

Comments:

General

Have the target routes and expected volume for these changes been established?

There is a general view is that some of these changes have the potential for considerable disruption for a minimal improvement in pedestrian and cycling access and reduction in traffic flows and parking capacity at key points in the town, detailed comments are made below.

A persistent concern is the mix of cyclists and heavy vehicles moving in the opposite direction because of the limited carriageway widths

Drawing 6 says there will be new street lighting installed, if there is now a budget for new street lighting there are a number of other locations where it would be useful for example near the guide hut at Warfelton.

A number of the issues raised are matters of opinion and may or may not become significant. It is suggested that any solid infrastructure be installed in such a way that it can be modified or removed with minimal effort. There should be a formal review process to confirm the effectiveness of these proposals.

Drawing1

It is important that the additional cycle hoops do not impede any other road or pedestrian user, for example because of the overall narrowness of Saltash pavements. Specifically cycle hoops should be installed in such a way as to keep attached cycles clear of vehicles parking in Fore Street and minimise the effect on pedestrian routes particularly at choke points where the available pavement space is narrow such as outside the Co-Op and the entrance to Keast Mews. Generally hoops on the west side of Fore Street and outside No 4 would be permanent obstructions even when not in use,

There are already cycle hoops in Fore Street that are not used. Other less intrusive sites for cycle hoops are available such as by the phone box at the junction of Wesley Road and Fore Street.

If demand increases post brackets in further additional locations could be considered.

In the past many cyclists have just attached their cycles to vertical posts or lamp standards, this gives cycle storage at minimal cost .

Obviously where there is electrical maintenance access to existing powered posts it needs to be maintained

Drawing 2

The contra cycle lane on Victoria Road is seen as a good idea, it needs to be confirmed that there is enough space as whilst there would be sufficient road width for cycles to pass the average car, cyclists would face oncoming larger vehicles.

Cyclists using the proposed contra-flow in Culver Road would be faced with vehicles turning off Fore Street in what is already a tight entrance.

The island at Culver Road/Victoria Road should be designed to prevent obstruction to large vehicles turning right into Victoria Road.

It is more sensible for cyclists to not turn into Wesley Road where they would face traffic exiting in both directions, but to use the existing route down Fore Street and turn right into Culver Road which is close by the traffic lights, thus giving a safer turn. As an alternative route to the bottom of town avoiding Fore Street from the roundabout and the North and Northwest of Saltash the existing route of King Edwards Road to Victoria Road is suggested.

Drawing 3

Diagram 3 does make a lot of sense, improving pedestrian access towards the station and improving the difficult junction at Culver Road / Albert Road

One reservation is whether the proposed "give way" feasible because of visibility issues?

The pedestrian way changes down Culver Road and the station slip road and on the railway bridge are supported as they improve access to the railway station, and indeed the area of Saltash beyond. They install pavements where there are currently none, and will make the area safer and encourage more rail use, and enable easier access to the Town Centre.

Drawing 4

The proposed contra-flow leads to a blind corner which will be a considerable hazard because existing vehicle corner is cut close by most drivers.

The traffic island, as shown, could affect commercial vehicle access to the public house and dairy.

It is thought that the required cycle flow could be provided much more safely on the opposite side of the road (adjacent to the Guildhall) as is already shown in this proposal. The cycle route around the Guildhall is a good idea, and better maintains safe cycle access.

Drawing 5

Cycle lane is sandwiched between two lanes of traffic at slip road junction It is suggested that a pedestrian island between the cycle lane and left hand lane from North Road onto the bridge is provided as this would help protect cyclists, and support the crossing route for pedestrians.

The implications of removing the right turn lane should be investigated as there are potential traffic flow problems when coming from bridge at peak times.

Drawing 6

These proposals all improve pedestrian connectivity in the area.

The installation of new street lighting contradicts previous information that there is no budget for street lighting and that there has been none since 2009. There are other locations where such lighting would be very useful