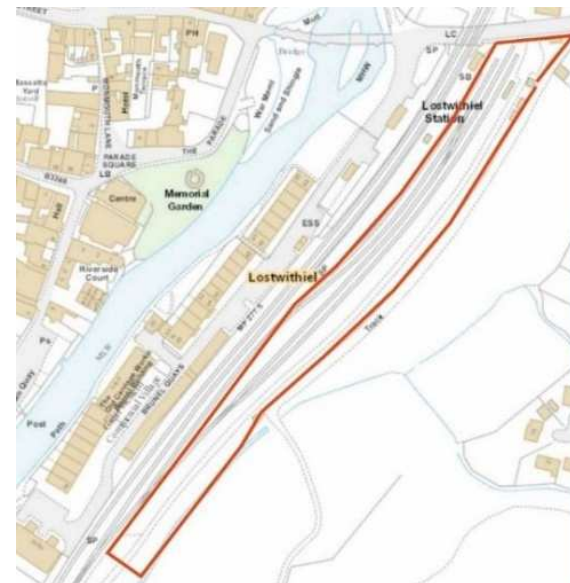
The public transport action points raised mainly cover the responsibility of Lostwithiel Town Council to continue to enquire with public transport providers on expanding services by bus and rail to Lostwithiel to assist with non-car access to neighbouring towns and key amenities.

The specific action points addressing active travel encourage the uptake of these modes in Lostwithiel, as well as improved infrastructure such as lighting, traffic calming measures, pavement repairs and improvements.

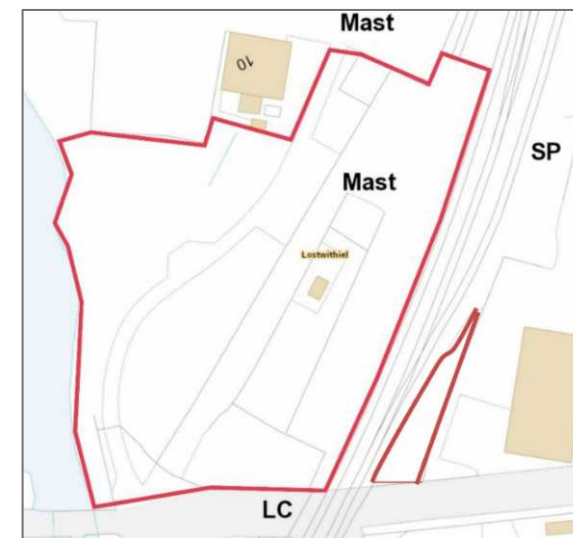
Policy TT1 allocates two areas for car parking in Lostwithiel, or for a communal use that incorporates an element of public parking, including land adjacent to the Cott Road recycling site (left, west of A390) and land north of A390 Liddicoat Road (right).



Policy TT2 allocates a further area for use as car parking to encourage rail use and to ease parking in Lostwithiel at the former railway sidings, east of Lostwithiel Station (location shown below). As part of the stakeholder engagement held with Network Rail for the preparation of the STTP, the possibility of developing this land for parking was discussed and is being considered for parking opportunities.



Policy TT3 refers to the use of land adjacent to the railway line and level crossing shown below, which has been safeguarded for railway use, car parking and the construction of a footbridge over the railway. However, in the discussions held with Network Rail, the access to the railway line in this location is still in frequent use for road-rail access (given the quiet nature of the carriageway during the evening periods) and is therefore not considered for development by Network Rail.



Lostwithiel Neighbourhood Plan



December 2018

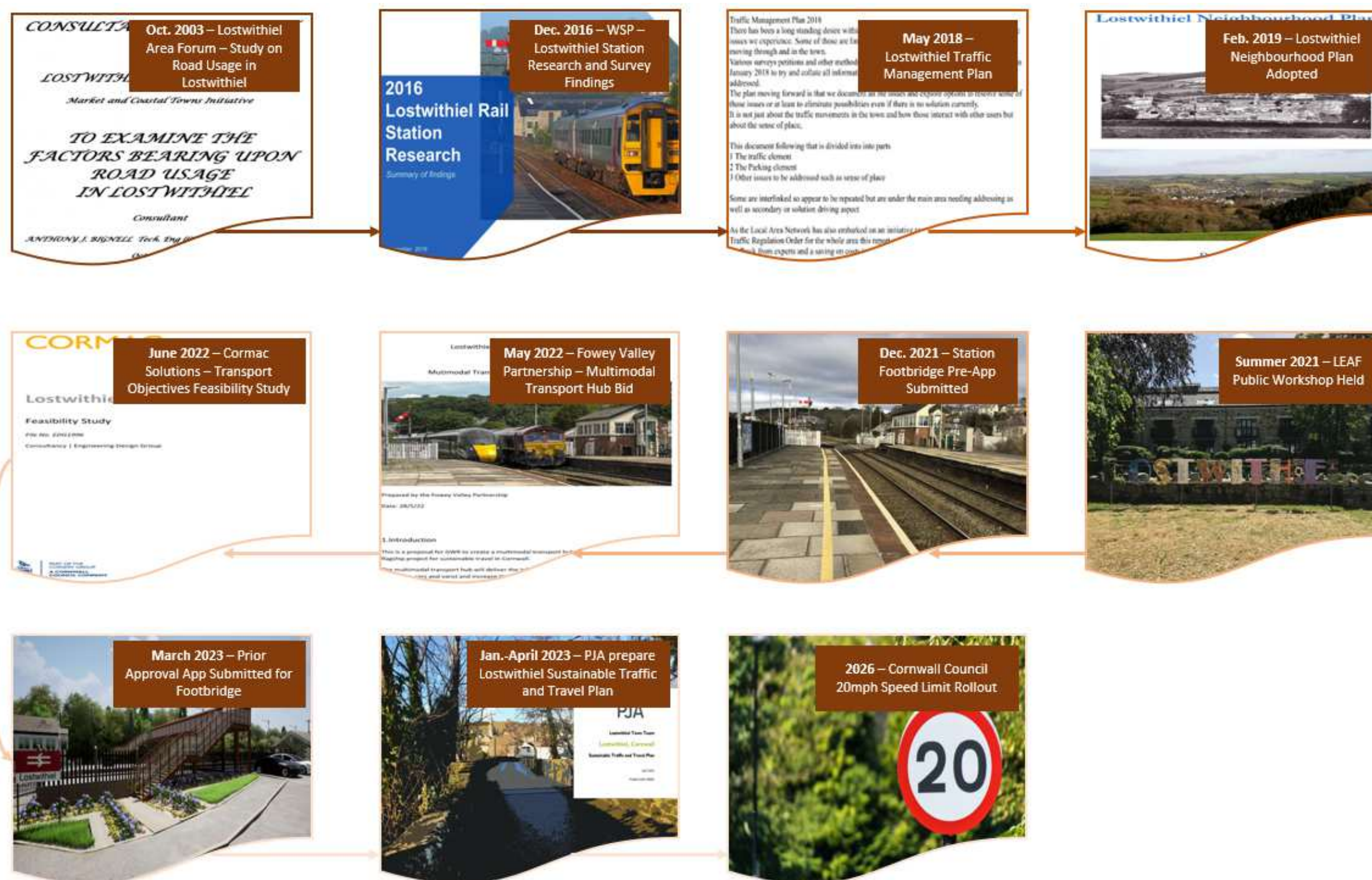


3 Background

The timeline shown below summarises the key activities undertaken by the Town Council and other stakeholders over the last 20 years, in the context of improving sustainable access for the town.

These works have contributed to the recent planning submission for the construction of a footbridge at Lostwithiel Station, improved rail services and may well have contributed to the recent announcement by Cornwall Council of 20mph speed limit in Lostwithiel by 2026.

In preparing this study we have drawn upon this historic background in the production of PJA's STTP which incorporates realistic and aspirational interventions for Lostwithiel in years to come.



4 The Existing Movement Network

The local movement network is dominated by the A390, which links Truro with Tavistock via St Austell and Liskeard and is the main road through Lostwithiel, cutting through the urban area twice as it sweeps into and back out of the valley. The A390 carries a significant volume of traffic (circa 9,000 vehicles per day).

The speed limit on the A390 changes through Lostwithiel, reducing from National Speed Limit (max. 60mph) on the approach from A390 Edgcumbe Road to 30mph, until the speed limit increases to 40mph after the junctions with Restormel Road and Pleyber Christ Way, which remains until Downend and the junction with Two Trees Road. An area of a temporary 20mph speed limit is present near Polscoe Road which provides access to St Winnow C of E School, the 20mph speed limit is enforced when the signs flash around school arrival and departure times. Figure 8.3 summarises the speed limits in place in the context of Lostwithiel.

The current alignment of the route which now forms the A390 was constructed in the early part of the 20th century to provide a second bridge crossing over the River Fowey, reducing reliance on the narrow Medieval Bridge.

The network of streets throughout Lostwithiel are typical of those found in rural towns and villages across the County, many with narrow carriageways and even narrower (or completely omitted) footways, which struggle to accommodate the size and volume of modern motor vehicles, as highlighted in Figure 8.1. There are a number of streets, lanes and opes within the town where traffic has been prohibited in order to improve conditions for pedestrians, cyclists and residents. One-way working on Fore Street and North Street helps to minimise conflicts caused by the narrow street sections in the oldest part of the town.

Lostwithiel is served by a number of small car parks including the Network Rail owned Station car park, the Community Centre car park and Cattle Market car park, which are owned by Lostwithiel Town Council and Cornwall Council, respectively. Significant areas of on-street parking bays are provided at Quay Street and The Parade/Monmouth Lane, and informal on-street parking also occurs throughout most of Lostwithiel.

The town benefits from a mainline railway station and some bus routes, predominantly running along the A390, connecting to neighbouring towns and villages. There are also a number of national coach services serving the town.

Typical of rural communities, the town has a network of footpaths and bridleways passing through and connecting with neighbouring settlements, as shown in Figure 5.1 overleaf. These include some metalled/sealed paths, but the majority of inter-settlement rights of way are unsurfaced.

There are no designated cycle routes within Lostwithiel, meaning that the majority of journeys by bike have to be undertaken in mixed traffic. Around the town there are a number of bridleways and byways which can be used by cyclists.



Lostwithiel, Cornwall



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5 Pedestrian Network

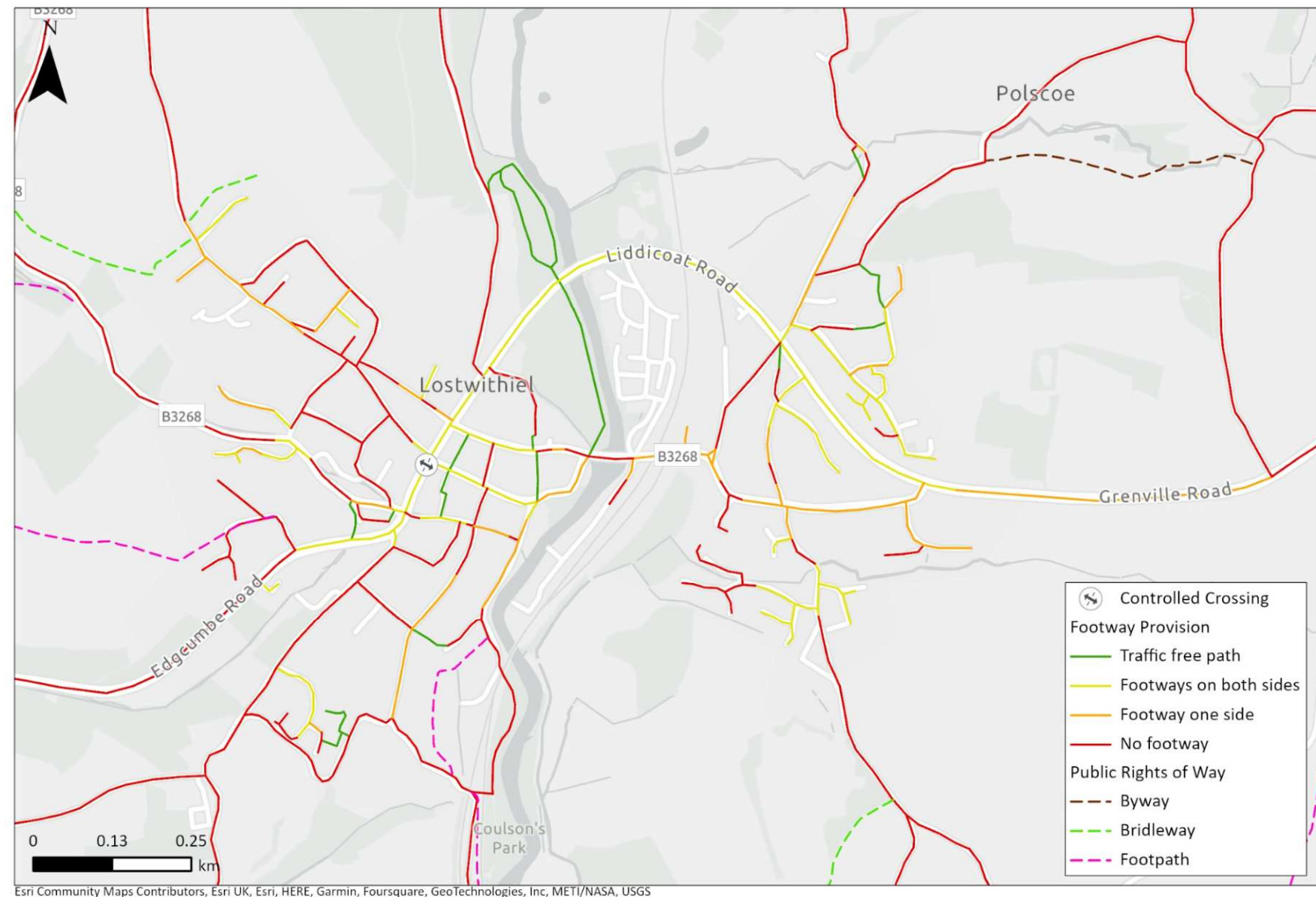
As a medieval town dating back to the 12th century with the ancient stannary, the infrastructure for pedestrians, particularly in the heart of the town, is in keeping with the historic features of the town. However, they now fall short of the provision required for modern use, particularly where motor vehicles now dominate the street scene. The pedestrian provision within the town centre offers limited crossing opportunities and minimal or non-existent infrastructure for pedestrians to safely travel around the town on foot.

Figure 5.1 shows the level of pedestrian provision, Public Rights of Way (PROWs) and formal crossing locations in Lostwithiel.

The footways which are present can be very narrow in places and can often reduce to a width barely wider than the large stone kerb width, which separates most footways from the carriageway. Thereby leaving the pedestrian to step down or back up without a dropped kerb. This often means that people have to continue their route on carriageway, which is again also narrow and for the most part, subject to at least a 30mph speed limit. These issues are particularly significant for people with limited mobility, impaired vision and disabilities requiring the use of a mobility aid such as sticks, a walker or a wheelchair.

A number of traffic free routes through the town are provided including PROWs, paths and opes offering quieter routes for pedestrians and cyclists, including Guildhall Lane and a route between Bodmin Hill and Duke Street. Some of these use modal filters, such as those being introduced into modern low traffic neighbourhood schemes, to restrict the use of former carriageways to pedestrians and cyclists only, with examples including Monmouth Lane and the connection to the Cattle Market car park. More detail on the traffic-free routes in Lostwithiel will be provided in Section 5.4.

Figure 5.1 Lostwithiel Pedestrian Network



Strava heatmap extract of journeys on foot covering Lostwithiel is shown in Figure 5.2. This gives an indication of significant walking desire lines, though it should be noted that this data will largely relate to leisure rather than utility journeys by foot. Routes used most often by pedestrians appear in lighter colours/white and have been highlighted with labels. This includes Restormel Road and the PROW Footpath connecting Restormel Castle and the Duchy of Cornwall Nursery, the A390 and Quay Street leading into the routes alongside the River Fowey.

Other popular routes include the A390 as it curves around Lostwithiel and North Street/Grenville Road east to west through Lostwithiel. Lanwithan Road also appears to be a popular route, particularly as it provides a connection to Lerryn, location shown in Figure 1.1.

Figure 5.2 Strava On Foot Heatmap – Lostwithiel



Source: Strava Heatmap (2023)

5.1 Pedestrian Access

The image at Figure 5.3 shows North Street looking westward, a key route through Lostwithiel for pedestrians, cyclists and vehicles (one-way westbound only) connecting the A390 and Lostwithiel Station. However, this image demonstrates the clear lack of protected spaces for pedestrians.

Residential dwellings open directly onto the carriageway and provide no protection for people accessing these dwellings. This also presents issues around placement of bins on collection days.

The carriageway is subject to a 30mph speed limit. Yet speed surveys undertaken on North Street found a 5-day average mean speed of 15.4mph and an 85th percentile speed of 18.4mph (max. 19.1mph on an individual day). The ATC results also found 94% of vehicles travelling on North Street to be travelling at or below 20mph (5-day average) and no vehicles were travelling above 30mph.

During the site visit undertaken in January 2023, whilst assessing routes across the town, it was observed that vehicles in most cases do not demonstrate awareness around pedestrians, or cyclists although a few were seen to be more courteous, by reducing their speed or leaving space. The streets in the town typically do not function as pedestrian priority spaces or spaces for pedestrians whatsoever.

This example is continued across Lostwithiel where pedestrians, cyclists and those with reduced mobility receive the lowest level of consideration when it comes to travel within Lostwithiel, where many routes do not feature any footway or usable footway, any dropped kerbs or tactile paving.

Figure 5.4 additionally highlights the narrowing of footways of North Street to a point where they are unusable for any pedestrian, who are then abandoned at the last point of the usable footway and left to walk on carriageway at a point where a chicane in the road could impact on full visibility between vehicles and pedestrians.

Further west, North Street becomes Grenville Road as it crosses over Lostwithiel Bridge and the level crossing of the railway line. Lostwithiel's medieval bridge is a single carriageway and does not feature any separate pedestrian facilities, as shown in Figure 5.5, with pedestrians required to clear the carriageway into one of the small triangular-shaped spaces to allow vehicles to pass.

Pedestrians are further inconvenienced by the level crossing, with is down for up to 18 minutes in an hour, on Grenville Road as there is presently no alternative means of crossing the railway, although it is understood that a footbridge is in the process of being delivered.

These factors combined to create a route for pedestrians with delay, limited infrastructure and conflicts with vehicle movements, along one of the main pedestrian routes through Lostwithiel Town Centre.

Due to the extenuating severance effects of the river and the railway, Grenville Road serves as one of only two east-west routes across Lostwithiel. The route is by far the most convenient pedestrian, and cycle, route between the western and eastern sides of Lostwithiel, without being required to divert a much longer distance around the busier A390.

The character of the A390 Liddicoat Road has been observed to be an unpleasant walking route for pedestrians with a low sense of place and wide, sweeping carriageways and high vehicle speeds and volumes along the route which is subject to a 40mph speed limit after leaving the western extent of Lostwithiel.

The towns topography exacerbates the poor pedestrian facilities further reducing the attractiveness of making short journeys by foot. For those with limited mobility the lack of seating and rest points on the hills amplifies this issue.

Figure 5.3 North Street – Carriageway without Footways



Figure 5.4 North Street – Limited Footways



Figure 5.5 Lostwithiel Bridge



Figure 5.6 shows the footways along the A390 which were measured to be approx. 0.8-1.0m in width while visiting the area, which is encroached by overgrown grass verges on both sides. Pedestrians are therefore required to walk single file for the most part with uncleared leaves and mud underfoot which can make it potentially hazardous, particularly when wet.

The A390 also has limited formalised crossing opportunities with a lack of priority for pedestrian movements and are required to wait for acceptable gaps in traffic to cross, use the signal-controlled crossing at the end of Fore Street or use the pedestrian refuges on A390 Liddicoat Road. More detail is provided on these crossings in Section 5.2. Although, at some points along the A390, the carriageway invariably benefits from more generous footway widths further north towards The Royal Talbot bus stops, but these are obstructed for some stretches by overgrown grass verges which significantly narrows the footway.

One of the key vehicular routes leading south out of Lostwithiel is Lanwithan Road, providing access to residential dwellings in Lostwithiel and southwest to access Lerryn and St Winnow, shown in Figure 1.1. For vehicles, the route is noted to be wider and more capable of catering to higher vehicle speeds than in the rest of the road network in Lostwithiel. However, for pedestrians this results in a reduced provision with intermittent footways that are reduced in width by road signs and parked vehicles or areas with no footway provision whatsoever.

Figure 5.6 A390 Liddicoat Road



Lostwithiel, Cornwall

Sustainable Traffic and Travel Plan

Figure 5.7 shows the portion of Lanwithan Road with an absence of any footways. The area is additionally surrounded by high walls or verges either side reducing forward visibility, particularly at the point where the road bends. Thereby making it difficult for pedestrians to step out of the way of approaching vehicles. The image adjacent also shows a road sign warning of pedestrians in the area.

During a visit to Lostwithiel in January 2023, barriers were noted on the footway adjacent to Lanwithan Road on a pedestrian footway providing access to residential dwellings on Butts Park, as shown in Figure 5.8.

While the introduction of these barriers may have been undertaken to limit the chance of pedestrians from running out into the road, the execution has resulted in an obstruction which negatively impacts on accessibility. Therefore, causing greater issues to mobility rather than ensuring this route is safe and inclusive for all users including those using wheelchairs or pushchairs.

Figure 5.7 Lanwithan Road



Figure 5.8 Lanwithan Road – Modal Filter



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Cott Road – Footway / Path does not follow desire route, navigates longer distance around junction radius. Worn desire line in grass with desire line.

A390 Liddicoat Road – Footway abruptly ends with no crossing infrastructure. Desire route not met.



Lanwithan Road – On-street parking prioritised over footway on desire line. Pedestrians required to navigate around parked cars.



5.2 Pedestrian Crossing Facilities

There is only one formal pedestrian crossing point in Lostwithiel on the A390 Queen Street. The crossing is a traffic signal-controlled pelican crossing, shown in Figure 5.9, with pedestrian signals on the opposite side to where the pedestrian is waiting and a flashing green man/amber light for drivers. However, a phase out of these pelican crossings began in 2016, in preference of puffin crossings where the pedestrian signals are placed on the nearside above the call button adjacent to the pedestrian waiting space. New pelican crossings are now not permitted, and puffin crossings are now preferred which can vary the length of time pedestrians have to cross depending on the conditions and if needed¹.

The pelican crossing was observed and tested at several time periods across the day. In the late morning period when relatively low volumes of pedestrian and vehicle traffic were experienced, the crossing was called and turned green on the pedestrian signal within five seconds, when the crossing had not been called recently.

The solid pedestrian green time lasted for approx. seven seconds before changing to a flashing green pedestrian signal which lasted for approx. nine seconds, before then changing back to red on the pedestrian signal. After the crossing had been called recently the signal was noted to take longer to turn green on the pedestrian signal again.

Figure 5.9 A390 Queen Street – Signalised (Pelican) Pedestrian Crossing



As can be seen in Figure 5.9, the crossing features tactile paving on both sides. However, due to the narrow width of the footways on both sides of A390 Queen Street, the entry and exit space from the crossing is short; measuring between 1.35m-1.9m on the eastern side (differing as it curves around a wall) and 1.55m on the western side. Therefore, leaving little manoeuvring space for pedestrians once they exit the crossing.

Many of the routes in Lostwithiel Town Centre feature the historic footways that have an absence of any type of crossing facility, footways are lined by large stone kerbs with a significant drop to the carriageway without a dropped kerb. These locations can be very difficult for people with reduced mobility to navigate as there is many opportunities to trip over large, uneven stone kerbs and creates an unnecessary need to step down/up from the footway. An example of this is highlighted Figure 5.11 across Fore Street where no dropped kerb or crossing infrastructure is provided.

Only two other pedestrian crossing points within the town offer more infrastructure than just a dropped kerb, on A390 Liddicoat Road, to the north and south of the staggered junction of Cott Road and the A390.

Figure 5.10 A390 Liddicoat Road – Informal Pedestrian Crossing with Pedestrian Refuge



Figure 5.10 is representative of both crossing points, features a pedestrian refuge with two kerbed islands, illuminated bollards and dropped kerbs on both sides of the carriageway.

However, no tactile or kerbed central areas are provided for pedestrians waiting, as the central area is just an extension of the carriageway. The crossings therefore appear to have been built for the purpose of traffic calming along the A390 Liddicoat Road instead of as a purpose-built crossing for pedestrians and cyclists.

The entry/exit points to the crossings are generally very narrow, which are attached to narrow footways measuring between 1.3m-1.75m, reduced further by overgrown grass verges significantly reducing the pedestrian space. Figure 5.10 also demonstrates significant additional hatched space surrounding the refuge, but the depth of the refuge is observed to be quite narrow, in comparison to the space given to hatching.

Where dropped kerbs are provided, they are largely located away from the pedestrian desire line or too close to the junction entry/exit. The images across highlight this on Cott Road and Coffee Lake Meadow off Lanwithan Road.

Figure 5.11 A390 Liddicoat Road / Fore Street



¹ 'Designing for Walking'. Chartered Institution for Highways and Transportation, March 2015. https://www.ciht.org.uk/media/4460/ciht_-_designing_for_walking_document_v2_singles.pdf

Coffee Lake Meadow – Dropped kerb provided far from pedestrian desire line.



Cott Road – Dropped kerb provided too close to junction entry/exit and at widest part.

5.3 Pedestrian and Cycle Snapshot Surveys

Snapshot surveys were during the site visit to gain an understanding of the pattern of pedestrian and cycle crossings movements across the A390 in the west of Lostwithiel and across Lostwithiel Bridge.

A390 Liddicoat Road Crossings Snapshot Survey

The snapshot survey was undertaken during the site visit in January 2023 for a half hour period between 15:07-15:37, in accordance with school departure times, which is likely to be a peak of pedestrian movements for the area.

Figure 5.12 shows the crossing movements mapped during the survey. This area covers crossings in the vicinity of the A390 Liddicoat Road / Duke Street / North Street crossroads and near the A390 Queen Street signalised crossing.

The number of movements recorded at each crossing is summarised in Table 5.1 shows that the most popular crossing movement undertaken was across the formal signalised crossing on A390 Queen Street, however, it is noted that many of these movements also made Movement E across Duke Street from the Royal Talbot Bus Stop following a secondary school bus drop off.

Movement A across the northern side of the crossroad junction, adjacent to The Royal Talbot, was another popular movement with 14 crossing. Most were observed to cross very close to the junction area in the quickest desired route across the carriageway.

Movements C, D and F were not undertaken at all in within the snapshot survey, all situated around the southern part of the crossroads. Movements C and D were unlikely to be made in particular due the guard railing and footway level change on the western side of the A390, therefore restricting direct pedestrian access across the carriageway at this point.

From this snapshot it appears that the town’s main crossing facility is used by less than 50% of the A390 crossing demand, suggesting that the crossing is not in the optimum position or that an additional crossing is needed.

Figure 5.12 A390 Pedestrian Crossing Snapshot Survey Movements

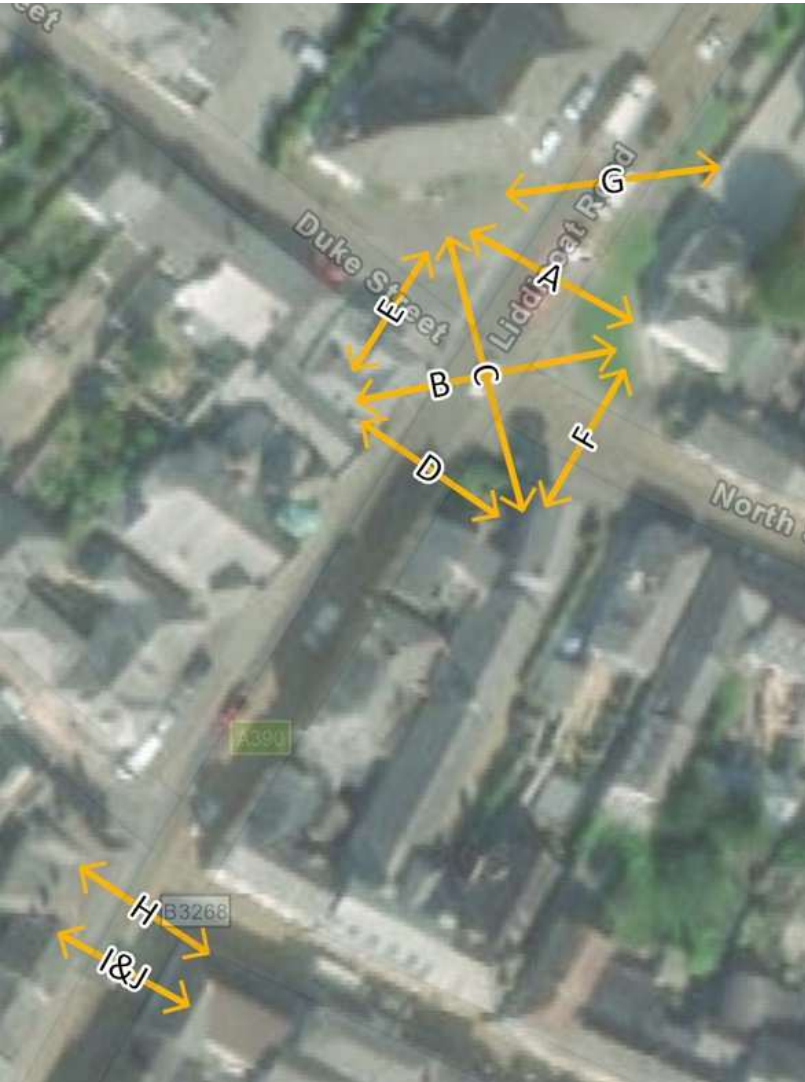


Table 5.1 A390 Pedestrian Crossing Snapshot Survey Results

Crossing Location		Number of Pedestrians	Notes
A	A390 Liddicoat Road (North of Crossroads)	14	
B	A390 Liddicoat Road (Diagonal North Street to Golden Dynasty)	1	
C	A390 Liddicoat Road (Diagonal North Street to The Royal Talbot)	0	
D	A390 Liddicoat Road (South of Crossroads)	0	
E	Duke Street	10	Most were secondary school students arriving by bus adjacent to The Royal Talbot around 15:30, then continued to cross signalised crossing.
F	North Street	0	
G	A390 Liddicoat Road (The Royal Talbot to A390 Liddicoat Road Bus Stops)	3	All in a group travelling together.
H	A390 Queen Street (Ahead of Signalised Crossing)	2	
I	A390 Queen Street (Signalised Crossing, calling crossing)	17	One pushed signal but crossed before crossing changed to green.
J	A390 Queen Street (Signalised Crossing, did not call crossing)	2	Went to signalised crossing to cross but didn't call the crossing.

Lostwithiel Bridge Snapshot Survey

As part of the assessments undertaken to review the operation of Lostwithiel pedestrian network, a snapshot survey of bi-directional pedestrian and cycle movements across Lostwithiel Bridge to understand the level of use within a set time period. The snapshot survey was undertaken during the site visit in January 2023 for a half hour period during the lunchtime period between 12:00-12:30.

Bi-directional pedestrian and cycle movements were recorded across Lostwithiel Bridge during the snapshot survey period. For pedestrians, 31 (57%) eastbound movements were recorded towards east Lostwithiel and the Station and 23 (43%) movements westbound towards the town centre. No cycle movements were recorded in either direction during the survey.

During the wider site visit in Lostwithiel, approx. 2-3 cyclists were observed across the day and one of which was crossing Lostwithiel Bridge, but this was outside of the survey period.

It is also noted that the level crossing at Lostwithiel Station was lowered for a short duration of approx. 2 minutes during the snapshot survey period.

The pedestrian demand across Lostwithiel Bridge is greater than the demand across the A390 at the top of North Street, although there is no pedestrian provision in this location.



