



## Callington Neighbourhood Plan

### Initial Review of Highways Issues

Project No.	0872
Revision	A
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Client	Callington and Kelly Bray Neighbourhood Plan Group
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## 1 Introduction

- 1.1 Awcock Ward Partnership has been instructed by the Callington and Kelly Bray Neighbourhood Plan Group to undertake an initial review of the highways matters raised through the public consultation exercise associated with the emerging Callington & Kelly Bray Neighbourhood Plan.
- 1.2 This note focuses on the key issues of HGV traffic through the town and potential diversion routes, improvements to the public realm and traffic management within the town centre, and connectivity between Callington and Kelly Bray for active travel modes. Brief comments are also provided on the other issues and opportunities identified through the consultation.
- 1.3 This Technical Note should be read in conjunction with Figure 101 which highlights the locations of the key measures. Vehicle tracking extracts are also attached to this note.

## 2 HGV Traffic & Potential Diversion Route

2.1 Callington lies at the convergence of the A390 and A388, both of which form part of the Cornwall Strategic Freight Network. The A390 skirts the southern fringes of the built-up area, whereas the A388 routes through the heart of the town along Saltash Road and Back Lane. This results in a relatively large number of HGVs passing through the centre of Callington where the carriageway and footway widths are limited. As well as contributing to general congestion, the existing conditions also exacerbate the severance of the town centre from eastern areas of Callington by providing a barrier to pedestrian movements.

2.2 Table 1 below summarises indicative traffic flows published by Cornwall Council for 2017:

Table 1 – 2017 Indicative Daily Traffic Flows

Road Link	All traffic	HGV flow	HGV %
A388 North (Launceston)	6100	490	8%
A388 South (Plymouth)	12700	540	4%
A390 West (Liskeard)	6500	220	3%
A390 East (Gunnislake)	6400	300	5%

2.3 As shown in Table 1, the traffic flows along the A388 north of Callington (i.e. the link fed by Back Lane and Launceston Road) are around half of that using the A388 to the south of the town, and a flow of c6000 vehicles per day is relatively low for the A-road network. In percentage terms, the data suggests that HGV flows through the centre of Callington are likely to be higher than the other links into the town which are closer to the typical figure of 5% which might normally be expected for general highway links.

2.4 The existing highway network provides an alternative route around the east of the town for traffic travelling in a north-south direction via Florence Road and there is anecdotal evidence that this is already used as an informal

“bypass”. Whilst it is understood that there are no existing Traffic Regulation Orders banning HGV traffic from Florence Road, existing advisory traffic signs at either end of the route identify it as not being suitable for HGV traffic.

- 2.5 An inspection of online mapping indicates that Florence Road is of a relatively good standard, with central road markings along almost the entire length of the route between the A390 and the A388 at Kelly Bray. Accident records for the most recent five year period for which data is available confirm there have been no incidents along Florence Road itself or its junction with the A388. However, the records confirm there have been three incidents close to its junction with the A390 that would require further investigation.
- 2.6 Typically the overall carriageway width is in excess of 6m and therefore is sufficient for two HGVs to pass. However, there is one location immediately to the north of the 30mph limit where the carriageway narrows to around 4.7m. Although sufficient for two cars to pass, HGVs would be required to proceed on a give and take basis. This narrowing also coincides with a “tree tunnel” where overhanging canopies restrict vertical clearance. These two factors may be related to the current strategy of discouraging HGVs from using Florence Road.
- 2.7 With a typical HGV flow of 53 using the A388 north of the town (which on average is less than one a minute during the busiest peak hours), the probability of two HGVs meeting at this narrower section would be very limited, and on this basis the existing road layout could be considered to be acceptable to act as a diversion route for HGV traffic. Alternatively, a traffic calming feature could be provided to formalise the give-and-take shuttle working which could also have the advantage of providing a traffic calming feature for all traffic at the entry to the 30mph zone at Kelly Bray. Works to control the overhanging trees could be undertaken, although this may have other landscape/arboricultural/ecology issues that would need to be investigated.
- 2.8 Vehicle tracking for the junction of the southern end of Florence Road with the A390 indicates that the manoeuvre into/out of the junction from the west could be quite tight for HGVs. However, there appears to be sufficient highway verge available to provide the required widening to ease the path of larger vehicles. Visibility at the junctions at either end of Florence Road appears to be reasonable in both directions, although this would need to be confirmed with topographic survey and speed survey data.

