Walk Wheel Cycle Trust

Torpoint and Rame - Local Cycling and Walking Infrastructure Plan

July 2026

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Photo (WWCT): Rame Head from South West Coast Path, leading from Kingsand and Cawsand

Walk Wheel Cycle Trust

We're the charity making it possible for everyone to walk, wheel and cycle.

We work directly with communities to make change happen. Then we evidence the impact to influence policies to push those changes further.

Because people powered movement changes everything. Our health. Our well-being. Our world.

Let's do this!

www.walkwheelcycletrust.org.uk

Walk Wheel Cycle Trust is a registered charity in the UK no. 326550 (England and Cymru), SC039263 (Scotland) and 20206824 (Republic of Ireland).

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Project Partners

Cornwall Council have funded this project, as they strongly desire to help this area of Cornwall receive further funding. Thanks are given to their hard-working transport officers and councillors for supporting this project.

Many thanks are also given to Torpoint Town Council for accommodating the Walk Wheel Cycle Trust team and helping to support our engagement events.

We are also very grateful to the communities of the Rame Peninsula for their positive community engagement.

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working in partnership

Torpoint Town Council

Foreword

The Rame Peninsula is sometimes called ‘Cornwall’s forgotten corner’. Located across from Plymouth and only 12km across, this peninsula is less visited compared to other destinations in Cornwall.

Despite this name, the area is as scenic as other parts of Cornwall and composed of communities that are rural and rely on tourism but are also interconnected to Plymouth for work and recreation.

Torpoint is the main town on the peninsula. It is a working town, with many commuting to Plymouth or with jobs that support the naval or shipping presence. The Torpoint Ferry is relied upon by the town and the rest of the peninsula as a more direct alternative to the Tamar bridge.

Millbrook is one of Cornwall’s largest villages. Situated in a tidal creek it is the second largest settlement on the Peninsula, with there being a strong desire line between Millbrook and Torpoint.

Kingsand and Cawsand is the area’s picture postcard seaside destination. Made up of two villages, both have narrow streets designed to reduce the impact of strong coastal winds. Today the street design has the added effect of being inaccessible to motor vehicles, arguably increasing its attractiveness.

Both the Neighbourhood Development Plans (NDP), for the town of Torpoint and the wider Rame Peninsula, reference improving greenways and cycle routes, to enable sustainable tourism and create safe routes for local people.

A Local Cycling and Walking Infrastructure Plan (LCWIP) is central to securing funding for improving walking and cycling infrastructure. Through analysing different routes, they prioritise and make recommendations for these routes.

Our aspiration is that this LCWIP secures further funding to develop walking and cycling infrastructure in the Torpoint and Rame area. This infrastructure is needed to help the area to develop a sustainable transport network that supports the peninsula’s growth.



Photo (WWCT): Benches being installed in a small park on Ferry Street by Torpoint Town Council

Executive Summary

Inception

- Project confirmed with Cornwall Council
- Reached out to Torpoint Town Council and other stakeholders

August 2025

Co Discover

Over 100 people participate at Public Engagement, including events at:

1. Torpoint Community College (pupils only)
2. Torpoint Library
3. Millbrook Village Hall
4. St Germans Village Hall

Feedback on barriers and opportunities for walking and cycling collected, including through an online survey

November 2025

Desktop Analysis

- Co Discover Feedback digitised
- Existing transport networks, Trip Attractors and Generators and population analysed
- Draft Walking and Cycling network produced (Figure 1)

January to February 2026

Accessibility Audit

Participants from Oakwood College help with an Accessibility Audit, forming final input into Co Discover

March 2026

Co Design

Over 180 people participate in Public Engagement, including events at:

1. Torpoint Community College (pupils only)
2. Torpoint Sunday Market
3. Kingsand Village Hall
4. Millbrook Village Hall

Feedback given on which routes should be prioritised for walking and cycling

March 2026

Case Study interviews

Volunteer participants from Co Design are interviewed about their day to day journeys, emphasising the importance of improving walking and cycling routes

April 2026

Prioritisation

Using Co Design feedback, feasibility based on audits and expected cost, final walking and cycling network produced with prioritised routes (Figure 2):

1. Torpoint Ferry to Antony
2. Torpoint Walking zone
3. Torpoint to New Housing
4. Torpoint to Millbrook
5. Millbrook to Cawsand
6. Millbrook to Cremyll

May 2026

Route Audits

Routes that were highly prioritised by participants at Co Design audited during the week after the engagement events.

April 2026

Final Report

Final report issued and shared with Cornwall Council and other stakeholders, including Torpoint Town Council. Cost estimates included for prioritised routes

June to July 2026

Torpoint & Rame Peninsula LCWIP Draft Network

Area wide cycling network

- 1. Polbathic to St Germans
- 2. Antony to Polbathic
- 3. Sheviock to Portwrinkle
- 4. Antony to Freathy
- 5. Millbrook to Freathy
- 6. Millbrook to Cawsand
- 7. Millbrook to Cremyl
- 8. Millbrook to Southdown
- 9. Millbrook to Gallows Park
- 10. Antony to St John
- 11. St John to Millbrook
- 12. Torpoint to Wilcove
- 13. Torpoint Coastal
- 14. HMS Raleigh to St John
- 15. HMS Raleigh to Antony
- 16. Torpoint Ferry to HMS Raleigh
- 17. Coastal alternative (aspirational)

Co Design Draft Network

Combining the previous desktop analysis with the Co Discover feedback has produced the adjacent network. These are all the routes within the LCWIP area that were asked by participants at the next round of engagement to be prioritised.

The routes are coloured coded and on this scale show the area wide cycling routes for the Rame Peninsula, as to be expected with the distance. If prioritised, these routes will be audited for cycling and some walking recommendations

See Torpoint and Millbrook & Kingsand/ Cawsand maps for more localised proposals

Walk Wheel Cycle Trust

0 0.5 1 1.5 2 Miles
0 1 2 3 Kilometers

N

Figure 1: Map showing Draft LCWIP used for Co Design

LCWIP Prioritised network

Using Co Design feedback, this map shows a final walking and cycling network for Torpoint and the Rame Peninsula. Routes have been prioritised into the following:

- Red are Primary high priority routes, with feasibility recommendations and costs estimates made for these routes further in the report
- Orange are Secondary medium priority routes, because they were highly supported at Co Design and were audited, or were strongly recommended by key stakeholders.
- Yellow are Tertiary low priority routes. These are routes which should be prioritised but connect less population and trip attractors or generators, or provide alternative routes.

Due to their longer distance, the routes in this network are primarily cycling routes with suitable interventions for walking. Torpoint Walking zone has more in depth recommendation made for people walking and wheeling.

Grey routes are non prioritised connections that complete the network.

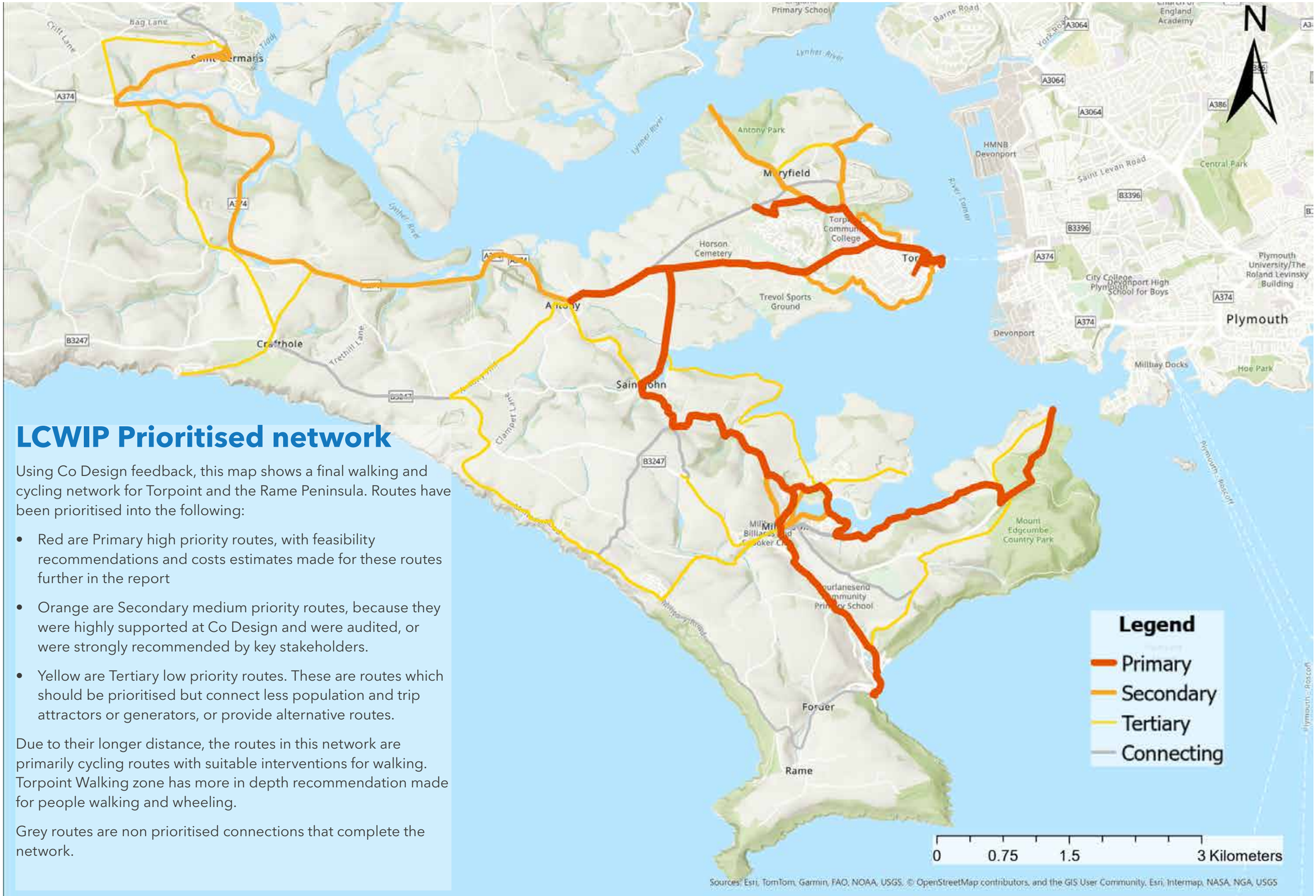


Figure 2: Map showing LCWIP Prioritised network



Photo (WWCT): Kingsand and Cawsand from the South West Coast Path

Introduction

Walk Wheel Cycle Trust (formerly Sustrans) was commissioned by Cornwall Council (CC) in 2025 to produce a Local Cycling and Walking Infrastructure Plan (LCWIP) for the town of Torpoint and the wider Rame Peninsula.

The boundary of the LCWIP study area was limited to the area shown on Figure 3, which includes Torpoint, Millbrook, St Germans, Polbathic, Crafthole, Portwrinkle, Antony, Sheviock, St John, Freathy , Kingsand and Cawsand.

This area was defined through discussion with Cornwall Council and key local stakeholders. In line with the Government's LCWIP guidance, this report has focussed on utility trips to work, education and shopping of up to 5km, as well as covering longer distance trips due to the large area and rural nature of the Rame Peninsula.

What is an LCWIP

Local Cycling and Walking Infrastructure Plan (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking infrastructure improvements required at the local level. They enable a long term approach to developing a network of routes for cycling and walking, often over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

This LCWIP report includes 5 prioritised walking and cycling routes as well as a walking zone , which have been cost estimated for.

This report covers the following areas:

- Background Study and Methodology
- Co Discover and Co Design engagement activities
- Local Cycling and Walking Infrastructure Plan
- Prioritised routes and feasibility recommendations for these plus cost estimates
- Next steps

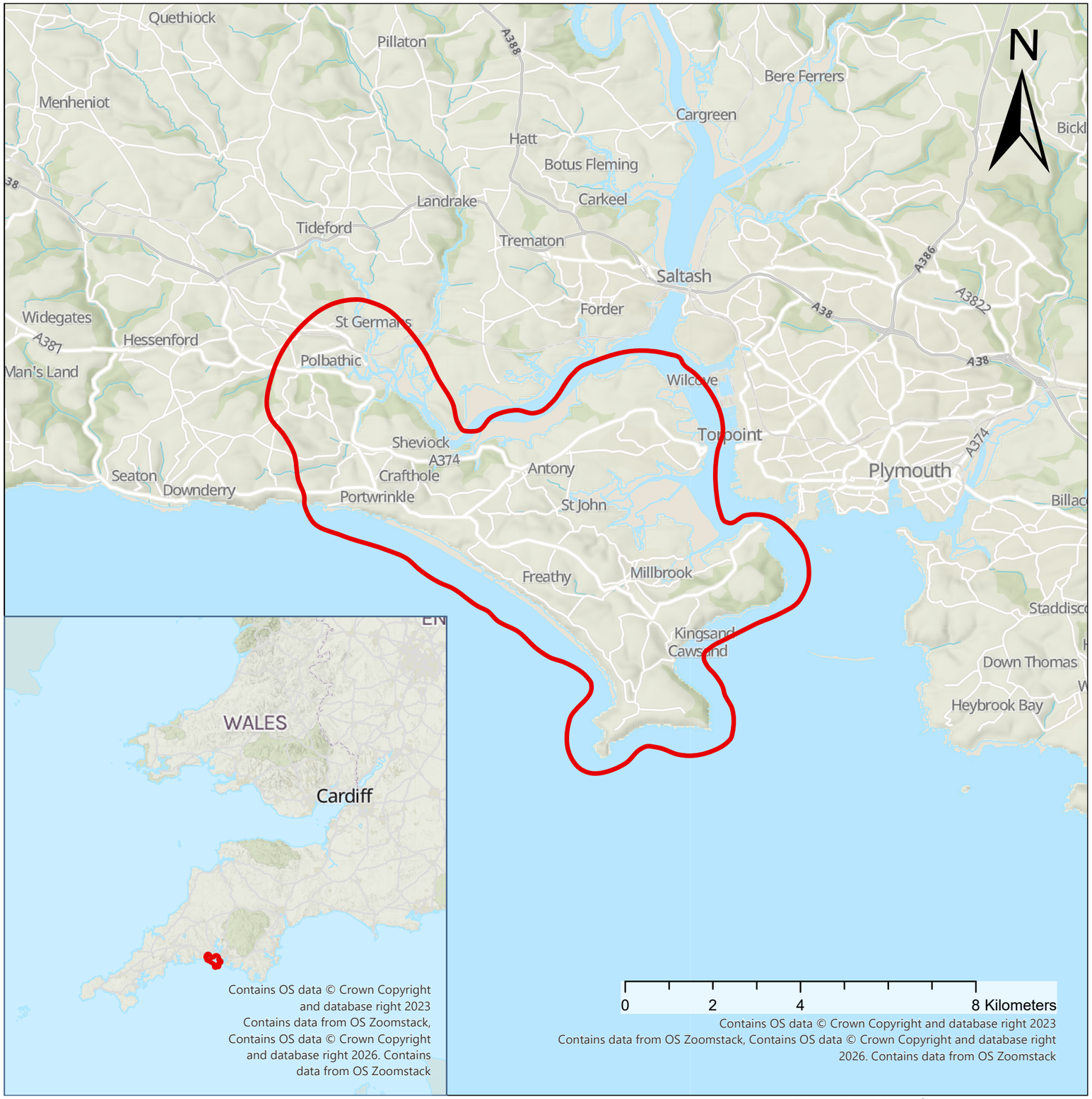


Figure 3: Map showing project area

Background Study

Locality and Transport

Torpoint is a planned town built in the eighteenth century. It was designed with a grid structure by local landowners who saw the settlement's potential as a harbour town that would be strongly connected to and support the increasing maritime activity of Plymouth across the Tamar Estuary.