5.4 Traffic Free Routes

Lostwithiel features various traffic free routes which provide alternative, quieter routes for pedestrians and cyclists to navigate around town. A number of these are provided on a north-south alignment through the town centre. These provide quiet cut throughs between the vehicular routes which mainly are on an east-west alignment such as North Street, Fore Street and South Street.

A traffic free route between Bodmin Hill and Duke Street, adjacent to The Royal Oak Inn, provides a key route between both carriageways. Both of which are key connectors to Lostwithiel School and residential dwellings in the west of Lostwithiel.

Figure 5.13 shows the tarmacked path with a modal filter of a single bollard at the north-eastern end of the path, as well as high walls on both sides with limited natural surveillance and an enclosed feel.

Guildhall Lane between South Street and Fore Street provides a route through the town centre with a connection to Lostwithiel Museum. The northern extension of the path between North Street and Fore Street is shown in Figure 5.14, is an entirely traffic free route and serves as a footpath for pedestrians.

The route is tarmacked and provides pedestrian access to some dwellings along the footpath, or secondary pedestrian accesses. Guildhall Lane, shown in Figure 5.15, is observed as open to vehicular traffic at the southern extent to serve residential accesses on the route but at the northern end narrows significantly to restrict vehicle access as the route links up with Fore Street.

Figure 5.15 shows the area adjacent to the residential accesses on Guildhall Lane, however, this area widens significantly to leave a lot of spare highway space.

Figure 5.13 Bodmin Hill to Duke Street Traffic Free Route



Figure 5.14 North Street to Fore Street Footpath



Figure 5.15 Guildhall Lane



An additional traffic-free pathway through Lostwithiel, known as Skiddery Hill, connects Summers Street with Quay Street through the rear and adjacent to residential dwellings. Skiddery Hill is a steep tarmacked path, the path can get overrun with weeds, moss and vegetation along the sides of the path which can increase difficulty when walking as the ground becomes slippery underfoot. This is shown below.

Figure 5.16 Skiddery Hill



A private, gated traffic-free footpath is present in the vicinity of Lostwithiel Station providing a convenient route from the Restormel Industrial Estate to access the station, as shown in Figure 5.17. During the site visit in January 2023, pedestrians were observed leaving the gated footpath, crossing Grenville Road towards Lostwithiel Station around the PM peak period, potentially commuters leaving the industrial estate and travelling home by rail.

Figure 5.17 Restormel Industrial Estate Private Footpath



The Public Rights of Way (PROWs), highlighted in Figure 5.1, mainly feature as routes on the edges of the town leading further out into the countryside and connecting to nearby villages and local landmarks.

One of the few PROW Footpaths which commences within Lostwithiel is a route known as 'The Moors' (ref: 407 25/1) which leads southwest from Quay Street near the River Fowey. This extent of the footpath is open to vehicular use with no segregation from pedestrians. This route leads south through a residential area and connects to Dark Lane further south, continuing parallel with the River Fowey and the railway line south of Lostwithiel. The pedestrian stile access to the footpath from Dark Lane is shown in Figure 5.18, however, this and the signpost appear to be in a poor state of repair.

Figure 5.18 PROW Footpath – Access from Dark Lane



Scrations Lane and Tanhouse Road on the western side of Lostwithiel provide access to another PROW footpath (ref: 407 18/1) leading out of Lostwithiel which forms a loop through agricultural fields.

North of Lostwithiel, a network of PROW Footpaths can be accessed via Restormel Road to Restormel Castle and Cott Road for the Duchy of Cornwall Nursery (ref: 407 8/1 and 407/9/1). A PROW footpath connects these two locations, which line the River Fowey Valley and crosses over the railway. It is an unbound gravel path shown in Figure 5.19, which is uneven and muddy in places, with a fair gradient on some sections.

Figure 5.19 PROW Footpath between Restormel Road and Cott Road



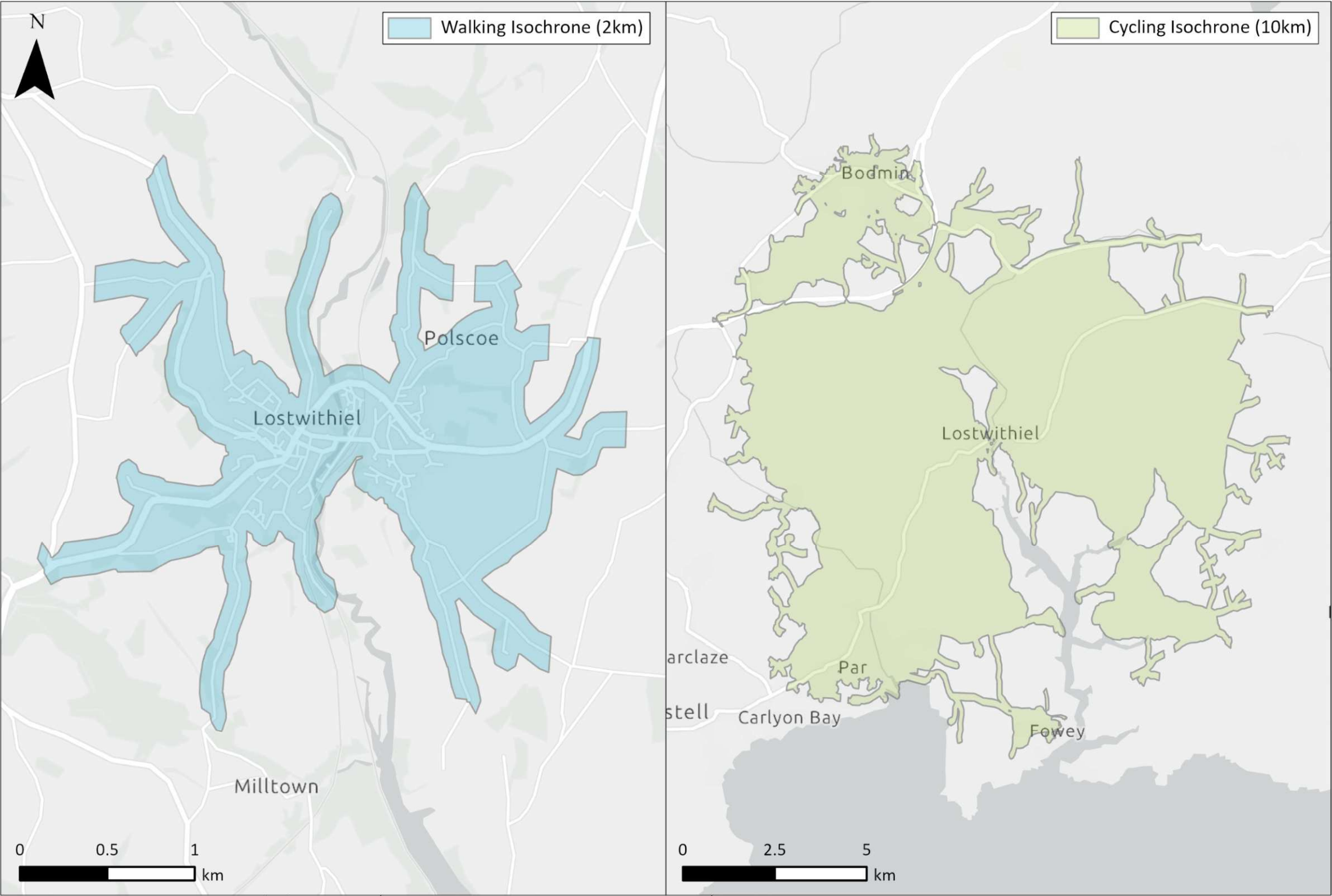
Pedestrian access to the footpath from Cott Road is limited, as it leads west directly from the carriageway. The carriageway is narrow and has no footways. Table 8.1 shows that the traffic volumes are low on Cott Road, but the narrow carriageway, shading from the tree canopy and steep banks do not create a pleasant environment for walking or cycling.

Figure 5.20 Cott Road



Figure 5.21 shows the 2km walking and 10km cycling isochrones measured from the centre of the 'built up area' of Lostwithiel.

The isochrones demonstrate the furthest location reachable by each



Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS, Esri UK, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS

Figure 5.21 Walking and Cycling Isochrones

mode, while travelling 4.8kph speed for walking and 16kph speed for cycling (typical speeds guided by the IHT).

6 Cycle Network

Cycle infrastructure throughout Lostwithiel is extremely limited with no dedicated infrastructure such as, cycle paths, lanes, parking or advanced stop lines. This is with the exception of 4 uncovered, Sheffield stands at Lostwithiel Rail Station, as shown in Figure 7.5 and a number of modal filters allowing access for pedestrian and cyclists, as shown on Monmouth Lane in Figure 6.2.

During the site visit, approximately 2 or 3 cyclists in total were observed in Lostwithiel across the entire visiting period. No cyclists were observed during either of the snapshot surveys at Lostwithiel Bridge during the lunchtime peak or on the A390 during school departures.

Most roads and streets within Lostwithiel are subject to a 30mph speed limit, with a small portion of 20mph on Bodmin Hill near Lostwithiel School. Where a 20mph or 30mph speed limit is in place, these areas will be more suitable for riders to mix with traffic, in line with LTN 1/20 guidance. Where a 40mph speed limit is present on the A390, some more experienced cyclists may still be comfortable cycling on carriageway, but this is less likely to be suitable for the majority of cyclists, particularly without the presence of a segregated or protected space for cycling.

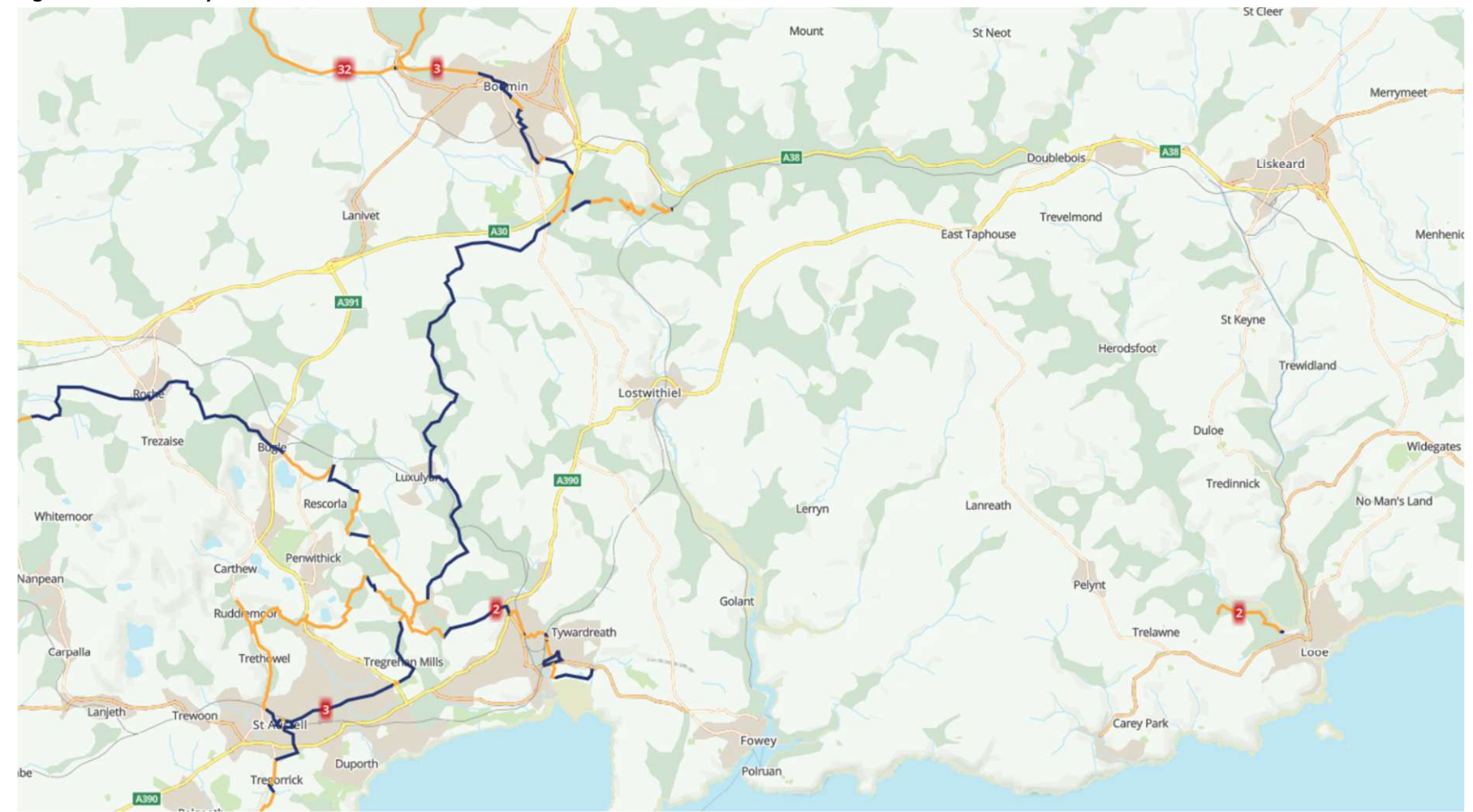
Figure 6.2 Monmouth Lane – Modal Filter



The Automatic Traffic Counts undertaken on routes across Lostwithiel found the majority of routes to have a daily vehicle flow of less than 2,000 per day, with the exception of A390 Queen Street. However, given the 30mph speed limit and narrow carriageways with parked vehicles, most cyclists may not feel comfortable riding in mixed traffic and may raise safety concerns (in line with LTN 1/20 guidance).

A new footbridge is due to be installed at Lostwithiel Rail Station to improve access between platforms, particularly when the level crossing is down. During the stakeholder engagement discussions with Network Rail, it was noted that the provision of elevators with the footbridge would be a passive provision, with space allowed for a future provision when funding becomes available. It was suggested that the earlier discussed former sidings parking development could help to fund this provision.

Figure 6.1 National Cycle Network near Lostwithiel



The nearest connections to the National Cycle Network (NCN) is at Lanhydrock and the nearby National Trust property surrounding Lanhydrock House and Garden. The Lanhydrock grounds also houses a cycle hire centre for visitors to use during their visit., at this location National Cycle Route 3 (NCR3) is accessible as a combination of signed on-road and traffic free routes. A number of trails particularly surrounding Lanhydrock and Lostwithiel are popular as leisure mountain-biking trails.

The village of Luxulyan provides another connection to the NCN north of Lostwithiel, to an on-road portion of NCR3 via a network of country lanes after leaving the A390 west towards Lanlivery.

The plan below shows that the area around Lostwithiel and to the east is poorly served by cycle infrastructure and signed routes.

Strava heatmap covering Lostwithiel is shown in Figure 6.3 to gain an indication of significant cycle desire lines locally. Routes used most often by cyclists appear in lighter colours/white and have been highlighted by labels below. This includes Restormel Road and Cott Road both leading north out of Lostwithiel towards Restormel Castle and the Duchy of Cornwall Nursery, respectively.

Other popular routes include the A390 as it curves around Lostwithiel and North Street/Grenville Road east to west through Lostwithiel. Lanwithan Road also appears to be a popular route, particularly as it provides a connection to Lerryn.

Strava data is potentially biased towards cycling for sport and leisure and may not reflect utility and commuting demands.

Figure 6.4 overpage sets out the topography of the local landscape at Lostwithiel. The lower lying areas are shown in green, mainly surrounding the bottom of the River Fowey Valley and the areas to the east and west of the river in the town centre and eastern Lostwithiel. The higher areas are shown in brown and occurs increasingly along routes leading out of Lostwithiel and up the sides of the valley, including Bodmin Hill, Tanhouse Road, Castle Hill.

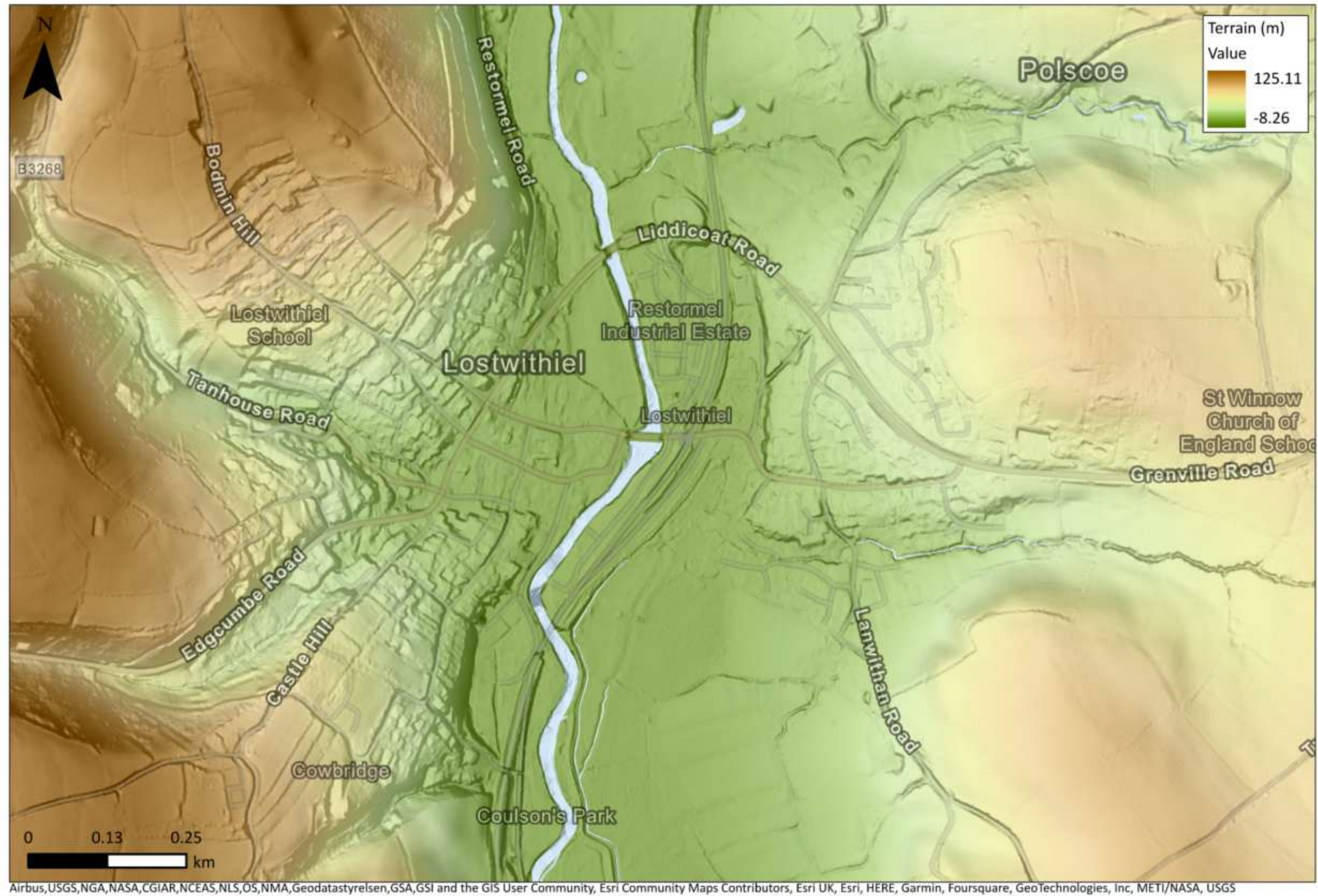
Undulating topography can sometimes be a discouraging factor when it comes to cycling (or walking) due to the increased effort required to complete a cycle along this route. However, the low-lying nature of the town centre could offer opportunities for shorter, convenience trips within Lostwithiel to be completed by bike rather than a private vehicle, and could be potentially quicker than circulating in a vehicle to find a parking space.

Figure 6.3 Strava Cycle Heatmap - Lostwithiel



Source: Strava Heatmap (2023)

Figure 6.4 Lostwithiel Topography Map



7 Public Transport Network

7.1 Bus Services

The A390 serves as the key bus route for Lostwithiel, the majority of services solely stopping on the formal stops adjacent to The Royal Talbot and informal hail and ride stops on the eastern side of Lostwithiel near Cott Road. At the public engagement event held in preparation of this study, some local residents admitted to not knowing these bus stops were in use or were there altogether.

The services through Lostwithiel are run by a host of different operators including First Kernow, Go Cornwall Bus, Gorran & District Community Bus and National Express providing the longer distance coach services towards London. First Kernow offers the 271 and 272 services, with routes to Gloweth for Truro College, Truro, St Austell, Looe, St Blazey and Liskeard from Lostwithiel. Go Cornwall Bus operates the 28, 428 and 482 services through Lostwithiel with travel available towards St Austell, St Blazey, as well as Polruan, Polperro and Bodmin via the 482.

Figure 7.1 summarises the most frequent routes serving Lostwithiel, and the bus stops located within Lostwithiel.

Gorran & District Community Bus is a locally run minibus service once per week in either direction which routes through Gorran, Mevagissey, St Austell, Truro, St Blazey and Lostwithiel, to reach Plymouth. Community services are run by the Lerryn Area Minibus Association (LAMA), operating convenience services every few days from Lerryn and Lostwithiel and to larger areas such as Bodmin and Truro, as well as some courtesy and special trips to differing destinations. These community services help to make up the shortfall in public transport otherwise experienced in this semi-rural location to help people get around and reduce private car use where possible.

Longer distance coach services are additionally available from Lostwithiel with National Express providing the 404 and 504 routes towards London Victoria and Penzance as their final destinations. Destinations available along the route includes Heathrow Airport, Bridgwater, Taunton, Exeter and Plymouth and Truro.

Figure 7.1 Lostwithiel Bus Network – Most Frequent Routes

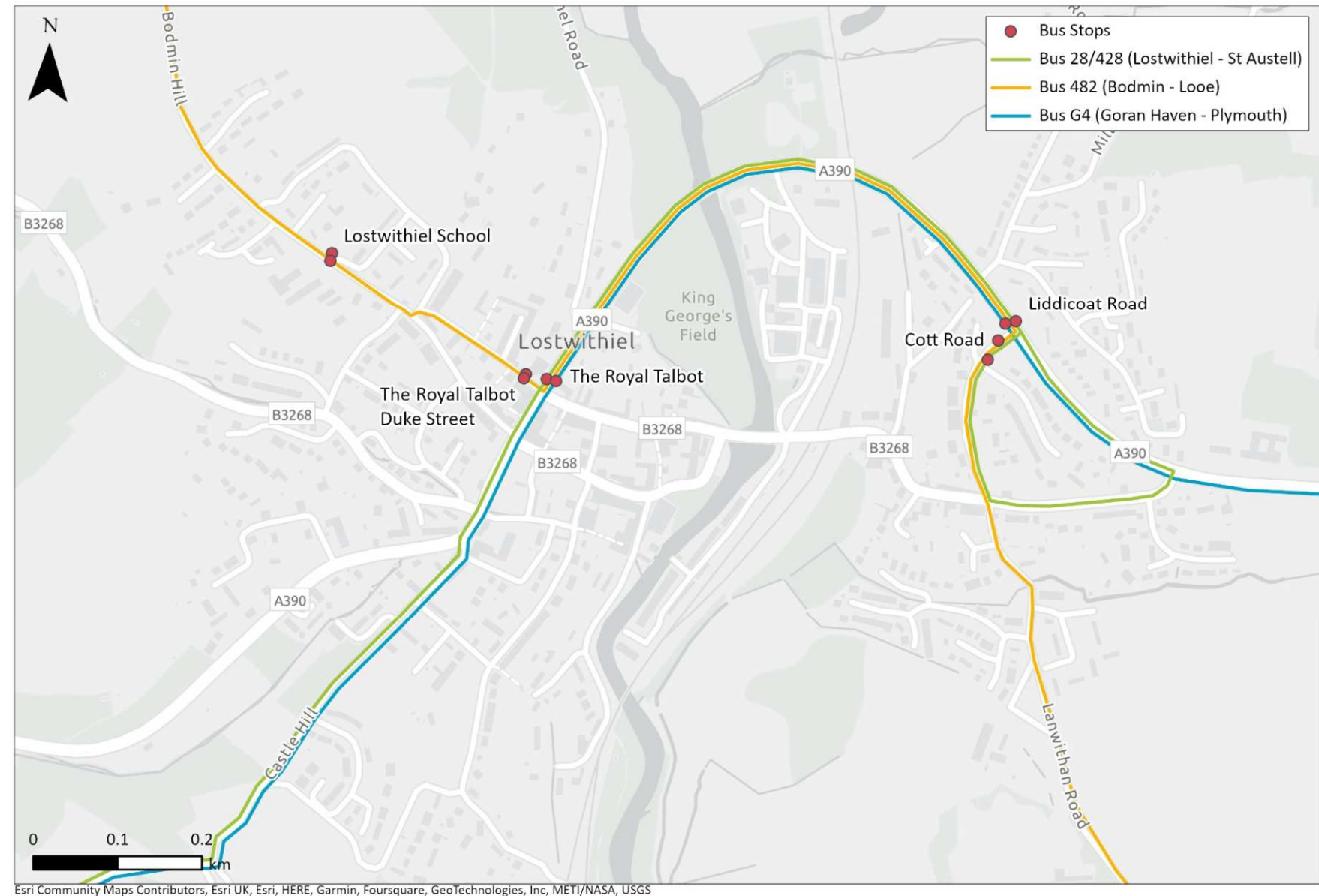




Table 7.1 summarises the buses serving Lostwithiel over the course of a week. The services are based on frequencies from The Royal Talbot bus stops on A390 Liddicoat Road.

The most frequent route serving Lostwithiel is the Number 28 service, offering five services per day per direction with a frequency of between every 1 and 3 hours. The remaining services provide a maximum of two services per day and some services offering as little as one service per week. No buses currently serve Lostwithiel on Sundays except for National Express Coaches.

Combined, these routes bring approximately 11 buses per direction on a peak day of the week through Lostwithiel (typically, Thursday or Friday). Most services in Lostwithiel are typically timed with one service in either direction per day, with one service leaving during the AM peak period and one returning to Lostwithiel during the PM peak period.

The frequency of bus services creates an unreliable network of buses for residents to use as their main or substitute mode of travel to nearby locations.

Key desired destinations such as Bodmin are only served by services running once a week providing the opportunity for a very short visit before needing to catch the return bus back. It appears that it would be easier to catch a bus to London Victoria for work than it would be to catch a bus to Bodmin.

As an alternative, residents could use the railway to reach Bodmin Parkway and then services 11, 26, 119 and 174 to reach the town and other destinations in Cornwall. Service 11 in particular offers multiple services per hour at peak times during the week and hourly services off-peak and at weekends.

Table 7.1 Lostwithiel Bus and Coach Services – A390 Liddicoat Road, The Royal Talbot Bus Stops

Service	Route	Day	First Service	Last Service	Frequency
28	St Austell – Lostwithiel	Mon-Sat	10:04	18:36	1-3 hours per direction
	Lostwithiel – St Austell		08:06	17:13	
271	Callington – Truro – Gloweth	Thurs-Fri	07:36	07:36	1 per day per direction
	Gloweth – Truro – Callington		17:42	17:42	
272	Looe – Truro – Gloweth	Thurs-Fri	07:38	07:38	1 per day per direction
	Gloweth – Truro – Looe		17:40	17:40	
428	Summercourt – Lostwithiel	Mon-Fri	07:09	07:58	2 per day
		Sat	07:58	07:58	1 per day
	Lostwithiel – Summercourt	Mon-Fri	18:42	19:20	2 per day
		Sat	18:42	18:42	1 per day
482	Polruan – Bodmin	Wed	10:29	10:29	1 per week per direction
	Bodmin – Polruan		13:16	13:16	
G4	Boswinger – Plymouth	Mon	10:25	10:25	1 per week per direction
	Plymouth – Boswinger		16:50	16:50	
404 (Coach)	London Victoria – Penzance	Mon-Sun	06:57	06:57	1 per day per direction
	Penzance – London Victoria	Mon-Sun	22:08	22:08	
504 (Coach)	London Victoria – Penzance	Mon-Fri	17:40 (Except Fri/18:10 (Fri Only)	17:40 (Except Fri/18:10 (Fri Only)	1 per day per direction
		Sat-Sun	17:30	17:30	
	Penzance – London Victoria	Mon-Sun	10:55	10:55	1 per day per direction

7.2 Bus Stops

The two formal bus stops on the A390 Liddicoat Road are recognised by a flagpole, shelters and seating, adjacent to The Royal Talbot pub. Though these appear to be the only formal bus stops within Lostwithiel with some dedicated infrastructure.

On the eastern side of the A390, the stop can be identified by a flagpole with printed timetables, a bench and a separate shelter which appears to be in a poor state of repair, as shown in Figure 7.2.

No raised kerb facility is available to assist with mobility when boarding the bus.

On the western side of the A390, the stop can only be identified by a shelter (again in a poor state of repair), printed timetable information and a bench, shown in Figure 7.3. The stop does not feature a flagpole or a raised kerb facility to assist with mobility.

While this bus stop can be accessed directly from the footway on the western side of the A390, the bus stop is significantly set back from the A390 carriageway. The shelter is approximately 7-8.5m from the carriageway, with a sloped grass verge in between. This will create difficulty for those boarding the bus, particularly with mobility issues where they cannot walk quickly to reach a point to board the bus as the walk to the nearest kerb is between 19-25m, depending on bus loading location. Drivers may also not recognise passengers waiting to board the bus from this set back distance.

Elsewhere in Lostwithiel, recent bus timetables note stopping services on Cott Road, but any previous infrastructure to identify these stops have since been removed and now operate as a hail and ride service in these areas, informed by historical imagery on Google Streetview and on the site visit. The reinstating of bus stops at these locations, which already continue to be served by buses, would be useful to help an increase of bus patronage in eastern Lostwithiel. Residents and visitors that were previously unaware, will be able to recognise that stopping services are in this area, as the public engagement event confirmed that these stops are not known or utilised.

With the exception of the bus stops on A390 Liddicoat Road, no other dedicated bus infrastructure such as other bus stops, bus lanes or bus gates are present within Lostwithiel as a whole.

Figure 7.2 A390 Liddicoat Road, The Royal Talbot (East) Bus Stop



Figure 7.3 A390 Liddicoat Road, The Royal Talbot (West) Bus Stop



7.3 Railway Station and Services

Lostwithiel Rail Station is a historic station established over 160 years ago. Platform 1, to the west serve trains heading north and northeast towards Plymouth, Bristol, Cardiff and London, while Platform 2 to the east serves trains going south and southwest towards Penzance.

Lostwithiel sits on the Great Western Railway (GWR) Cornish mainline between London Paddington and Penzance, offering frequent national and local services. End destinations accessible by Lostwithiel include London Paddington, Cardiff Central and Plymouth with key stops at Exeter, Taunton, Bridgwater, Bristol, Reading and Newport. Local services within Cornwall are available to Bodmin, Liskeard, Saltash and towards Penzance via destinations including Par, St Austell, Truro, Redruth and Hayle.

Services towards Penzance are provided approximately every 30 minutes-1 hour, with Cardiff Central trains serving Lostwithiel every couple of hours and London Paddington services providing peak services but are lower frequency during other periods.

Lostwithiel Rail Station offers four Sheffield cycle stands with space for up to 8 cycles, as shown in Figure 7.5. The Sheffield stands are not sheltered from inclement weather or provide any additional security beyond the cyclist's own locks. This appeared to be the only publicly available, formal cycle parking within Lostwithiel and therefore is unlikely to encourage cycle use.

Pedestrian access to Platform 1 is somewhat limited with pedestrians required to walk on carriageway on Lostwithiel Bridge and along Brunel Quays to access the station from the west, given the lack of footway on the western side of Brunel Quays and pedestrian crossing to access the station. Yet, the Brunel Quays / Grenville Road junction is significantly wide, with enough width to accommodate vehicles parked lining both sides of the carriageway and while allowing two-way traffic to comfortably continue to pass each.

The footway becomes a virtual footway, shown in Figure 7.6, closer to the station entrance. This is protected from vehicles by frequently repeated bollards. The gap between bollards widens at the station entrance to allow access for pushchairs and wheelchairs, however, the remaining bollard spacing appears to be too narrow to fit most pushchairs and wheelchairs. Again, requiring pedestrians to continue on the carriageway, unprotected from vehicles, in order to access the station.