- 2.9 The remainder of the north-south diversion route would follow the A390 along Southern Road which is already part of the county Strategic Freight Network and therefore considered to be suitable for HGV traffic. Should land to the south of Southern Road come forward for development in the future then the Principal Route through any scheme could be designed to accommodate HGV traffic and therefore provide a shorter and more direct route between the A390 and A388 south of Callington.
- 2.10 In summary, the concept of Florence Road being used as a diversion route for HGV traffic currently using the A388 through the centre of Callington is considered to be technically feasible and worthy of further assessment with topographic survey and fresh traffic survey data for Florence Road itself.

### 3 Traffic Management within the Town Centre

- 3.1 The public consultation exercise identified many issues within the town centre, mostly relating to restrictions to traffic flow, ad-hoc on-street parking and narrow footways. One option to mitigate some of these issues and improve conditions for pedestrians in the core retail area of the town would be pedestrianisation of particular links.
- 3.2 Following a desktop review of the local road network, it is considered that the greatest potential for pedestrianisation exists along Fore Street between the junction of Well Street and New Road. This is currently the narrowest section which is limited to informal one-way working by on-street parking and a relatively recently constructed traffic island.
- 3.3 If this section were to be closed to general traffic, vehicular access to the town centre would be retained via New Road to the south which is generally of a reasonable width and suitable for larger delivery vehicles. It also provides access to the main car park. Access to the town centre would also need to be retained from Church Street.
- 3.4 Any wider pedestrianisation would be complicated by the need to retain access to a significant number of existing properties, and the complete removal of traffic through the town centre may also take away an element of passing retail trade.
- 3.5 A Traffic Regulation Order (TRO) would be required to restrict access to the affected section of Fore Street by motor vehicles. This could include time-limited exemptions for delivery vehicles for any premises serviced on-street. Exemptions for access to the few properties served by Biscombes Lane could also be provided.

- 3.6 Pedestrianisation of this section of Fore Street would result in the loss of up to 5 on-street parking spaces, although it is anticipated there would be adequate capacity to accommodate this in other off-street car parks.
- 3.7 Currently the main calling point for buses in the town centre is on New Road south of Fore Street, with outbound services routed via Fore Street. If this bus stop is retained then outbound services could be routed via Church Street instead or continue to use Fore Street under a further exemption of the TRO.
- 3.8 The main junction in the core of the town centre where Church Street and Fore Street converge is relatively large and there is the potential to develop this space into a more pedestrian friendly public square/informal street with reduced highway space for vehicles, lower kerb upstands, and more generous pedestrian only areas.

## 4 A388 Back Lane

- 4.1 The nature of the A388 Back Lane between its junction with Tavistock Road and Church Street (at the Mustard Seed) has also been identified as a potential issue through the public consultation process. Concerns raised included difficulty crossing the road, the pinch-point at the Mustard Seed junction and difficulties at the Church Street/Back Lane junction. However, accident records for the most recent five-year period for which data is available do not indicate any concentrations of incidents within this area of the town.
- 4.2 At the southern end of Back Lane, the existing carriageway is of a reasonable width and there is footway provision along the eastern side of the street. However, there are no formal pedestrian crossing facilities and opportunities to provide a crossing point near the junction with Well Street could be explored. At the northern end of Back Lane carriageway and footway space is more limited as the A388 follows an s-bend alignment past the Mustard Seed.
- 4.3 The proximity of existing buildings limits the potential to improve visibility for traffic emerging from Church Street and therefore measures to slow vehicle speed along Back Lane would provide the greatest potential to mitigate the risk of conflict at the Church Street/Back Lane junction. This could potentially be achieved through the introduction of a “Low Speed Environment” (LSE) where the appearance of the street is changed to encourage a change in driver behaviour. This could include alterations to materials/road surfacing, removal of central road markings, lower kerb upstands to reduce the apparent segregation of vehicular traffic, edge detailing to provide a visual narrowing of the carriageway and measures

to highlight pedestrian crossing points etc to reduce the sense of driver dominance over the highway space.