Plymouth is a historic port that is referred to as the UK's 'Atlantic City'. During the eighteenth century, industrialisation and increased naval activity resulted in the growth of Torpoint. The 1790 Plymouth Dock to Torpoint Ferry Act established the Torpoint Ferry, connecting Plymouth to Torpoint to this day.

The Torpoint Ferry is an essential transport link for local communities living on the Rame Peninsula because it reduces the travel time to Plymouth by approximately half an hour. The Torpoint Ferry also provides an essential alternative for HGVs and commuters accessing south Cornwall by the A38 if the Tamar road bridge is shut due to high wind speeds.

Along with Torpoint, the Rame Peninsula includes the large villages of Millbrook, Kingsand and Cawsand. These are historic settlements whose communities have relied on their marinas. In previous centuries transport connections have historically been through ferries, being easier historically to navigate the coast to reach Plymouth than travel overland.

Today there is a seasonal ferry to Kingsand and Cawsand from Plymouth because it is a popular tourist destination to travel to for a day in summer. Many residents in Millbrook work in Plymouth, and either travel to Torpoint or catch the passenger ferry from Cremyll. Transport for Cornwall's Number 80 bus connects many of the villages across the Rame Peninsula by land to Torpoint, and onto Plymouth since the buses use Torpoint Ferry.

The Rame Peninsula takes its name from Rame Head, where there is a historic sixteenth century chapel. Along the south coast of the Rame Peninsula there are a number of beaches which are some of the nearest and most accessible for people from Plymouth. The north coast of the Rame Peninsula is characterised by the Lymher River Estuary, and the east coast (facing Plymouth) the Tamar Estuary.

Across the peninsula there are many historic Victorian forts, built to protect Plymouth. Today there is still a military presence with the HMS Raleigh naval training base just outside Torpoint. Jupiter point is a jetty used for training, and there is also a refuelling depot and pier in Torpoint. Some of the Victorian forts are even in use, with Tregantel Fort serving as a tourist attraction and a seasonal firing range for the Royal Navy.

Despite much of the Rame Peninsula being under 10km from Plymouth, many of the villages feel secluded in the rolling Cornish countryside. St Germans has been included in this project's LCWIP area because it is the nearest train station which doesn't need a ferry to access.

ONS Census data captures details of the number of cars and vans in each household, based on details for private households only: in Torpoint 23% of households do not have a car or van, whilst across the wider Rame Peninsula it is 12.3%. The national average is 23%, suggesting higher levels of ownership across the Rame Peninsula whilst there may be a latent demand from many Torpoint residents to be able to safely walk and cycle (https://www.ons.gov.uk/census).

Job access

The Torpoint Neighbourhood Plan indicates that jobs in Torpoint are less reliant on tourism compared to other Cornish towns. The plan indicates that there are many retail and service sector jobs, due to the town's close proximity with Plymouth and military facilities like HMS Devonport and Raleigh. Torpoint Town Council would like to support these jobs but also ensure that Torpoint retains its roles as a market town for the Rame Peninsula, with residents not solely reliant on Plymouth for services and retail.

The Rame Neighbourhood Development Plan indicates that jobs across the Peninsula are more seasonal. Scenic villages like Kingsand and Cawsand attract many tourists in the summer months because of their relative easy access from Plymouth. Freathy and Portwrinkle also have a large number of holiday homes due to their adjacent beaches along the south coast of the peninsula. The five parish councils that are represented by the Neighbourhood Plan would like to see less of a reliance on these job and support the many residents who travel to Torpoint for retail and public service sector jobs.



Figure 4: Nineteenth century photograph showing a cyclist departing from Torpoint Ferry, courtesy of Rame Heritage



Figure 5: Twentieth century photograph showing arable farming on the Rame Peninsula, courtesy of Rame Heritage

Regional Policies and Strategies

Cornwall Local Plan

The Cornwall Local Plan (2010-2030) sets out the main planning approach and policies for Cornwall and the Community Network Areas (CNAs). The Cornwall Gateway Community Network Area includes Torpoint, Millbrook, Kingsand and Cawsand along with the wider Rame peninsula.

They key objectives for the Cornwall Gateway CNA, relevant to this study are:

- Objective 1 - Regeneration: ''Support the regeneration of Saltash and Torpoint town centre.''
- Objective 2 - Jobs and Services: ''Improve the provision and access to jobs and services (including public services), considering the influence of Plymouth.''
- Objective 3 - Affordable Housing: ''Enable the provision of affordable housing.''
- Objective 4 - Transport: ''Support the improvement of public transport between the rural and urban areas.''

The Cornwall Local Plan Strategic Policies (LP: SP) has set a growth target of 1,900 dwellings for the Cornwall Gateway CNA, to be delivered between 2010 and 2030.

Local plans are updated every 20 years. The Cornwall Local Plan (2030-2050) is currently being worked on and is expected to have increased housing and sustainable transport targets for the Cornwall Gateway Can.

Cornwall Transport Plan

According to the CTP, nearly two thirds of the population live in small dispersed settlements that are defined as rural. The plan states that by 2030, Cornwall Council would like at least 50% of journeys under five miles to be completed via active travel, with an estimated reduction in transport emissions of 7%.[1] This study marks an important strategic step in helping achieve this ambition.

1 https://www.cornwall.gov.uk/media/ugjl1wmz/cornwall-transport-plan-to-2030_jan26-1.pdf

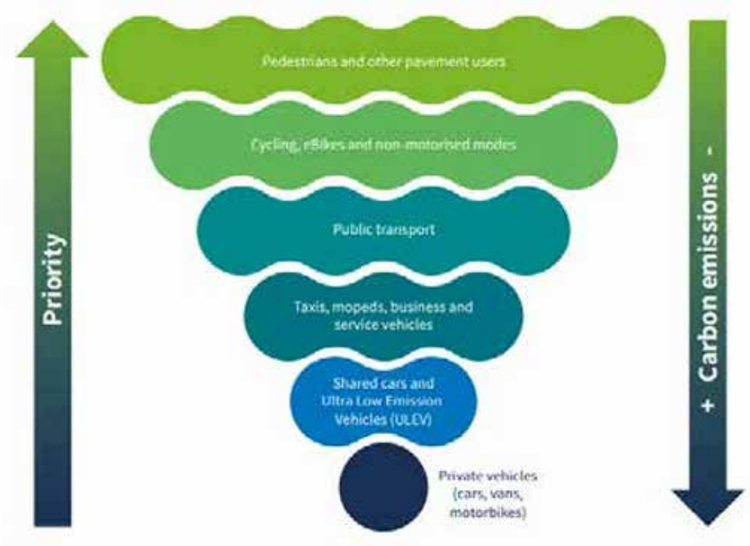


Figure 6: Modal Hierarchy from The Cornwall Transport Plan

The plan sets out the modal hierarchy under which this should be achieved. The modal hierarchy sets pedestrians as top priority alongside other "pavement users".

20 mph Speed limit roll out

Agreement to deliver a county-wide 20mph speed limit roll-out programme in built-up areas received Cabinet approval in March 2023. The programme is being delivered across four years, and the benefits to communities include:

• Making our streets safer; reducing casualties and community inequality.

• Increasing child and adult activity levels; improving health and well-being.

• Providing a safe environment; encouraging more people to walk and cycle.

• Supporting climate change declaration; lowering emissions and tackling congestion.

• Creating a stronger sense of place.

Cormac has already delivered phase one of the programme, reducing speed limits in villages in the Cornwall Gateway CNA in 2024 and 2025. In April 2022, over 75% of the feedback from residents was supportive, with positive reductions in mean speeds also recorded.

Positive Parking Agenda

The positive parking framework for Cornwall recognises the need of the car in Cornwall, and therefore of providing a good service in Cornwall Council's 280+ car parks. The framework recognises that income cannot be the sole measure of success, and sets out other success factors, in the support of the economy, the environment and communities which the car parks serve. Key priorities include: congestion, safety, air quality, accessibility, technology, working together and fairness. The long term goals can be found in section 1.3 of the framework.

Relevant to this study, Goal 8 of the framework is to "support quality of life for residents by making car parking a pleasant experience".. that "supports opportunities for active travel".

Principle A1 suggests that town centre car parks are reviewed in the context of future development, growth and supporting the urban environment. The framework recognises that some town centre car parks no longer serve the local area, but hinder a positive pedestrian environment. Principle A11 also states that the Council should "continue to work with, and support, Town and Parish Councils, Chambers of Commerce and BIDS in order to facilitate requirements for use of the Council's parking assets throughout the year''

Principle A13 states that car parks should include infrastructure that "encourages active travel", for example "cycle parking provision and signing walking and cycling routes from car parks to key destinations".

Climate Emergency Development Plan

Sustainable Transport Policy T1 states that development should be designed to "

• "Making it easier and more attractive to walk, cycle and considering access only streets to create green networks;

• Enabling greater use of public transport plus making streets accessible for users with disabilities;

• Providing varied spaces for people to meet and rest, and for children to play, enabling greater social interaction and incorporating high levels of green and blue infrastructure."

Policy T2 on parking states that development proposals will be expected to follow the travel hierarchy in Figure 6 by "prioritising parking and storage for non-vehicular modes".

Local Policies and Strategies

Torpoint Transport Regeneration Strategy

Completed in 2021 by Cormac on behalf of Cornwall Council (CC), this report recommended a transport strategy specifically for Torpoint and the surrounding Rame Peninsula.

The key recommendations relevant to this study are found in Chapter 4:

- The establishment of a Torpoint Integrated Travel Active Network (TITAN) which integrates with the Looe Valley Trails and Plymouth City Council Transforming Cities Project in order to receive funding.
- A Cycle Network from the primary hub of Torpoint to the secondary hubs of Antony, and Millbrook St John is developed, connecting to the tertiary hubs of St John and Military Road. This network would then integrate with South East Cornwall Active Travel routes to the Looe Valley Trails to cover the rest of the Rame Peninsula.

This report aims to develop in more detail the recommendations of the Torpoint Transport Regeneration Strategy and progress the recommended TITAN network into a fully developed LCWIP prioritised network.

Torpoint Neighbourhood Plan

Torpoint Town Council (TTC) published a Neighbourhood Plan (2010-2030) primarily to meet the Cornwall Local Plan Strategic Policies (LP: SP) growth target of 1,900 dwellings for the Cornwall Gateway CNA. The most relevant policies from the Neighbourhood Plan for this LCWIP include:

- Policies 1 and 2: Torpoint is expected to deliver 350 homes by 2030. These will be located at a Northern Fringe Site of A374 to the north of the town, and in a Lower Fore Street regeneration development
- Policy 5 (6.33): ''In terms of pedestrian and cycle links, these will be incorporated into all development proposals where possible, and proposals that negatively impact on existing or potential enhancements will be resisted. In particular, the Vision seeks and enhanced walk around the waterfront''

Using these policies, this LCWIP will likely prioritise active travel routes to new housing development in Torpoint and make the best recommendations for these routes in terms of safe and accessible provision.

It should also be noted that the housing allocation on the northern fringe site is adjacent to a new proposed football ground for Torpoint AFC football club. A prioritised route to this and new housing will therefore likely be indicative and to be completed by local developers.

Rame Peninsula Neighbourhood Development Plan

To meet the Strategic Policy of 1,900 dwellings in the Cornwall Gateway CNA, the five town/parish councils outside of Torpoint collaborated to form a Neighbourhood Plan that covers the rest of the on the Rame peninsula. These councils include Maker with Rame, Sheviock, Millbrook, Antony and St John.

The most relevant policies that this LCWIP will use to support its recommendations are found in Appendix E:

- ''To apply traffic management principles to the movement of HGVs [and] reduce congestion'' This is applied to Millbrook, Crafthole and St John which have issues as being through routes.
- ''To improve the well-being of residents and encourage larger numbers of tourists to visit... around the Rame Peninsula on foot or bicycle by developing a network of footpaths and Green Lanes''

This LCWIP will therefore aim to prioritise routes that fulfil the principles of these two policies. This may include recommendations that improves safety on rural lanes which are used by people walking, wheeling and cycling.

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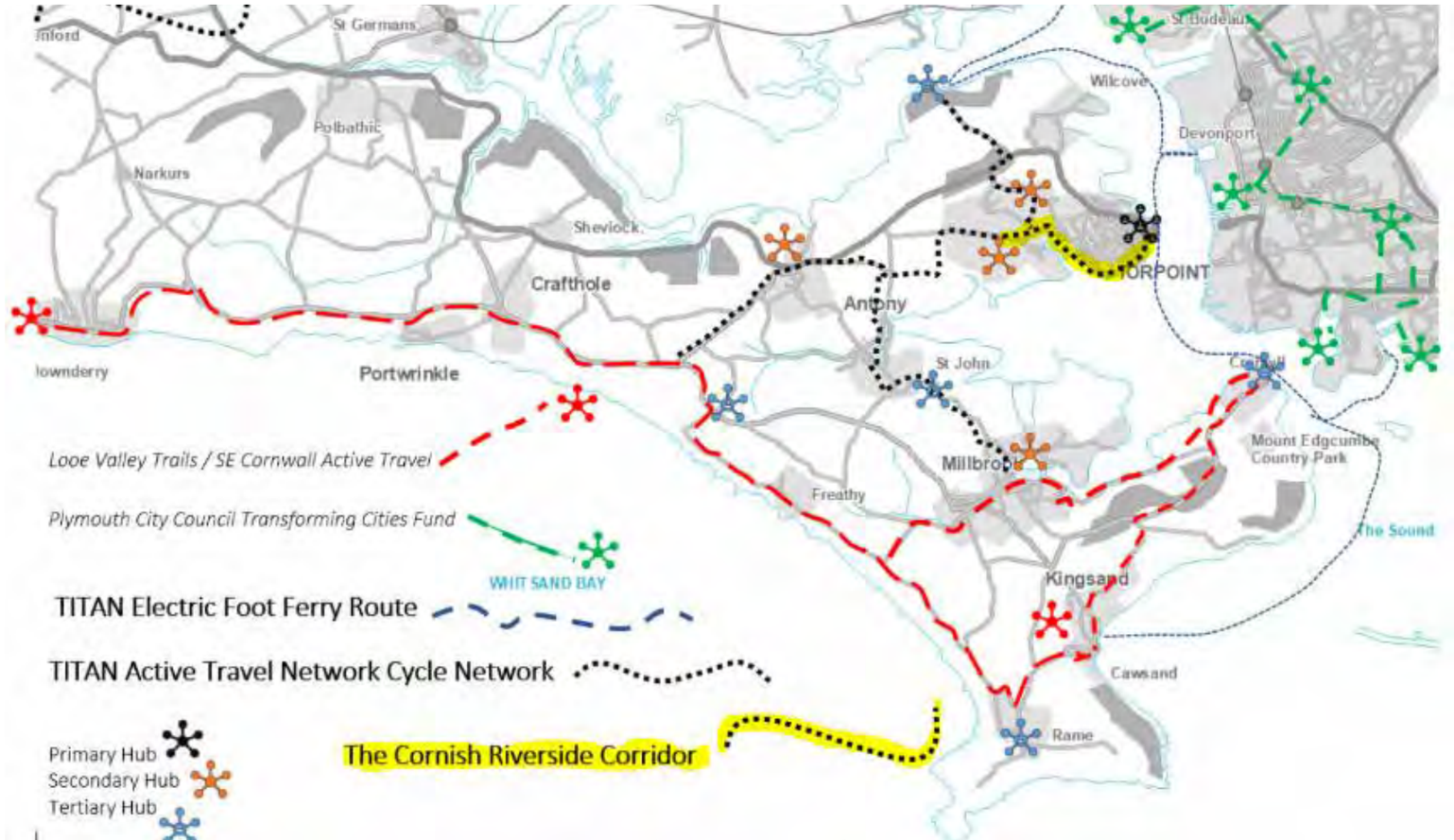


Figure 7: Proposed TITAN network from Cormac Torpoint Transport Regeneration Strategy

A374 Road Safety Review

As well as the TITAN network, Cormac has also reviewed the safety of the A374 on behalf of Cornwall Council. This is because this is a strategic route used by residents and HGVs at recorded higher levels when the Tamar Bridge is shut due to high wind speeds to access Torpoint Ferry.