Figure 7.4 Lostwithiel Rail Station



Figure 7.5 Lostwithiel Rail Station – Cycle Parking



Figure 7.6 Lostwithiel Station Virtual Footway



On the eastern side of Brunel Quays, a new footway was installed circa 2018, connecting to the virtual footway on the level crossing, as shown on the left in Figure 7.9

A second pedestrian access to Platform 1 is available further south from Brunel Quays, but no footway or virtual facility is available to prevent walking the carriageway. This is highlighted in Figure 7.7, showing that pedestrians are abruptly left without any infrastructure.

To access Platform 2, pedestrians are required to travel up a narrow and steep ramp, without handrails, to access the station from the east of Lostwithiel. This is shown in Figure 7.8

The construction of an accessible ramp between Grenville Road (removed from the below) and the platform is due to be constructed in coordination with the new footbridge.

Brunel Quays provides vehicular access to the station, from Grenville Road. The level crossing on Grenville Road is provided with the appropriate signage, signals and barriers to protect those travelling along Grenville Road from the hazards of the railway, as shown in Figure 7.9

The presence of the railway and level crossing without a footbridge especially prevents pedestrians and cyclists from accessing the opposite platform, particularly creating stress when catching a train. An article on BBC News, informed by Network Rail, those travelling on Grenville Road are required to wait at the level crossing for an average of 22 minutes per hour² (over a third of each hour).

However, a new pedestrian footbridge is due for installation in the near future at Lostwithiel Station providing pedestrians access between platforms. A recent update from the Member of Parliament for Southeast Cornwall, Sheryll Murray, following a meeting with GWR shared that she was informed that GWR are currently in the design stage for the footbridge and expect that installation will begin at the end of April 2023 (Cornwall Times, 29th January 2023)³. However, it is understood that the installation may not now be until 2024.

It is understood that the bridge is being designed to accommodate a passive provision of elevators on either side of the bridge to enable step-free access between the platforms when funding becomes available for this element of the works.

Ten marked car parking spaces are provided at the station, these are free spaces only available to rail users. However, this is significantly over capacity with vehicles observed lining both sides of Brunel Quays, outside the station. This is exacerbated by the next nearest stations on the Cornish Main Line, such as Par, Bodmin Parkway and Liskeard, all requiring rail users to pay for parking in most immediate areas at each station. No dedicated disabled parking bays or drop-off/pick-up area is provided at the station.

No ticket purchasing facility is available at the station with rail users required to purchase tickets online in advance or on the train. Information noticeboards and customer help points are provided on both platforms. A waiting room facility was provided on Platform 1 at some point previously, however, this appears to be in a poor condition and not available for public use. Benches are provided on Platform 1 and a shelter with seating is available on Platform 2.

Figure 7.7 Platform 1 – Second Pedestrian Access via Station Car Park



Figure 7.8 Pedestrian Access to Lostwithiel Rail Station - Platform 2



Figure 7.9 Grenville Road – Level Crossing



² New £1.8m footbridge for Lostwithiel railway crossing. BBC News, 6th June 2022. <https://www.bbc.co.uk/news/uk-england-cornwall-61704308>

³ Sheryll Murray, Westminster Column with Sheryll Murray. Cornwall Times, 29th January 2023. <https://www.cornish-times.co.uk/news/westminster-column-with-sheryll-murray-590821>

8 Vehicle Network

8.1 Traffic and Parking Surveys

PJA commissioned a specialist third-party survey company to undertake traffic and parking surveys across Lostwithiel.

- Traffic Surveys – Seven Automatic Traffic Counts (ATCs) across Lostwithiel, for a 7-day period between Thursday 26th January and Wednesday 1st February 2023 to record the traffic flow, vehicle speeds and classifications. The ATCs were recorded the following locations, also shown in Figure 8.1:
 - Bodmin Hill (near Stephen Foy Antiques);
 - Fore Street (near Junction with Church Lane);
 - A390 Queen Street (near Q Street Café);
 - North Street (near Methodist Church);
 - Cott Road (near Junction with Millham Lane);
 - Lanwithan Road (near Junction with Coffee Lake Meadow); and
 - Grenville Road (Lostwithiel Bridge).
- Parking Surveys – 30-minute interval parking beat surveys over two 12-hour periods on a midweek day and Saturday and a 5-minute interval parking beat survey during school peak times within the identified area. The locations of the surveys were discussed and agreed with Lostwithiel Town Team prior to commission;
- Parking Surveys – Automatic Number Plate Recognition (ANPR) survey over two 12-hour periods on a midweek day and a Saturday at the Cattlemarket Car Park.

The parking surveys were undertaken over two days; Thursday 26th January and Saturday 28th January 2023 in order to understand behaviours and establish patterns where possible and identify any differences across a neutral weekday and weekend. The surveys were undertaken at this time due to planned road works which would have prevented surveys being undertaken within the timescales required by this study.

Figure 8.1 Traffic and Parking Survey Locations

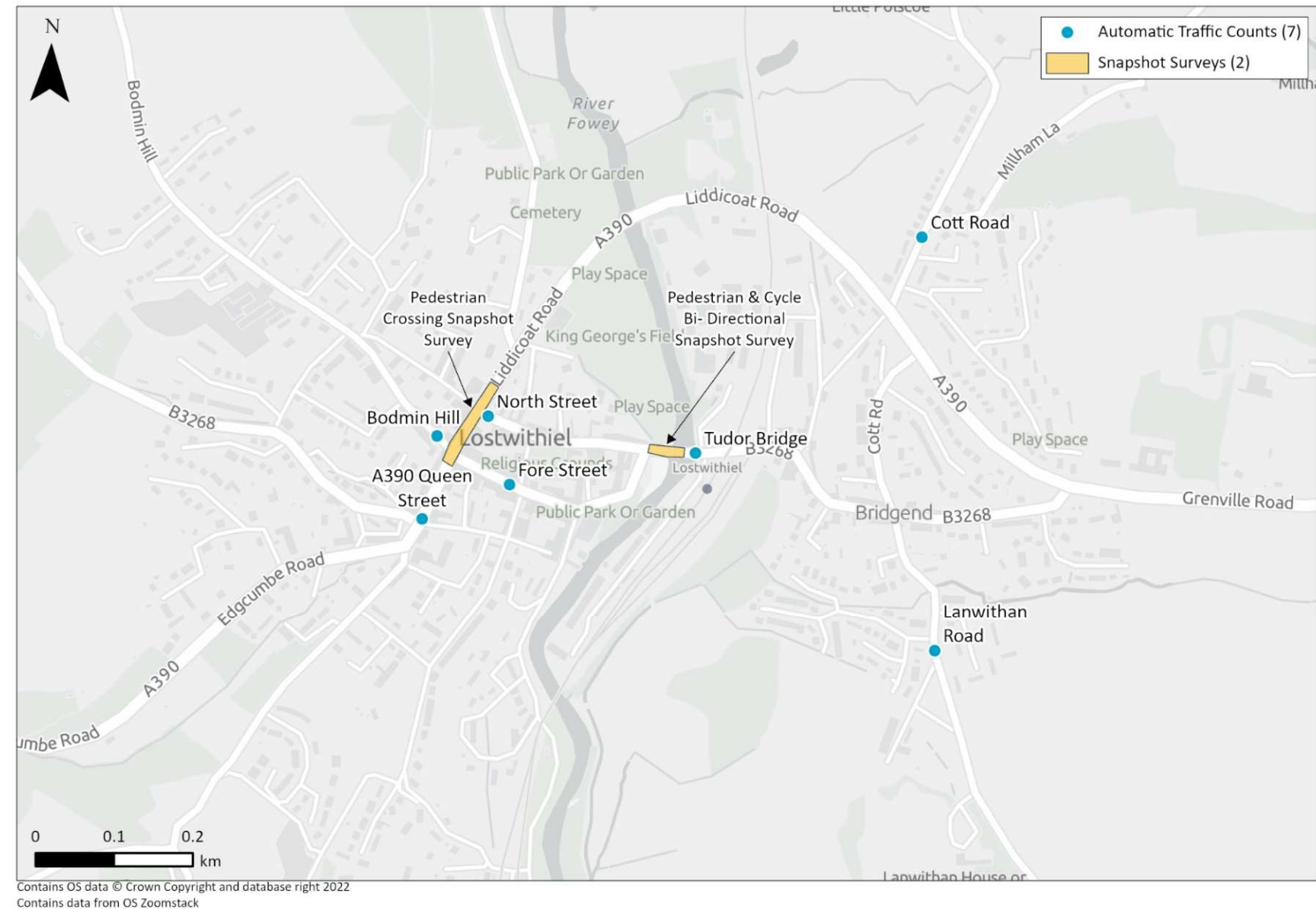




Table 8.1 shows across the study area, the maximum average speed recorded was 24.5mph and the maximum 85th percentile speed was 28.1mph. All of the survey locations are subject to a 30mph speed limit. Higher vehicle speeds were generally seen on the A390 and Lanwithan Road, which is residential in character but widens significantly as it leads south out of Lostwithiel and increases to the National Speed Limit (max.60mph).

For the most part, in the town centre area (including North Street, Fore Street, Bodmin Hill and Grenville Road), the ATCs recorded lower vehicle speeds with a maximum average speed of 15.4mph and maximum 85th percentile speed of 18.5mph. Although, the vehicle speeds on some of these routes may be impacted by vehicles parked on the carriageway or proximity of the ATC to a junction.

The vehicle flows recorded on most of the routes are considered to be relatively low with most routes recording less than 500 vehicles a day, per direction. Fore Street was somewhat higher with 1,208 vehicles (one-way) in the 5-day average. As an A-road, A390 Queen Street movements are significantly higher with 4,599 vehicles northbound and 4,606 movements southbound, across a 5-day average. Though, this is to be expected. Where flows are below 2,000 vehicles per day most people will be comfortable cycling in a mixed traffic environment.

Table 8.1 ATC Results – Lostwithiel

Location	Description	Direction		
		Northbound	Southbound	Two-Way
Bodmin Hill (speed limit 20mph)	24 Hour Day (5-day average)	436	409	845
	24 Hour Day (7-day average)	386	369	755
	Average Speed (mph)	12.3	12.0	-
	85th Percentile Speed (mph)	14.5	14.4	-
		North-Eastbound		
Fore Street (speed limit 30mph)	24 Hour Day (5-day average)	1208	-	-
	24 Hour Day (7-day average)	1114	-	-
	Average Speed (mph)	13.5	-	-
	85th Percentile Speed (mph)	17.4	-	-
		Northbound	Southbound	Two-Way
A390 Queen Street (speed limit 30mph)	24 Hour Day (5-day average)	4599	4606	9205
	24 Hour Day (7-day average)	4249	4244	8493
	Average Speed (mph)	23.8	24.5	-
	85th Percentile Speed (mph)	27.5	28.1	-
		Westbound		
North Street (speed limit 30mph)	24 Hour Day (5-day average)	1042	-	-
	24 Hour Day (7-day average)	957	-	-
	Average Speed (mph)	15.4	-	-
	85th Percentile Speed (mph)	18.5	-	-
		Northbound	Southbound	Two-Way
Cott Road (speed limit 30mph)	24 Hour Day (5-day average)	248	270	518
	24 Hour Day (7-day average)	228	250	478
	Average Speed (mph)	19.4	19.9	-
	85th Percentile Speed (mph)	24.9	25.5	-
Lanwithan Road (speed limit 30mph)	24 Hour Day (5-day average)	425	414	839
	24 Hour Day (7-day average)	383	376	759
	Average Speed (mph)	23.5	23.4	-
	85th Percentile Speed (mph)	27.6	27.5	-
		Eastbound	Westbound	Two-Way
Grenville Road (speed limit 30mph)	24 Hour Day (5-day average)	446	312	759
	24 Hour Day (7-day average)	417	285	701
	Average Speed (mph)	12.6	11.9	-
	85th Percentile Speed (mph)	16.0	15.2	-

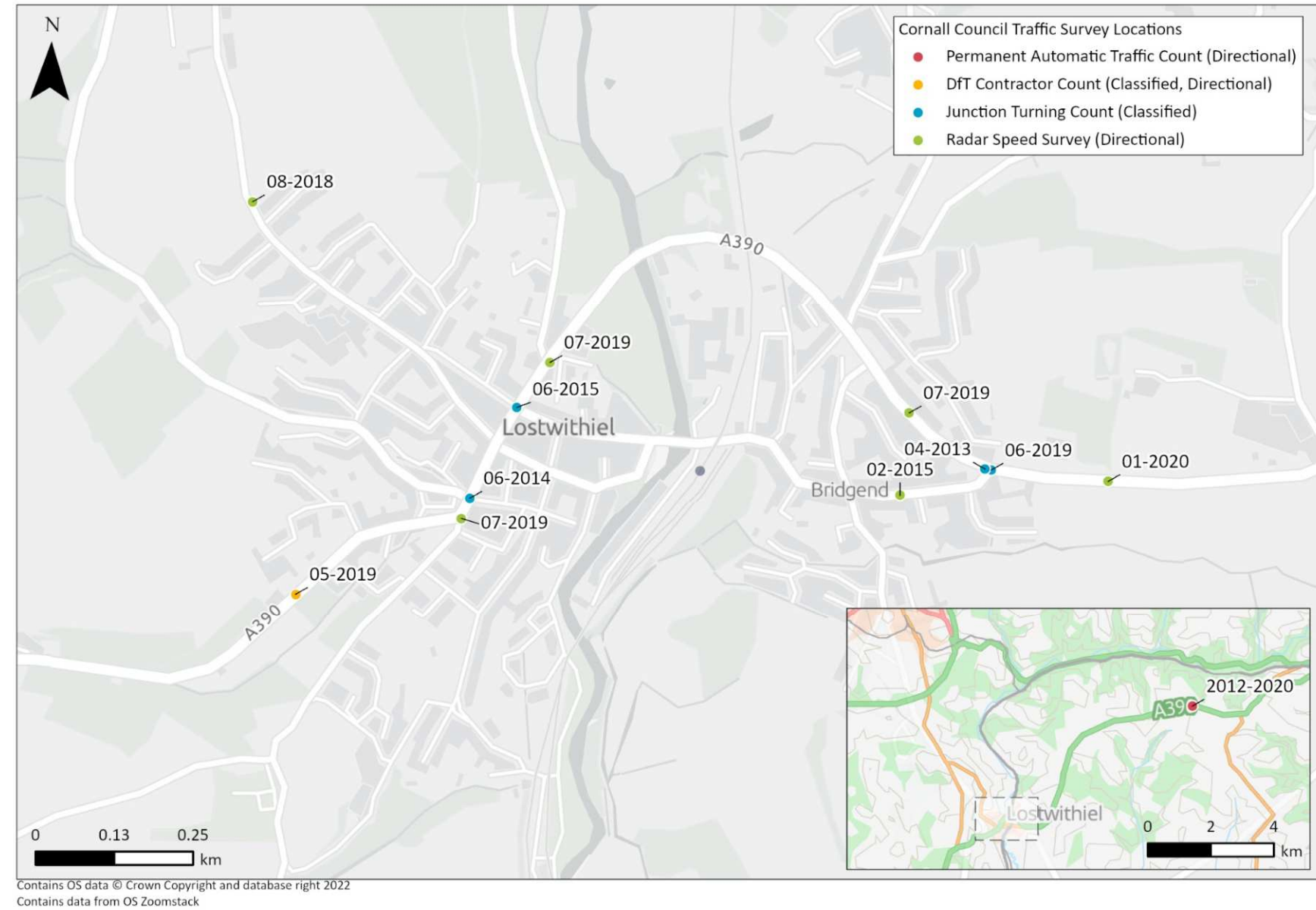
Cornwall Council Data

In the process of collating baseline information, Cornwall Council (CC) Highways (CORMAC Consultancy) provided any relevant traffic data held for Lostwithiel.

Figure 8.2 summarises the survey data provided by CC for the following locations, also shown in Figure 8.2

- Bodmin Hill – August 2018 (near Junction with Knights Court);
- A390 Queen Street – July 2019 (near Q Street Café);
- A390 Liddicoat Road – July 2019 (between Cott Road (South) and Grenville Road);
- A390 Liddicoat Road – July 2019 (near Junction with Restormel Road); and
- A390 Grenville Road – January 2020 (between Grenville Road and Polscoe Road).

Figure 8.2 Cornwall Council Survey Locations with the Survey Time Period





For the most part, these surveys were undertaken on the A390 with the only other survey point on Bodmin Hill. The 85th percentile speeds recorded on A390 Liddicoat Road (both locations) and A390 Grenville Road are noted to be in exceedance of the set speed limit, with the eastbound movement 8.4mph above the speed limit. The location of this survey was on the approach to Polscoe Road, providing access to the St Winnow C of E Primary School.

The speeds recorded on Bodmin Hill in Table 8.2 vary in comparison to those in Table 8.1; though the survey locations also vary significantly, one being towards the town centre and the other leading out of Lostwithiel, where the speed limit increases to the National Speed Limit shortly after the survey location.

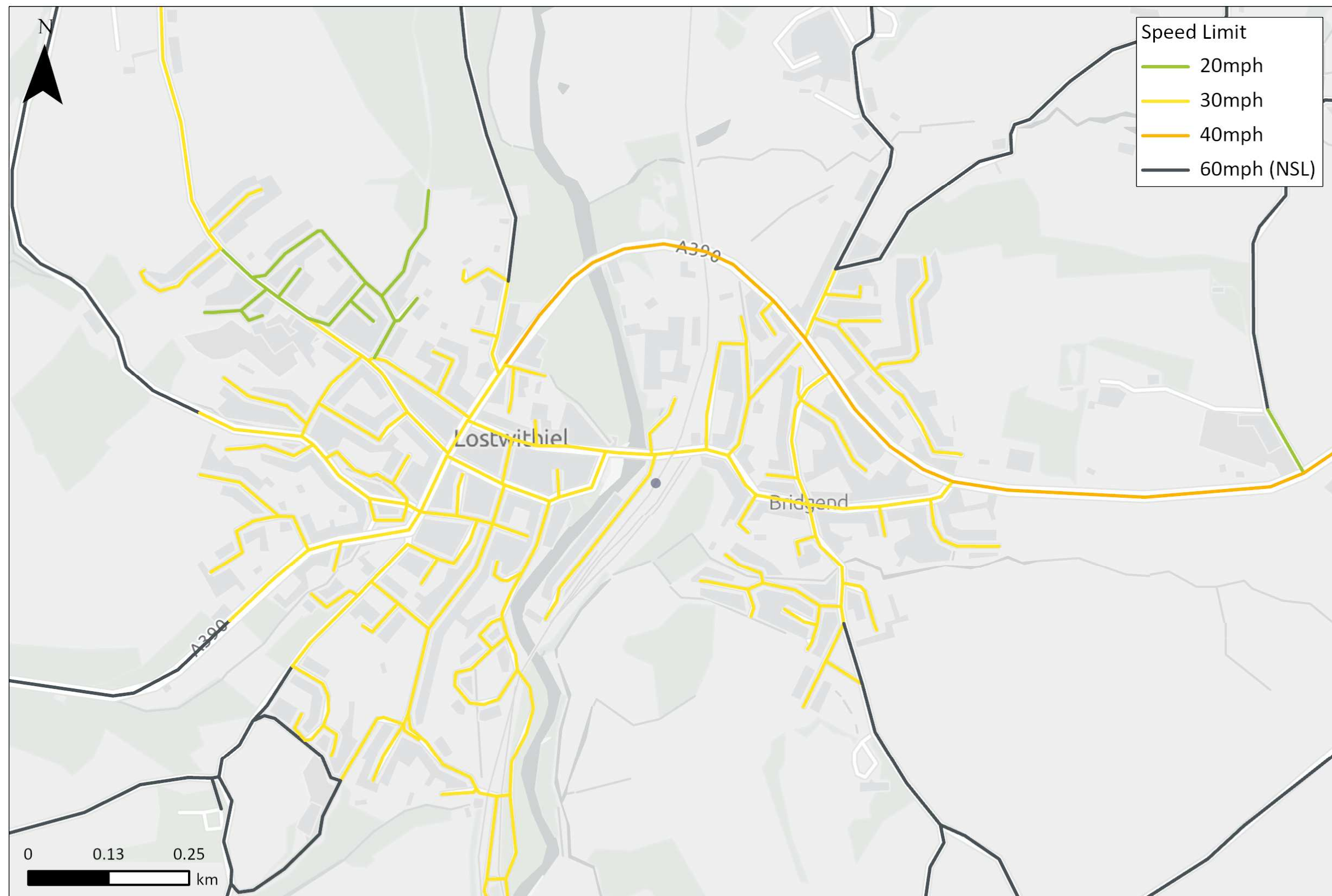
The vehicle flow in Table 8.2 is broadly in keeping with the categories of the roads surveyed. The surveys on the A390 all recorded more than 4,000 two-way movements in the 5-day average and most exceeded 7,000 two-way movements. Bodmin Hill has a lower level of movement with 728 two-way movement in the 5-day average which is to be expected of this lower category road.

Table 8.2 Cornwall Council – Radar Class Data

Location	Description	Direction		
		Northbound	Southbound	Two-Way
Bodmin Hill (30mph speed limit)	24 Hour Day (5-day average)	322	405	728
	24 Hour Day (7-day average)	301	375	677
	Average Speed (mph)	25.5	27.2	-
	85th Percentile Speed (mph)	30.9	31.1	-
A390 Queen Street (30mph speed limit)	24 Hour Day (5-day average)	3824	3718	7542
	24 Hour Day (7-day average)	3664	3618	7282
	Average Speed (mph)	24.5	25.2	-
	85th Percentile Speed (mph)	28.1	29.3	-
A390 Liddicoat Road (40mph speed limit)	24 Hour Day (5-day average)	3768	3553	7321
	24 Hour Day (7-day average)	3521	3486	7007
	Average Speed (mph)	38.5	41.0	-
	85th Percentile Speed (mph)	42.7	45.4	-
A390 Liddicoat Road (30mph speed limit)	24 Hour Day (5-day average)	4552	4277	8829
	24 Hour Day (7-day average)	4308	4148	8456
	Average Speed (mph)	33.4	29.9	-
	85th Percentile Speed (mph)	38.9	36.1	-
		Eastbound	Westbound	Two-Way
A390 Grenville Road (40mph speed limit)	24 Hour Day (5-day average)	1404	2968	4371
	24 Hour Day (7-day average)	1381	2786	4167
	Average Speed (mph)	42.0	41.4	-
	85th Percentile Speed (mph)	48.4	46.9	-



Figure 8.3 Lostwithiel Speed Limits



Contains OS data © Crown Copyright and database right 2022
Contains data from OS Zoomstack

8.2 Vehicular Access

Lostwithiel is subject to a local highway network which varies in character, with a key A-road through the centre of town, a variety of lower category roads with narrow one-way roads, residential streets and steep hills.

The speed limit on the A390 changes through Lostwithiel, reducing from National Speed Limit (max. 60mph) on the approach from A390 Edgcumbe Road to 30mph, until the speed limit increases to 40mph after the junctions with Restormel Road and Pleyber Christ Way, which remains until Downend and the junction with Two Trees Road. An area of a temporary 20mph speed limit is present near Polscoe Road which provides access to St Winnow C of E School, the 20mph speed limit is enforced when the signs flash around school arrival and departure times. Figure 8.3 summarises the speed limits in place in the context of Lostwithiel.

The A390 provides a primary distributor route through the centre of Lostwithiel, which in part acts as a bypass to the town centre and caters to high volumes of vehicular traffic, including HGVs, and speeds throughout. The A390 continues east towards Liskeard to the A38 and west towards St Blazey, Par and St Austell.

Figure 8.4 A390 Edgcumbe Road – Escape Lane



The A390 Edgcumbe Road, southwest of Lostwithiel, reduces from the National Speed Limit (max. 60mph) to 30mph on the approach into the built-up extent of Lostwithiel. As the speed limit reduces along a significant hill, an escape lane feature is in place with a gravel trap and significant barrier for the left side of a vehicle to use, if necessary, shown in Figure 8.4.

The 30mph speed limit is maintained until the carriageway becomes the A390 Liddicoat Road and passes the access to the Cattle Market car park and Restormel Road, where the speed limit increases to 40mph. This continues until Polscoe Road (for St Winnow C of E Primary School) where an advisory 20mph speed limit is displayed at school arrival and departure times before increasing to the National Speed Limit (max. 60mph).

The east of Lostwithiel, is more residential in nature with more driveways and vehicle crossovers connecting to the carriageway. Cott Road, Lanwithan Road and Grenville Road are significant routes in this area, connecting to the A390 and residential dwellings. Cott Road provides access towards the Duchy of Cornwall Nursery and Lanwithan Road continues south out of Lostwithiel to Lerryn.

Figure 8.5 North Street / Grenville Road – Lostwithiel Bridge



North Street and Fore Street sit to the west of the A390 and provide a one-way loop around the town centre with access to Lostwithiel Bridge. This route features on-street parking.

Quay Street is a two-way street and with on-street parking along both sides of the carriageway for the most part including a number of marked parking bays along the riverside frontage.

North Street becomes Grenville Road as it crosses over Lostwithiel Bridge, providing a key connection for all modes east to west across Lostwithiel.

Lostwithiel Bridge is a key feature in Lostwithiel and is a historic crossing over the River Fowey, the only crossing prior to the construction of the A390. Lostwithiel Bridge caters to two-way vehicular traffic, pedestrian and cyclists, though vehicles are required to give-way to each other due a width restriction of 6' 6" (1.98m). Signage on Lostwithiel Bridge also warns of a weak bridge and 7.5 tonne width restriction, preventing use by larger vehicles. The survey results recorded around 800 vehicles per day using this route.

Figure 8.5 shows the extent of North Street as it becomes Grenville Road and crosses over Lostwithiel Bridge, the image shows the restrictions to forward visibility due to buildings and high walls being directly adjacent to the highway leaving little space to create appropriate visibility splays particularly for the 30mph speed limit in place on these carriageways.

One of the most significant intersections in Lostwithiel is the crossroads between A390 Liddicoat Road, North Street and Duke Street, shown in Figure 8.6. North Street and Duke Street provide the minor arms connecting to A390 Liddicoat Road as the major route through.

The amount of highway space given over this junction is very significant and includes a two-lane approach from North Street into the junction. However, Table 8.1 demonstrates that a 5-day average of westbound traffic on North Street is just 1,042 vehicles (one-way) and less across the 7-day average, which demonstrates that the space given for a two-lane approach is not considered to be necessary. This is in addition to the large area of hatching also provided at the junction approach.

Duke Street and Bodmin Hill, and Restormel Road to Restormel Castle, form the key routes leading west of the A390, shown in Figures 8.6 and 8.7 and, respectively. Both routes link further west with a priority junction from Duke Street onto Bodmin Hill. Bodmin Hill provides access to Lostwithiel School and continues out of Lostwithiel towards Lanhydrock and Bodmin.

Bodmin Hill provides one of the few speed limit changes in Lostwithiel with a reduction to 20mph from 30mph, adjacent to Lostwithiel School. The speed limit change is identified by signage and roundels, with some infrequent, worn speed humps attempting to encourage traffic calming. However, the infrequency and low rise of these speed humps result in vehicle speeds not reduced significantly and the 20mph speed limit is not obliged. This was observed while visiting Lostwithiel in January 2023 with vehicles maintaining higher speeds as they travel on Bodmin Hill, even with pedestrians on carriageway.

Figure 8.6 A390 Liddicoat Road / North Street / Duke Street Crossroads



Figure 8.7 Bodmin Hill – Speed Limit Change adj. Lostwithiel School



8.3 Highway Safety

Collision Data provided by CC for the latest circa 10-year period has been reviewed for the local highway network.

Figure 8.8 summarises the data recorded in the vicinity of Lostwithiel. A total of 15 incidents were recorded, with 13 resulting in ‘slight’ personal injury and two resulting in ‘serious’ personal injury, none were recorded to be fatal.

Four (26%) of incidents across the network involved pedestrians and cyclists. One in 2013 involved one pedestrian and one car at the A390 / Bodmin Hill / Fore Street crossroads during a period of darkness.

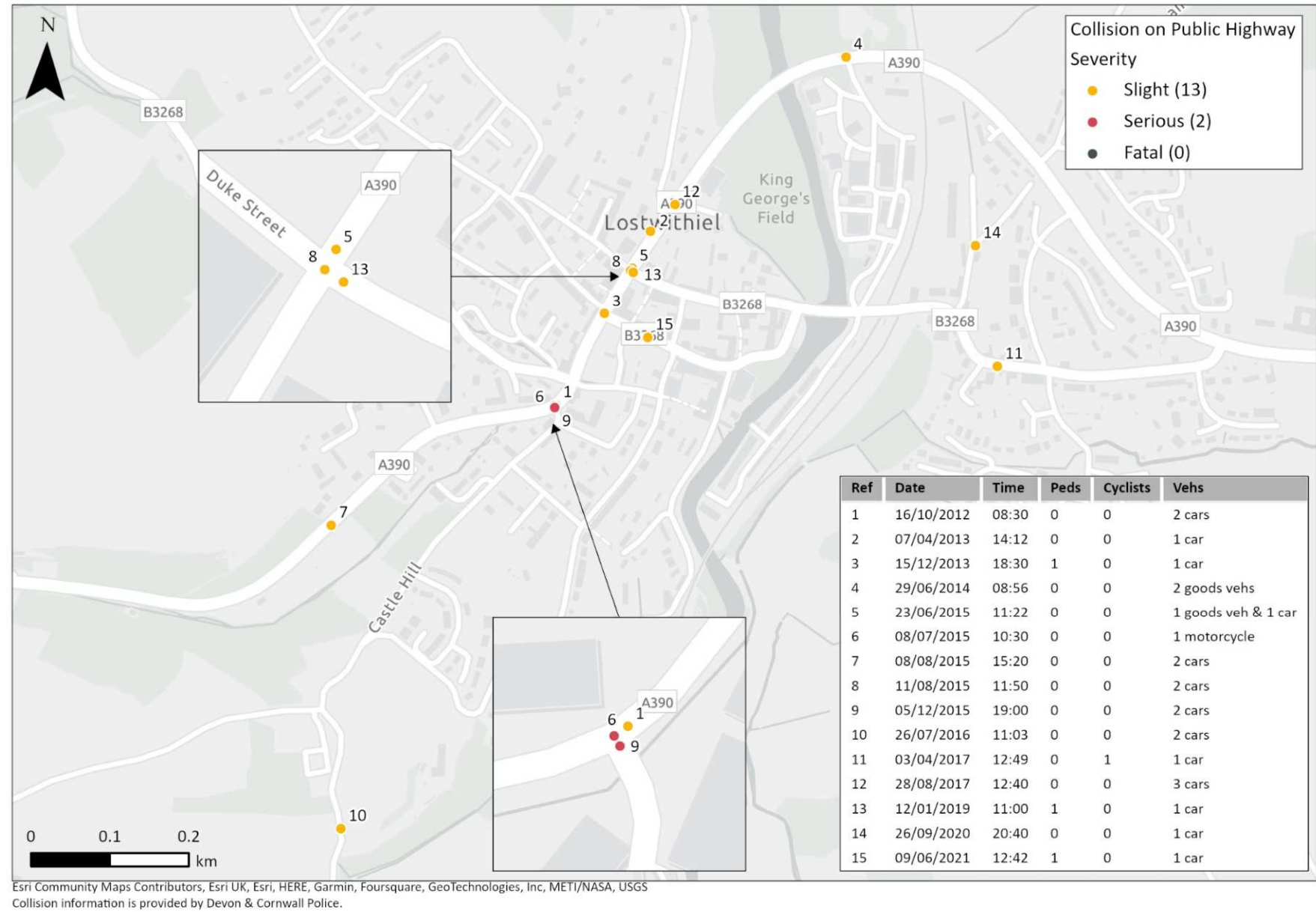
Another in 2014 involved a cyclist and a car on Grenville Road, one in 2019 at the A390 / North Street / Duke Street crossroads and the last one was recorded in 2021 involving a pedestrian and a car on Fore Street. In the collision records, it was noted that the car driver in this scenario was driving out of an on-street parking space on Fore Street and mounted the opposite footway colliding with a pedestrian. This could potentially be attributed to the narrow width of Fore Street and excess amounts of on-street parking with minimal space to manoeuvre. All other incidents recorded in Lostwithiel only involved motor vehicles.