- 4.4 Cornwall Council has implemented a Low Speed Environment scheme along a similar stretch of road through Bodmin town centre in recent years and this may provide some suitable precedents. Some example images are below:



- 4.5 The extent of the Low Speed Environment treatment should be limited to the section from the junction with Tavistock Road to the junction with Broadmead in the north, including the s-bend near the Mustard Seed, so that the change in appearance and therefore the greatest change in driver behaviour is focused in the area where the greatest number of issues has been identified. A similar approach could be considered in other limited locations, but a wider wholesale application could dilute the “message” conveyed to drivers that they are entering an area that is different to normal road conditions and that they must adapt their driving behaviour as they proceed.

## 5 Mustard Seed Junction Improvements

- 5.1 The introduction of a mini-roundabout, or informal mini-roundabout style solution, at the junction of Back Lane and Church Road could provide a further feature to encourage lower vehicle speeds, as well as easing the passage of vehicles egressing Church Street through the change in priorities. However, the carriageway space is limited, and the feasibility of this approach would need to be tested with the benefit of topographical survey and traffic data. It would also be unlikely to provide any significant opportunity to improve pedestrian facilities.
- 5.2 The introduction of traffic signals at the junction could also control vehicle speeds and improve egress from Church Street. It could also provide an opportunity to widen the existing footways through carriageway narrowing at the Mustard Seed if each approach to a signalised junction were controlled and run with a separate green stage. However, a signalised approach would create stationary traffic that in turn could generate noise and air quality issues.
- 5.3 Topographic survey and traffic data would be required in order to test alternative junction solutions further.

## 6 Connectivity between Kelly Bray & Callington

- 6.1 Kelly Bray and Callington are connected by an existing footway on the western side of the A388. However, this is of limited width.
- 6.2 A review of online mapping suggests that there could be adequate highway land available to widen the existing footway to a 3m shared foot/cycle path between the junction of South Hill Road in Callington and Redmoor Road in Kelly Bray; a distance of 1.2km. This includes existing verge, and the reduction in the width of the carriageway through the

removal of the central hatched area. Removing the hatched area and reducing the carriageway width could also have the benefit of lowering vehicle speeds along Launceston Road by creating the appearance of a narrower road to drivers.

- 6.3 South of South Hill Road the width of the A388 means it is unlikely to be feasible to provide an off-road facility for cyclists and an on-road solution is likely to be required.
- 6.4 Public highways records and topographic survey for the route would be needed in order to test the feasibility of this measure further.

## 7 Other Matters

- 7.1 The table attached summarises the other highways matters raised through the public consultation, together with brief comments on the issue identified and any mitigation measures suggested. The reference numbers correspond to that shown on the Clifton Emery Transport summary plans.