The A374 also passes through residential areas of Polbathic, Sheviock, Antony and Torpoint. The A374 is furthermore a popular route with motorbike groups due to its scenic and winding nature, with part of the carriageway between Sheviock and St Germans being known locally as 'the bends'.

This LCWIP will consider the following recommendations from this Road Safety Review in recommendations made for prioritised routes:, using design guidance discussed later in this report

- Between 2020 and 2024 the yearly rate of collisions along the A374 between Tregulefoot and Torpoint has been increasing. This is supported by data on Crashmap showing collision locations between vehicles and pedestrians and cyclists (Figure's 19 and 20, pages 33 and 34).
- In Polbathic reducing carriageway widths would help reduce vehicle speeds, whilst in Sheviock it is recommended that overgrown vegetation is cleared from the footway. Using design guidance (outlined later in this report) this LCWIP would support these recommendations to make it safer for people walking and wheeling.
- In Torpoint, recommendations are made to install railings at the Trevol Road/Antony Road junction. No recommendations are made for Antony Road outside the Sainsbury's supermarket. The report suggests rationalising the crossing at the north end of the High Street and reinstating the friction surfacing on these crossing.

Cormac has also produced concept designs to improve the safety of other roads across the Rame Peninsula as part of a Looe Valley Trail to Cremyll project (building on a previous Sustrans Feasibility Study). These will also be reviewed if these routes are prioritised and audited for recommendations.

Torpoint Masterplan

Torpoint Town Council commissioned a Masterplan in 2024 for the regeneration of Torpoint Library, the former Police Station and Fire Stations sites along Fore Street and Macey Street. This LCWIP will consider this Masterplan's following concept designs:

- A new market square on the location of Torpoint Library. Torpoint Library will be provided a new more modern building nearby.
- Rationalised Parking along Fore Street. This includes new planters to create greenery in an area popular with pedestrians.
- A bridge creating a pedestrian walkway to the waterfront. This will include an improved crossing location at the entrance to the Ferry terminal. This will improve access to Rendel Park and create the opportunity for a new marina

This report notes that this Masterplan, produced by Clifton Emery, recommends for the rationalisation of parking in the wider Fore Street area. This is a recommendation this report will consider when considering how active travel routes arrive at the Torpoint Ferry.

Torpoint Parking Survey

Held over one day in September 2025, Torpoint Town Council commissioned a car parking survey in the Town center along Fore Street. This survey showed that:

- Different locations along Fore Street reached over capacity with many vehicles parking during the middle of the day
- Existing car parks like Eliot Square and Tamar Street Car Park had some left over capacity.

This survey is valuable in showing that the area of Torpoint associated with being a high street does need to retain its parking and access for local businesses.



Figure 8: Extract from Torpoint Vision identifying opportunities for Lower Fore Street , from Clifton Emery Design Torpoint Masterplan

Methodology

The adopted methodology was informed by the LCWIP Technical Guidance (2017) and Local Transport Note 1/20 (LTN 1/20). LTN 1/20 provided the principal design guidance when developing potential options for the active travel routes following consultation.

This LCWIP is strongly engagement led, and is a key component in this report's methodology and prioritisation.

LCWIP Technical Guidance

Under the guidance, the key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development
- A prioritised programme of infrastructure improvements for future investment
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

The LCWIP process has six stages:

Determining Scope

Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.

Gathering Information

Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.

Network Planning for Cycling and Walking

Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.

Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.

Prioritising Improvements

Prioritise improvements to develop a phased programme for future investment.

Integration and Application

Integrate outputs into local planning and transport policies, strategies, and delivery plans.

1. Determining Scope (Inception)

Cornwall Council determined Stage 1, setting the study area boundary as shown in Figure 3.

2. Gathering Information

Public engagement: Co Discover

A series of in-person engagement workshops and online surveys & workshops were held in the initial stages of developing the network. Participants were asked to identify key destinations, barriers to walking and cycling and desire lines, looking for opportunities to facilitate access across barriers and create a joined-up cycling and walking network across the towns and the surrounding areas.

Attendees included members of the public, cycling groups, access groups, local businesses, local schools and community representatives and local councillors.

Desktop Analysis

The following maps and supporting commentary outline the data gathering process.

- Topography
- Indices of Multiple Deprivation
- Transport Network and AADT
- Census 2011 Workplace and Population Data
- Trip Attractors and Generators: Schools, Shops and Amenities
- Collisions involving pedestrians and cyclists
- Propensity to Cycle Tool
- Major Development sites/allocations within the Local Plan

The maps presented build the evidence base for the identification of desire lines, which inputs directly into Stage 3 and 4, Network Planning for Cycling and Walking.

In addition, previous cycling strategies and feasibility studies were reviewed in the preparation of the LCWIP.

These studies include:

- Cormac's TITAN report and other design recommendations on the Rame Peninsula
- Torpoint Neighbourhood Plan and Masterplan for Fore Street

3. Network Planning (Co Design)

Mapping Clusters and Desire lines

The identification of demand for a planned network started by mapping the main origin and destination points across the study area.

Geographic Information System (GIS) was used to complete the Desktop Analysis, as well map Trip Attractors and Generator Clusters with desire lines.

Route Identification

Using the feedback from Co Discover, draft walking and cycling routes were mapped onto the Clusters and Desire lines to create a draft walking and cycling network.

Creating these routes was an iterative process. In some cases, particularly in rural locations, there is a clear preferred cycle route which is usually the most direct. However, in some cases there may be more than one potential route between origin and destination points or a reason why the most direct route would be less suitable for cycling or walking

In addition to the clustering exercise, the Propensity to Cycle Tool has been used to identify which routes within the study area have the greatest potential for an increase in the number of commuters cycling to work if English and Welsh commuters became as likely to cycle a given trip as Dutch commuters.

Network Planning for Walking and Cycling

When creating draft routes, due to the size of the Rame Peninsula, it was determined that the majority of inter

settlement routes were predominantly cycling routes as it was less likely to expect people to walk them. This does not mean that infrastructure recommendations later on were not considered for people walking, rather that longer distance routes were first and foremost cycling routes which people could also walk.

There is not an equivalent dataset to the Propensity to Cycle Tool for walking, so there is no detailed mapping exercise as part of the background study. Walking Zones were selected based on walking trip attractors, to reflect the shorter distances that people are likely to walk.

The Department for Transport's (DfT) LCWIP guidance suggests that a Core Walking Zone (CWZ) normally consist of a number of walking trip generators that are located close together - such as a town centre or business parks.

Torpoint Fore Street and High Street are, as well as Millbrook village centre were selected as the two Core Walking Zones to present at Co Design engagement. An approximate five minute walking distance of 400m can be used as a guide to the minimum extents of CWZs. Within CWZs, all of the pedestrian infrastructure should be deemed as important.

Routes in the area of Torpoint are also shown, specifically with a walking focus as they are in a suitable distance for walking. Similarly to the cycling focused routes, these walking focused routes would also have infrastructure suitable for cycling.

Public engagement: Co Design

A second series of in-person and online engagement events were held to gather feedback on a draft network, and identify the most important routes on the network, which would become the primary routes. Participants were asked to rank which routes were most important to them and why, which fed into the creation of the network, and its prioritisation.

4. Prioritising Improvements

Auditing the routes

The most popular voted walking and cycling routes were then audited, using the below key criteria from LTN 1/20

- Attractiveness
- Comfort
- Directness
- Safety
- Coherence

Experience of Healthy Streets, Active Travel England's (ATE) draft Rural Design Guidance (expected to be formally released July 2026) and Manual for Streets 2 were also used for making recommendations for infrastructure when auditing

Primary and Secondary Routes

Once the auditing was complete, a greater understanding of which routes were more deliverable was achieved.

A prioritisation matrix was developed using the three main themes:

1. Co Design Feedback: which routes were most popular

2. Policy alignment and Strategic Priority: which routes aligned best strategic and local policies, and would be most applicable for funding

3. Deliverability and Cost: after auditing, which of the highly voted for routes at Co Design feedback were feasible and worth the high deliverability cost in terms of high usage

Highly voted for routes were then split into the following:

- Primary routes: are judged to be the most popular and strategic routes, linking residential areas with the key trip generators. They form the main spine of the network to which the other routes will connect. Primary routes were selected based on routes that were expected to have high flows of cyclists along desire lines linking large residential areas or new development sites to town centre as well as key links to schools.
- Secondary routes: can be locally important but are less strategic as they fill the gaps in the primary network. Some sections of secondary routes may have higher flows than parts of the primary routes, so the distinction between primary and secondary should not necessarily form the basis of investment priorities. Secondary routes also play a key role in directly connecting residential developments and schools to primary routes.
- Tertiary routes: were also identified where it was felt these provide valuable connections but little improvement is needed, or they provide complete connections to the final walking and cycling network. Grey routes are subsidiary routes not to prioritised which also complete the network.

The proposed network was visually tested against the Propensity to Cycle Tool data and the outputs of the stakeholder workshops. There is a high degree of correlation between the networks. Major employment sites and secondary schools are served by the proposed network. The proposed network also serves the main shopping areas, hospital, leisure and sports centres and development sites.

Once preferred primary routes were identified, they were assessed against the five core design outcomes for cycling: coherent, direct, safe, comfortable and attractive (LTN 1/20 Figure 1.1). An audit was then undertaken of the primary routes to identify what measures were required to improve them to meet the core design outcomes.

5. Integration and Application

The final stage of the process considers how the LCWIP should be integrated into local policy, strategies and plans, and is beyond the scope of this study, and serves as a Next Steps page

Cost estimates were provided for the Primary routes to aid securing funding for the next steps in design and delivery.



Photo (WWCT): Cyclist on Chapeldown Road , Torpoint

Co Discover

Our first engagement phase is Co Discover.

Co Discover is the first of a four phase engagement model that Walk Wheel Cycle Trust uses for projects where working with communities and the public is part of the scope.

Co Discover aims to work with local communities to find out what are the problems and opportunities in an area before any design work commences.

Engage

Intentionally capture a range of local people's voices through sharing their experiences of walking, wheeling, and cycling in the Torpoint & Rame Peninsula area. We invited them to tell us what works, what doesn't, and where improvements are needed - facilitating them to tell us their ideas that will help define the network and what the network is aiming to achieve long-term via prioritising goals.

Listen

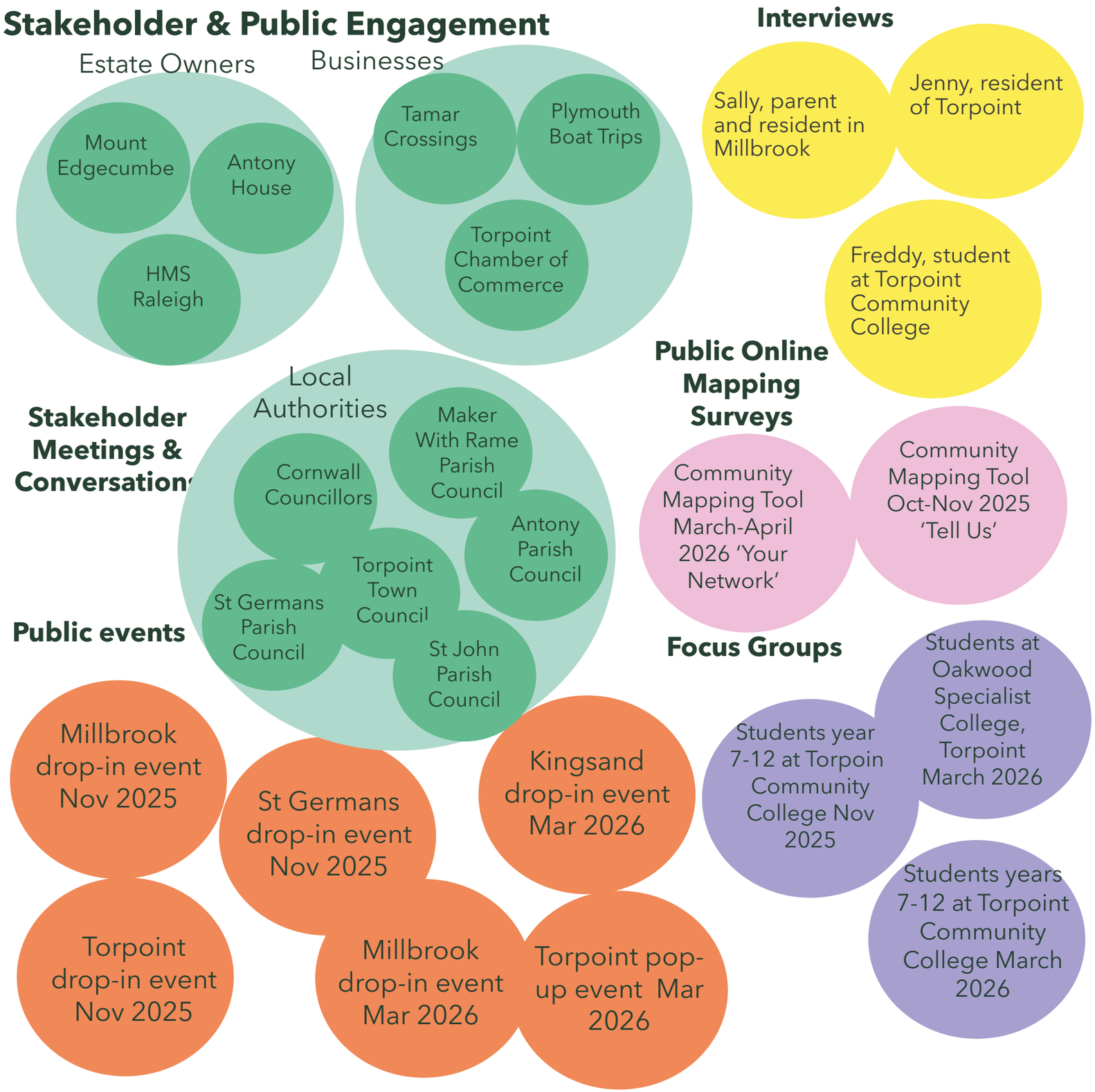
We listened to and considered the key issues affecting walking, wheeling and cycling both across the area and in specific locations. This helped identify the main barriers that currently prevent people from using these modes, or that could be overcome through better provision.