Small groups of incidents are shown in the inset maps across, at the corner of A390 Queen Street and A390 / North Street / Duke Street crossroads.

Collisions within the study area are mostly confined to the A390, incidents also occurred on some of the smaller routes through Lostwithiel including Fore Street, Grenville Road and Mill Hill.

The results show some clusters which might suggest a highway safety issue, but do not identify any specific areas where vulnerable road users may have suffered an injury following a collision on a recurring basis.

Figure 8.8 Lostwithiel Collision Data



8.4 Servicing and Loading

On-site observations and a desktop review found no dedicated areas for servicing and loading on the public highway in Lostwithiel, although in areas with double yellow lines there are no additional loading restrictions marked.

For goods vehicles navigating Lostwithiel, the one-way route of Fore Street to The Parade and left onto North Street, will be key to service the town centre, thereby avoiding the weight restriction on Lostwithiel Bridge.

During the site visit, the area of double-yellow line marking outside of the Army Cadets Cornwall ACF building (next to the Co-op store) and the on-street parking adjacent to this on The Parade was noted to be in frequent use by vehicles loading throughout the day to serve businesses in the town centre. Likely due to the proximity to businesses in this area and increased highway space than is found on Fore Street. Examples of this can be seen in Figure 8.9.

During the site visit, a HGV was observed making the turning movement left from The Parade to North Street to avoid the weight restriction on Lostwithiel Bridge. An image of this is shown in Figure 8.10 demonstrating the changes of turning large HGVs in the town centre. Due to the carriageway widths on North Street the HGV was required to make a several point turn to avoid a collision, reversing on the highway between the historic walls and the residential dwelling opposite the junction.

Many roads in Lostwithiel are narrow and have junctions with minimal junction radii. Local residents in the town centre and more historic streets have issues they are accessing their property and parking nearby. Refuse collections are also challenging despite smaller refuse vehicles being used to serve Lostwithiel so as to navigate the narrow routes and challenging turns.

Residents living on narrower streets such as Church Lane have difficulty loading outside of their dwelling and have no choice but to block the carriageway. Given that the route is often used by vehicles to cut through the town centre, they face issues with disgruntled drivers which cannot pass them while rat running.

Many buildings are accessed directly adjacent to the carriageway with no footway or space separating the carriageway and dwelling access. The resident also mentioned that given the lack of separation, residents are required to leave their refuse items on the carriageway for collection, further reducing the width of the carriageway.

Figure 8.9 The Parade – Vehicle Loading



Figure 8.10 North Street / The Parade – HGV Turning



Figure 8.11 Fore Street – Historic Image of HGV using Footway



Source: Lostwithiel Town Team

9 Parking

The town centre primarily incorporates one public car park which is owned in two parts by Cornwall Council and Lostwithiel Town Council (leasing to Community Centre). This is known locally as the Cattle Market car park providing parking for the community centre, fire station, health centre and scout hut with approximately 72 spaces counted across two main areas. However, many of these markings are worn and the car park is not maintained to a good standard, resulting in nuisance parking outside of the marked bays and parallel parking along the access route.

This includes parking which prevents clear access to the fire station, where vehicles are parked opposite the station entrance leaving limited space for exit. The unrestricted nature of the car park results in some leaving vehicles there for long periods, with anecdotal information suggesting that some of the towns parking pressures come from commuters accessing the rail network here.

Other public, surface parking areas are present in Lostwithiel with parking bays at the Parade Square and Quay Street. These are more informal and are not signposted as formal car parks. Small-scale privately-owned car parks are also present throughout Lostwithiel including the Station car park providing 10 spaces, the Best Western, the Royal Oak Inn and the Earl of Chatham public house.

Parking in Lostwithiel is otherwise accommodated on-street where parking is largely unrestricted and free.

There are some restricted areas of double yellow lines, single yellow lines subject to timed restrictions and solid white lines preventing parking in front of driveways (where provided) and in proximity to junctions. These restrictions are illustrated in Figure 9.1.

However, it has been noted that the lack of enforcement means that these restrictions are often ignored.

Figure 9.1 Parking Restrictions in Lostwithiel

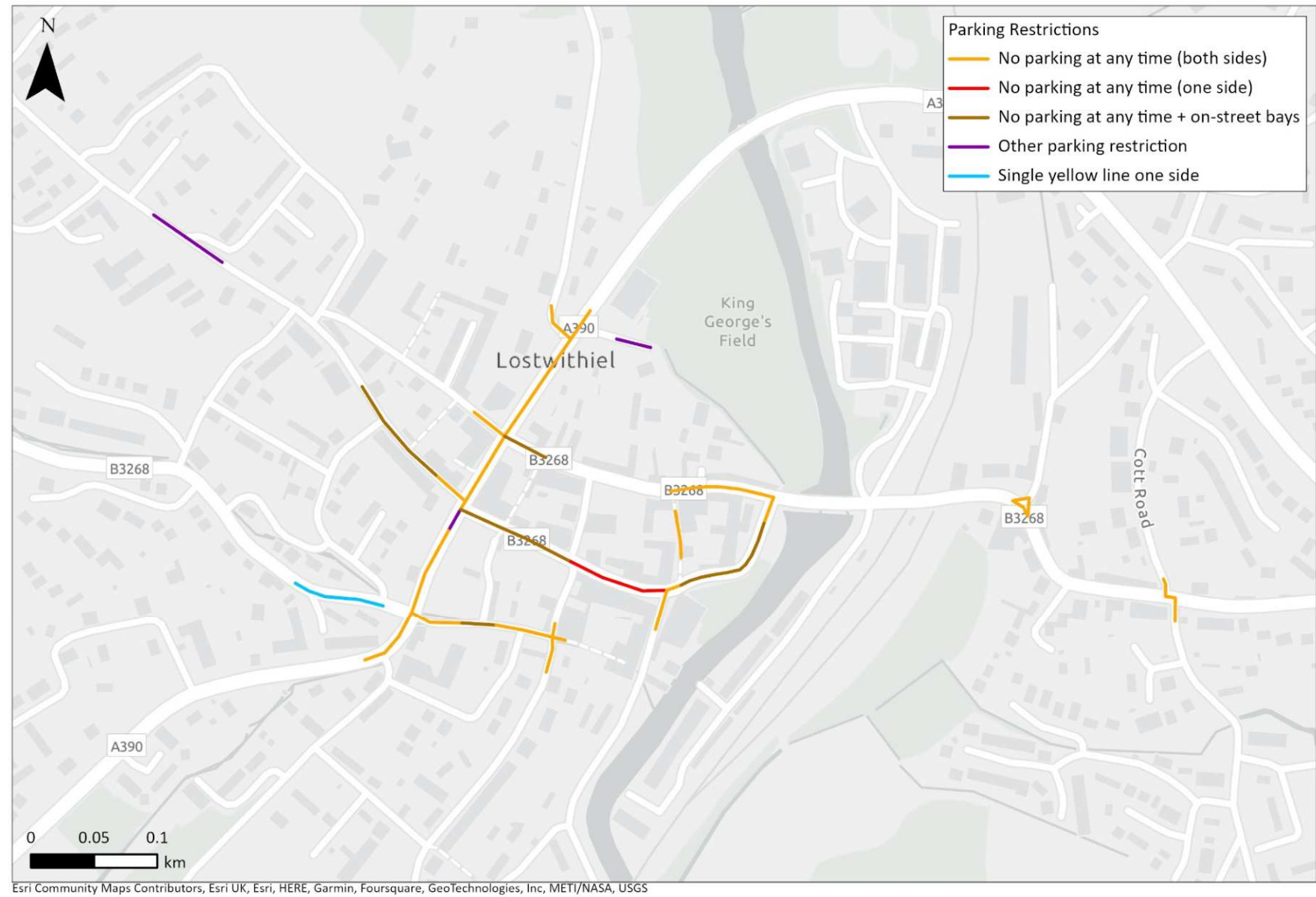


Figure 9.2 shows single yellow line markings on Fore Street in the town centre of Lostwithiel restricting waiting or loading in this area between 08:00-18:00.

Vehicles in different areas across Lostwithiel were observed to frequently park on double yellow lines, with drivers leaving their vehicles for long periods. Likely out of convenience for the most part but can also be attributed to the high demand for on-street parking, particularly with the weekday commuter parking demand in Lostwithiel (to access the station). This is explored further in Section 10 with the analysis of the parking surveys undertaken.

It was observed that most on-street parking bays were fully occupied and oversubscribed in places where drivers resorted to parking on kerb buildouts or on the footway such as adjacent to The Royal Talbot on the A390.

The observations suggest that the demand for on-street parking outstrips the supply and results in vehicles circulating to find a space, generating an impact to congestion.

Figure 9.2 Fore Street – Single Yellow Line Restrictions



It was also observed that there were many areas where inconsiderate parking and nuisance parking would cause issues for pedestrians or would impact on highway safety by narrowing carriageway widths or obstructing visibility splays.

Throughout Lostwithiel vehicles seen to be parked in informal areas such as; grass verges, on the radius of a junction restricting pedestrian crossing accessibility and visibility, and in areas where specific 'no parking' signs have been displayed, such as where access is required to utilities or to the railway.

Vehicles were parking adjacent to or in front of a modal filter such as on Monmouth Lane where vehicles were observed blocking the entry/exit to both ends of the modal filter, even when 'keep clear' markings are in place as shown in Figure 9.3. Examples of these parking hazards are shown overleaf.

Figure 9.3 North Street / Monmouth Lane – Parking on 'Keep Clear'





Summers Street – Two vehicles parked blocking access to utilities where ‘no parking signs are displayed.



Brunel Quays / Grenville Road – Parked vehicles line the junction radius and very close to level crossing. Blocking visibility and pedestrian crossing movements.



Bodmin Hill – Two vehicles parked entirely on double yellow lines.



Fore Street – Vehicle parked entirely on double yellow lines.

10 Parking Survey Analysis

10.1 Town-wide On-Street Parking Survey Analysis

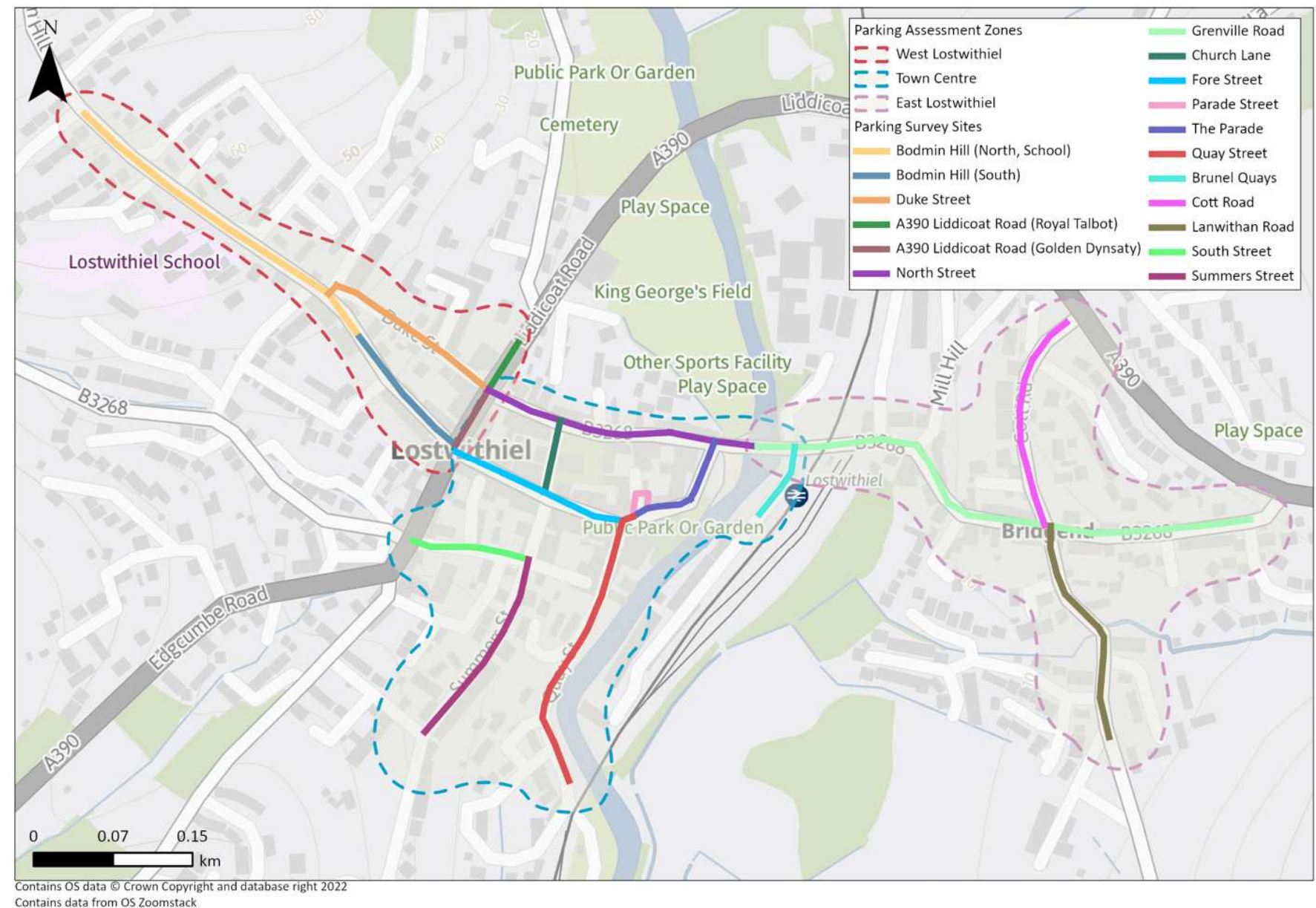
This section provides analysis of all data captured seeking to draw out the overall trends.

A parking beat survey was undertaken on Wednesday 26th and Saturday 28th January 2023 between the hours of 07:00-19:00. Parking beats were undertaken at 30-minute intervals across these time periods, except for the area surrounding Lostwithiel School which were undertaken at 5-minute intervals to capture the movements associated with the school.

The geographic area covered within the surveys, along with parking locations is shown in Figure 10.1. The survey analysis has been broken down into three key overarching areas of West Lostwithiel, Town Centre and East Lostwithiel and are labelled as such in Figure 10.1.

Each area has been reviewed to calculate the approximate number of legal and feasible on-street parking spaces across Lostwithiel that do not block access, dropped kerbs, drive-way, or contravene parking restrictions (white line, single or double yellow lines) and no parking signs.

Figure 10.1 On-Street Parking Beat Study Area- Site Breakdown



On-Street Parking Demand – All Observed Roads

Across the whole study area, the local highway network has capacity for approximately 286 parked vehicles. This takes into account parking restrictions, the presence of dropped kerbs and the available width of the highway for accommodated vehicles parked on both sides of the carriageway. The total occupancy and capacity across the roads observed is shown in Figure 10.2.

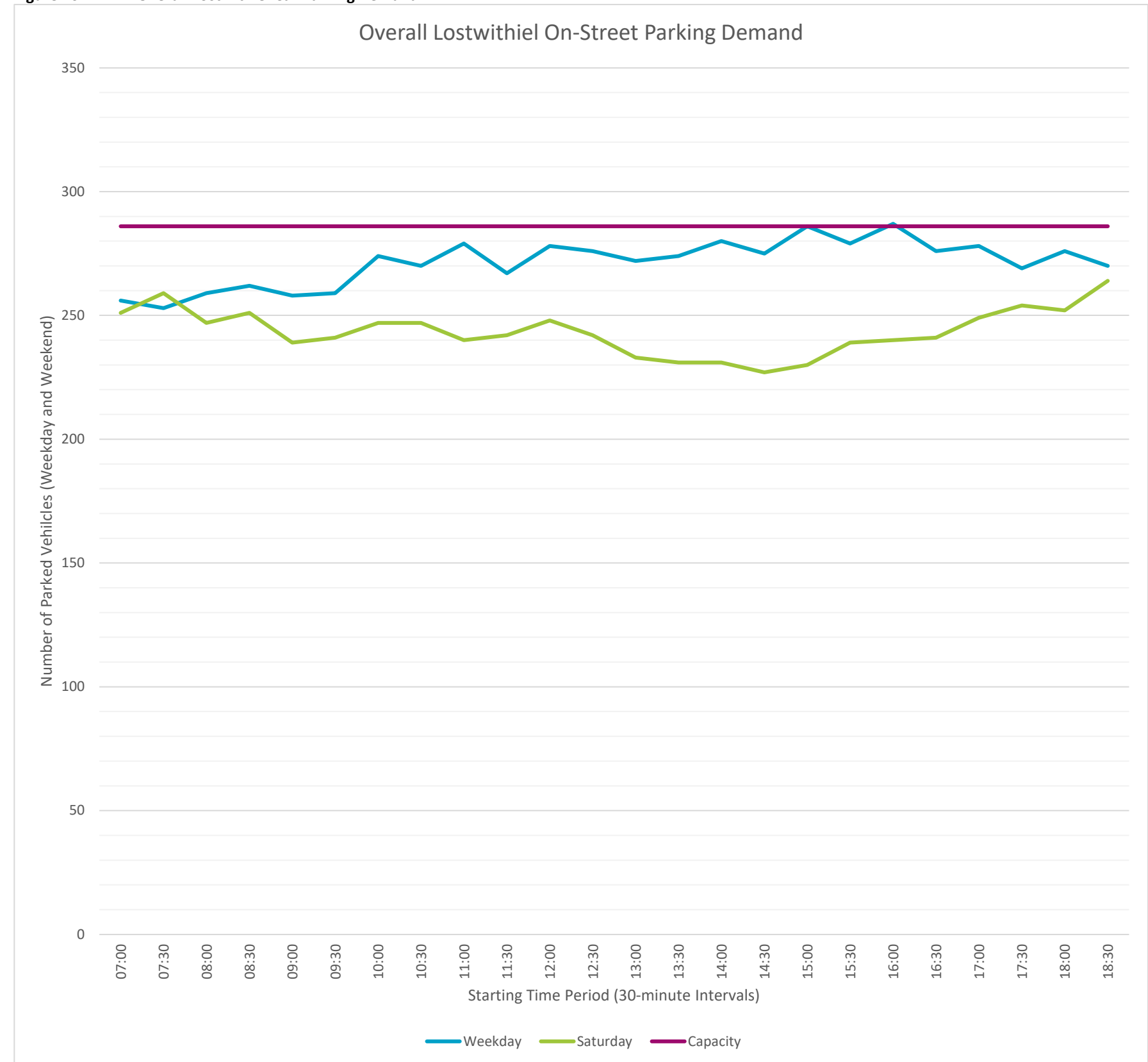
In general, the results show that the on-street parking in Lostwithiel is at, above or nearing capacity in both the weekday and Saturday periods.

The parking beat surveys have demonstrated that parking demand was higher on the weekday than on the Saturday overall. The peak demand occurred on the weekday at 15:00 and 16:00 with on-street parking shown to be above capacity with 286 and 287 vehicles parked respectively. Although a wider extended, relatively flat peak was experienced over the rest of the day with the number of vehicles parked sitting between 272-287 from 12:00-17:30. There is evidence of a slight increase in parking demand at 16:00 on the weekday survey but falls again quite steadily after this.

The Saturday survey data generally shows a lower level of usage across the survey period, while still reaching a peak of 264 vehicles parked between 18:30-19:00 (likely when residents return home for the day). Higher levels of usage of on-street parking on the Saturday are seen in the morning and evening periods with a gradual decrease from the morning peak of 259 vehicles parked at 07:30 to a low of 227 vehicles parked at 14:30, before increasing again into the evening peak (264).

From the data in Figure 10.2, it is evident that there is a significant pressure on the on-street parking provision within the study area in Lostwithiel, particularly on weekdays. It is considered that this may be caused by the level of unrestricted and free parking available in Lostwithiel for commuters wanting to use the railway as part of an interconnecting journey. The peak weekday parking demand equates to maximum just over 100% occupancy of on-street spaces across Lostwithiel and the Saturday peak equates to a maximum of 92% occupancy.

Figure 10.2 Overall Lostwithiel Car Parking Demand



West Lostwithiel On-Street Parking Demand

Figure 10.3 demonstrates the on-street parking demand recorded across the sites in the area summarised as 'West Lostwithiel', covering Bodmin Hill, Duke Street and the west side of the A390, as shown in Figure 10.1 above.

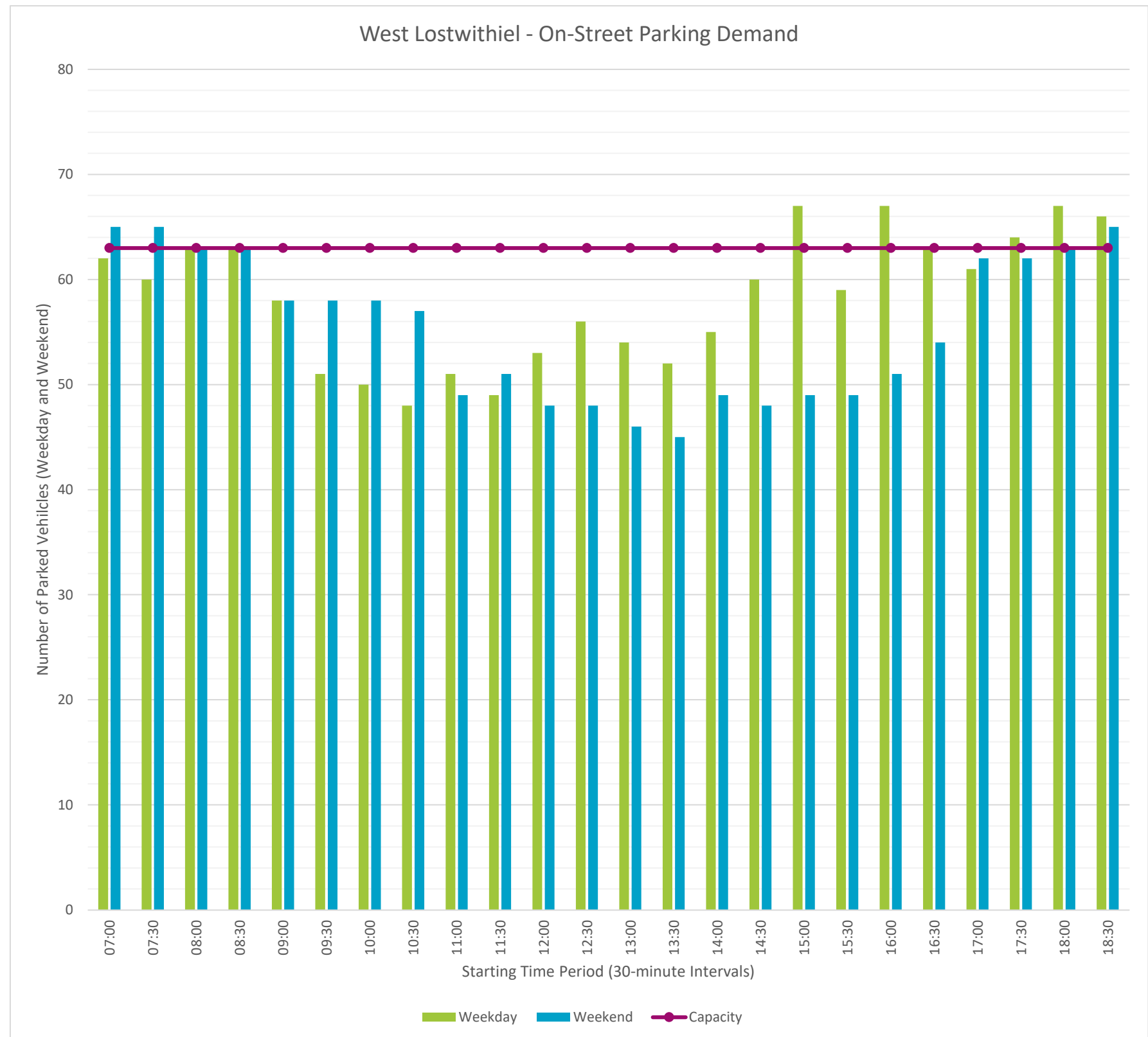
The 12-hour profile summarised across highlights the peak number of vehicles parked in during the morning and evening, with a lower level of vehicles parked during the middle of the day, approximately between 09:30-14:00. Given the largely residential streets surveyed in this area, this pattern of movement and vehicles parked is to be expected. However, the exceedance of the capacity of spaces creates issues locally and may result in some nuisance or unsafe parking.

Across both survey periods, the weekend was recorded to largely have lower levels of vehicles parked with the exception of the early morning period between 07:00-10:30, likely due to less residents commuting and moving their vehicle at the start of the day on a Saturday.

The capacity for the two locations lining the western side of the A390, adjacent to The Royal Talbot Pub and Golden Dynasty, have been set to zero due to these areas comprising a footway or a route separate to the main carriageway that should be prioritised as a protected space for pedestrians. Both sites were used for parking throughout the survey with at least one vehicle parked at any given point. The maximum number of vehicles parked was 5 vehicles on both sites across the weekday and Saturday, with the exception of the site outside The Royal Talbot had 4 vehicles parked on the Saturday.

Duke Street was consistently, considerably over capacity (up to 200%), with the number of feasible and safe parking spaces limited in comparison to the number of vehicles attempting to parking there, likely due to the convenience for local pubs on Duke Street.

Figure 10.3 West Lostwithiel On-Street Parking Beat Survey



Town Centre On-Street Parking Demand

Figure 10.4 demonstrates the on-street parking demand recorded across the sites in the area summarised as the 'Town Centre' covering North Street, Fore Street, Brunel Quays, The Parade and Parade Square, Quay Street, Church Lane, South Street and Summers Street. The area summarised is shown in Figure 10.1 above.

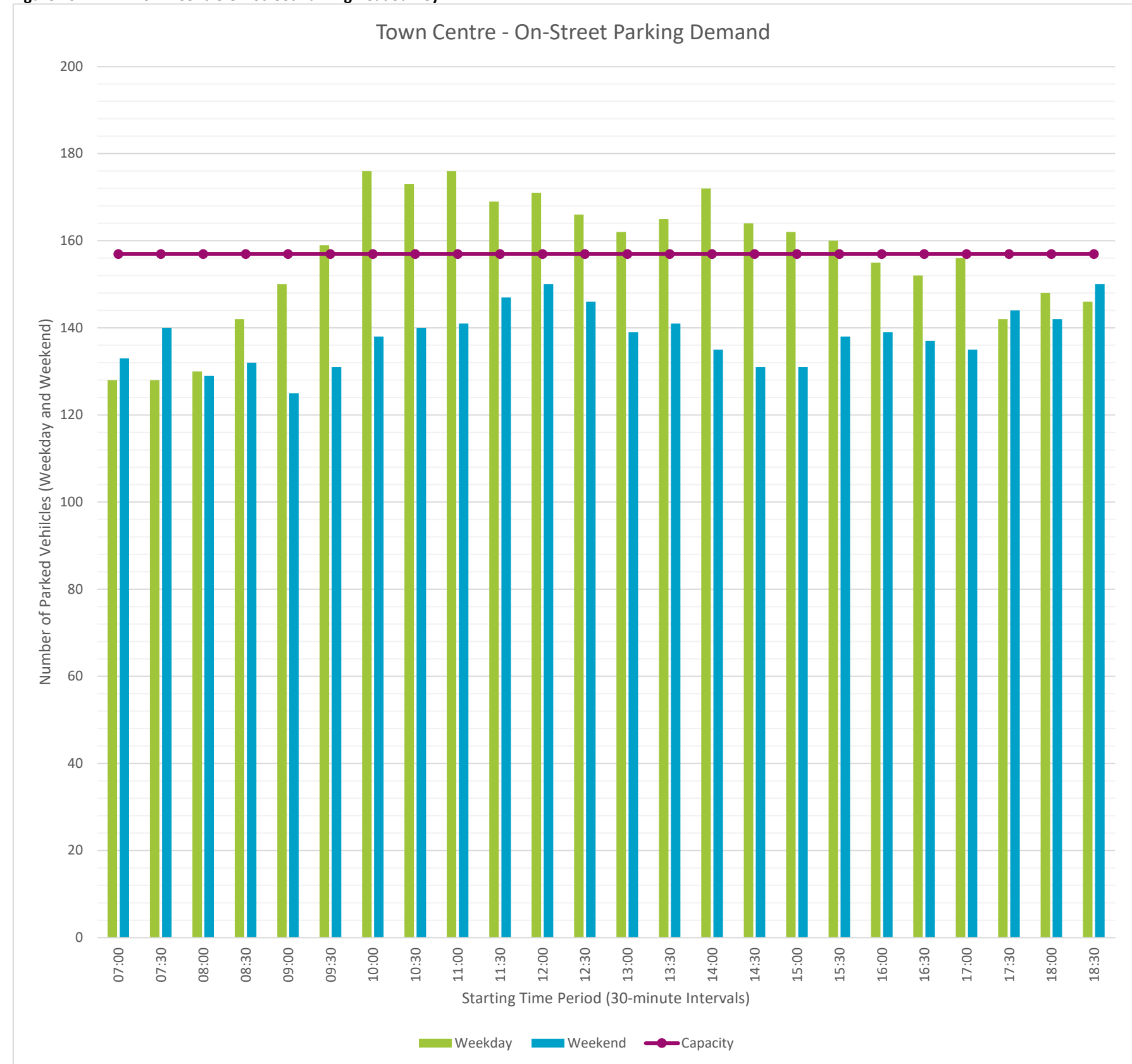
The 12-hour profile summarised across demonstrates the much-increased level of use of on-street parking through the middle of the day, approximately between 10:00-15:00. This was particularly seen during the weekday survey where the capacity of on-street parking spaces is exceeded by up to 19 vehicles, likely due to vehicles across the town centre parked in restricted areas such as with double or single yellow lines which are in place throughout a lot of the town centre. The exceedance of the capacity of spaces creates issues locally and may result in some nuisance or unsafe parking, potentially blocking access or turning space for other vehicles, cyclists or pedestrians.

The streets recorded to be most frequently at or over capacity where North Street and Quay Street during both survey periods, and Summers Street mainly in the early morning and later evening periods (likely due to the residential nature of this street).

Brunel Quays, for Lostwithiel Station, was also noted be at or exceeding capacity between 09:30-16:30 through the weekday (maximum 27 parked, capacity of 24), and yet during the weekend survey period the number of vehicles parked did not exceed 7.

Across both survey periods, the weekend was recorded to largely have lower levels of vehicles parked with the exception of the early morning period between 07:00-08:00, likely due to less residents commuting and moving their vehicle at the start of the day on a Saturday.