AWP



## Appendix A Drawings & Figures



### Potential Highway Measures

HGV Diversion Route



Fore Street Pedestrianisation



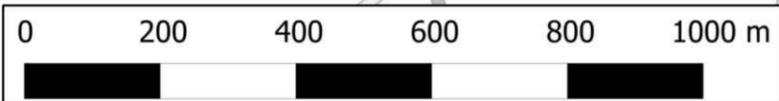
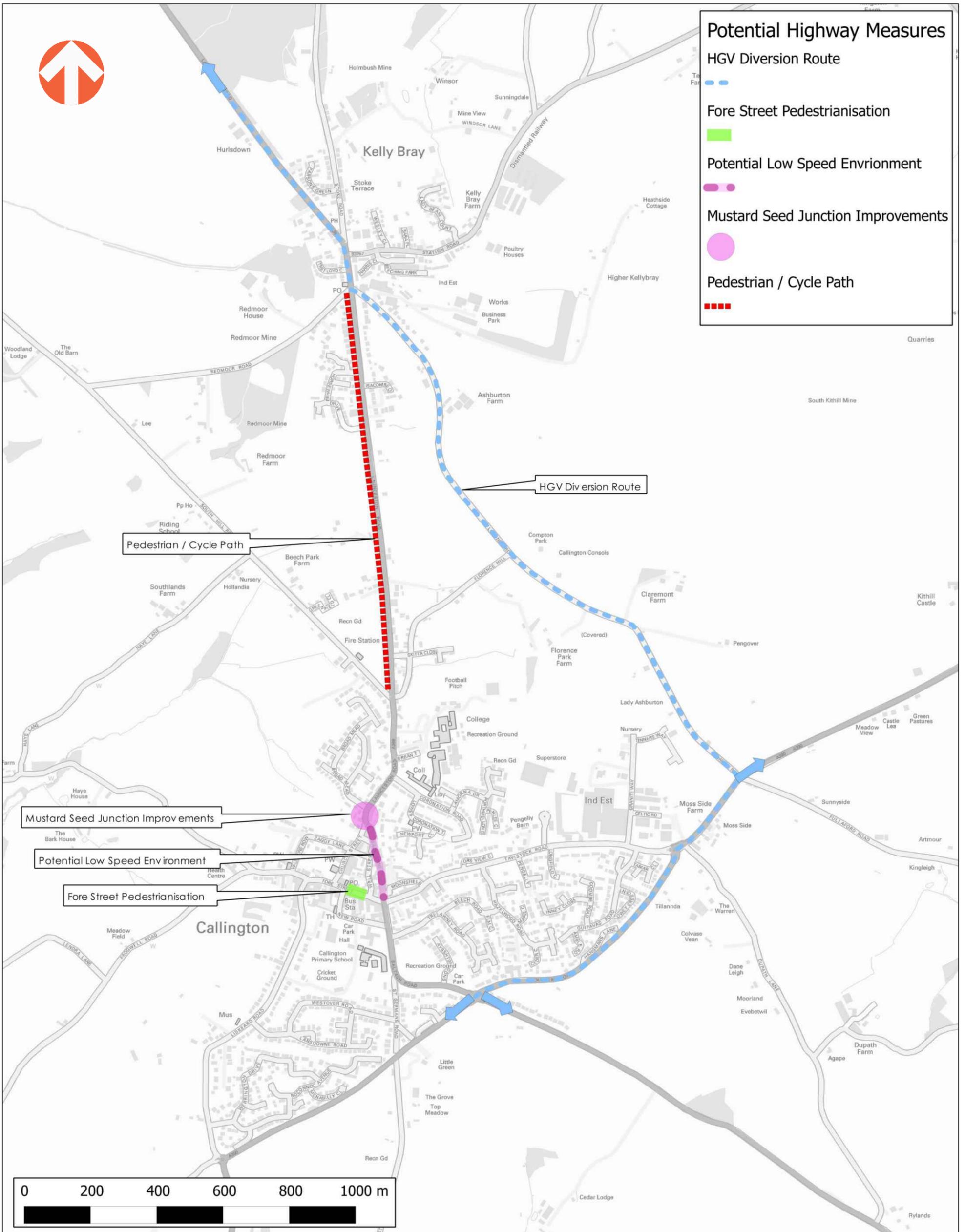
Potential Low Speed Environment