Collaborate

To work together to link how a network of routes or improved parts of journeys to locally important destinations could take shape on a map.

For this LCWIP, this report used Co Discover to ask participants what are the barriers for walking and cycling and what are the opportunities. This was completed after a stakeholder mapping exercise was completed, ensuring we could invite all relevant groups who could provide information.

All proceeding photos in this section were taken by Walk Wheel Cycle Trust with photo consent forms obtained for where they show a person's identifying features (namely face). This is reflected in an image reference on each page, with each photo are not necessarily given individual Figure references.



Torpoint Library Drop-In Event

27
Participants

We asked participants to prioritise their top four goals out of 8, with 1 being high priority and 4 being lower priority.



- **Highest Priority goal: Encourage More Walking, Wheeling and Cycling**
- **2nd Priority goal: Supporting Sustainable Travel and Improve Safety**
- **3rd Priority goal: Links to Other Transport Options**

From our question, the following themes emerged:

‘What are the main barriers to walking, wheeling or cycling?’

Fragmented network & missing links
What we heard from people was that the existing active travel networks are fragmented and have missing pavements or active travel infrastructure. Particularly on Trevol Road, A374, between Trevol Road and Carbeile Road via Trevorder Road/ Close and Mill Lane, including no safe cycle link over the small bridge crossing the stream.

Unsafe junctions & crossings
From strategic road routes, to local streets, people told us that their are several unsafe junctions and crossings. Specifically on the A374, B3247, Goad Avenue to Trevol Road, Antony Road and St Johns Lane, nearby Antony Primary School.

Perceptions of unsafe strategic road routes
Strategic road routes, such as A374 and B3249, have a perception of being unsafe and uncomfortable to walk, wheel or cycle on.

Local network stress points
Due to Marine Drive’s narrow carriageway, different movements are competing for space whereby ferry-found traffic is looking to take a short-cut. Devonport has poor quality cycle infrastructure, especially towards Kings Road.

Maintenance & street management
Commercial bins cause pavement blocking for pedestrians, particularly disabled people on Macey Street. Overgrown hedgerows on Trevol Road reduce the effective widths of the footways.

From our question, the following themes emerged:

‘What are the main opportunities to walking, wheeling or cycling?’

Creating primary active travel corridors
Interest in creating a continuous active travel route to connect Torpoint Ferry, Antony Road, Trevol Road then the A374 and B3249 St Germans train station and Polbathic bus stops was clear. In addition, considering how Torpoint connects to Whitsand Bay to access local nature spots.

Local connections & quietways
Connecting key destinations such as Torpoint Community College, YMCA, local GP practices on Trevol Road to residential areas in Torpoint and its town centre as well as the St John, Millbrook and Antony.

Waterfront & greenways
Support for visionary thinking about having a waterfront route round Torpoint starting at Carbeile Wharf Marina to Thanckes Park. Furthermore, considering Antony to Wacker Quay and Coastal walking connecting between Freathy and Tregonhawke, which has a 700+ signed petition in support.

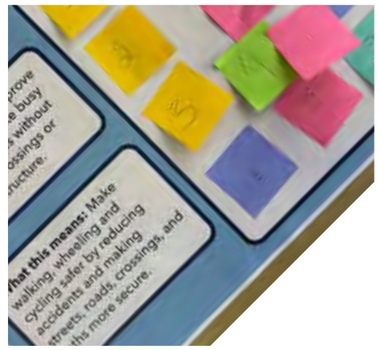
Torpoint town centre streets & public realm
Participants were interested in seeing the town centre of Torpoint being prioritised for pedestrians with a walking zone, traffic calming and more bicycles parking.

Maintenance & comfort
Support for footway vegetation clearly both hedgerows and overgrown green verges onto footways.

All necessary photo consent forms obtained by WWCT for below photos







These routes would help children who don’t meet school 3-mile transport catchment in Antony and St John.

Participant from Torpoint Library event

Torpoint Community College Workshop

60+
Participants

We asked participants to prioritise their top four goals out of 8, with 1 being high priority and 4 being lower priority.

- **Highest Priority goal: Make Travel Fair for Everyone**
- **2nd Priority goal: Create Better Streets and Spaces**
- **3rd Priority goal: Make It Accessible for Everyone**



From our question, the following themes emerged:

‘What are the main barriers to walking, wheeling or cycling?’

Fragmented network & missing links
What we heard from students was that the existing active travel networks are fragmented and have missing pavements or active travel infrastructure. Particularly on Trevol Road and A374 where students highlighted difficulty to cycle from to/ from college both eastbound and westbound. Was a mention of unclear bridge crossing the stream between Trevorder Road/Close and Mill Lane. As well as desire to have cycle infrastructure to connect college to Torpoint high street.

Unsafe junctions & crossings
From strategic road routes, to local streets, students told us that their are several unsafe junctions and crossings- these were made particularly unsafe due to traffic levels. Specifically on the junction A374/Antony Road and Trevol Road. Highlighting that the junction between Trevol Road and Antony Road was dangerous and hard to cross. Whilst the crossing between college site and the Thanckes Park car park was difficult due to visibility, alongside Fore Street.

Perceptions of unsafe strategic road routes
Strategic road routes, such as Trevol Road and Antony Road, have a perception of being unsafe and uncomfortable to walk, wheel or cycle on. Pointing to busy pavements between college and Torpoint High Street.

From our question, the following themes emerged:

‘What are the main opportunities to walking, wheeling or cycling?’

Creating primary active travel corridors
Interest in creating a continuous active travel route to connect Torpoint Ferry, Antony Road, Trevol Road and A374 up to Ferry Lane. Whilst connecting Trevol Road to St John, Antony and Millbrook was highlighted.

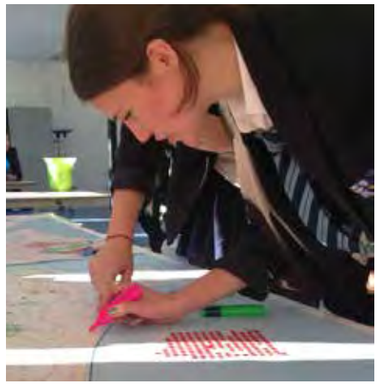
Local connections & quietways
Connecting key destinations such as Torpoint Community College, YMCA, local GP practices on Trevol Road to residential areas in Torpoint its town centre as well as the St John, Millbrook and Antony. Considering how Trevithick Avenue could have a direct easterly connection via the stream towards the college.

Waterfront, greenways & Torpoint town centre
There was strong support for creating a coastal greenway from Trevol Road to Millbrook/St John/Antony, plus a new link from Millbrook to Maker and along the coast to Kingsand. Participants also wanted Torpoint’s town centre to prioritise pedestrians through a walking zone, traffic calming, and more activities.

Connections to recreational places
Recreation destinations were important to students, highlighting the need for active travel routes to connect to Millbrook skate-park, Antony House, Dog Park near Trevol Park, The Bowl Bike Park, Wilcove for fishing, Rame Head, Thanckes Park, YMCA Torpoint. Whilst the creation of a pump track and/or MTB trails was highlighted and suggested in Thanckes Park.

All necessary photo consent forms obtained by WWCT for below photos





“Some people cycling go from Torpoint to Millbrook via the Ferry.”

Student from Torpoint Community College event

Millbrook Drop-In Event

34
Participants

We asked participants to prioritise their top four goals out of 8, with 1 being high priority and 4 being lower priority.

- **Highest Priority goal: Encourage More Walking, Wheeling and Cycling**
- **2nd Priority goal: Improve Safety**
- **3rd Priority goal: Support Sustainable Travel**



From our question, the following themes emerged:

‘What are the main barriers to walking, wheeling or cycling?’

Strategic Severance and Plymouth Access
The River Tamar significantly restricts active travel access to Plymouth. Rising Cremyll Ferry costs create a financial barrier for daily walking and cycling trips, while the Torpoint–Devonport alternative lacks safe, continuous infrastructure. As a result, access to jobs, education, and leisure for non-car users is heavily constrained.

Missing Links and Local Connectivity Gaps
Key gaps in the walking and cycling network limit movement between settlements. The B3247 restricts access to Gallows Park, Blindwell Hill remains unsafe for students, and pavements are missing on Trevol Road. Coastal settlements such as Freathy and Tregonhawke lack a continuous walking route, and PROW connections between Millbrook and Kingsand are unclear.

Unsafe Junctions and Crossing Constraints
Several junctions create hazards for vulnerable users, especially school children. The B3247 near Fourlanesend Primary lacks safe crossings, and constrained junctions at St Andrew Street, Millpool Head, and Southdown Road present visibility and safety issues. Maker Lane also requires improved crossing provision.

Safety Concerns on Strategic Roads
The B3247 and A374 are perceived as unsafe due to speeding, narrow widths, and frequent HGV/agricultural traffic. The uphill section from Cremyll Ferry encourages close passing of cyclists, while pedestrian comfort is reduced by limited footways and high vehicle speeds, particularly around Millbrook Lake.

From our question, the following themes emerged:

‘What are the main opportunities to walking, wheeling or cycling?’

Millbrook Centre Streets and Public Realm
Creation of a walking priority zone in Millbrook’s centre, improving footways, crossings, lighting, and public seating across King Street, Knill Cross, and West Street. Suggestion to expand the Tanyard public space to strengthen the village’s pedestrian focused public realm.

Primary Active Travel Corridors
A set of strategic active travel corridors to link Millbrook’s centre with key destinations. This includes a Lake loop and direct routes east to the B3247/Cremyll Ferry, south to Fourlanesend Primary school and Kingsand/Cawsand, southwest to Tregonhawke, north to Torpoint via St John and Millbrook C of E Primary school, and improved access to Gallows Park, Maker Heights, Rame Head and Whitsand Bay villages.

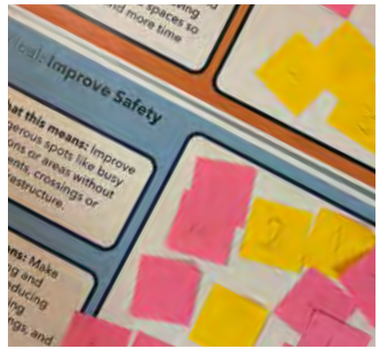
Quiet Lanes and Local Street Calming
Quiet lane treatments on Radford Lane and Donkey Lane, alongside a 20mph and residents access only approach on Lower Anderton Road, to improve safety. Additional measures include new cycle parking, two way cycling on key streets in Kingsand/Cawsand, and stronger pedestrian crossings to the Pharmacy and Community Centre.

Waterfront Routes and Greenways
There is strong support for a waterfront greenway, including a recreational loop around Inswork Point with future extensions towards Torpoint. This could provide a continuous coastal route integrated with wider peninsula walking and cycling networks.

All necessary photo consent forms obtained by WWCT for below photos







Walking or cycling through St John from Millbrook to Torpoint is dangerous, but my family do it very regularly to get to work and school.

Sally, resident from Millbrook

St Germans Drop-In Event

4
Participants

We asked participants to prioritise their top four goals out of 8, with 1 being high priority and 4 being lower priority.

- **Highest Priority goal: Improve Safety**
- **2nd Priority goal: Make Travel Fair for Everyone**
- **3rd Priority goal: Make Travel Accessible for Everyone**
- **4rd Priority goal: Links to Other Transport Options**



From our question, the following themes emerged:

‘What are the main barriers to walking, wheeling or cycling?’

Safety Challenges on the A374 Corridor
The A374 between the B3247 junction and Polbathic presents significant safety issues for cycling due to tight bends, poor visibility, high vehicle speeds and volumes, and frequent HGV movements. The road geometry and traffic conditions create an environment unsuitable for on road cycling, limiting opportunities for everyday active travel.

Missing Active Travel Link to St Germans
There is currently no safe walking or cycling connection between Polbathic and St Germans along the B3249. This missing link restricts access to both rail and bus services, particularly as there is no bus route serving St Germans Station. Without a dedicated active travel link, residents face limited sustainable options for longer distance travel if they choose not to drive.

Topography and Everyday Travel Patterns
The hilly topography strongly influences travel behaviour in the area. While leisure trips may navigate steep gradients, day to day journeys often require direct and manageable routes.

Limitations of Barn Hill as an Alternative Route
Barn Hill, sometimes used as an alternative to the main corridor, is narrow and has been identified by residents as challenging for active travel. Its constrained width and lack of separation from traffic prevent it from functioning as a suitable everyday walking or cycling route for everyone.

From our question, the following themes emerged:

‘What are the main opportunities to walking, wheeling or cycling?’

Pedestrian Improvements in St Germans
Creation of pedestrian improvements along Church Street to connect people to the train station, Port Elliot House & Gardens, Quay Lane Surgery, Post Office and Elliot Hall.

Primary Travel Corridors
A set of strategic active travel corridors to link St Germans centre, train station with key destinations. This includes Polbathic, particularly the bus stop connections, whilst following the A374 though to Devonport ferry in Torpoint connecting Sheviock, Antony House and Antony along the way. In addition a secondary corridor was favoured along the coastal B3247 road through Crafthole, then linking to Tregantle Fort and splitting at both towards to the Salt Dog Cafe, Gallows Park and Tregonhawke via Freathy.

Connection with our transport options
There was a strong support for linking local people to St Germans train station, but also St Germans with local bus services in Polbathic. As currently no active bus journeys connect up to St Germans train station or centre.

Maintenance & addition of resting points on existing pavements
Existing footways west of Polbathic are in need of maintenance to make them more usable, whilst additional resting points would extend distances covered by those that need to take regular breaks.

All necessary photo consent forms obtained by WWCT for below photos







Due to my health condition, I want to see resting places along a route, as I need to take regular breaks.

Participant from St Germans event

Oakwood Specialist College Accessibility Audit

24
Participants

The aim of the workshop was to determine the barriers and opportunities along a typical walking and wheeling journey that learners and staff would take from the college into the Fore Street in Torpoint. Of the 24 participants, fourteen were learners and ten were staff members.

Our workshop was split into three tasks, representing different sets of potential issues:

1. **Crossing the road**
2. **Moving along pavements**
3. **Behaviour of other people and their feelings**

From our tasks, the following themes emerged:

Pavements - narrow widths, surface quality, obstructions and evenness.

Traffic – all focussed on sensory issues and how the traffic made learners feel.

Poor parking – blocking access points and drop-kerbs for crossing the road, narrowing pavements with pavement parking and reducing visibility.

Crossing – Lack of safe crossing options, particularly for wheelchair users.

Key takeaways from the workshop are:

How difficult the journey is from Oakwood Specialist College to Fore Street in Torpoint for learners and support staff. The current state of the journey means multiple road crossings have to be done which is sometimes made worse by other people's behaviour such as pavement parking or parking in front of drop kerbs which creates a huge barrier to movement.