Figure 10.4 Town Centre On-Street Parking Beat Survey





East Lostwithiel On-Street Parking Demand

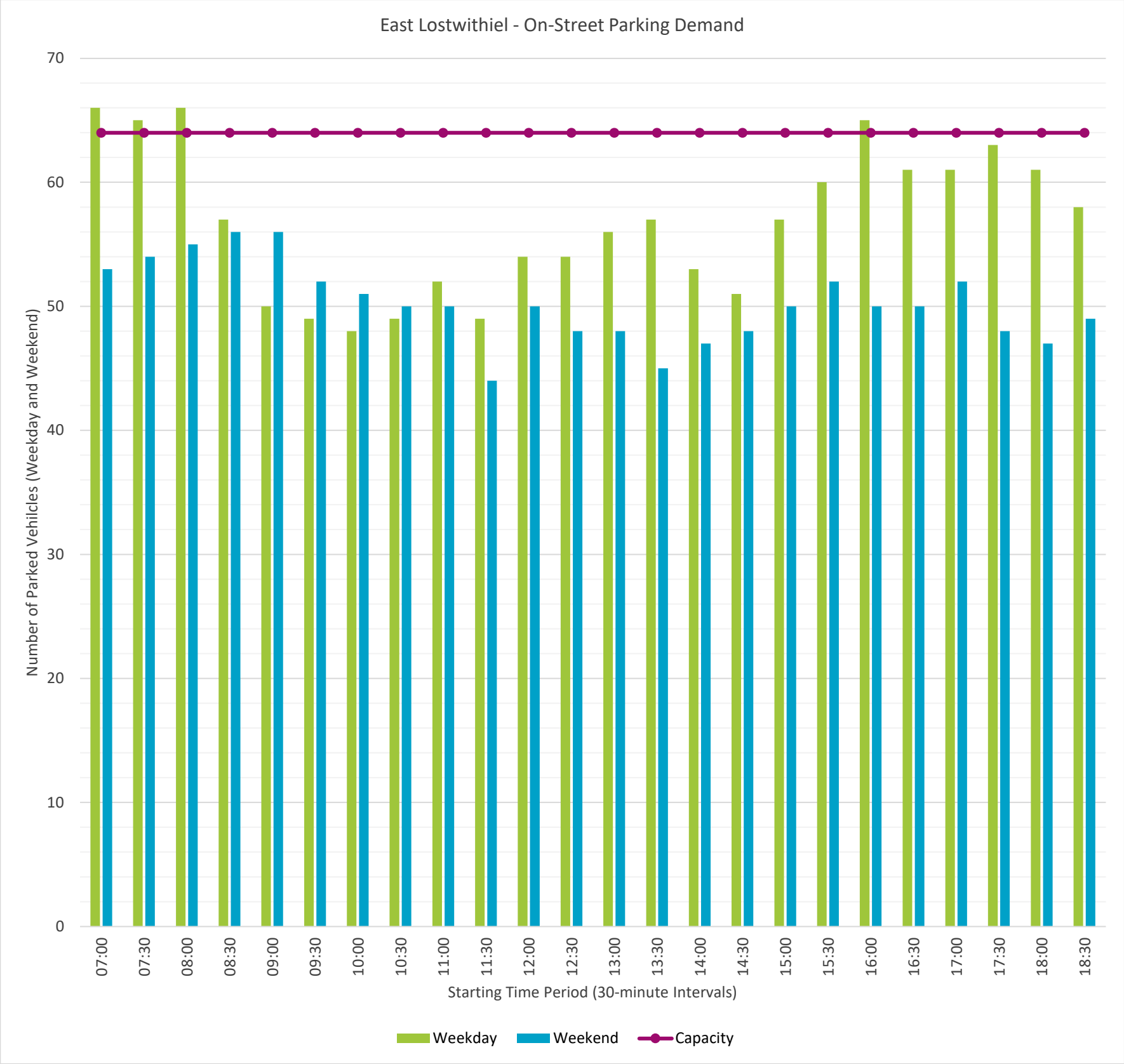
Figure 10.5 shows the on-street parking demand recorded across the sites in the area summarised as the ‘East Lostwithiel’ covering Grenville Road, Cott Road and Lanwithan Road. The area summarised is shown in Figure 10.1 above.

The 12-hour profile summarised across highlights the peak number of vehicles parked in during the morning and evening, with a lower level of vehicles parked during the middle of the day, approximately between 08:30-15:00. Across both survey periods, the weekend was recorded to largely have lower levels of vehicles parked.

Outside of these hours (in the early morning and later evening) the number of vehicles park is closer to or exceeding capacity of the number of suitable spaces available. The number of legal and feasible parking spaces are breached between 07:00-08:30 and again at 16:00, remaining close to capacity for the rest of the evening period. The exceedance of the capacity of spaces creates issues locally and may result in some nuisance or unsafe parking.

Grenville Road and Lanwithan Road were both recorded to be more frequently close to or above capacity throughout both survey periods with the number of vehicles parked on Cott Road were recorded be less than capacity.

Figure 10.5 East Lostwithiel On-Street Parking Beat Survey



Bodmin Hill On-Street Parking Demand – 5-Minute Intervals

An additional element of the surveys included a 5-minute parking beat across the weekday and Saturday periods to enable assessment of the potential impact of Lostwithiel School on the nearby on-street parking. A 5-minute beat was used to pick up the which vehicles parked and stayed for short dwell times on Bodmin Hill and particularly those outside Lostwithiel School. The areas recorded in the 5-minute parking beat are shown in Figure 10.6 across.

A number of trips associated with school drop offs and pick up may include ‘drop and go’ parking where the driver does not leave the vehicle and the child enters the school from Bodmin Hill and therefore may not be picked up in the results to the full extent. However, it is considered that the results provide an accurate representation of the capacity of the highway network to accommodate the longer dwell times typically associated with pick-ups and drop-offs for primary school aged pupils.

Figure 10.6 Bodmin Hill – 5-minute Parking Beat Areas



Figure 10.7 highlights a weekday peak in vehicles parked occurring specifically around the start (08:45) and end times (15:15) for Lostwithiel School. The levels of occupancy are far less in the weekend period with no clear peaks identified, suggesting that the weekday data is largely attributed to vehicles associated with Lostwithiel School. Though the number of vehicles parked in the early morning and later evening periods during the weekend survey are shown to be seven vehicles higher than the weekday in the morning period and similar to the weekday in the evening period. This is likely due to a fewer number of vehicles being used to commute in the early morning period on a weekend.

This is particularly evident in Area 2, shown in the inset graph below, where the weekday morning starts with no vehicles parked (0%) but rapidly increases to 100% occupancy by 08:40 with a very short peak, reducing to 50% occupancy by 08:50. In the afternoon, the peak has a longer profile maintaining 100% occupancy between 15:00-15:20.

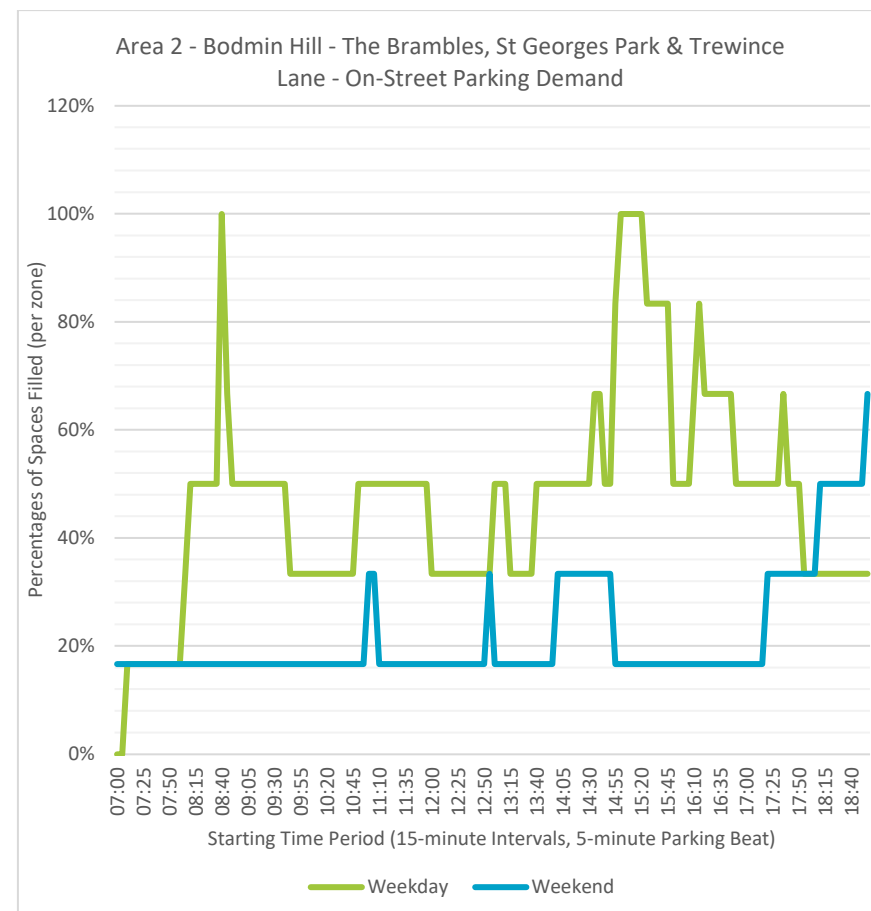
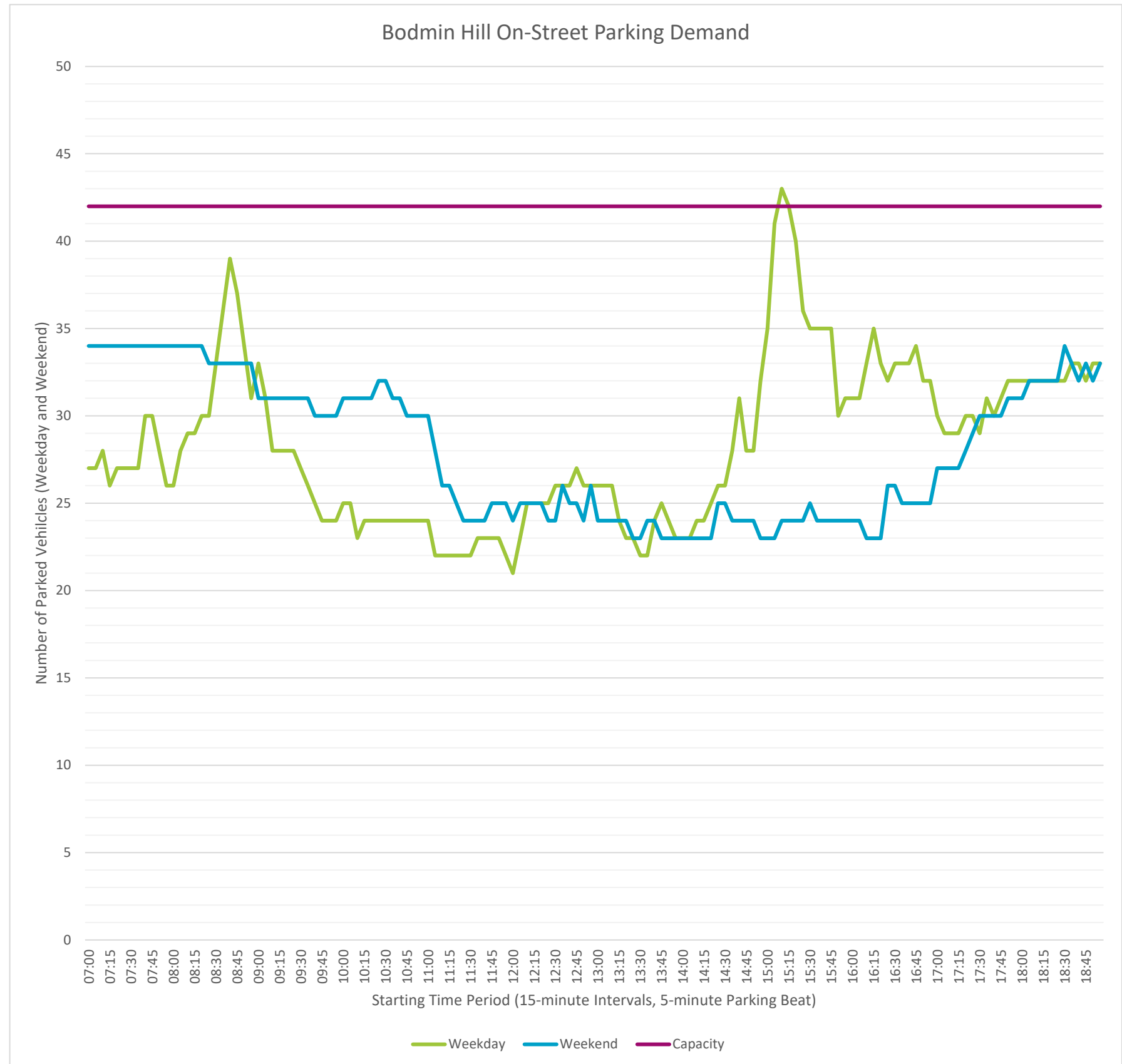


Figure 10.7 East Lostwithiel On-Street Parking Beat Survey





Across the other areas of the parking beat on Bodmin Hill, Areas 1 and 5 are identified in the analysis to sit consistently at or above capacity across both survey periods. However, these areas have limited change in the number of vehicles parked around the school periods, given the limited capacity for remaining on-street parking spaces for drop-offs and pick-ups. The vehicles parked in Area 5 is likely due to the proximity of spaces closer to the town centre, attracting a higher use associated with short stay convenience trips and creating nuisance parking where spaces are restricted or not available.

Area 3, immediately opposite Lostwithiel School, is noted to sit below in both surveys’ periods. This is likely due to the increased level of parking restriction outside of the local school, with yellow zigzag ‘keep clear’ markings and solid white line marking opposite. Parking associated with school drop offs and picks is therefore likely to spill over into others, such as Zone 2 which is more heavily impacted.

10.2 Cattle Market Car Park –Parking Survey Analysis

Car Park Audit

Figure 10.9 shows the car park known as the Cattle Market car park, the largest car park in Lostwithiel Town Centre. This provides nearby parking access to Lostwithiel Community Centre, Cornwall Fire and Rescue Service, a scout hut, health centre and clinic. This section of the study will compile a brief audit of the car park in terms of the car park's condition, size, accessibility, signage and payment/tariffs.

Condition: The car park is currently in poor condition; majority of parking bays are not visible and require re-marking. Infrequent lighting is provided, unlikely to provide sufficient lighting throughout whole surface area of the car park.

Size: Surface car park with capacity for approximately 82 spaces including 6 disabled spaces and 5 spaces for staff of the community centre. The survey method will have also captured vehicles being parked on private off-highway parking spaces and garages which are estimated to account for 15 – 20 of the cars parked in this area at peak times.

Signage: Some directional signage is provided on the highway on the A390 Liddicoat Road to direct drivers towards the car park. For pedestrians leaving the car park, a fingerpost is provided for wayfinding to different landmarks and areas of the town centre.

Accessibility: The car park is located in the north of Lostwithiel Town Centre. Sole vehicular access is gained via A390 Liddicoat Road. Pedestrian access can be undertaken alongside vehicular access but is also provided directly to the King George VI playing fields and south onto North Street. No dedicated infrastructure for pedestrians is provided within the car park. The uneven surfacing in the car park could create issues for pedestrians and disabled users moving through the car park, particularly during periods of inclement weather.

Payment Options and Tariffs: Free parking throughout, no time restrictions in place.

Audit Status: Car park is in poor condition with the vast majority of markings worn away and poor surfacing. Some directional signage is provided for vehicles and pedestrians. Pedestrian access to town centre is feasible, but no formal crossings or protected infrastructure is provided along the route.

Figure 10.8 Cattle Market Car Park





Survey Data Analysis

PJA commissioned a specialist third-party survey company to undertake a parking survey the Cattle Market car park in Lostwithiel. The survey was undertaken on Tuesday 25th April and Saturday 22nd April, to establish behaviour patterns, where possible, and identify any differences across a neutral weekday and weekend. The surveys covered a 12-hour period between 07:00-19:00 on each of the weekday and Saturday.

The survey captured the operation of the car park including arrival and departure movements, parking accumulation and duration of stay, using ANPR cameras.

Parking Accumulation

The parking accumulation data has been summarised graphically for the car park. This data has been used to understand the level of demand and how much capacity is utilised across the survey days.

As demonstrated by Figure 10.9 and

Figure 10.10, the Cattle Market car park accommodated consistently high level of parking across the weekday and to a slightly lesser extent on the Saturday.

The peak accumulation recorded in the week was between 07:15 and 07:30 when an occupancy of 102 vehicles was recorded. This is likely to be the level of resident overnight parking demand in this area. During the day some capacity is available, particularly in the morning with the car park filling up again around 15:00 coinciding with the end of the school day. Occupancy falls away slightly after the school pick up before returning to full occupancy around 17:30 – 18:00 as residents return home.

The peak occupancy is shown to be higher than the calculated occupancy this is due to people parking within off-street parking spaces in this area, and some less considerate or block parking occurring overnight.

On the Saturday the peak parking demands are again seen in the early morning and late afternoon with a maximum occupancy of 104 vehicles recorded at 16:30.

Maximum capacity at which car parks can still operate efficiently is typically taken as 85% (circa 70 spaces). Beyond this level, issues such as circulation within car parks, queuing and perceptions that a car park is full start to impact upon the efficient operation of individual car parks, and also wider parking stock.

Overall, the level of usage of the car park was higher on the weekday with 410 total vehicles parked across the day compared to 306 on the Saturday.

On the Saturday, parking demand is shown to build to a lunchtime peak of 40 parked vehicles between 13:00-13:30, 55% of the entire car park capacity and 63% of the standard spaces (staff and disabled bays removed). The observed longer peak of vehicles is maintained across the Saturday with between 31-40 vehicles parked between 11:00 and 14:30. The number of vehicles parked significantly reduces later in the afternoon with a high number of departures at 16:00.



Figure 10.9 Cattle Market Car Park Weekday Parking Demand

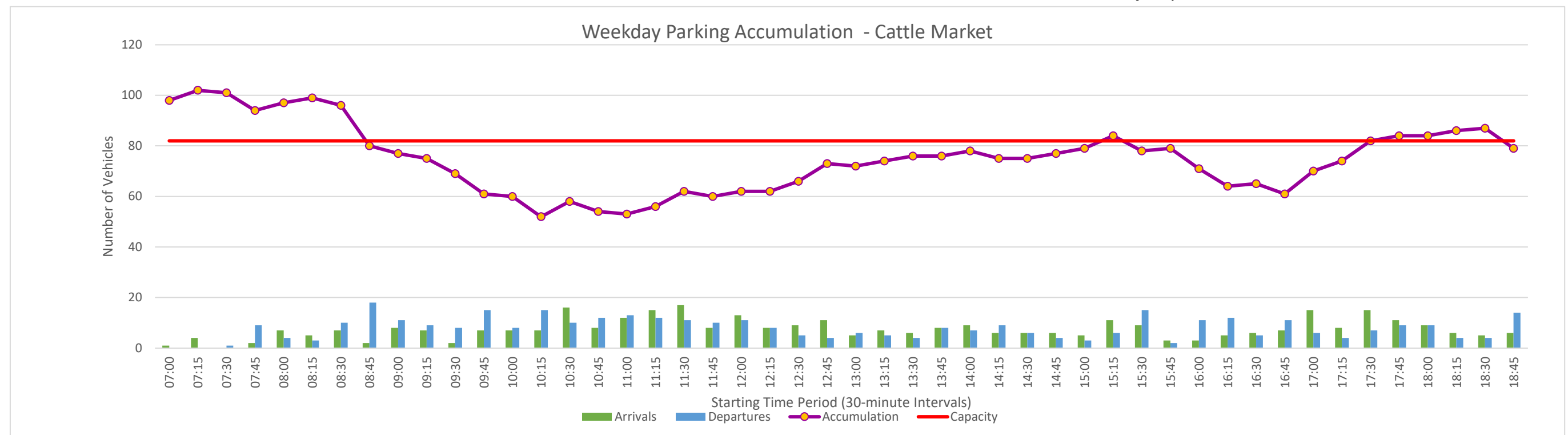
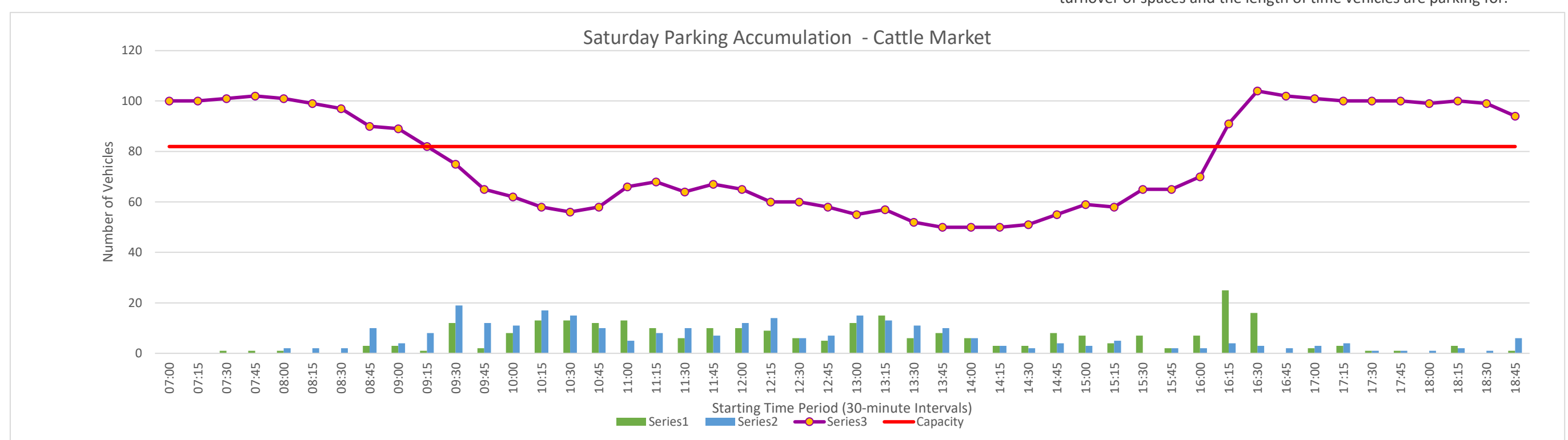


Figure 10.10 Cattle Market Car Park Saturday Parking Demand



The duration of stay has been grouped to provide insight into short and long stay durations. The data has been summarised for the weekday and Saturday separately to enable comparisons to be drawn.

Figure 10.12 shows the durations of stay recorded by vehicles observed to park during the survey period.

A significant proportion of vehicle entering the car park stay for a very short period of time, up to 5 minutes, these vehicles are unlikely to be parking and are more likely to be associated with drop-off / pick-up journeys or are entering the car park and are unable to find a space and then leave.

25% of people park for 5 – 30 mins and 17% park for 30 – 60 minutes. 30% of cars stayed here for between 1 hour and 4 hours.

Around 7% of vehicles stay longer than four hours. These are likely to relate to commuter parking activities, for people working within the town, but also those using the free parking here to access the railway. Given the survey profiles it is considered that the Cattlemarket Car park is not used by a significant number of rail-based commuters, as the patterns of demand do not reflect the information collected in other parts of the town.

Additionally, there will be vehicles which did not enter or leave the car park during the survey periods, and it is understood that some cars do not move for days or weeks at a time. From the surveys it is estimated that around 50% of the parking accumulation recorded in this area is related to cars which are used infrequently.

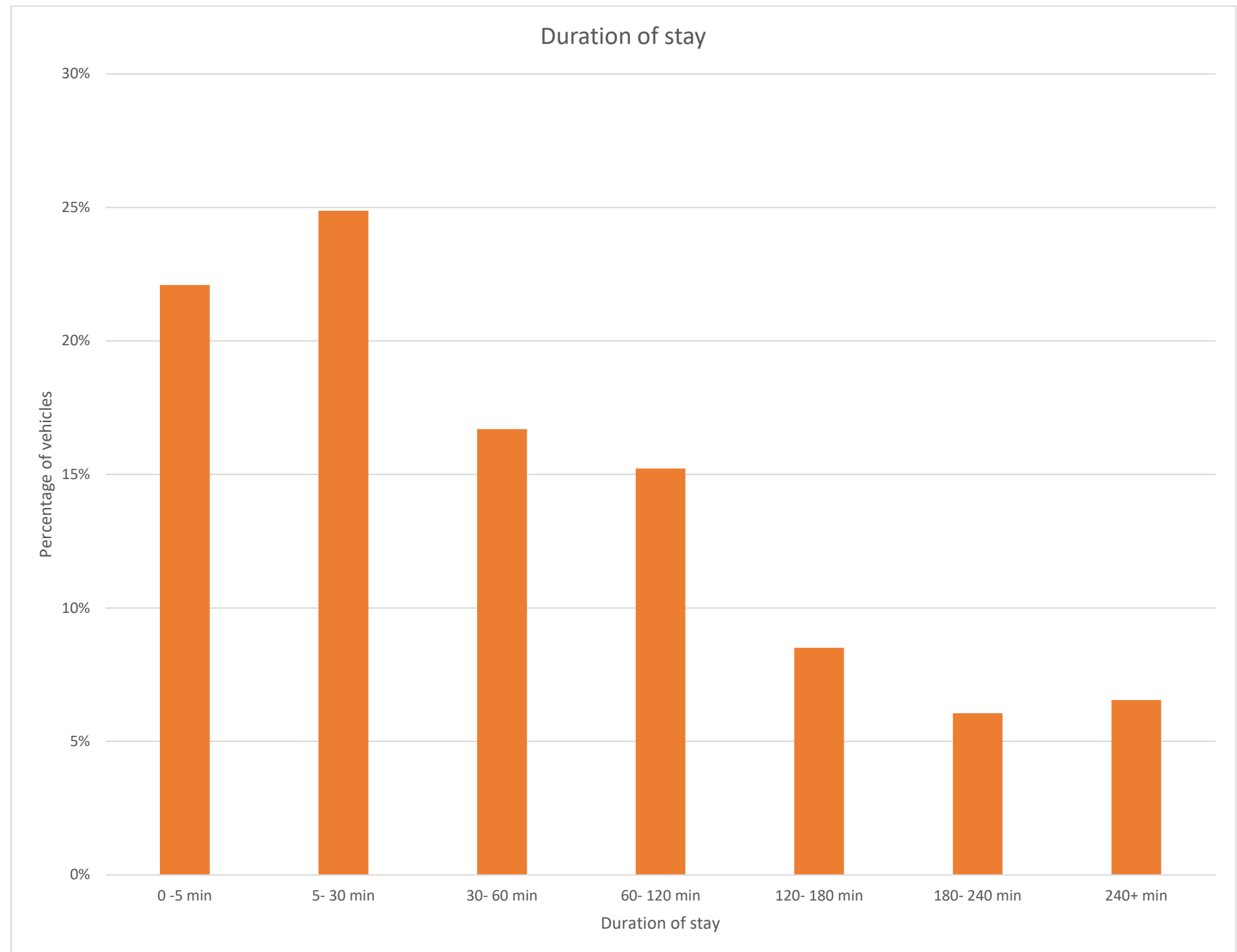


Figure 10.11 Cattle Market Car Park Duration of Stay Data



II Engagement

II.1 Stakeholder Engagement

Various stakeholders have been engaged to help give an understanding of the existing situation in Lostwithiel in relation to transport and the public realm, and whether there are any relevant previous or current proposals which may feed in to the project outcomes or recommendations.

Discussions were held with the following stakeholders to inform the STTP;

- Lostwithiel Town Council (Town Team);
- Community Speed Watch Coordinator;
- Network Rail;
- Cornwall Council, Various Teams including; and
 - Integrated Network (Transport) and Partnerships.
- Local Business Owners (through public engagement).

The following stakeholders were approached for discussions but PJA did not received a response to our engagement;

- Local Primary Schools – Lostwithiel School and St Winnow CofE Primary School;
- Cornwall Council, Various Teams including; and
 - Public Transport Assessments and Systems;
 - LCWIPs; and
 - Integrated Public Transport, Parking and Technology.
- GWR.

11.2 Public Drop-in Event

A public engagement drop-in event was held in the library on Tuesday 14th March 2023, publicised by Lostwithiel Town Council, on posters within Lostwithiel and on social media. Local residents were asked to share their thoughts and concerns within the town by commenting and sharing ideas on maps.

The event lasted four hours from 3-7pm and there was a total of 34 attendees, the majority of which were aged above 65.

Public Engagement Drop-in Event

Come and share your thoughts and concerns about transport, traffic and the public realm in Lostwithiel.

**Tuesday 14th March 2023
3pm to 7pm**

at
**The Library,
Taprell House,
North St,
Lostwithiel PL22 0BL**

PJA have been commissioned by Lostwithiel Town Council to undertake a sustainable transport study considering how access, movement and parking issues within the town might be addressed, and how these solutions could make it easier to walk, cycle or use public transport both within the town and in the local area.