Mustard Seed Junction Improvements



Pedestrian / Cycle Path



PROJECT:  
CALLINGTON AND KELLY BRAY NEIGHBOURHOOD PLAN

TITLE:  
POTENTIAL HIGHWAY MEASURES

PROJECT No: 0872  
DRAWING No: FIG-101  
REV: A

SCALE @ A3:  
AS SHOWN

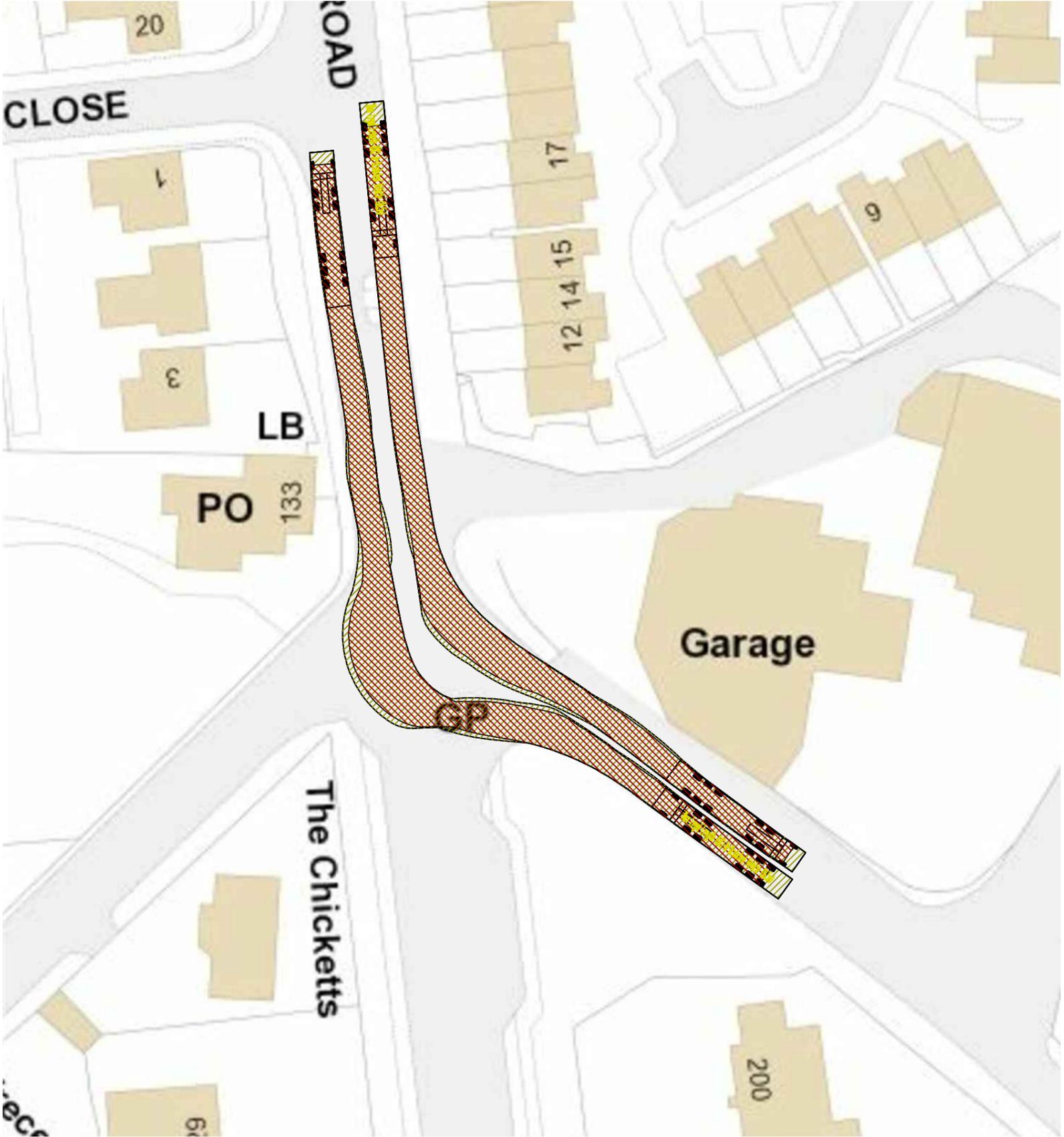
REV	DATE	DESCRIPTION	BY	CHK	APD
A	03.05.2019	INITIAL ISSUE	TMR	AJW	IDA

CLIENT:  
NEIGHBOURHOOD PLAN GROUP

DRAWING STATUS:  
FOR INFORMATION ONLY



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8.73

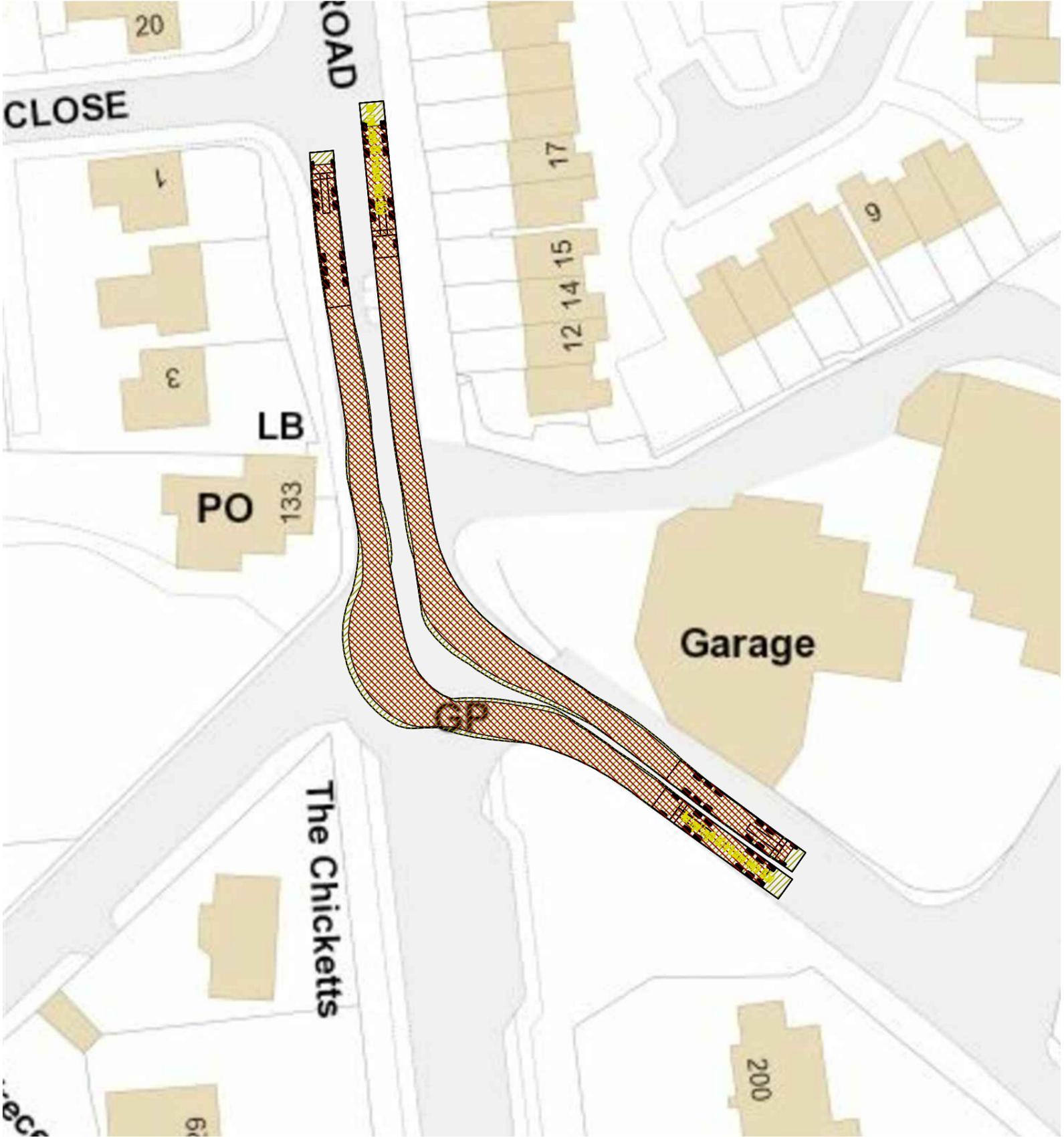
Mast (communication)

Track

7.64

reservoirs (covered)

Stone





## Appendix B Highways Matters Summary Table

## Summary of Public Consultation Highways Comments

Ref	Issue	Comments
1	New Road onto Fore Street – Yellow box	This could be provided, or may be unnecessary if pedestrianisation proposal is pursued
2	Traffic coming from Tavistock Road into Fore street stop/park/unloading. Need more Pelican crossings	Could be dealt with by pedestrianisation scheme
3	No right turn ignored at Church Street/Back Lane junction	Could be resolved by improved signage at existing junction or changes to mini-roundabout/traffic signal control.
4	Pinch point at Mustard Seed	Low Speed Environment to mitigate risk of conflict. Traffic signals could control flow and create opportunity for increased footway space.
5	Residents parking at Broadmead entrance	Double yellows lines could be installed.
6/7	No pavement on one side of Launceston Road	Footway provision could potentially be enhanced through road narrowing, resulting in priority give-way working or traffic signal control.
9	Cars parked both side of road near fire station creating access and visibility issues	Traffic Regulation Order (double yellow lines) could be implemented to control parking.
10	Pavements in Church Street not wide enough	Build-outs at some locations have already been provided by CC to increase footway width. Further opportunities for similar solutions could be investigated.
11	Vehicles parking in Fore Street; access to Pannier Market has limited visibility	Upgrade existing Traffic Regulation Order to prohibit parking at any time.