The 'No Entry' sign on the corner of Fore Street and Tamar Street creates narrowing pinch point for wheelchair users who are unable to negotiate the corner and worry about falling into the road.

The **poor parking around Elliot Square** often leads to learners and staff making long, unsafe crossings in the road.

Wheelchair users and staff are sometimes forced to travel down St James Road on the road not on the pavements, due to lack of access to the pavement based on pavement parking or parking in-front of drop kerbs.

Pavement condition is a key barrier to the feeling of safety for many learners.

The **lack of a safe, coherent route into the town centre is having an effect** of the ability to develop independent living skills for some learners.

All necessary photo consent forms obtained by WWCT for below photos







People park their cars on the drop-kerbs so I can't cross the road.

Participant from Oakwood Specialist College

Desktop Analysis

Co Discover Routes

This map shows the routes that participants identified and proposed at the Co Discover events. The thickness of the route lines indicates whether that route was mentioned by multiple participants. Routes which are pink were labelled as routes which presented barriers to people walking and cycling. Routes which are green were labelled as routes which are opportunities, either because they are already well used for active travel or because they connect trip attractors and amenities. The thickest turquoise routes were drawn by the most participants, and were identified as both barriers and opportunities. Together these lines formed an indicative LCWIP network and were used to create the draft network presented at the second Co Design engagement phase.

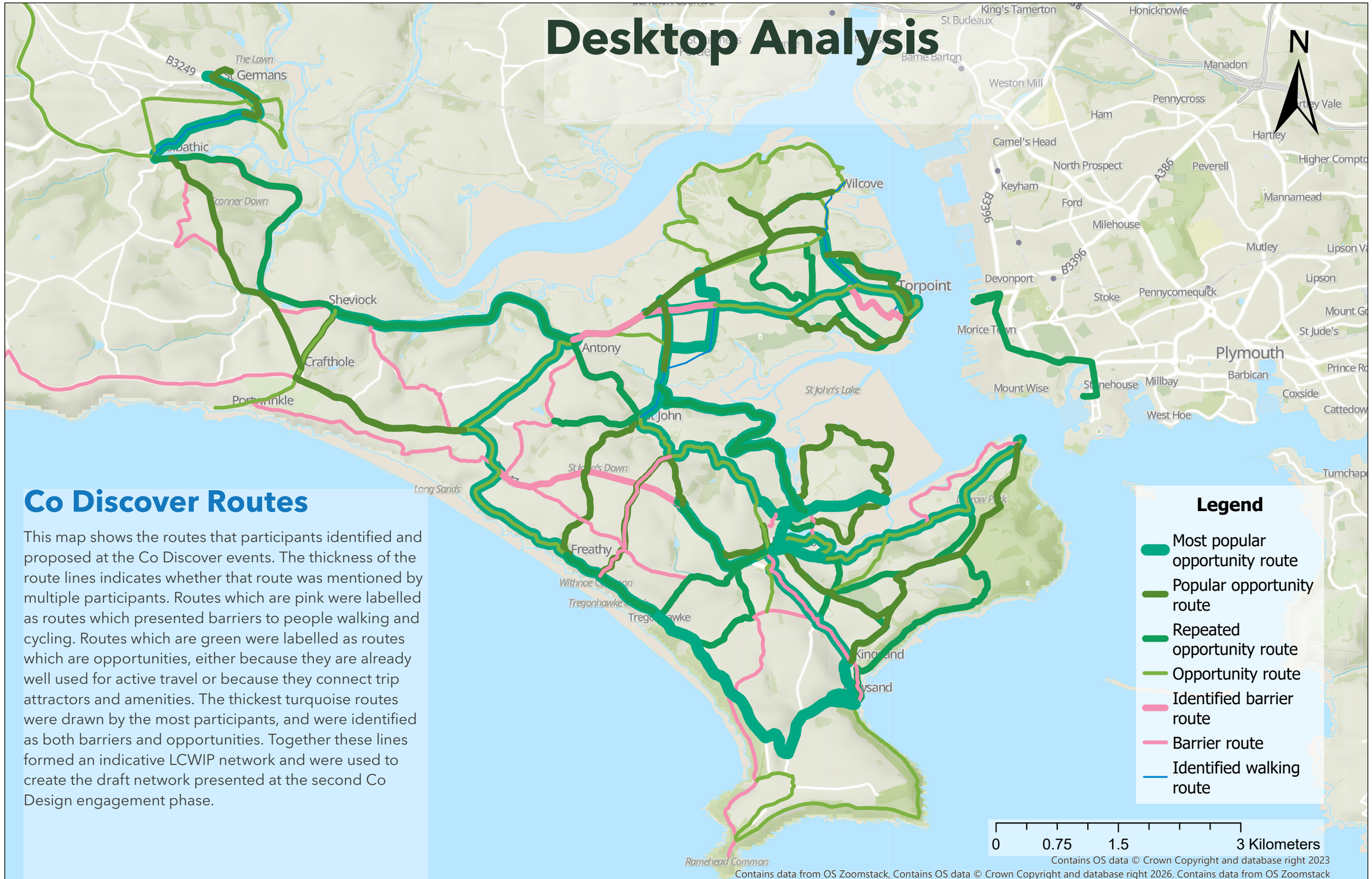


Figure 9: Co Discover digitised feedback routes map

Co Discover Barriers

This map shows barrier points identified at Co Discover Engagement. Barrier points indicate unsafe locations on routes or places where the environment or behaviour of others prevents or discourages them from walking, wheeling or cycling. These points are mainly concentrated to the east of the peninsula. These points will be cross referenced against the trip attractors and generators map along with the collision locations before informing which are the priority routes.

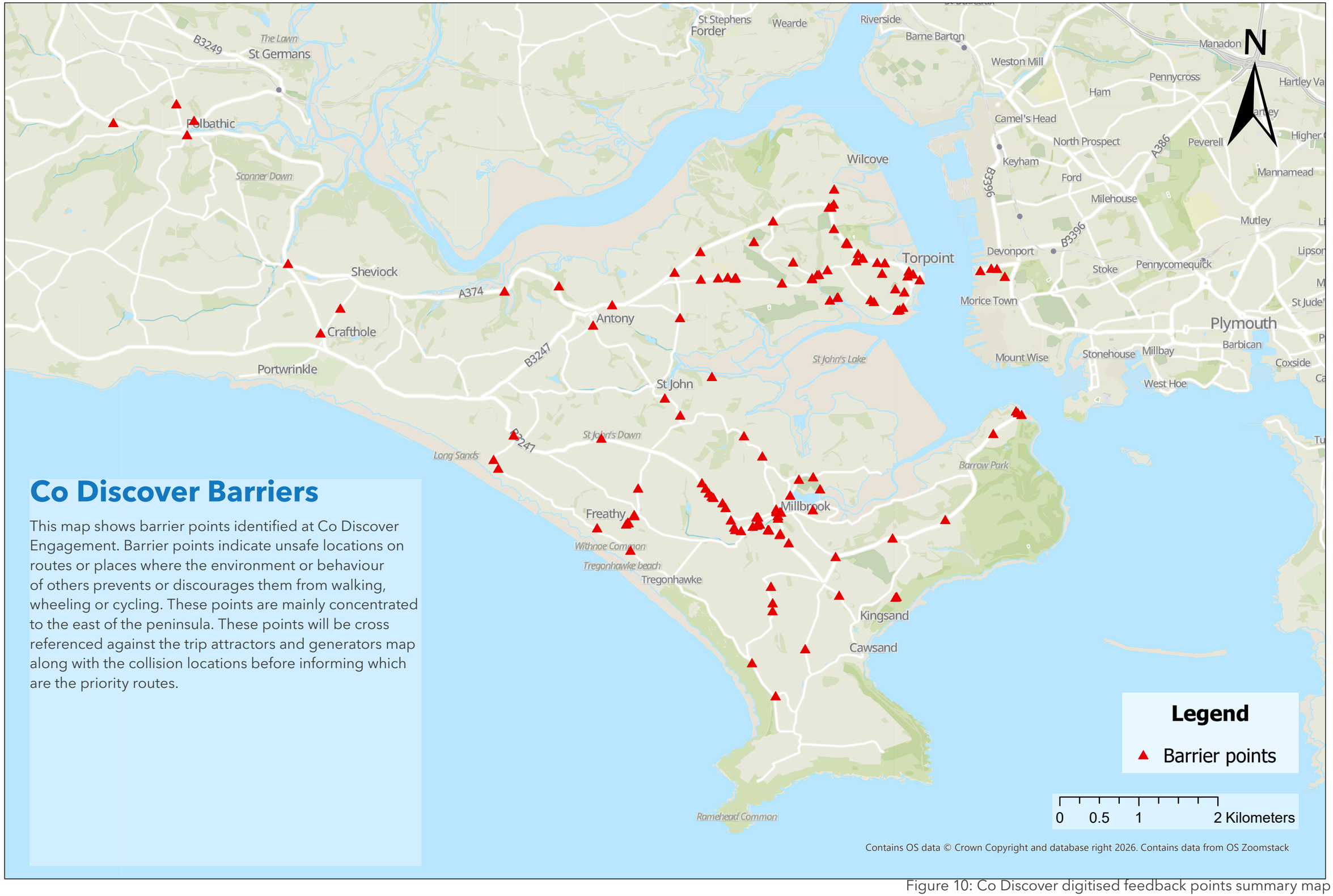
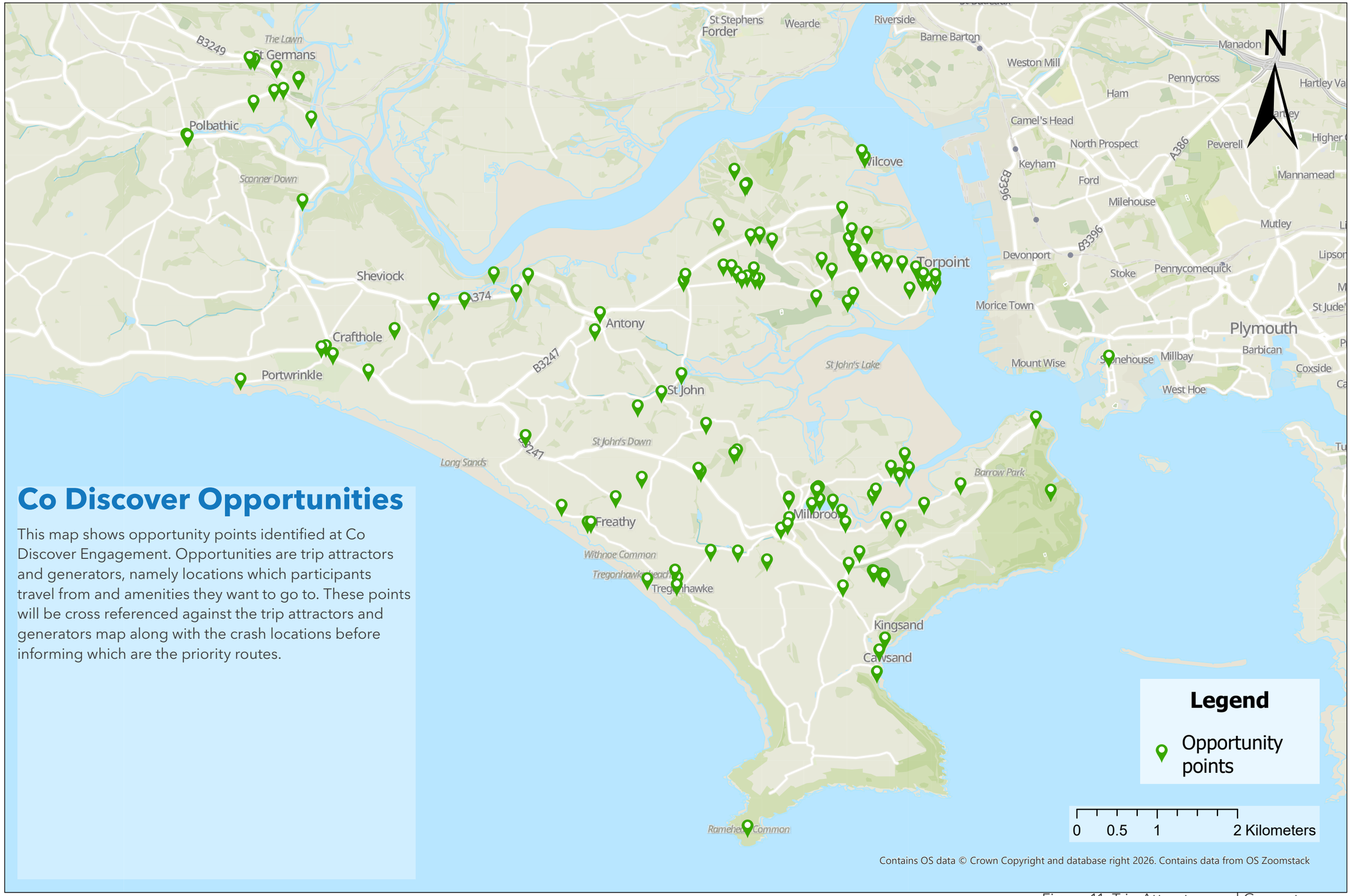


Figure 10: Co Discover digitised feedback points summary map

Co Discover Opportunities

This map shows opportunity points identified at Co Discover Engagement. Opportunities are trip attractors and generators, namely locations which participants travel from and amenities they want to go to. These points will be cross referenced against the trip attractors and generators map along with the crash locations before informing which are the priority routes.



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Figure 11: Trip Attractors and Generators map

Topography

The hilly topography of the Rame Peninsula is consistent with the topography of Cornwall and does present a barrier to walking and cycling for many people.

Torpoint is located in an area that is relatively flat, with a steep gradient that divides the town. It is then relatively flat to reach the village of Antony.

Millbrook is located in the bottom of a valley with their being steep gradients to reach Torpoint .

The steepest gradient is to the south of Millbrook and presents a barrier to reach Kingsand Cawsand which is located in a steep valley .

The growth in e-bikes and their ability to reduce the challenge of hills opens up the possibility for more of the area to be accessible by cycle.



Figure 12: Topography map

Deprivation

An IMD decile of 1 represents the most deprived areas in England, and 10 least deprived.

The south eastern most part around the Torpoint ferry, like many of the suburbs shown in Plymouth, has an IMD score of 1 and is the most deprived in the LCWIP area. The rest of Torpoint is then composed of increasing deciles, indicating Torpoint becomes less deprived the further west from the ferry.

The eastern side of the rest of the Rame Peninsula has an IMD score of 2. The western side around Crafthole scores 3, with the Rame NDP suggesting that this may be because there are more holiday homes past Crafthole. Kingsand and Cawsand is a popular seaside town with many second homes.

The large IMD score of area of 2 suggests that this area of Rame Peninsula could benefit from improved active travel routes since this could help commuting for work and result in less reliance on motor vehicles.