PJA

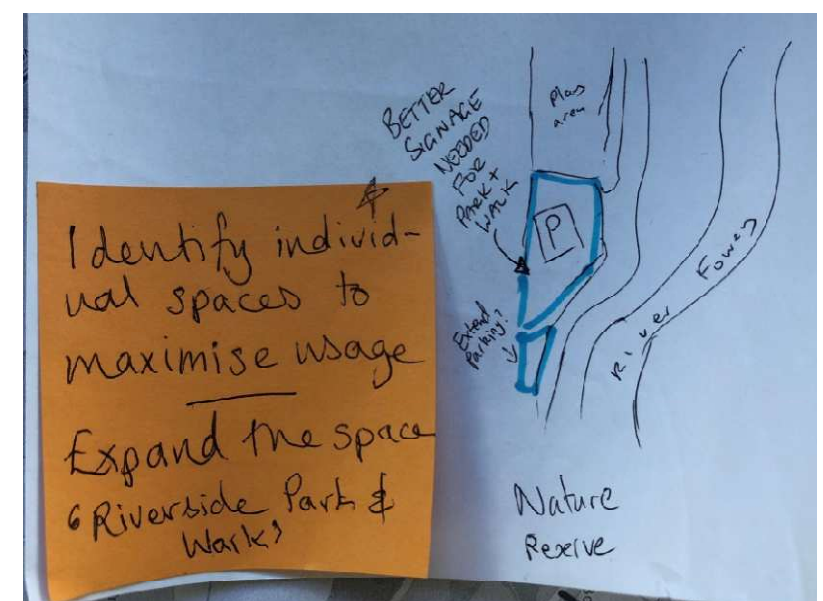
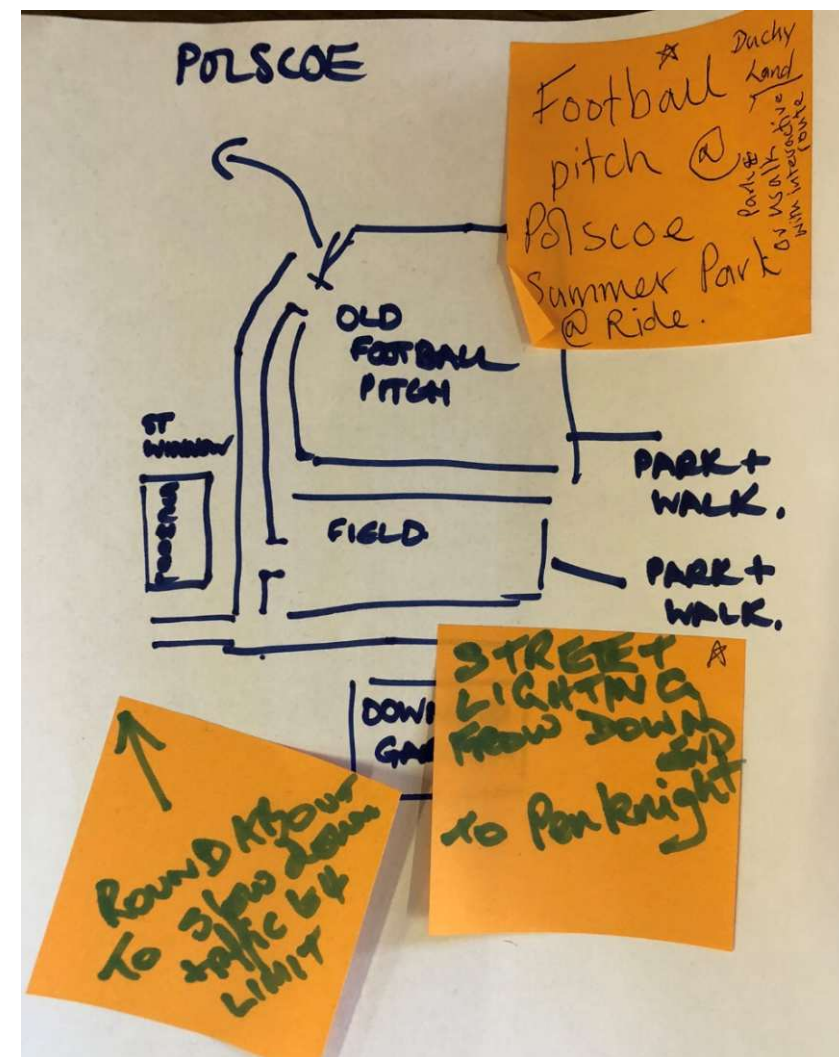
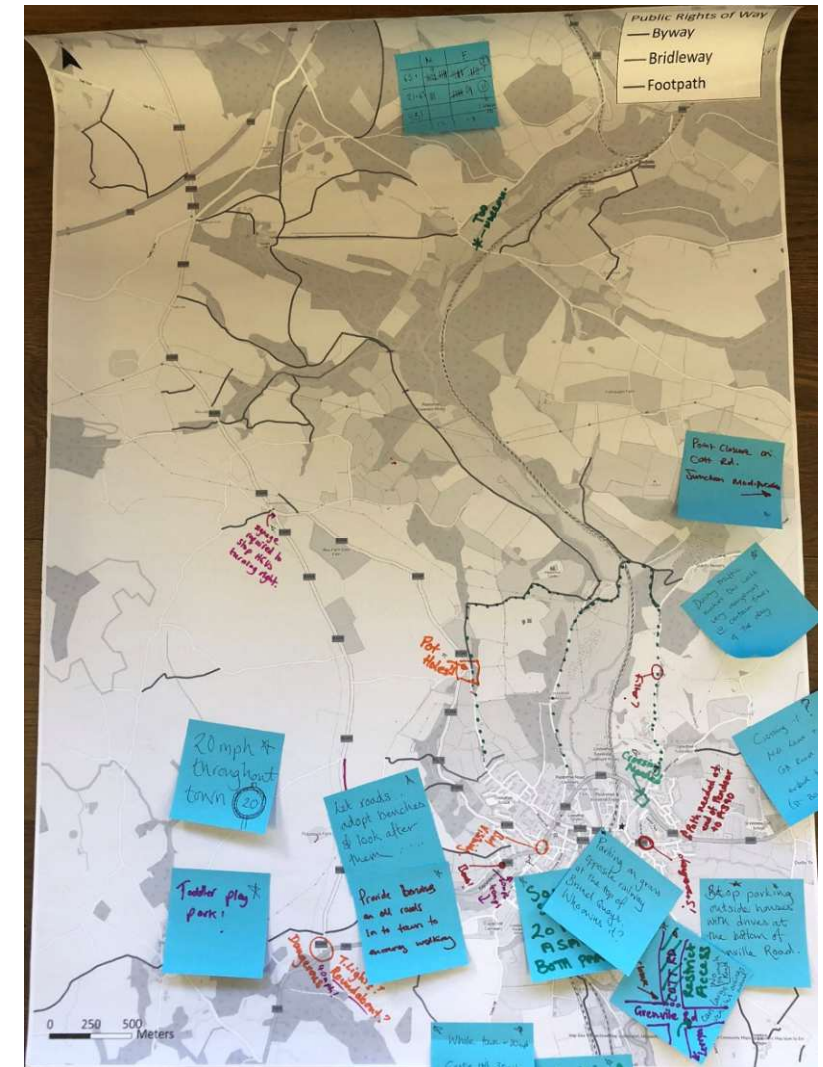
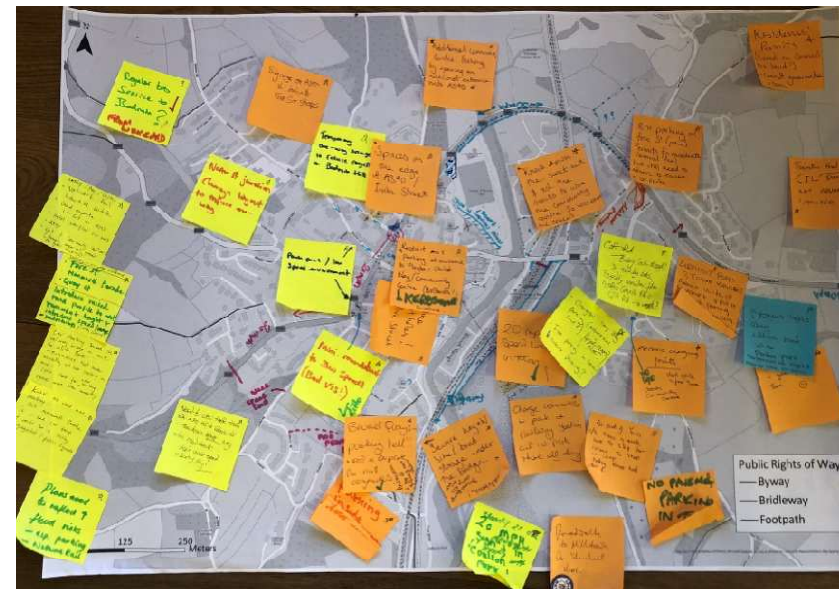


Key Themes and Outcomes

Following the public engagement event, the comments were broadly categorised into the following themes:

- 1 Parking
- 2 Traffic Speeds
- 3 Road Layout / Safety Concerns
- 4 Public Transport Connectivity
- 5 Environmental Concerns
- 6 Quality of the Public Realm / Sense of Place
- 7 General Comments / Other

As expected, there was an overwhelming interest amongst the community to see improvements to parking in Lostwithiel. In contrast, there weren't many people who wanted to see improvements to the cycling infrastructure, highlighting that the current levels of cycling in an around the town is minimal and the demand for improved cycle facilities is low. Suggesting that funds would be better spent elsewhere on more pressing problems for Lostwithiel or items that will receive most usage by residents and visitors. This may be related to the topography of the town and surrounding areas, and the nature of the journeys people generally make, which are not suitable for cycling. The demographic of respondents may also have had an impact.





Some of the key comments from the engagement for each of the themes are highlighted below, the comments left by respondents are shown in the images provided overpage.

1 *Parking*

- Parking is a major issue. Parking should be formalised throughout town.
- Generally support the introduction of residents permits.
- Additional parking is necessary, especially around the railway station. Potential locations for additional parking could include the railway sidings and the entrance to Dark Lane/Coulson Park.
- Enforcement needed to reduce footway parking within the town.

2 *Traffic Speeds*

- Traffic speeds on the A390 are too high - The speed limit should be reduced from 40mph to 30pmh, and from 30mph to 20mph.
- A 20mph speed limit should be introduced throughout the town.

3 *Road Layouts / Safety Concerns*

- Improvements to road layouts could include;
 - Modifications at the North Street junction to enforce the one-way; and
 - Introduction of a one-way arrangement at Duke Street and Bodmin Hill to reduce traffic near the school and improve safety at the junctions.
- Additional crossings are needed on the A390, for example near Cott Road junction.
- There was a desire for streetlighting along the A390 to improve feelings of safety.
- Tanhouse Road / A390 Queen Street junction has bad visibility and needs improvements.
- Other dangerous junction that could benefit from improvements include the B3269 / A390 junction (southwest of Lostwithiel, near Lanlivery) and the Cott Road / Grenville Road junction.

4 *Public Transport Connectivity*

- There is a demand for a regular bus service to destinations including Fowey, Liskeard and Bodmin.
- Bus stop improvements would be welcomed.

5 *Environmental Concerns*

- There is a demand for more EV charging points.
- Car idling at the level crossing contributes to air quality issues.
- Drainage into the local river creates pollution.

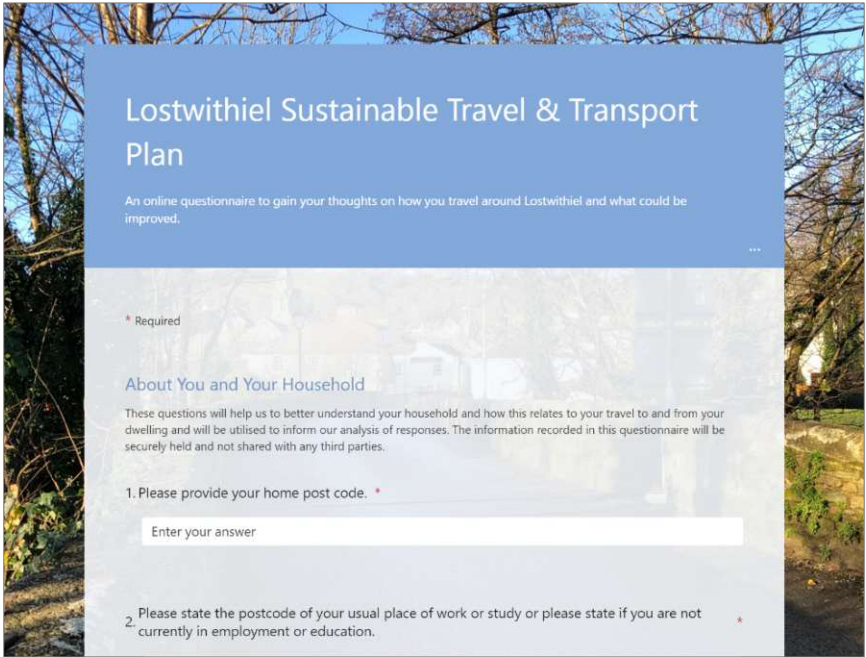
6 *Quality of the Public Realm / Sense of Place*

- Benches should be provided on all arterial roads joining the A390 to encourage walking. (Potential for them to be adopted by local residents).



11.3 Public Engagement Survey

In addition to the in-person engagement event, an online survey was circulated to gain further insights and feedback from residents and stakeholders. There was a total of 88 responses and the survey questions can be found in Appendix A.



The key findings from the online survey are discussed below.

Key Themes and Outcomes

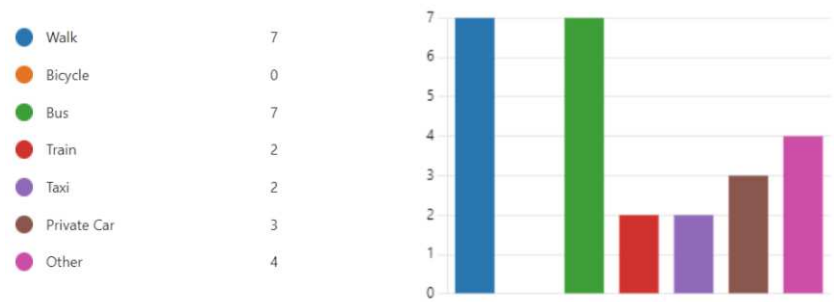
Car Ownership

Almost all (97%) of the respondents have access to at least one car in their household, the majority have access to one or two cars, and some have access to three, and the average number of cars owned per household is approximately 1.6. Most of these cars are parked overnight on an allocated parking space at the dwelling and / or on a drive or in a garage. This suggests that the survey was completed by a lot of people living outside the historic town centre where properties generally have very little on street parking.

9% of the respondents selected on-street away from dwelling which is more representative of the town centre situation where parking is limited.

School Travel

A majority of respondents (72%) do not have any children living in their household, but out of the remaining respondents, the majority of children travel to school by bus or on foot, as shown below.



It is likely that the younger children in Lostwithiel walk to school, given the proximity, and the secondary school aged children travel by bus. None of the respondents' children cycle to school, suggesting that there are currently no suitable and safe routes out of Lostwithiel to the surrounding secondary schools. The route to Bodmin for example, receiving the highest percentage of secondary school aged children, may be considered too far, hilly and dangerous to cycle.

Cycle Ownership

A relatively high percentage of respondents (41%) indicated that no one in their household cycles or has access to a bike. This may be linked to the topography, the nature of the journeys people are making, or the demographic of respondents as discussed earlier in this chapter (35% of respondents stated they are retired or not currently in employment).

Working Patterns

Over half of the respondents (55%) stated that at least one person in their household works from home some or all of the time, indicating that they would not need to travel to work on a daily basis.

Business

10% of respondents were business owners in Lostwithiel, and approximately half of these require minimal deliveries, very few, or no deliveries. One respondent stated that there are delivery requirements and the drivers park where they can to make deliveries. Similarly, many of the customers or visitors might park on-street away from the business, or wherever they can. Most of the businesses have no cycle parking available.

When asked what the three main transport and access issues were that impacted on their business operation, the majority of business owners (78%) stated that parking was the main issue. Other issues mentioned were poor state of the roads, damage to pavements caused by wide vehicles, and lack of public transport, illustrated in the word cloud below.

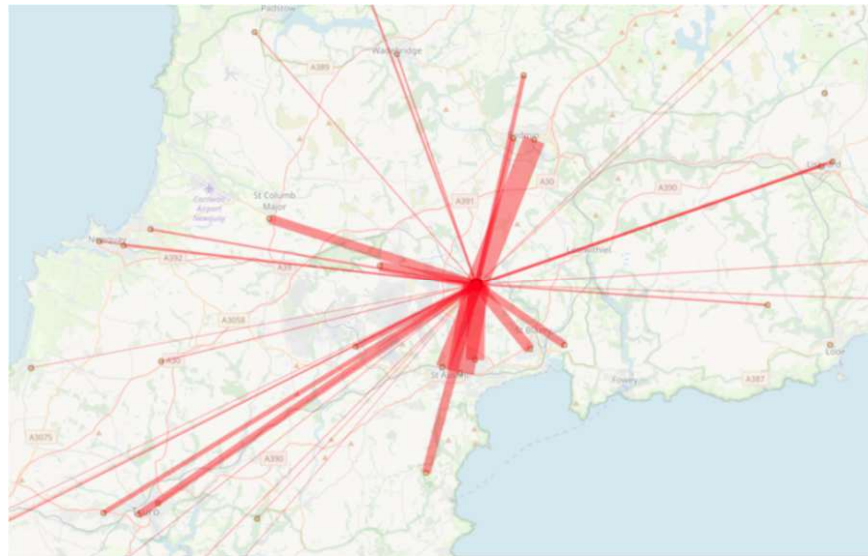


Similarly, when asked what measures they would like to see introduced to support their business, the majority of respondents said parking.

Key Destinations

Figure 11.1 provides a map the postcodes provided by respondents of the survey for their home, place or work and/or study, if applicable. Of those attending a place of work or study, most are located in Lostwithiel with three each also in St Austell and Bodmin. Locations in Fowey, Truro, Newquay and Liskeard, amongst others, were also mentioned.

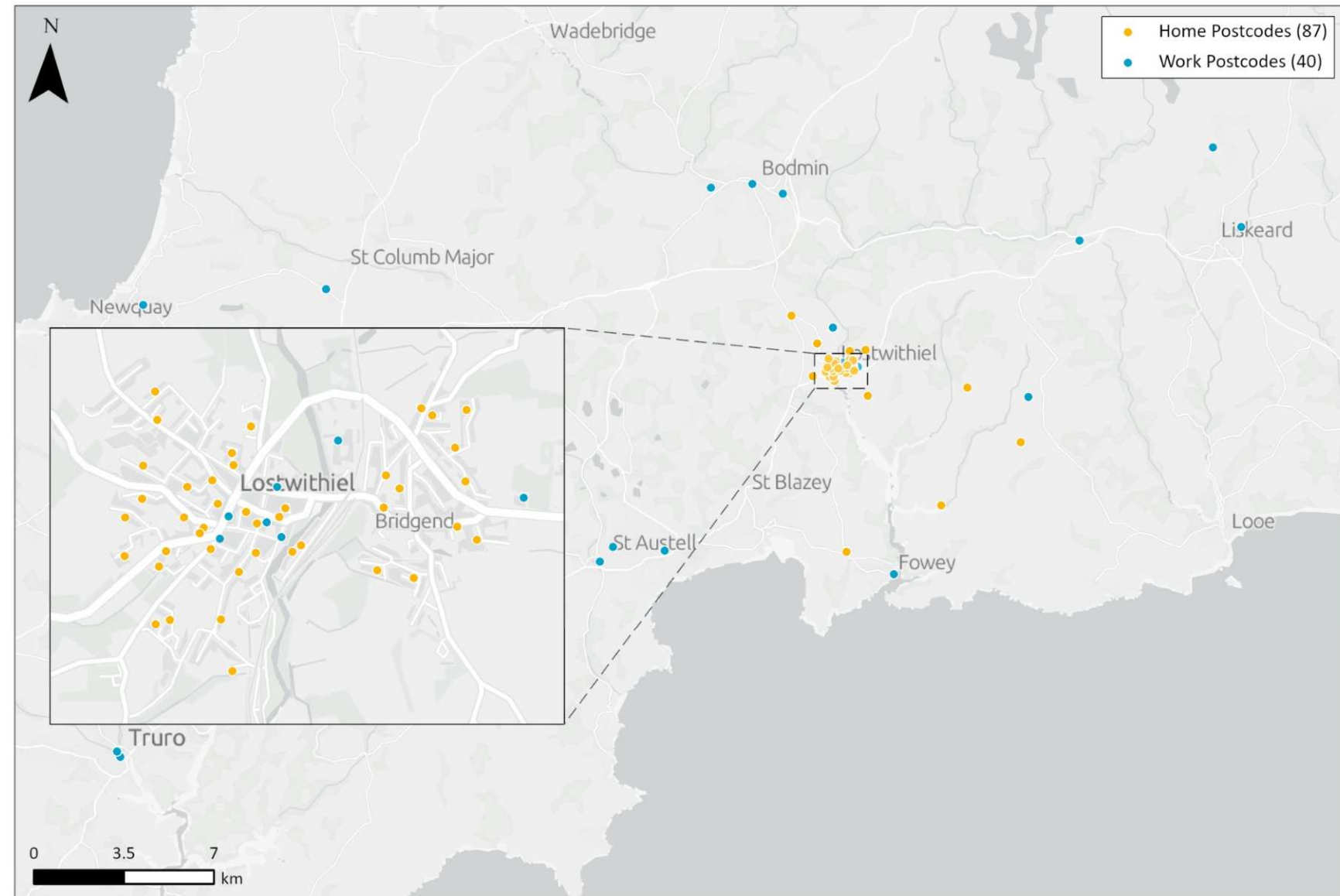
When asked about the three most travelled to destinations, Bodmin and St Austell, Truro and Par were mentioned frequently, and the main purpose for travel was either work, leisure or retail. The word cloud below illustrates some of the most common words used in the answers. The 2011 Census provides further information around the places that people living in this area travel to for work, with St. Austell and Bodmin appearing to be the main employment areas.



This indicates that for residents of Lostwithiel more journeys are undertaken for leisure purposes than to a place of work.



Figure 11.1 Public Engagement Survey – Respondents Home and Work Postcodes

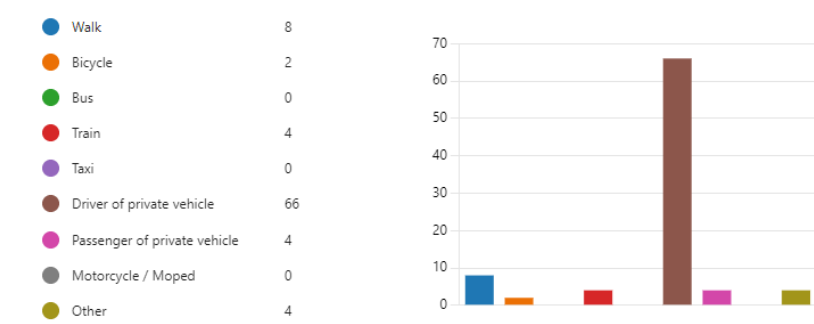


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Contains data from OS Zoomstack



Modal Choice

The graph below shows that a large majority of respondents travel by private vehicle as the driver, when considering trips made to all destinations.



When asked about the mode of travel for local journeys within Lostwithiel, for example, from home to the local shops, 80% of respondents said they walk or travel by foot. 24% of respondents said they travelled by train to nearby towns.



This may be partly due to the size and walkable nature of the town, with all local amenities being within close proximity or walking distance for local residents. Many said that they choose to travel by foot because finding a parking space is too difficult.

This suggests that if more parking was provided within the town, more people might choose to drive, which in turn might further contribute to the parking problem, in addition to exacerbating other issues such as air pollution and congestion.

Some of the respondents who walk also drive occasionally or do a combination of both. *“...walk sometimes but steep hill climbs for carrying shopping”*. Others drive because of mobility issues, or because it is simply too far to walk. Several respondents also stated that they drive because walking is not a safe or appealing option. *“...I live on a dangerous road with no pavement, it’s not safe to walk”*, further illustrating that pedestrian facilities are inadequate.

One respondent who drives said that one of the reasons they do not cycle is because there are *“...few places to secure a bike in town.”* Another respondent who walks expressed how the *“...only part I don’t like is crossing the A390 and speed of cars”*, emphasizing the need for reduced traffic speeds and additional formal crossing points.

When asked what the three main transport and movement issues in Lostwithiel, again, the majority of respondents answered parking, further highlighting the need to address the issue. Speeding was mentioned frequently.





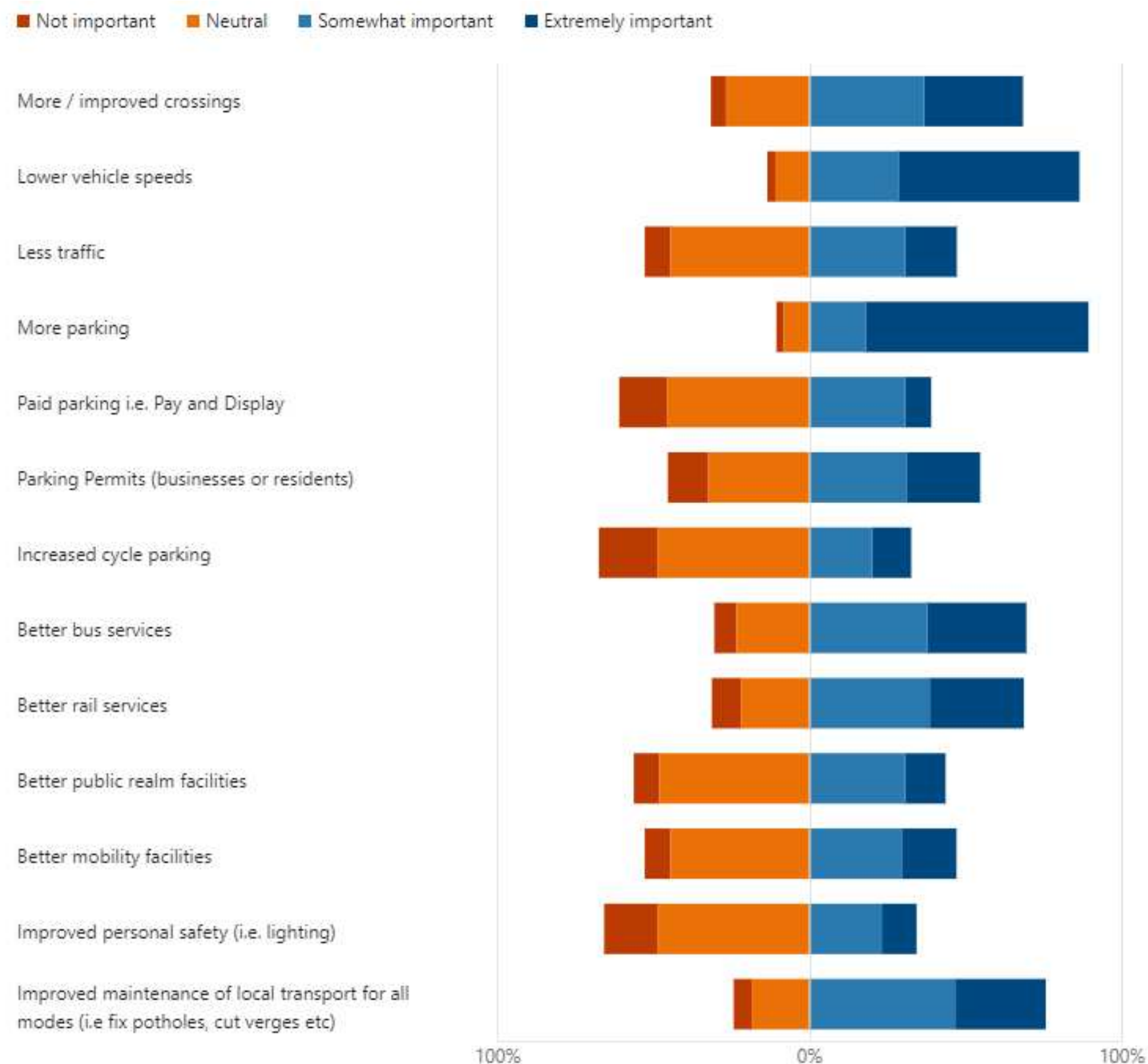
Respondents were then asked how important a number of different transport issues are to them and, as expected, 'more parking' and 'lower vehicle speeds' were considered extremely important by the majority, as shown across.

Improved maintenance, more crossings and better public transport services also scored strongly in importance.

When asked if they had any further improvements or transport issues, many respondents mentioned car parking, or making additional space for cars.

When asked if they had any additional comments on travel and transport in Lostwithiel, many of the respondents (31%) again mentioned the parking issues and the need for more parking. Several respondents mentioned the need for improved bus serves to Fowey and Bodmin in particular.

The provision of more cycle parking within the town and measures to improve personal safety were largely deemed to be unimportant.



12 Summary of Findings

This section sets a summary of the findings of the study informing the STTP including the issues and constraints currently found in Lostwithiel, the opportunities for improvement and the recommendations and next steps to be carried out. The points raised are in relation to transport and the public realm, and how some of the issues might be addressed.

The recommendations are based on research and analysis from the survey data, and outcomes from the stakeholder engagement. They have been broadly categorised in to short-, medium- and long-term delivery based on complexity, cost and nature of intervention, and indicative outline costs have also been included in the subsequent section.

12.1 Lostwithiel Issues and Opportunities

Following the baseline analysis, site visit, stakeholder and public engagement, it is considered that the following are the key transport issues which impacting Lostwithiel:

Parking – The most prevalent issue found repeatedly in our analysis is the level of parking demand and amount of nuisance and unsafe parking, particularly on-street in Lostwithiel. Evidence of this was seen throughout our site visits to Lostwithiel at various stages of the project, recorded in the weekday and weekend parking surveys and was the number one issue mentioned by the public during our engagement event and survey.

Vehicle Speeds – The speed of vehicles travelling through Lostwithiel was a key issue raised during the public engagement held, repeatedly mentioned by respondents. The CC survey data provided to PJA during the project found vehicle speeds on the A390 to be most frequently above the set speed limit, with a maximum 85th percentile speed of 48.4mph recorded on A390 Grenville Road (40mph speed limit). Stakeholder engagement held with the Community Speed Watch Coordinator noted that the A390 was their key focus for speeding, Lanwithan Road was also raised as an issue with those travelling in from Lerryn on a National Speed Limit route and not slowing as they approach the residential area. The Coordinator suggested that an average speed check similar to St Blazey or Grampound would be most efficient for reducing speeds on the A390.

Pedestrian Infrastructure – The lack prioritisation for pedestrians in Lostwithiel was notable throughout multiple assessments and engagement. The site visit identified the difficulty of moving through Lostwithiel as a pedestrian with extremely limited crossing opportunities in any form, including dropped kerbs, and just one formal crossing. Where a lack of dropped kerb is provided, particularly throughout the older parts of the town centre, the difference in levels between the footway and carriageway are very significant and require a large step up or down to be taken. The on-street parking demand recorded and observed onsite creates difficulty for pedestrians, as parked vehicles line carriageways and junctions preventing crossing opportunities where dropped kerbs, vehicles parked on the footway reducing the width. Some areas of Lostwithiel also feature no pedestrian footway provision whatsoever, with pedestrians required to step onto a carriageway which are also narrow and do not cater for space for both vehicles and pedestrians to manoeuvre safely.

Bus Connectivity – A issue mentioned throughout the project has been the connectivity of Lostwithiel buses to the key neighbouring towns of Bodmin, St Austell and Liskeard, particularly where the railway line between these two locations is not convenient for accessing the town centre or larger supermarkets. This is highlighted by the summary of infrequent bus routes servicing Lostwithiel with just one or two services per day or per week for many services. Thereby not creating viable or reliable alternatives to travel by car to these destinations.

Highway Layout – A number of substandard areas of highway and junction layouts which are challenging to negotiate and do not function as they were intended, have been identified throughout Lostwithiel through our analysis of the local network and from comments made by the local public. Specific areas requiring improvement were at changes to the North Street access to the A390 to properly enforce the one-way route, the need for more frequent crossings on the A390, improvements including to visibility at the A390 Queen Street / Tanhouse Road junction and the Cott Road / Grenville Road / Lanwithan Road junction in the east of Lostwithiel.

These issues have guided the development of the opportunities which are recommended in the below sections to help improve the current situation in Lostwithiel.

12.2 Recommendations and Next Steps

Parking

As discussed previously, there are extensive pressures and long-standing parking issues in Lostwithiel. There are no immediate solutions to improve parking on a large scale, and it could be argued that the introduction of a significant amount of parking may exacerbate some of the issues within the town, and may make Lostwithiel a more attractive place for commuters to park and access the railway. Given the focus of this study is around improving sustainable travel for Lostwithiel, consideration also needs to be given to how additional car parking aligns with this studies aims.

The towns parking issues could be tackled in a number of ways, and probably requires a combination of approaches. The approach needs to consider how people's reliance on private cars can be reduced, how controls can be introduced within the town to minimise the harmful impacts of parking on the character of the town, and identifying areas when additional spaces might be provided.

The parking plan proposed incorporates:

- Parking permits and the creation of residents parking zones could be introduced. Admin costs could be offset, if accompanied by some parking charges.
- The provision of pool or car club vehicles allowing residents to have access to a car for a short period of time with on-demand hire, this could be introduced as part of a small mobility hub in one or two areas of town.
- Electric vehicle charging infrastructure, both for residents where they do not have an off-street parking space and for visitors.
- The introduction of new parking, or rationalising of existing parking areas to make more efficient use of space and provide more parking spaces.

There are currently around 360 parking spaces available for use by residents and visitors within the core of the town. It is proposed that measures are introduced to provide at least a 10% uplift in the parking provision here. This could be achieved through a variety of interventions:

- Introduce up to 35 parallel parking spaces on A390 Liddicoat Road through road narrowing which will support the reduction in speeds along the A390 as shown in **Sketch 01**.
- Formalise parking at the former Cott Road recycling centre which could potentially deliver 18 spaces.
- The Cattle Market car park has been reviewed and it is considered unlikely that additional spaces could be found here through redesign, it is proposed that measures are introduced to improve pedestrian routes through this car park and discourage parking in the vicinity of the fire station as show on **Sketch 02**.
- The parking layout on Quay Street can be rationalised and formalised to provide around five additional spaces, as show on **Sketch 03**.
- Create and promote a 'Riverside Park and Walk' trail to/from Dark Lane car park. The underutilised parking spaces here would need to be formalised with appropriate signage installed to support wayfinding. The car park can be accessed from Quay Street.
- The introduction of a new long-stay carpark on the Network Rail Land (former sidings) adjacent to the railway station south of Grenville Road, as shown on **Sketch 04**.

Together these initiatives could provide between 100 and 150 additional parking spaces for the town, or around a 40% increase. However, it is recommended that some of this capacity is used to displace parking out of the town centre, potentially reducing the level of parking in Parade Square or along North Street and Fore Street to allow placemaking and pedestrian facility enhancements to be delivered.