12	Poor visibility getting in/out of Health Centre at Hays Road	Health Centre to be relocated.
13	Excessive parking; problems with emergency access at Valentine Row.	Very limited highway space and no alternative parking opportunities for residents. Could investigate a shared space solution where pedestrians walk along the centre of the street and cars park closer to the building line.
14	Parking at bend in Liskeard Road	Issue limited to builders lorries in AM only so impact only temporary. Traffic Regulation Order to prohibit parking could be implemented if persistent.
15	Parents parking on double yellow lines at St Germans Road.	Increase in enforcement. Enhanced Travel Planning for journeys to school.
16	Traffic from Newbridge not stopping	Investigate measures to increase deflection on approach to roundabout (i.e. splitter islands, overrun area around central island).
17	Rat-run in the mornings and speed	Review potential reduction in speed limit from 40mph to 30mph. May require complementary traffic calming features.
18	Traffic speeding up off the roundabout onto Longhill	Review potential reduction in speed limit from 40mph to 30mph. Works to reduce excessive carriageway width may assist.
19	Blind Corner and traffic speeding down straight (Florence Road)	Look at potential for 50mph or 40mph speed limit, SLOW road markings and other appropriate calming features.
20	Trucks and cars parking on verges (Coronation Road)	There appears to be sufficient carriageway space for on-street parking if required.
21	Residents parking along the road (New Road)	Residents parking is probably due to no suitable alternative. Existing Traffic Regulation Order already prohibits parking during the daytime.
22	Parking by Hindles/Bradleys blocks visibility	Pedestrianisation of Fore Street could address this.
23	Manhole covers very slippery (Saltash Road)	Covers to be replaced with new unit or antiskid material applied to surface.
24	Parking times not adhered to; need to be reduced to 30mins (Fore Street)	Pedestrianisation scheme would remove this parking. Otherwise existing Traffic Regulation Order could be amended to reduce duration of stay.