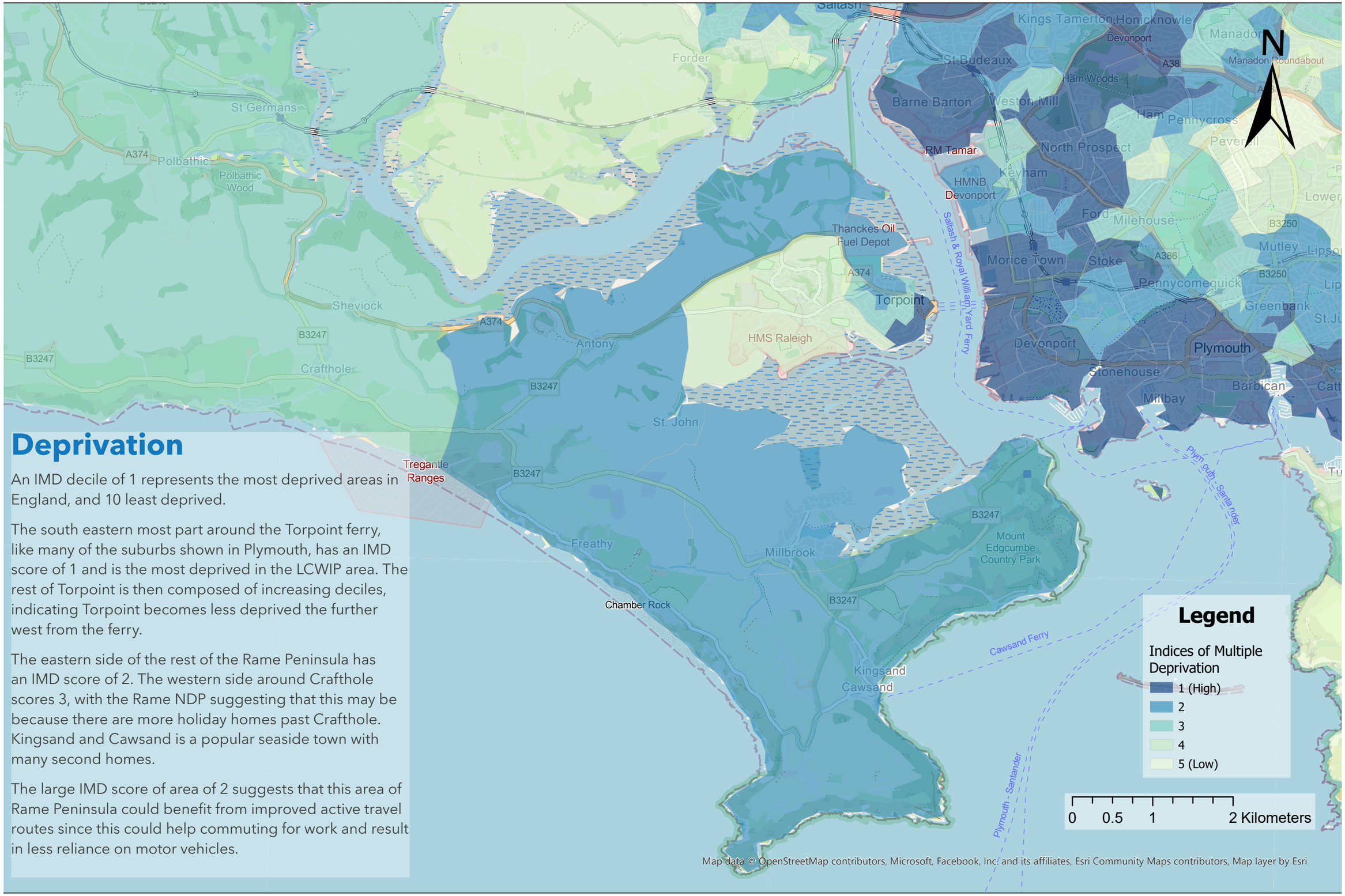


Figure 13: IMD map

Public Transport

The LCWIP area is well served by bus routes considering it is a rural peninsula, two of which are shown. Transport for Cornwall's 70 Bus service connects much of the settlements on the Rame Peninsula to Plymouth via the Torpoint Ferry. The 75 Bus service then connects Torpoint to Liskeard via Downderry. There is a noticeable absence of a bus service connecting to the St Germans Railway Station within the LCWIP area.

The 70 bus service connects the two ferry services on the Rame Peninsula, the Torpoint ferry and the Cremyll ferry. A third ferry is proposed by Jupiter point on the Antony Estate.

Whilst the bus service connects much of the peninsula, from the engagement events local residents suggested it can take up to an hour getting between Torpoint and Millbrook. An improved active travel connection could help to provide additional and more direct transport connections.

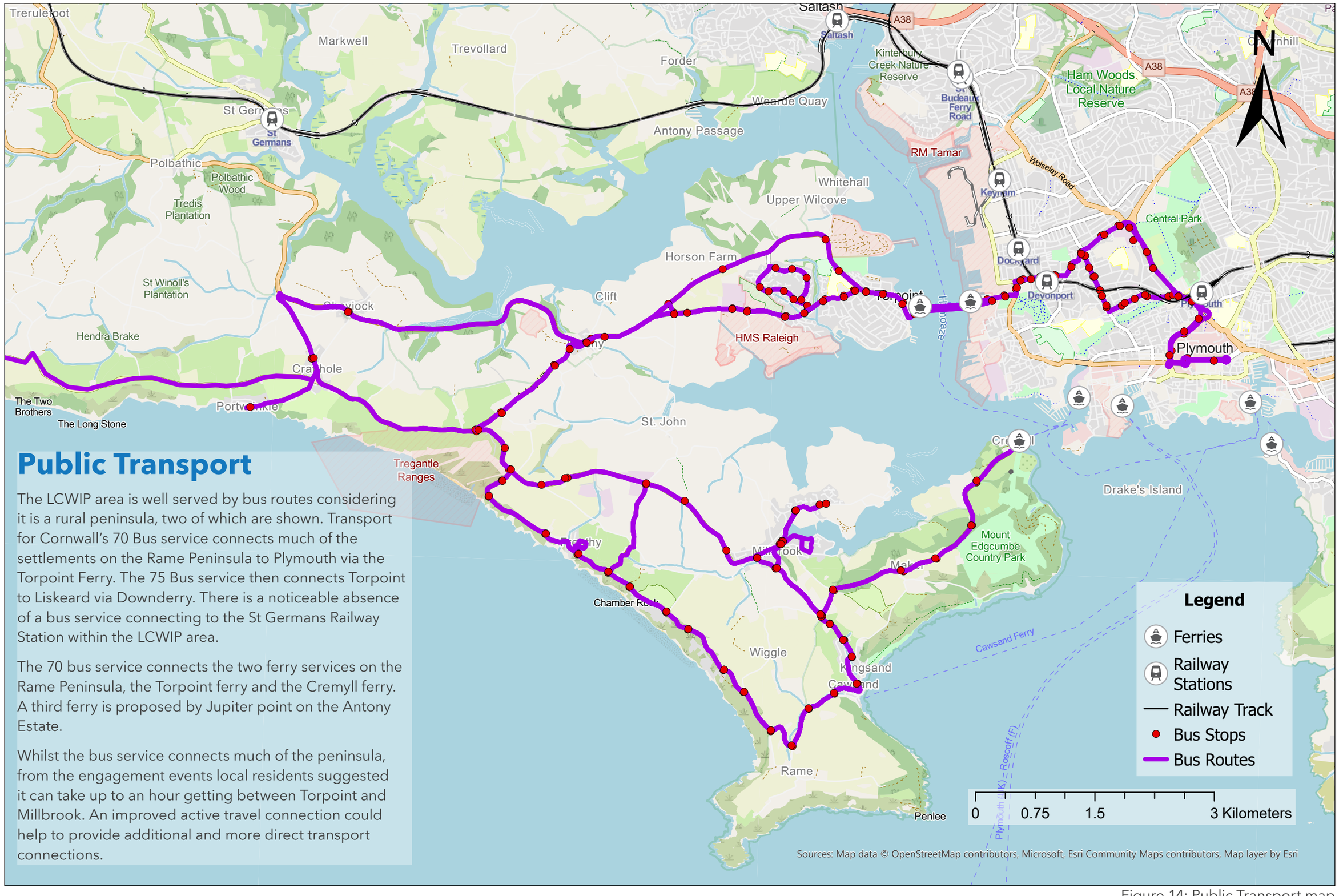


Figure 14: Public Transport map

Existing Active Travel

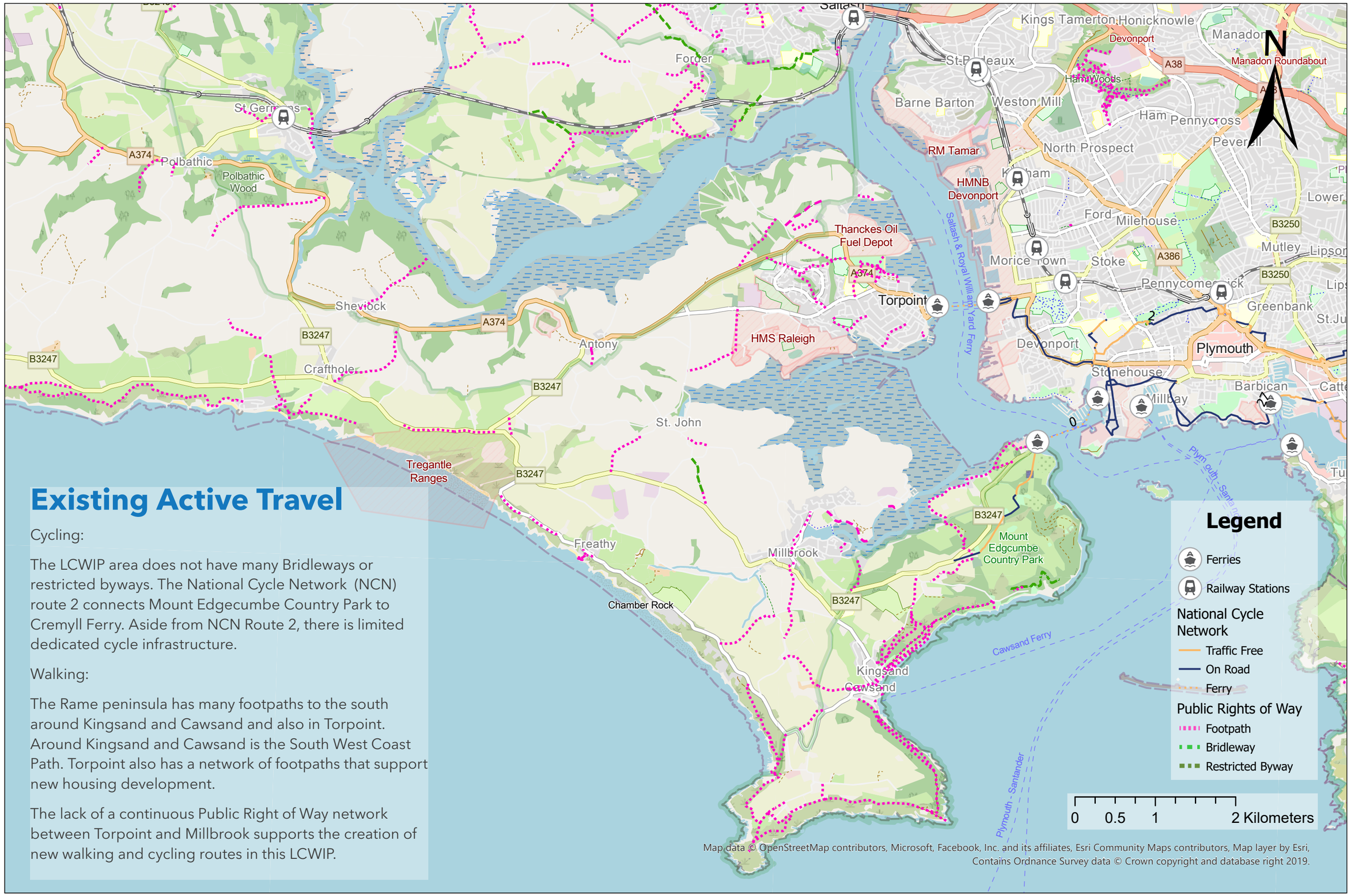
Cycling:

The LCWIP area does not have many Bridleways or restricted byways. The National Cycle Network (NCN) route 2 connects Mount Edgecumbe Country Park to Cremyll Ferry. Aside from NCN Route 2, there is limited dedicated cycle infrastructure.

Walking:

The Rame peninsula has many footpaths to the south around Kingsand and Cawsand and also in Torpoint. Around Kingsand and Cawsand is the South West Coast Path. Torpoint also has a network of footpaths that support new housing development.

The lack of a continuous Public Right of Way network between Torpoint and Millbrook supports the creation of new walking and cycling routes in this LCWIP.



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Figure 15: Existing Active Travel Infrastructure Map

Trip Attractors and Generators

Trip attractors and generators include schools, hospitals, shops and other amenities. Beaches and other areas of outdoor interest have also been included

This map shows trip attractor and generators are either predominantly in Torpoint or Millbrook, or located along the coast.

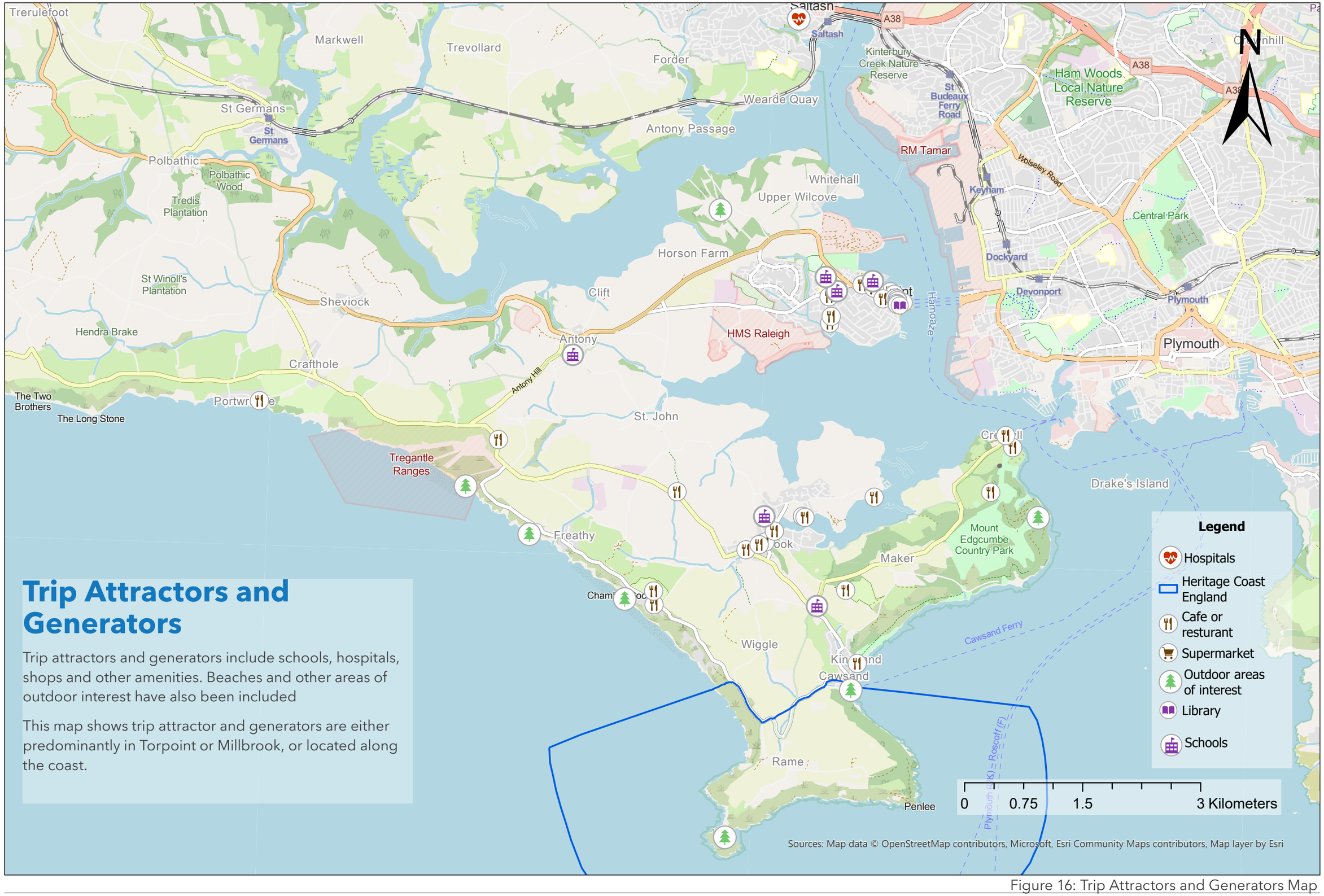


Figure 16: Trip Attractors and Generators Map

Population Density

The principle residential area in the LCWIP area is Torpoint, which has the highest population density closer to the ferry and becomes less dense the further west.