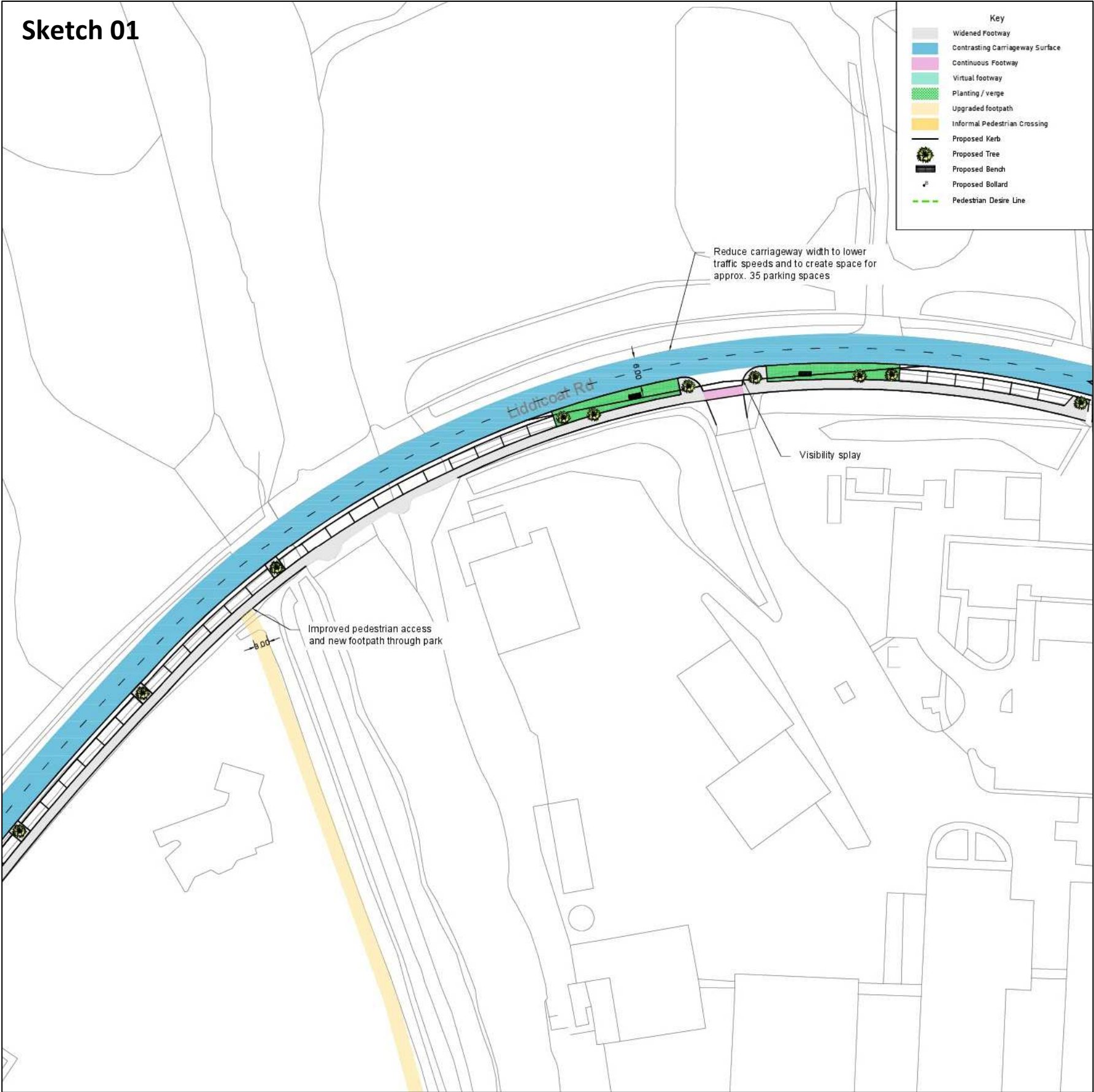


The sketch adjacent shows how up to 35 parallel parking spaces could be introduced along the A390 Liddicoat Road through road narrowing which will support the reduction in speeds along the A390 in this location to 30mph.

Street trees and other planting could be introduced to maintain an attractive street scene and break up a potentially long line of parked vehicles.

This might also be a good location for the introduction of rapid EV charging infrastructure, which could capture passing traffic on the A390 and bring additional visitors to the town.

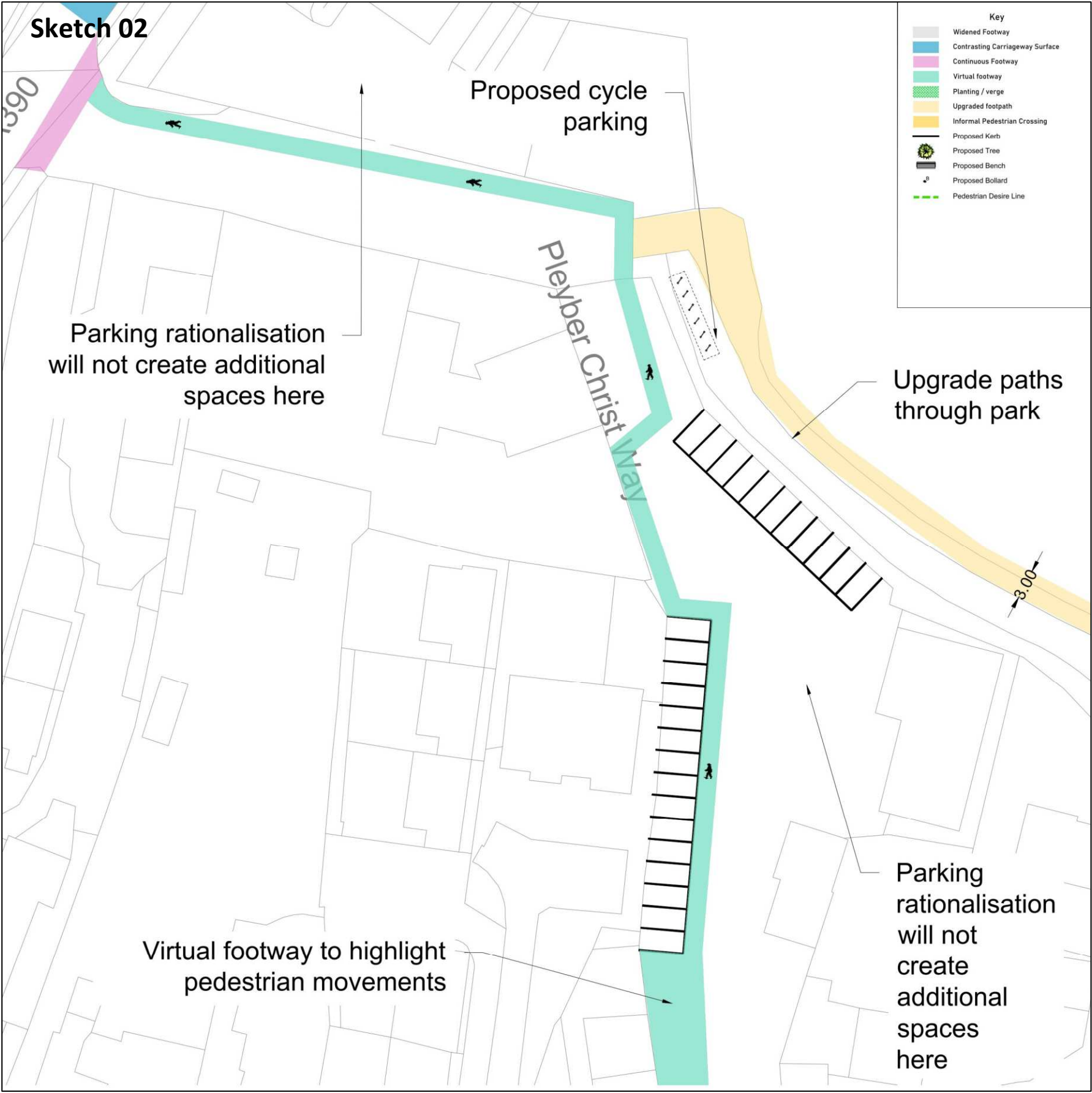
The proposals would be enhanced by an upgraded path linking these new parking spaces with the town centre via the King George VI playing fields.





The Cattle Market car park has been reviewed and it is considered unlikely that additional spaces could be found here through redesign, it is proposed that measures are introduced to improve pedestrian routes through this car park and discourage parking in the vicinity of the fire station.

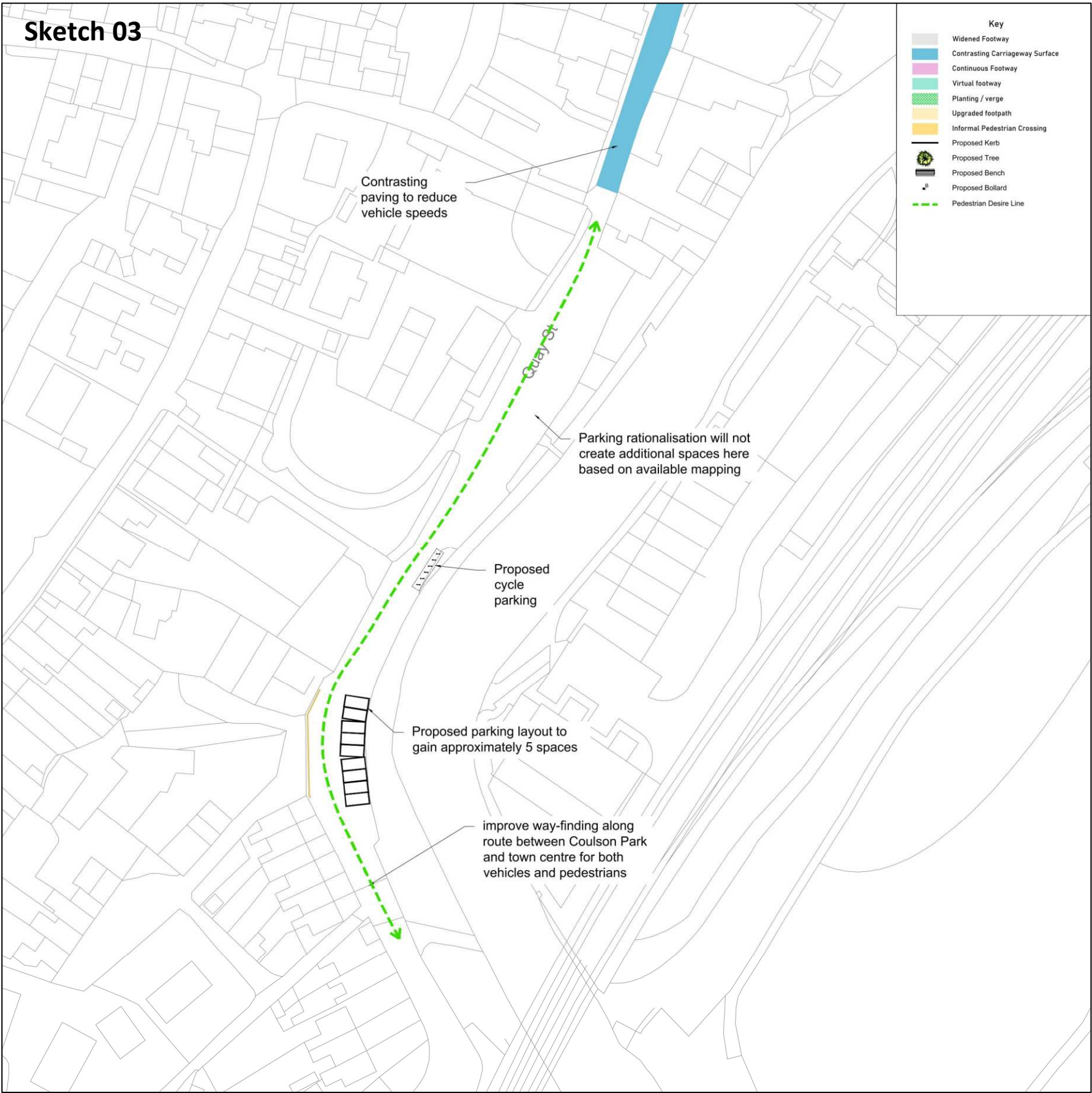
The use of virtual footway marking should help to stop people from parking opposite the fire station and this links well with the proposed enhancements to the paths through the playing fields. These paths should allow for pedestrian and cycles.





Again, a review of the Quay Street parking area found that there was little opportunity to enhance the level of parking available by any significant amount.

The parking layout on Quay Street can be rationalised and formalised to provide around five additional spaces.



The introduction of a new long-stay carpark on the Network Rail Land (former sidings) adjacent to the railway station south of Grenville Road, could provide a significant amount of parking. It has been a long-term aspiration for the town to utilise this space for parking, as shown by the allocation in the LNP, and this area could easily introduce 50 parking spaces.

Following discussions with Network Rail on 4th April 2023, it is considered likely that Lostwithiel Town Council could facilitate the development of a parking facility here in the short-medium term. Network Rail have suggested that the area marked in purple on the adjacent plan could be leased to the town council, with an access corridor (yellow hatched area) retained to provide access to the Road Rail access point near the river bridge. If the access corridor were to utilise a central aisle within the car park, the number of spaces within this land could be increased to nearly 100. The area of land offered up safeguards for the introduction of a 3rd platform at the station which would be required if the Fowey Railway Station ever came back into use.

A long-term lease agreement would need to be agreed with Network Rail. Further details would need to be discussed and appropriate contacts at Network Rail can be provided to the Lostwithiel Town Team to continue these discussions.

The provision of a new car park in this area of town could benefit the town more widely and would not necessarily be just a facility for use by people accessing the railway. However, additional parking in this location would increase the volume of traffic passing through the town centre adding pressure to the narrow historic streets. If this parking facility is introduced it is recommended that Lostwithiel Bridge is closed to vehicular traffic, meaning that all traffic travelling to and from a new car park would access via Cott Road and Grenville Road.

The closure to traffic would have a minimal impact on journey times for residents living in the east of the town and would likely encourage more people to undertake short journeys to the town centre on foot. The closure would also minimise the number of vehicles held up by the level crossing improving air quality and reducing noise in this area of the town.



Traffic Speeds

Speed data and engagement with local residents shows that there are significant speeding issues through the town, leading to safety issues and the perception of danger which may be discouraging people from walking or cycling for shorter journeys.

It is recommended that a 20mph speed limit is introduced throughout Lostwithiel, including a section on the A390 from west of Castle Hill through to the north of Restormel Road adjacent to the Community Centre. It is also recommended that the speed limit is reduced to 30mph on the section of A390 Liddicoat Road from the Pleyber Christ Way / Restormel Road areas to east of Polscoe Road, as shown on the Opportunities plan.

Following discussions with the Community Speed Watch Coordinator on 22nd February 2023, it was agreed that an average speed check at points along the A390 could be most beneficial to bringing speeds down through the town similar to what is in place in St Blazey and Grampound and would therefore be recommended.

A town-wide speed limit reduction to 20 mph is recommended in Lostwithiel, reflecting the benefits of its use elsewhere in the County and nationally. Cornwall Council has recently announced that reduced speed limits to 20mph will be introduced in Lostwithiel in 2026, however this funding will only allow for a sign only strategy to be implemented.

Prior to this implementation, it may be possible to argue the case for some of the other measures discussed below to be aligned with the 20mph limits in the town and 30mph on A390 Liddicoat Road. These will complement and enhance the speed reduction strategy. The delay could provide an opportunity to lobby for more funding to deliver these measures.

A range of strategies such as the introduction of gateways and the removal of centreline markings on the A390 will help to reinforce the reduced speed limits.



Use gateways to slow traffic and create a sense of arrival



Removal of centre line markings and traditional traffic management measures such as signs and painted marks to reduce vehicle speeds



20 mph zone gateway in rural area

Road Layout and Safety

The following interventions are recommended to improve safety, reduce car dominance, and encourage people to travel by active means:

- Narrowing of the A390 / North Street / Duke Street crossroads with tightened junction radii to improve the pedestrian environment, remove the two-lane entry, reduce the speed of turning traffic. A gateway feature and contrasting surfacing or a raised table here will help to create an entrance to the town and sense of place. A continuous footway crossing on Duke Street and an informal crossing point offset from the junction on North Street would also be recommended here, as shown on **Sketch 05**.
- A one-way route on Duke Street allowing safer walking routes to Lostwithiel School and to reduce congestion.
- A new controlled crossing on the A390 at Cott Road, and an upgrade to the existing crossing, consider the suitability of the existing location.
- Introduce a stile and formalise desire path at the east side of Pendour Park, creating a link to the A390. Steps may be required here.
- Improvements to A390 Queen Street/Tanhouse Road junction, in conjunction with 20mph speed limit. A gateway feature and contrasting surfacing or a raised table here will help to create an entrance to the town and sense of place. Tightened junction radii to improve visibility, and continuous footway crossings on Tanhouse Road and South Street to improve the pedestrian environment and reduce vehicle dominance, as shown on **Sketch 07**.
- The introduction of virtual footways on Lanwithan Road and Pleyber-Christ Way to highlight pedestrian movements where there is currently no, or little provision and carriageway widths are limited.
- Continuous footway crossings with tightened geometry, would also be recommended on Fore Street, Restormel Road, Pleyber-Christ Way, and Castle Hill, to prioritise pedestrians.
- It is recommended that a review is undertaken into removing vehicular access from the grade separated route between Bodmin Hill and Duke Street to the west of the A390, in order to create a protected space for pedestrians and potentially cyclists.

The railway footbridge, which is due to be delivered by the end of 2024, will also help to encourage movement through the town by active travel means.



Virtual Footways



Continuous Footway Crossover (Copenhagen Crossing)



Public realm enhancement and traffic calming

Public Transport

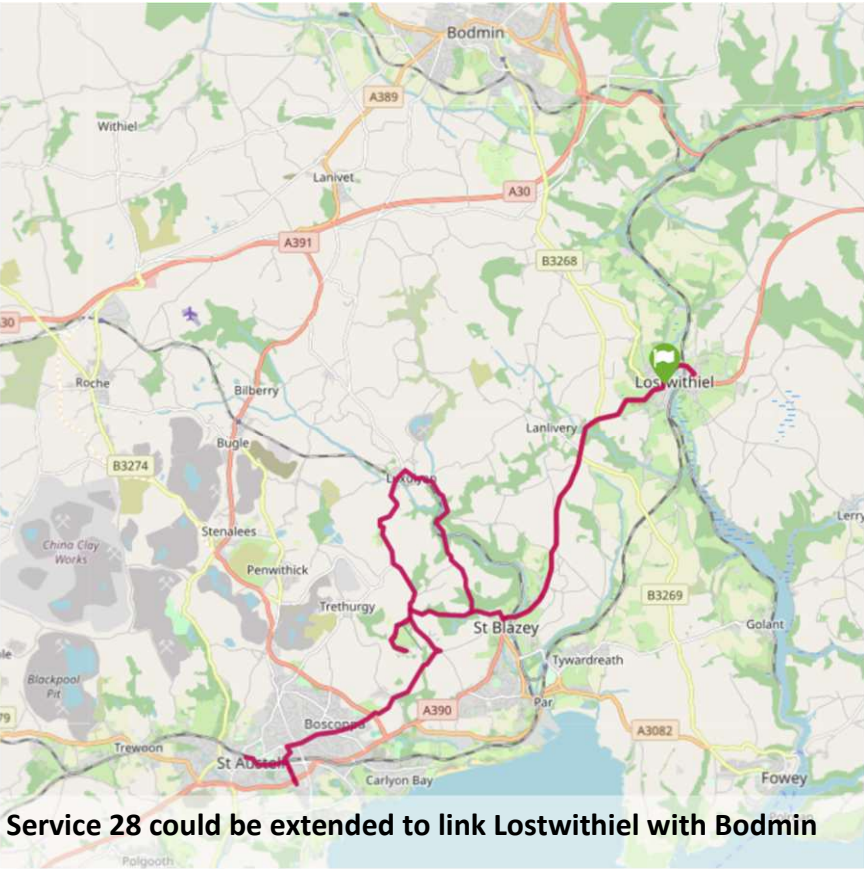
While rail services have been improved in recent years, the lack of direct public transport connections to key destinations in Bodmin and Liskeard is likely to result in greater reliance on private cars for these journeys.

- An increase in the frequency of bus services to and from Lostwithiel would make the services more useable for residents and visitors, helping to encourage people to travel by public transport and therefore removing vehicle trips from the local network.
- In addition to the existing services provided, a bus route to/from Bodmin and Liskeard would enhance local public transport accessibility. However, given the current level of public transport use this may be challenging to make viable in the short term.
- Enhance the public transport interchange infrastructure in Lostwithiel i.e., new or improved bus stops, with the design helping to convey the distinctiveness of the town and its sustainable aspirations.
- New footbridge at the station will improve pedestrian access across town, and minimise delay and frustration caused by the level crossing.

The only existing bus service linking Lostwithiel and Bodmin is service 428 which runs once per week and does not allow for a significant duration of stay in Bodmin. This route covers a significant distance linking Polruan with Polperro, Looe, Pelynt and Lanreath with Lostwithiel and Bodmin, which likely dictates the start and end times of the service. There is unlikely to be sufficient patronage to support an increase in frequency of this service.

The most likely opportunity to provide a regular bus service between Lostwithiel and Bodmin would be via an extension of the existing 28 service between St. Austell and Lostwithiel. The service currently turns at Cott Road before returning. However, for a service running from St. Austell to go on to Bodmin the most appropriate and direct route would be for the service to turn left at Bodmin Hill and follow the B3268 to Bodmin. This would potentially miss the existing stops in Lostwithiel meaning that a new stop would need to be introduced or the operator would need to include a loop up to Cott Road in their extended service.

Opportunities to better align rail and bus timetables at Bodmin Parkway and the introduction of integrated ticketing could make public transport more attractive.



Service 28 could be extended to link Lostwithiel with Bodmin

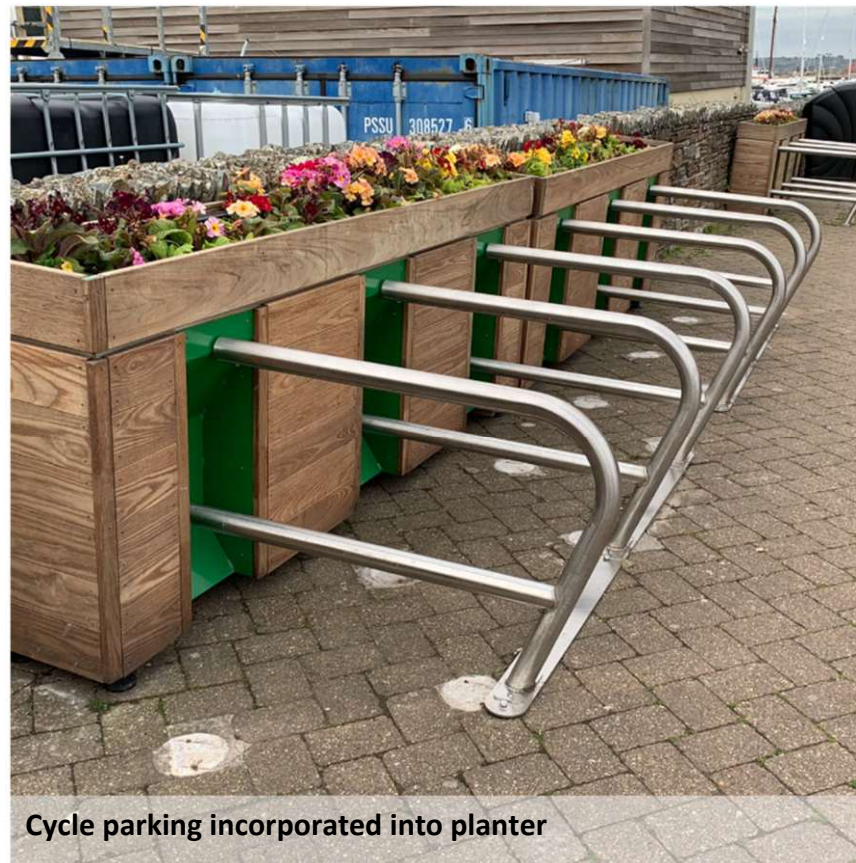


Natural Shelter design being rolled out as part of Cornwall Councils' Green Peninsula Project

Environmental Concerns

Opportunities for improvement under this head focus on a range of measures which will help to improve the local environment or more generally work towards tackling the climate and biodiversity emergencies.

- There appears not to be a significant cycle culture in Lostwithiel, potential due to the lack of suitable infrastructure. At the very least investment should be made into additional cycle parking within the town related to key destinations such as the town centre shops, the community centre and at the primary schools. Cycle parking adjacent to bus stops might enable more multi-modal journeys to be made.
- As the UK's vehicle fleet moves towards electrification residents without off-street parking risk being left behind as this will make it more difficult for them to purchase and operate an electric vehicle. It is recommended that more EV charging points are installed to meet demand, and the potential demand generated by visitors to the town. Suggested locations include Quay Street and the new parking proposed along the A390 Liddicoat Road. More charging points may also encourage more visitors to the town or cater to the existing demand generated by popular staycations.
- Improved signage to request that cars switch off their engines at the railway crossing if Lostwithiel Bridge remains open to traffic, although the use of electric vehicles will diminish this issue.
- Use of sustainable urban drainage systems (SuDS) to reduce road pollutants reaching the River Fowey. Where carriageway narrowing is proposed the landscape adjacent should be designed to maximise its SuDS potential.
- Introduce Quiet Lane status for smaller roads that connect Lostwithiel to extended footpath/bridleway networks in order to maximise opportunities for journeys to be made on foot and by bike, and to help improve the health of people living in Lostwithiel by improve access to the countryside. This intervention could work well on Cott Road, Restormal Road to support popular walking routes and to provide a better cycle route to Lanhydrock and the national cycle network. Opportunities to the south should also be considered to provide better connections to Fowey.



Cycle parking incorporated into planter



Rapid charging facilities could help attract people to the town



Quiet Lane status and reduced speed limits on rural lanes

Public Realm

Throughout all the interventions which might be delivered in the town, consideration needs to be given to how these can enhance the public realm and sense of place found in all areas of the town, specific interventions could include:

- Introduce a more sympathetic palette of materials within the town centre, particularly in the historic core. The materials should signal the low speed, pedestrian priority environment desired for the heart of the town and could help with way finding. There are opportunities to create new public spaces by moving some on street parking out of the town centre, particularly around Parade Square.
- Introduction of benches to support those walking through and around town, with potential for a bench adoption/sponsorship scheme to be introduced.
- The introduction of cycle parking facilities may encourage some people to cycle into town more regularly. With the increasing demand in electric bikes, more people may be willing or interested in cycling, and will therefore require secure cycle parking options.
- Removal of barriers on Lanwithan Road and Monmouth Lane. A bollard can be installed on Monmouth Lane to prevent vehicle access while maintaining access for inclusive cycling, wheelchairs and mobility scooters.
- Improvements to existing footpaths. It is recommended that a new footpath through King George VI Playing Field adjacent to the River Fowey is constructed with a minimum 3m width and sealed all-weather surface. The existing path on the top of the earth bund is narrow and not inclusive for all users. The path at the western extent of the playing field requires widening and resurfacing. The footpath from Dark Lane would also benefit from an upgrade (Figure 5.18).
- It is recommended that the PRow between Restormel Castle and the Duchy of Cornwall Nursery is resurfaced with an all-weather, bound surface to improve the connection and accessibility.
- Guildhall Lane could be considered as an opportunity to add some landscaping or create a pocket park which could still leave space for vehicles to manoeuvre through here as necessary, subject to confirmation that this area sits within the adopted highway boundary.



Simplified modal filters improve accessibility



Introducing different materials into the public realm

The guidance within Historic England’s ‘Streets for All’ document should be followed in respect to placemaking enhancements within the towns historic core., and more widely placemaking initiatives within the town should be aligned to the five goals for public realm enhancement set out in the document, these being:

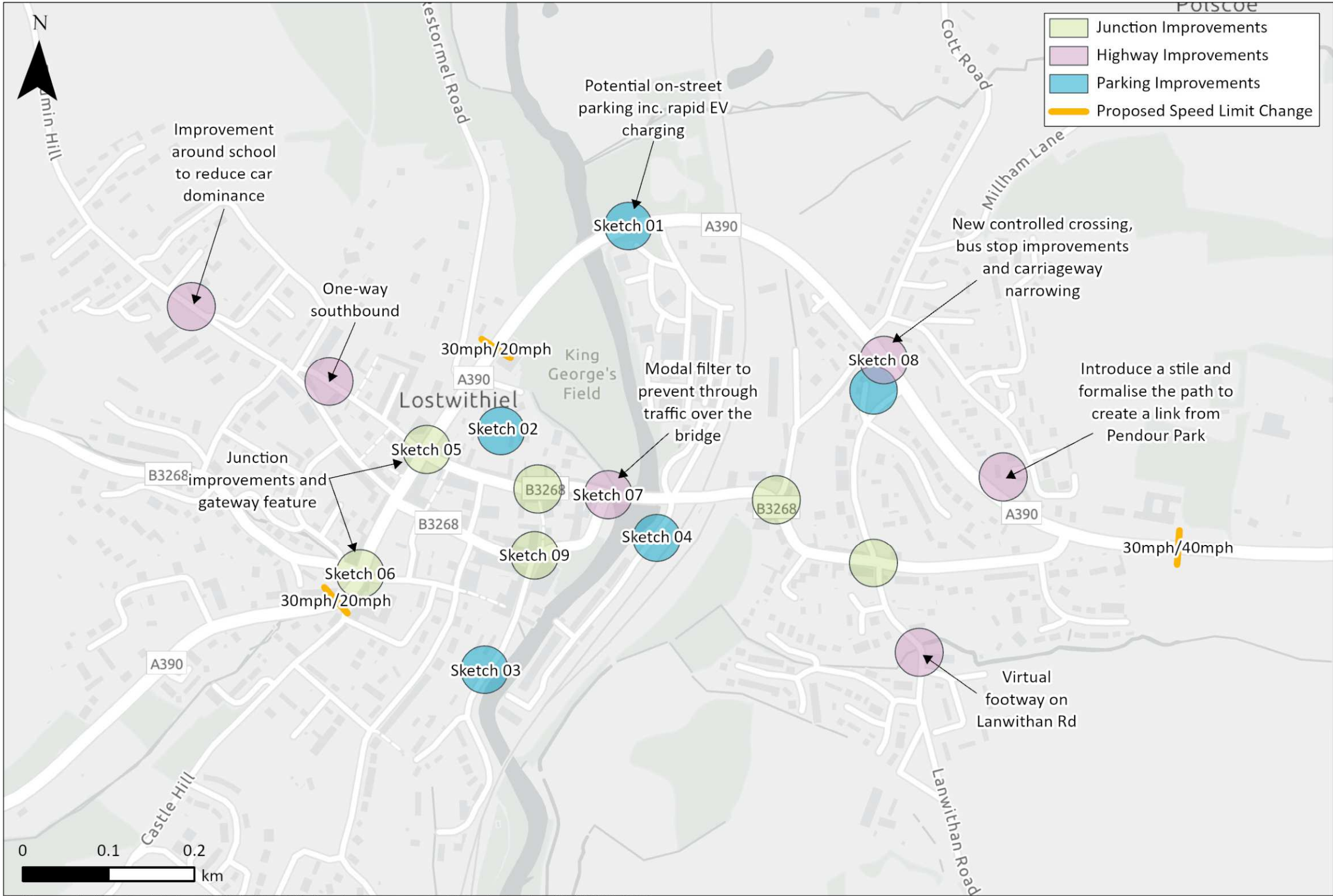
- Providing an inclusive environment
- Offering public safety and ease of movement
- Creating a healthy environment that supports wellbeing and community cohesion
- Delivering a high-quality environment (functional and attractive)
- Unlocking economic benefits



Improving paths within the park to make them useable in all- weathers and more inclusive

Figure 12.1 below summarises the key opportunities for improvements to the highway including speed limit changes, junctions, parking and placemaking. Sketches of key interventions are shown on the following pages.