Ref	Issue	Comments
25	Lorries parking and unloading on double yellow lines (Granite Way)	Carriageway width appears to be sufficient to accommodate on-street parking. Greater enforcement of existing double yellow lines where this creates a problem.
26	Car park should be free (New Road south)	Matter for Cornwall Council.
27	Parking around St Marys Close – single file traffic and poor visibility.	Greater enforcement of existing parking restrictions required.
28	People parking in turning bay	Traffic Regulation Order to prohibit parking could be implemented.
29	Parking in Trelawny Road – visibility onto Saltash Road dangerous	Greater enforcement of existing parking restrictions required.
30	Bus stop area at New Road too small	Issue will require review with bus operators. Alternative space for layover parking could ease congestion.
31	Speeding along Southern Road	Accident records confirm no speed related incidents in most recent 5-year period. 40mph limit likely to be too low given the design and function of the route.
32	Kerb too high and disabled bay abused (Fore Street)	Kerb height could be reduced. Greater enforcement of existing parking restrictions required.
33	Need a zebra crossing (Back Lane)	Crossing facilities do require improvement at this location. Suitability of zebra crossing solution subject to volume of surveyed pedestrian flows. Otherwise uncontrolled crossing could be provided.
34	Pinch-point at former Coachmakers	Location of issue not clear.
35	Island by Hindles caused congestion/hinders traffic	Pedestrianisation of Fore Street would address this
36	Junction of Church Street and Fore Street should have yellow box to prevent parking.	Yellow box could be provided if existing highway layout is retained. A change of materials as part of a more fundamental re-design of the junction to provide a public square could also achieve this outcome.
37	Cycle connection between Callington and Kelly Bray would be beneficial and improve safety.	Cycle path could be provided along sections of Launceston Road as described above. Route via PROW 605/8/1 may not be attractive due to gradient along Florence Hill at northern end of the route.
38	High speeds and no pavements (South Hill Road)	Highway verge might be available to deliver footway provision.
39	Speeding in a residential area (Station Road)	Evidence on speed should be collected to determine whether traffic calming interventions would be appropriate.
40	Congestion caused by vehicles turning into Stoke Road	Traffic survey data required to establish the extent of the issue. A narrow right turn lane is already provided.
41	Narrow road caused by poor parking (Lady Beam Court)	Problem affects small residential cul-de-sac. Traffic Regulation Order could be pursued by CC if supported by emergency services.
42	Cars speeding on Stoke Road	Evidence on speed should be collected to determine whether traffic calming interventions would be appropriate.
43	Too many cars not enough parking (Horsewhim Drive)	No evidence of on-street parking from online mapping resources
44	Poorly located bus stop (A388 nr Post Office)	There is lots of scope to relocate the bus stop. Alternatives would need to be reviewed with local operators.
45	B3257 Station Road very narrow on entrance to Kelly Bray	No scope to widen carriageway without third party land
46	Florence Road is an unofficial by-pass around the town. The road is narrow and fast in places; used by lorries despite restriction.	Full analysis of Florence Road is set out above.