The rest of the Rame peninsula has a much lower population density. This indicates that active travel routes could be a priority if they connect Torpoint to the rest of the Rame Peninsula, because it is the population centre.

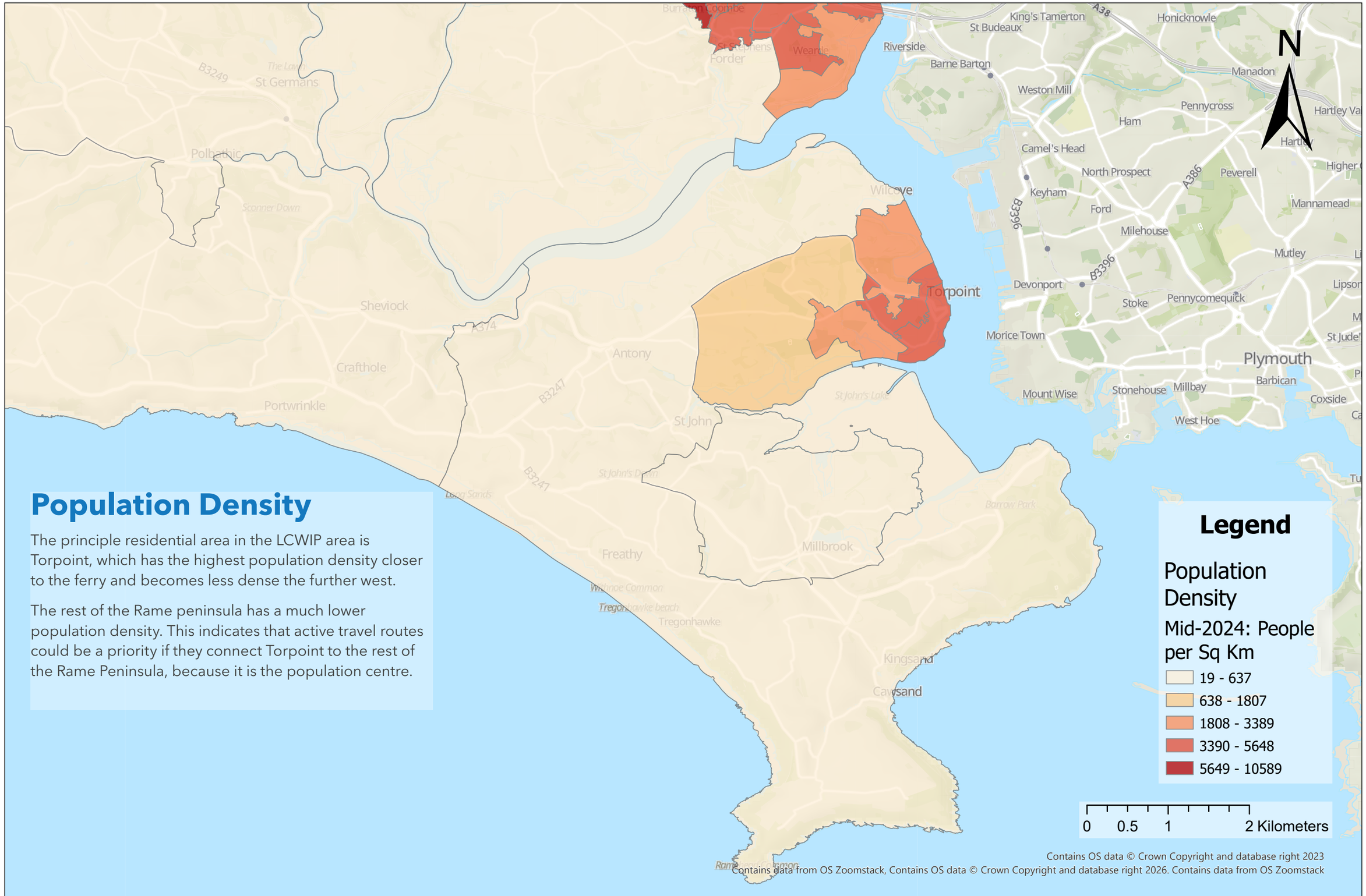


Figure 18: Population Density map

Average Annual Daily Traffic (AADT)

Traffic flow data from Cornwall Council shows the A374 and Trevol Road are the most highly trafficked corridors. If these are also shown to be high priority active travel routes, then the recommendations must included segregated infrastructure and provide safe provision for these high volumes.

Roads with less than 2000 vehicles per day (yellow) can have mixed traffic cycling if 85th percentile speeds are at 20mph for cyclists and walkers to share the carriageway. Roads with less than 1000 vehicles per day (green) can have mixed traffic cycling if 85th percentile speeds are well under 30mph. This design guidance (recommended by LTN 1/20 Figure 4.1 and draft ATE Rural design guidance) will be considered if routes are prioritised from Torpoint to other settlements

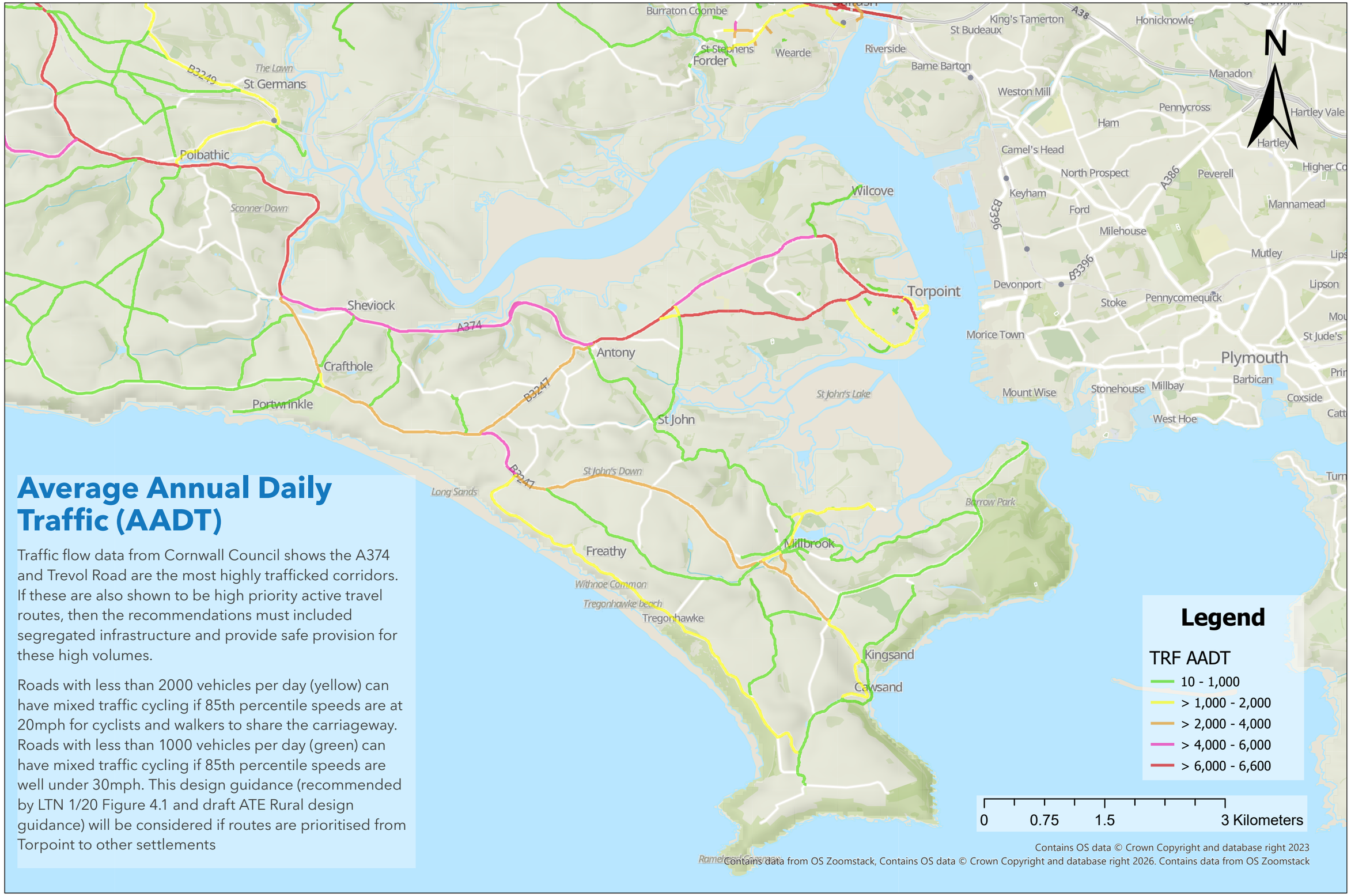


Figure 19: AADT map

Collisions

Data taken from Crashmap shows location points where there have been serious and slight pedestrian and cycling collisions.

The points are mainly located in Torpoint, Millbrook and Kingsand, indicating these settlements should be locations where safer walking and cycling infrastructure should be provided.

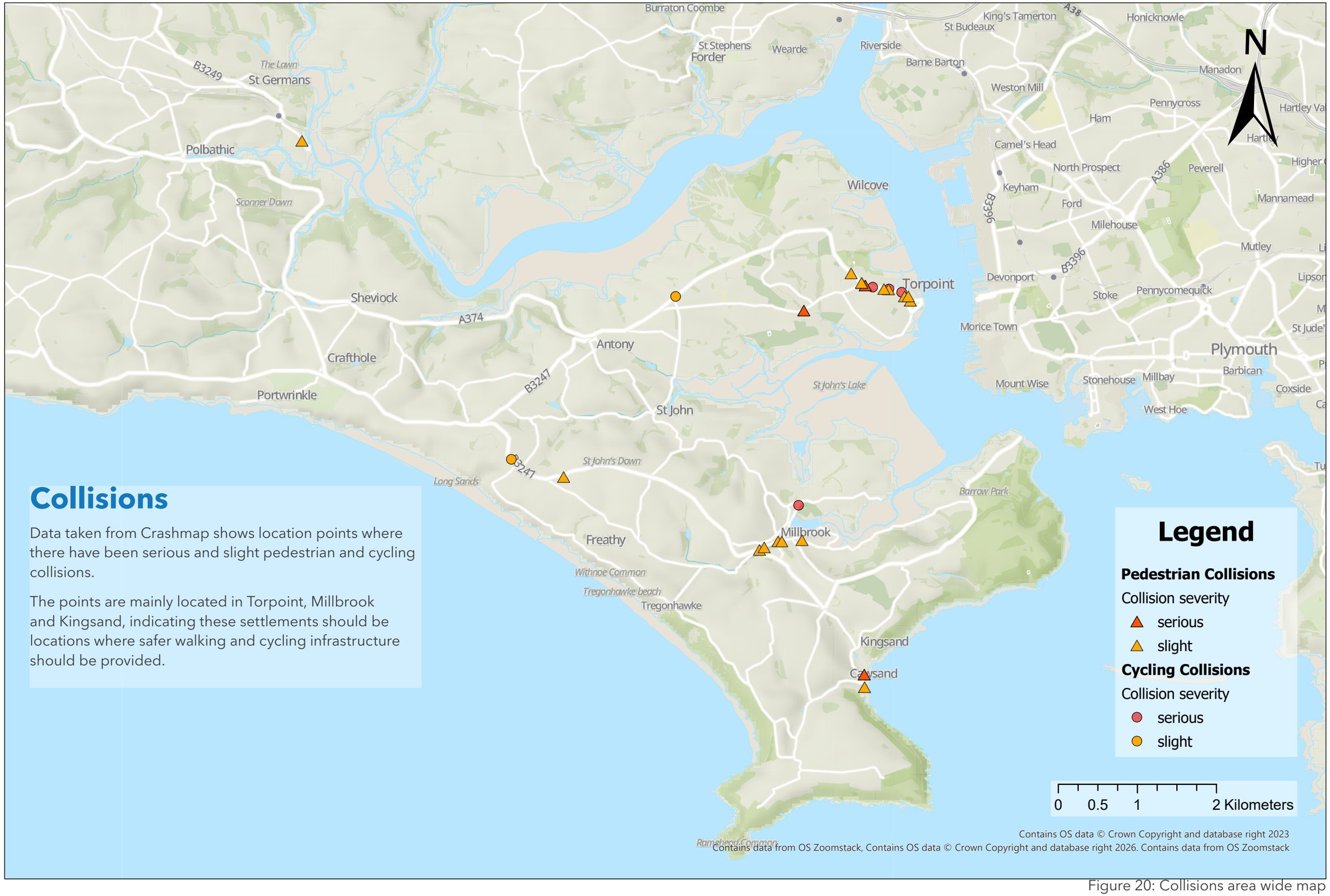


Figure 20: Collisions area wide map

Collisions - Torpoint

Data taken from Crashmap shows location points where there have been serious and slight pedestrian and cycling collisions.

Within Torpoint, collision points are mainly located along the A374. This is likely because it is the main route for motor vehicles to reach Torpoint Ferry, but is also is a direct route for walking and cycling. The high density of collisions along here suggests that walking and cycling improvements along the A374 should be a priority, even if carriageway space could be prohibitive.



Figure 21: Collisions Torpoint map

Propensity to Cycle Tool (PCT) - Go Dutch

The Propensity to Cycle Tool (PCT) was developed to estimate the potential increase in cycling if infrastructure levels were improved to match those in the Netherlands.

Whilst it is based on outdated 2011 census data (because 2021 census data occurred during the Covid 19 pandemic), it is a still a valuable hypothetical tool in showing how cycling would increase if infrastructure is improved.