Figure 12.1 Opportunities Plan



Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA, USGS



12.3 Placemaking Sketches

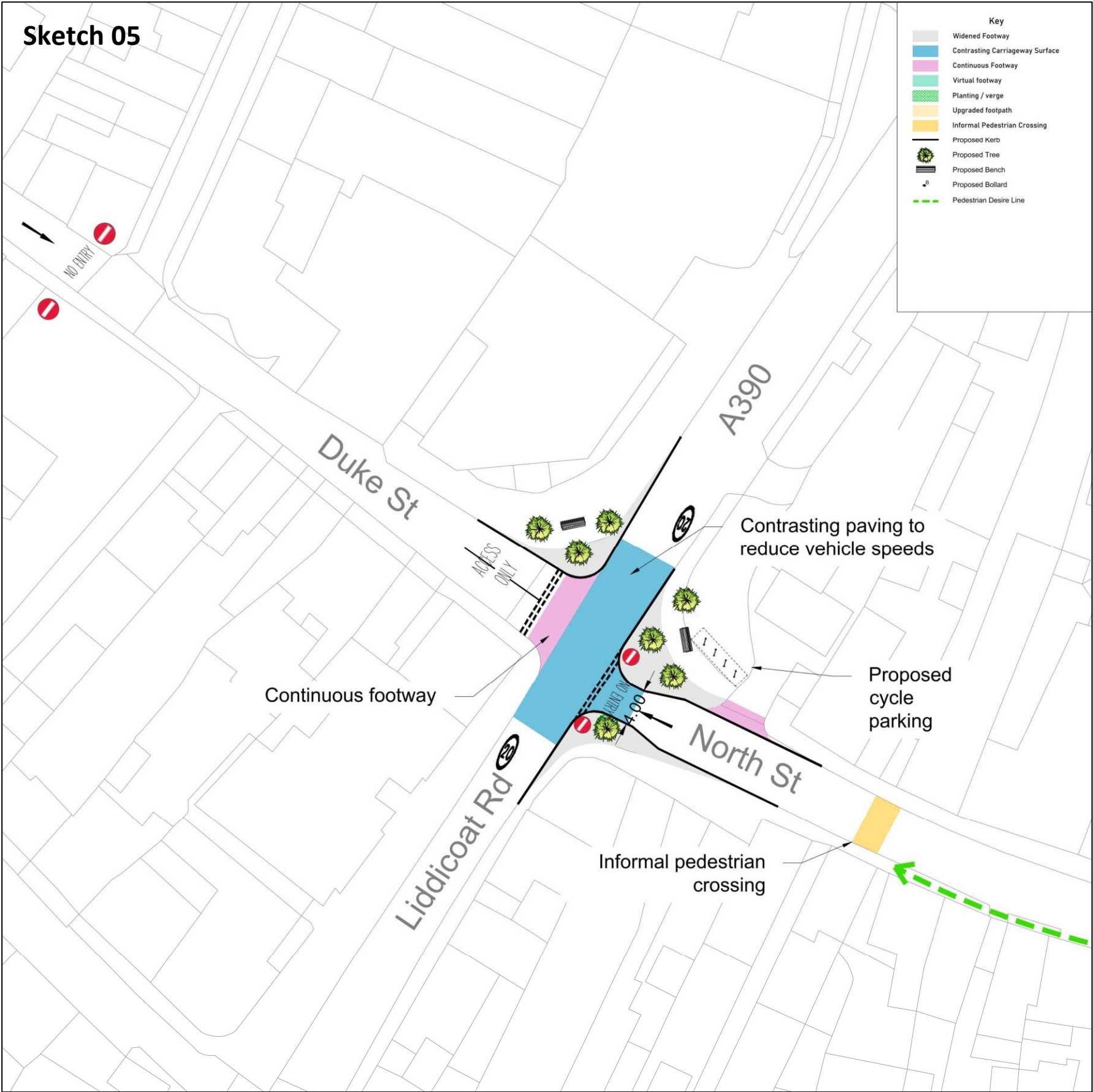
A gateway feature and contrasting surfacing or a raised table here will help to create an entrance to the town and sense of place.

To help form an effective gateway into the town, and to reflect the proposed introduction of a 20mph limit it is proposed that a scheme is introduced to narrow the carriageway and tighten junction radii at the junction of the A390 / North Street / Duke Street crossroads.

This will also enhance the pedestrian environment, remove the two-lane entry on North Street and will help to reduce the speed of turning traffic.

A continuous footway crossing on Duke Street and an informal crossing point offset from the junction on North Street would also be recommended here.

The plan also shows the proposed introduction of one-way working on Duke Street to improve pedestrian comfort and improve highway safety at the junction with Bodmin Hill.



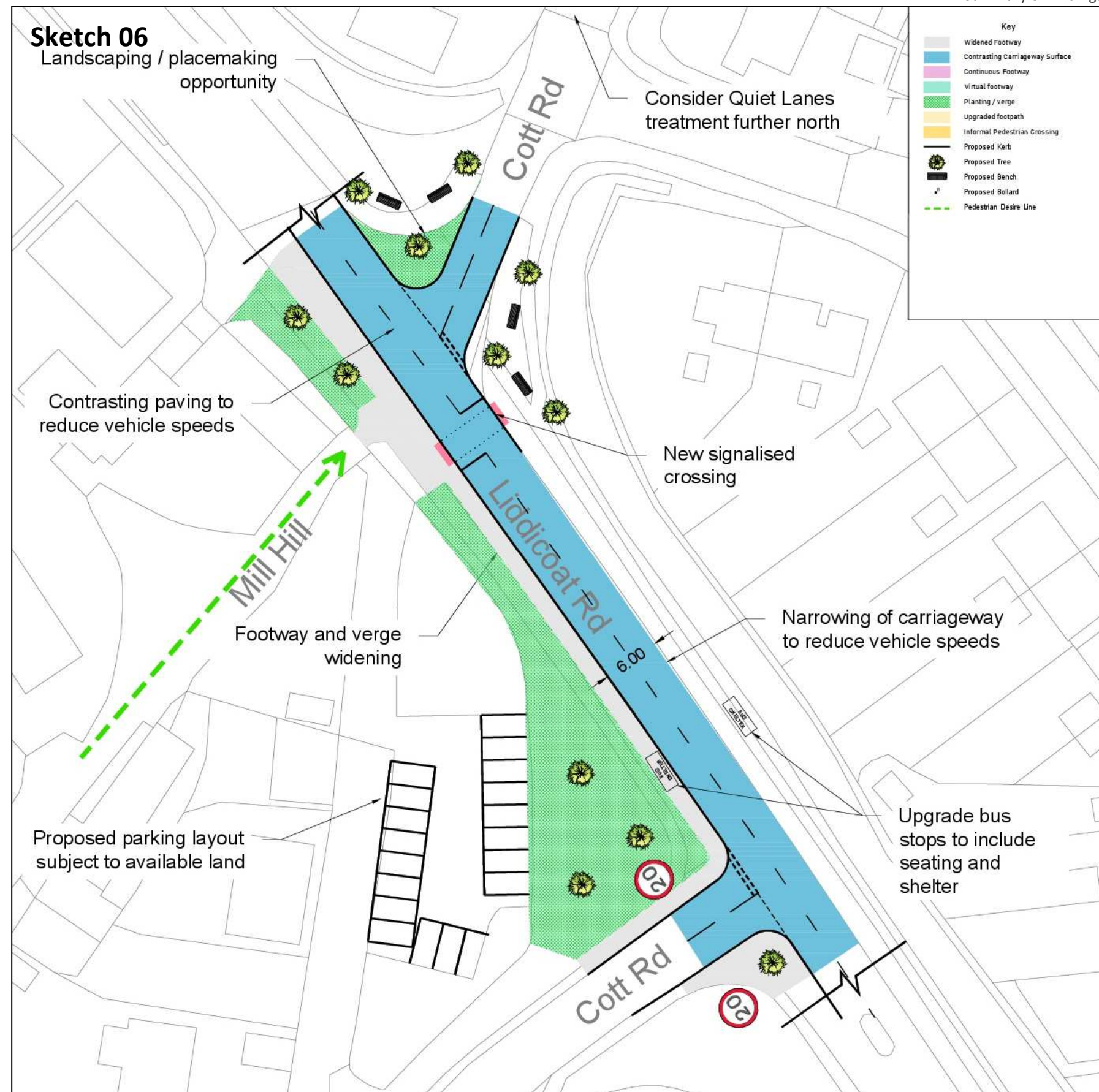


On the east side of town another key intervention is proposed around the junctions of Cott Road with the A390 Liddicoat Road.

Again, it is proposed that the speed limit is reduced to 30mph in this location, and that this change extends east to Polscoe Road. To reinforce the change in speed limit consideration should be given to narrowing the carriageway, removing the central hatched areas and right turn lanes.

A new controlled crossing is shown on the A390 at Cott Road aligned with the pedestrian route along Mill Hill.

Further east it is proposed that a stile is introduced to formalise pedestrian desire lines at the east side of Pendour Park, creating a link to the A390. Steps may be required here, and it is unlikely that a fully accessible route could be formed due to topography.



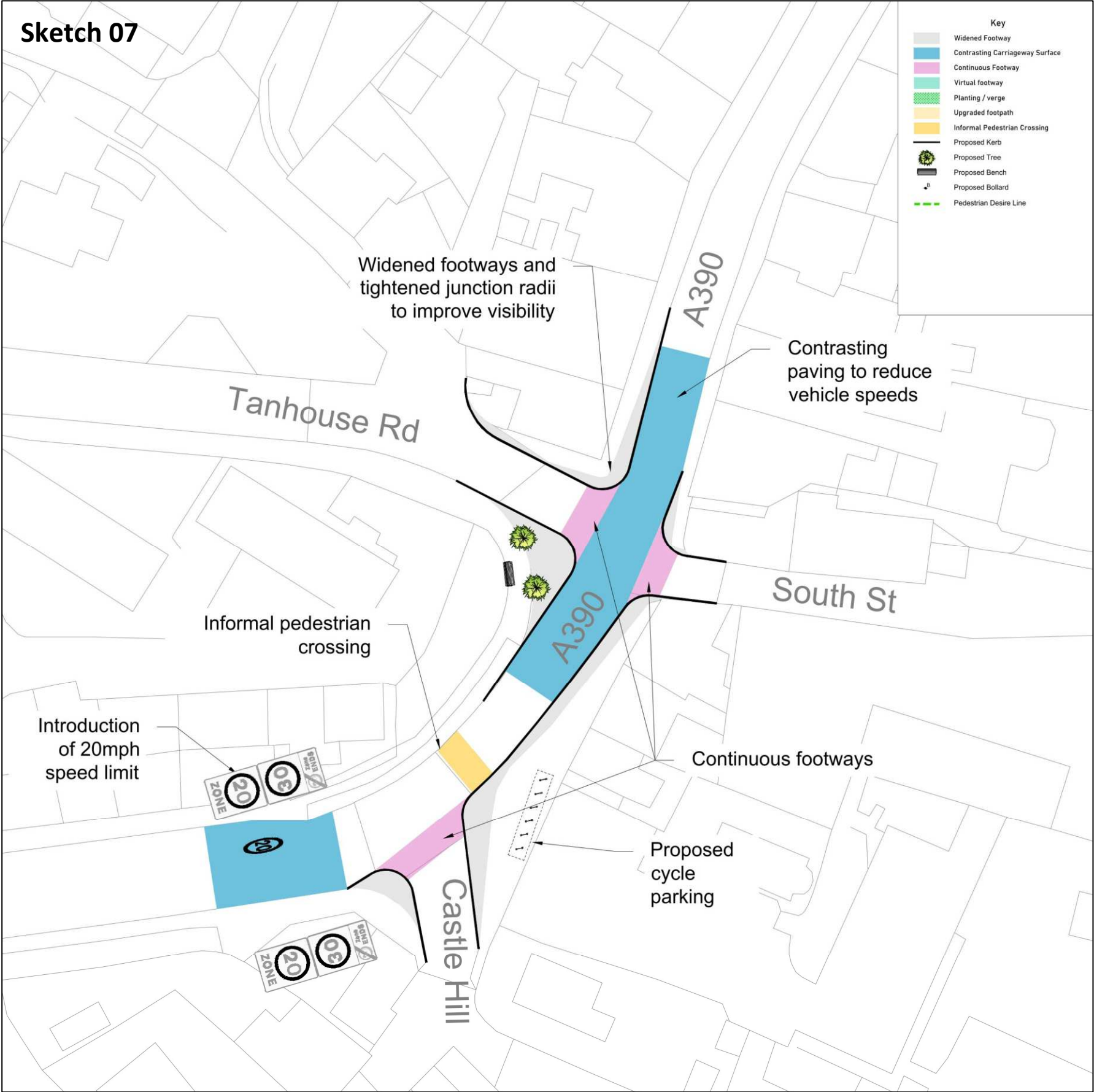


It is proposed that the western extent of the 20mph limit is places on the A390 to the west of Castle Hill, and that a series of traffic calming and public realm improvements are made to A390 Queen Street/Tanhouse Road junction.

A gateway feature would be introduced at the bottom of the hill to ensure visibility for approaching traffic.

Measures to tighten the geometry of the side road junctions in this area are proposed, and the introduction of contrasting surfacing materials or a raised table here will help to create an entrance to the town and sense of place. The restriction of junction geometry could provide space for landscape enhancements or the delivery of SUDs features.

Am informal crossing point over the A390 should be located on the bend opposite the Best Western Hotel to maximise pedestrian visibility in both directions.



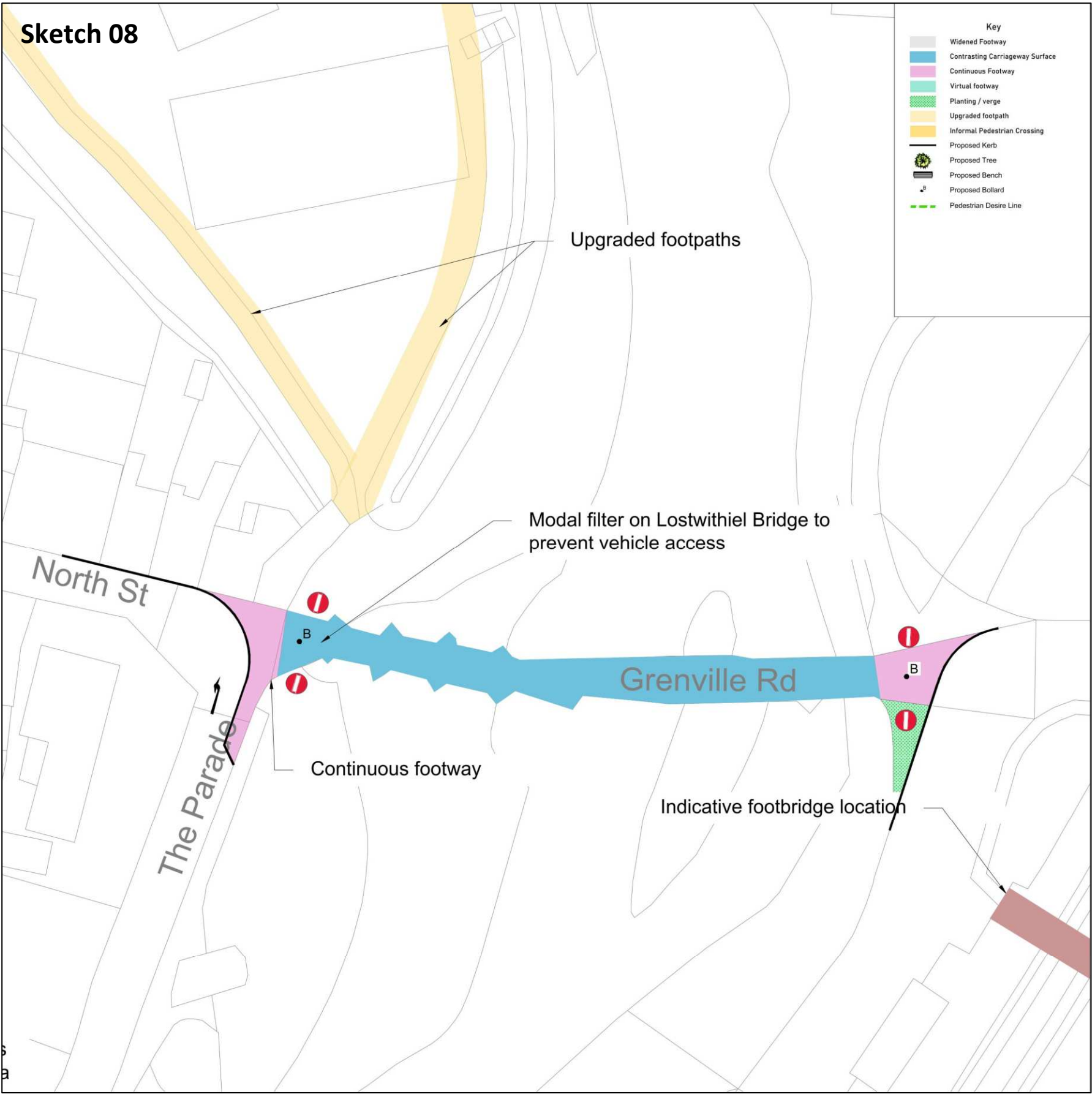


In order to maximise pedestrian amenity in the centre of the town it is proposed that motor traffic is banned from using Lostwithiel's Medieval Bridge. This will be particularly important if a larger car park is introduced on the railway sidings.

The bridge could potentially allow for limited emergency vehicle access.

At the western end of the bridge this might allow for a better pedestrian link between The Parade footway and the proposed enhanced paths through the playing fields.

The closure of Lostwithiel Bridge will likely reduce the volume of traffic on North Street and will help to encourage local people to walk into the town centre, particularly once the footbridge is in place at the station.





Finally, it is considered that there is an opportunity to reclaim Parade Square as a civic space within the town.

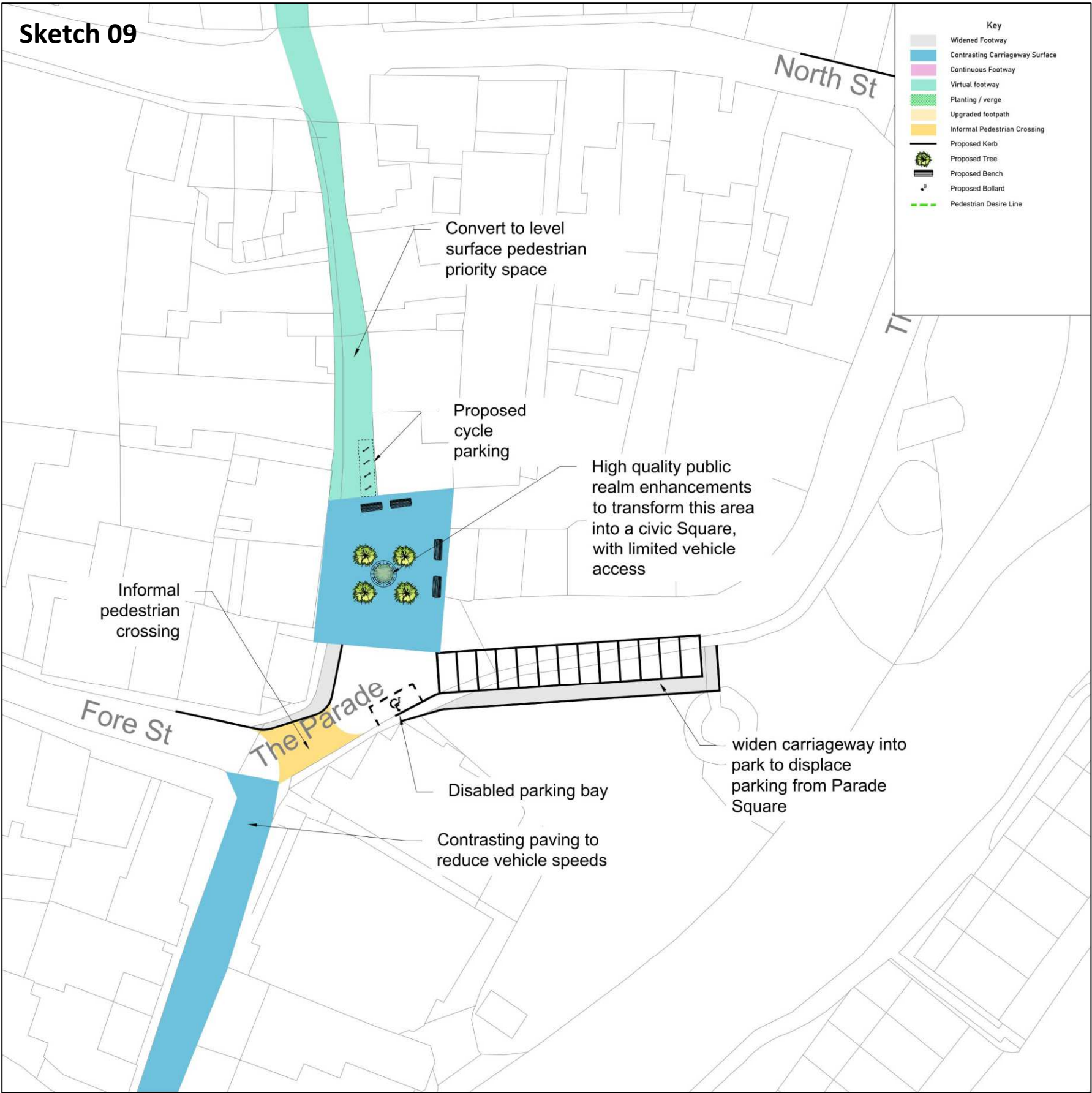
By utilising a small area of the Parade Gardens, it is proposed that a new run of perpendicular parking is formed allowing the existing parking demand in Parade Square to be displaced. The proposals result in no net change in the parking provision in this location.

The introduction of a space dedicated for blue badge holders in this location would enhance accessibility for all to the town centre shops.

The improvements at Parade Square could be further enhanced by improvements to the pedestrian environment along Monmouth Lane. This could entail the introduction of a single level surface utilising higher quality materials, improvements to lighting and the removal of the potentially discriminatory barriers at its northern end.

It is also proposed that a level surface approach might be beneficial along Quay Street between the Coop and its junction with south street to reduce vehicle dominance and to enhance the sense of place.

These enhancements would sit alongside proposals to improve pedestrian amenity in the Cattle Market car park and could form part of a Lostwithiel walking trail between Coulson Park and the King George VI playing fields.





13 Prioritisation for Delivery / Timescales

The timescales below are indicative and delivering any of the proposed measures will be fully dependent on local support and securing funding.

Short-Term (1-2 years)

Much of the parking could be rationalised throughout Lostwithiel, on a short-term basis.

Some of the placemaking aspirations could also be delivered, including:

- Benches could be installed.
- Bus stops upgraded.
- Virtual footways could be installed.
- Some parking restrictions may be implemented, depending on TRO timescales.
- Cycle parking.
- Modal filter barrier removal or improvement.
- New path from Pendour Park to the A390

If there is support from local bus operators, it is reasonable to assume that changes to existing bus services could be made within this timeframe.

Car club vehicles could be deployed in the town within a relatively short period of time subject to finding an operator and agreeing on-street locations. The introduction of EV charging for these vehicles is likely to be the more challenging aspect of their deployment.

Medium-Term (2-5 years)

Following the announcement to deliver a sign-only 20mph speed limit throughout Lostwithiel by 2026, it may be possible to align other measures to promote lower traffic speeds recommended above prior to this implementation. This will be largely dependent on funding, however there could be opportunities to lobby for additional funding for measure to support this scheme. Such measures may include:

- Gateway features
- Pedestrian crossings
- Carriageway narrowing
- Continuous footway treatments
- Tightened junction geometry.

If funding were made available, the suggested intervention in Parade Square could be delivered along with the closure of Lostwithiel Bridge to motor vehicles.

Within this time period it may be feasible to deliver the changes along the A390 including the parking provision and the improvements around the Cott Road junction.

The introduction of a residents parking zone, and the establishment of the necessary parking restrictions and charging regimes is likely to take several years to design and agree.

Long-Term (5+ years)

Introducing a new permanent parking facility on Network Rail land could be a longer-term aspiration, depending on funding and the lease requirements.

The delivery of more significant cycle infrastructure linking Lostwithiel with the neighbouring settlements is a challenging prospect and likely to only be delivered in the long term. However, in the shorter term it may be possible to introduce Quiet Lane status on many of the rural lanes connecting Lostwithiel and local villages.



13.1 Indicative Cost Estimates

Table 13.1 shows indicative high-level cost estimates for the various interventions discussed above.

13.2 Funding Opportunities

Funding for the scheme can come from a variety of sources with different stakeholders able to access different funds.

For the Lostwithiel scheme the funding is likely to come from a combination of sources including:

- Cornwall Council Active Travel Funding
- Highway maintenance and renewals budgets
- Cornwall Community Chest
- Small Improvement scheme funding CC
- Cornwall Climate Emergency Fund
- Developer contributions / Section 106 Monies
- Community Infrastructure Levy (CIL)
- Parking Revenues / borrowing against parking revenues
- Devon And Cornwall Police Community Grant Scheme
- Levelling Up Fund. Requires backing from local authority and local MP.
- English Heritage or similar grant funding such as Heritage Action Zone funding.

It is recommended that the Town Team engage with Cornwall Council officers to understand local opportunities for funding. Funding is likely to be accessed via the Town Council.

Table 13.1 Interventions Cost Estimates

Measure	Unit	Cost Per Unit
Off-road path widening (resurface + widen)	1m ²	£100
Bus Stop Bypass (5m footway/cycle track)	1	£15,000
New shared use path (e.g., lighting)	1m ²	£150
Signing/Lining assumed Day Rate	1km	£4,000
Continuous Footway Junction Treatment (small)	1	£20,000
Continuous Footway Junction Treatment (large)	1	£30,000
Junction Tightening + Basic Footway Improvements	1	£25,000
Raised table/Block Paving/Drainage	1	£50,000
Priority Junction/ Side Street Treatments/+ new crossing	1	£100,000
Signalised Junction Improvements	1	£250,000
Junction upgrade inc. higher quality materials	1	£500,000
Major junction upgrade inc. full signal upgrades + geometry redesign	1	£1,000,000
Parallel crossing	1	£27,750
Toucan crossing	1	£64,000
Wayfinding	1	£1,000 (at each key decision point)
Centreline removal	1km	£3,500
Contraflow	1km	£2,000
20mph Zone w/traffic calming	1km	£80,000
20mph Zone without traffic calming	1km	£25,000
Cycle hangar	1	£5,000
Cycle Sheffield Stands	1	£250
SuDS/ Low level planting (small) - e.g., up to 20m ²		£20,000
SuDS/ Low level planting (large) - e.g., up to 50m ²		£50,000
Rapid EV charger (likely to be provided by a commercial operator)	1	£2,500 - £5,000
Car park (per space on average)	1	£5,000 - £12,000



14 Summary

PJA has been appointed by the Lostwithiel Town Team to prepare a Sustainable Traffic and Travel Plan for the town of Lostwithiel, Cornwall.

This report sets out a range of interventions which might be delivered to address traffic and travel issues impacting the town and to enhance the environment around Lostwithiel for pedestrians and to make it a more pleasant place to live, to work and to visit.

From our engagement it is considered that there is strong support for initiatives to address parking pressures, to control vehicle speeds and measures to improve pedestrian amenity, which has been demonstrated through this study and through the development of the Town's Neighbourhood Plan.

PJA have prepared a town wide plan of initiatives which can be used to support funding bids and to support discussions with the town council and local authority around potential routes to delivery.

While the proposals are presented as a town-wide scheme, it is envisaged that these measures will be delivered in a piecemeal fashion as and when funding opportunities arise.

The proposals seek to increase the amount of parking available within the town, but this might also allow for parking to be displaced from within the historic centre to maximise people's enjoyment of the town. New parking provision should support the uptake of electric vehicles which is particularly challenging with the existing parking provision in the town.

Following adoption by the Town Team and the Town Council it is recommended that further engagement is undertaken with the local community and with Cornwall Council with a focus on specific interventions which might be delivered in the near term.



Appendix A Public Engagement Survey Questions

Lostwithiel Sustainable Travel & Transport Plan

An online questionnaire to gain your thoughts on how you travel around Lostwithiel and what could be improved.

* Required

About You and Your Household

These questions will help us to better understand your household and how this relates to your travel to and from your dwelling and will be utilised to inform our analysis of responses. The information recorded in this questionnaire will be securely held and not shared with any third parties.

1. Please provide your home post code. *

2. Please state the postcode of your usual place of work or study or please state if you are not currently in employment or education. *

3. How many adults live in your household? *

The value must be a number

4. How many cars does your household have access to? *

The value must be a number

5. If you have access to a vehicle within your household where do you usually park overnight? (If you have more than one vehicle, please state where you park your vehicles in 'Other'.)

- ☐ Allocated parking space at dwelling
- ☐ On-street adjacent to dwelling
- ☐ On-street away from dwelling
- ☐ Off-street car park
- ☐ Other

6. How many children (under 18) live in your household? *

☐ 0

☐ 1

☐ 2

☐ 3

☐ 4+

7. Where do your children go to school? Please state other location if not listed.

☐ In Lostwithiel

☐ Outskirts of Lostwithiel

☐ Bodmin

☐ St Austell

☐ Other

8. How do your children travel to school? Please state other mode if not listed.

- ☐ Walk
- ☐ Bicycle
- ☐ Bus
- ☐ Train
- ☐ Taxi
- ☐ Private Car
- ☐ Other

9. How many people in your household can cycle and have access to a bike? *

The value must be a number

10. How many people in your household work from home some or all of the time? *

The value must be a number

11. Are you a local business owner in Lostwithiel? *

☐ Yes

☐ No

12. Please provide the address or postcode of your business within Lostwithiel. *

13. What, if any, delivery requirements does your business have? How does this currently operate?

14. Where do your customers/visitors typically park? *

☐ On-site car park

☐ On-street outside business

☐ On-street away from business

☐ Off-street car park

☐ Other

15. Do you have cycle parking for staff/customers/visitors at your business? *

☐ Yes

☐ No

☐ Other

16. What is the average spend per customer/visitor at your business?

17. What are the three main transport and access issues that impact on your business operation? (i.e. parking for vehicles or cycles, pedestrian and cycle access, lack of maintenance etc).

18. What transport measures would you like to see introduced in Lostwithiel to support your business? (i.e. more off-street car parks (paid or unpaid), improved pedestrian and cycle access, better signage for navigation).

19. Please state any other comments you have regarding your business and travel and transport in Lostwithiel?

Your Travel

Questions in this section will help us to better understand how to you travel to/from your home to various destinations.

20. What is your main mode of transportation? *

- ☐ Walk
- ☐ Bicycle
- ☐ Bus
- ☐ Train
- ☐ Taxi
- ☐ Driver of private vehicle
- ☐ Passenger of private vehicle
- ☐ Motorcycle / Moped
- ☐ Other

21. What are your three most travelled to destinations, and for what purpose? (i.e. for leisure, work, retail, education etc). *

22. Do you travel to nearby towns by means other than a car, if so please state the destinations, the travel modes and the frequency of visit? *

23. Thinking about journeys within Lostwithiel, such as from your home to the local shops, what mode of travel would you typically use and why? *

Issues and Improvements in Lostwithiel

This section will help us to identify key issues and opportunities for improvement in Lostwithiel.

24. What do you think are the main three transport and movement issues in Lostwithiel? (i.e. parking, speeding, personal safety, lighting, lack of maintenance etc). *

25. How important are the following transport issues to you to improve in Lostwithiel? Please score each point on how important they are to you. (If you are using a mobile, please scroll right across the page to access all answers). *

	Not important	Neutral	Somewhat important	Extremely important
More / improved crossings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lower vehicle speeds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Less traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Paid parking i.e. Pay and Display	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parking Permits (businesses or residents)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased cycle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better bus services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better rail services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better public realm facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better mobility facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved personal safety (i.e. lighting)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Improved

improved
maintenance

26. Please state any further improvements or transport issues you have here.

27. Any additional comments on travel and transport in Lostwithiel?

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