This map suggests that if infrastructure was improved, well used cycle routes could emerge between Torpoint, St John, Millbrook and Cremyll.

The Go Dutch Scenario provides an indicative cycling network, with the red routes serving as the priority routes as they show potential for an uplift in cycling.



Figure 22: PCT Go Dutch Scenario

PCT - Straight line trips

Census 2011 Straight line commuting data from the PCT shows all mode commuting patterns for trips of less than 6km between Lower Super Output Areas (LSOA) within Torpoint and the Rame Peninsula. Many short trips are taken with the most common trips being the ones shown with a dark red line.

The most common trips are within residential areas of Torpoint, or between Millbrook to Fourlanesend. There are also common trips between Torpoint and Millbrook

Short trips that are 5km or less have the greatest potential to shift from car to bicycle. It is recognised that for this region, 6km is a better marker of potential impact due to average distances between key urban areas in a rural setting.

Similar to the Go Dutch Map, this map shows that all the suggested routes less than 6km trips are to the east of the Rame Peninsula, and that these should contain the active travel routes to be prioritised.

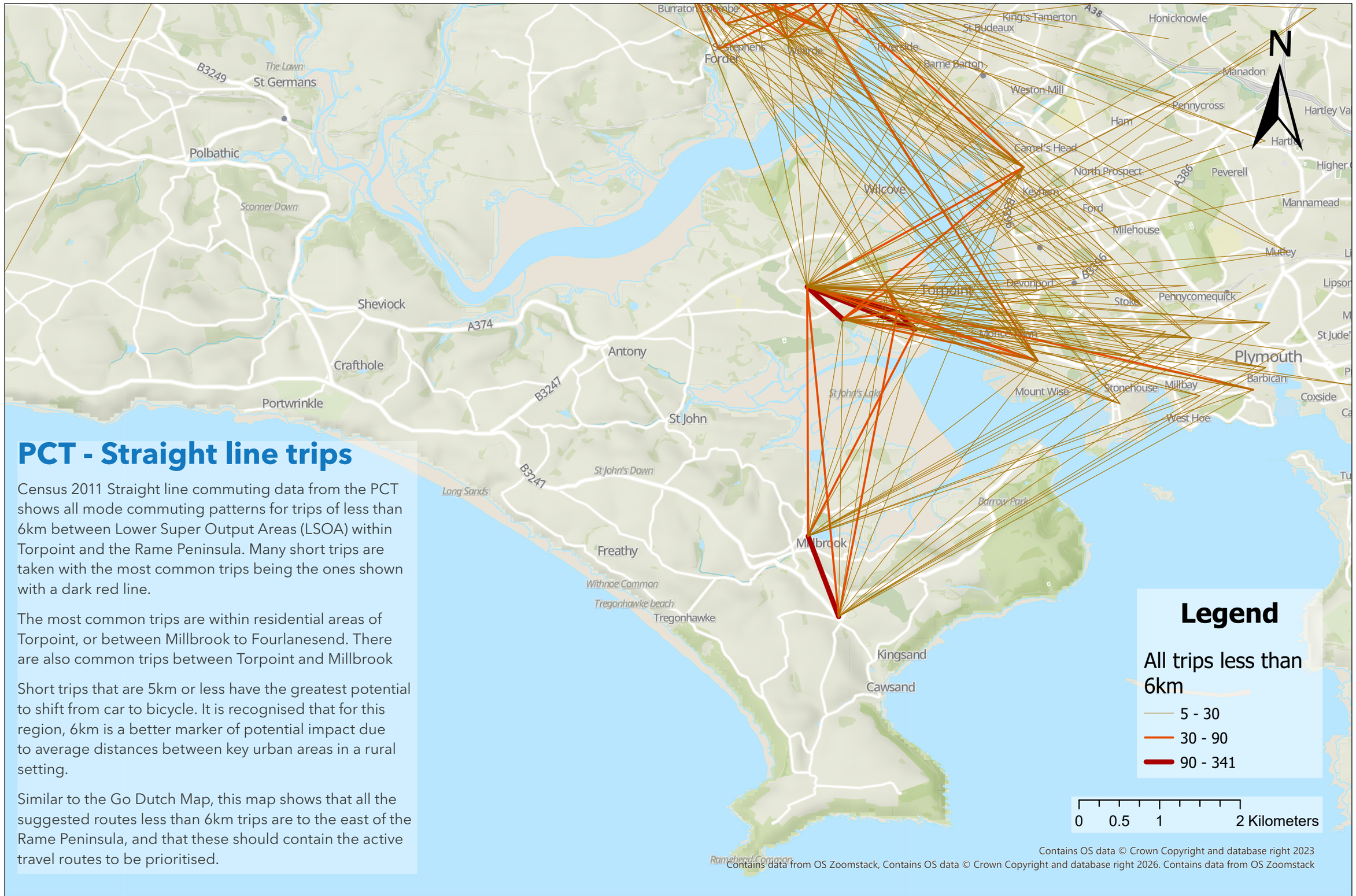


Figure 23: PCT - Straight line map

Cluster and Desire lines

Clustering key trip attractors and generators reveal the desire for movement within towns as well as movements to near settlements.

Using data from the previous maps, desire lines connect Torpoint to Wilcove, Antony, St John, Millbrook, Kingsand Cawsand, Cremyll and then west into the Rame Peninsula of Antony, Crafthole Sheviock and St Germans

These are cross referenced onto the Co Discover feedback to create a draft network to present at Co Design engagement, as shown in Figure 24.

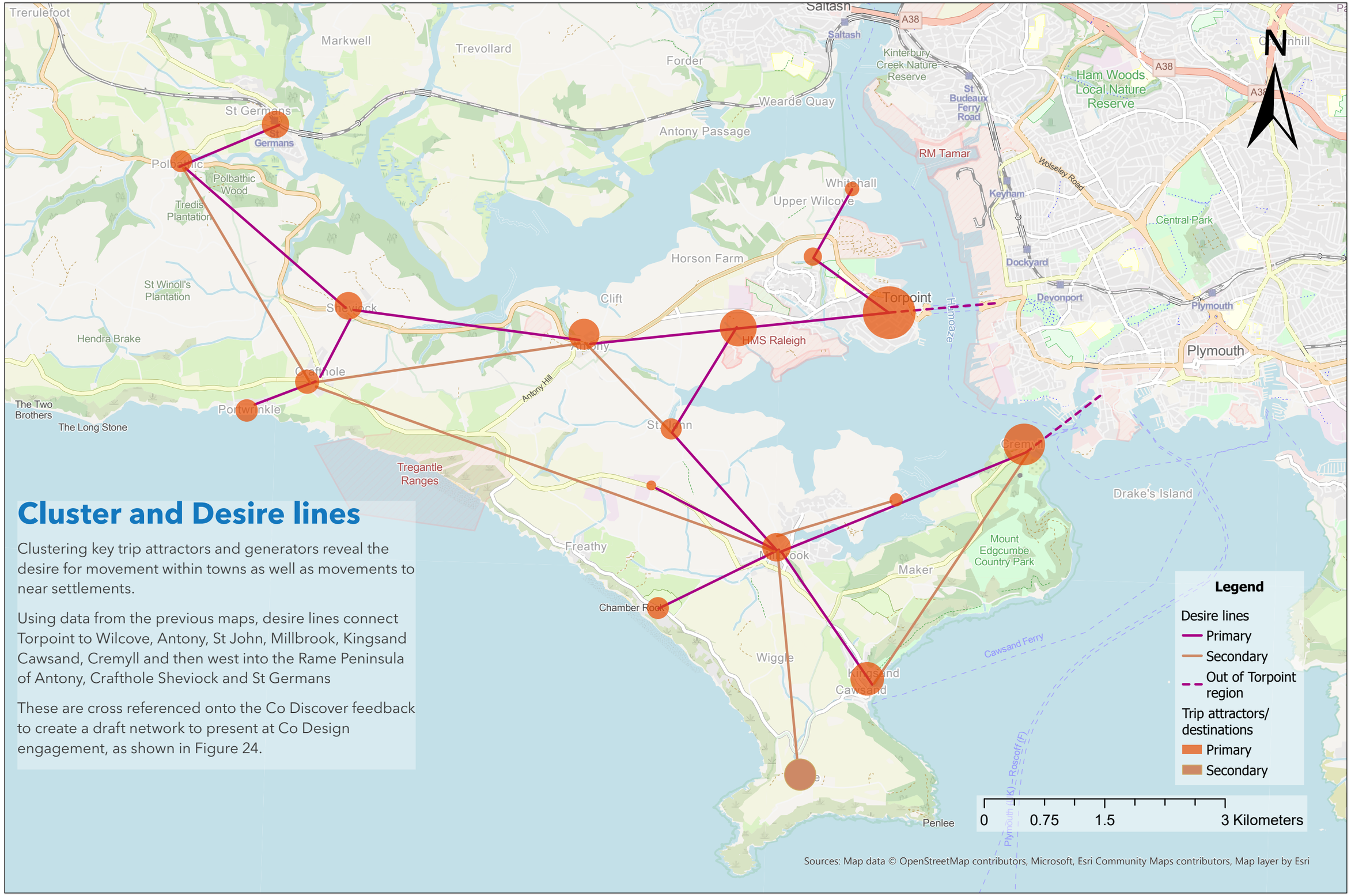


Figure 24: Cluster and Desire lines map

Co Design

Co Design is the second phase in Walk Wheel Cycle Trust's community engagement model. The purpose of Co Design is to work with participants and understand what they would design, rather than adopting a top-down approach.

Prioritisation

For this LCWIP, we have used Co Design to prioritise routes identified from our Co Discover Engagement and desktop analysis in the draft LCWIP network.

This local engagement has then formed a key component in prioritisation of routes for a final LCWIP network.

We engaged with participants from the following events:

- Torpoint Community College
- Kingsand and Cawsand Parish Hall
- Millbrook Parish Hall
- Torpoint Sunday Market

At each event, participants were asked to prioritise 5 routes from the draft local network for walking and cycling improvements. This was done using A5 postcards with participants asked to write the number of the route they are prioritising in the top right corner box (as shown in the adjacent photo). Routes and destinations and how prioritised routes would be used were also considered with a series of check boxes.

The draft LCWIP network is shown on the following pages, in the format taken to the engagement events for participants to prioritise.

Case Studies

At the end of the section are a series of case studies. These are local stories that emphasise the human impact that securing funding to develop walking and cycling routes in the project area would have.

All proceeding photos in this section were taken by Walk Wheel Cycle Trust with photo consent forms obtained for where they show a persons identifying features (namely face). They are not necessarily given a Figure reference.

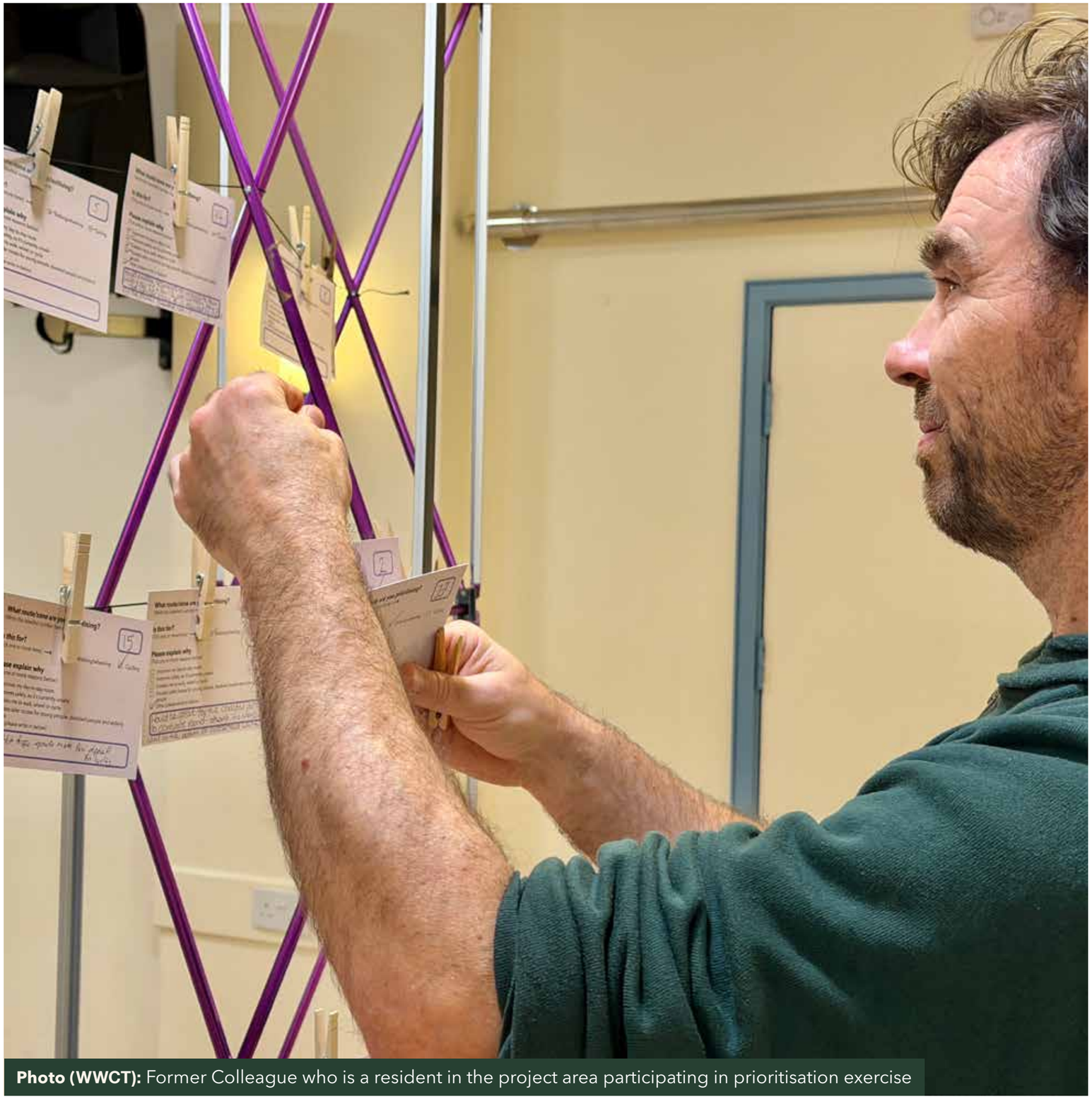


Photo (WWCT): Former Colleague who is a resident in the project area participating in prioritisation exercise

Torpoint & Rame Peninsula LCWIP Draft Network

Area wide cycling network

- 1. Polbathic to St Germans
- 2. Antony to Polbathic
- 3. Sheviock to Portwrinkle
- 4. Antony to Freathy
- 5. Millbrook to Freathy
- 6. Millbrook to Cawsand
- 7. Millbrook to Cremyl
- 8. Millbrook to Southdown
- 9. Millbrook to Gallows Park
- 10. Antony to St John
- 11. St John to Millbrook
- 12. Torpoint to Wilcove
- 13. Torpoint Coastal
- 14. HMS Raleigh to St John
- 15. HMS Raleigh to Antony
- 16. Torpoint Ferry to HMS Raleigh
- 17. Coastal alternative (aspirational)

Co Design Draft Network

Combining the previous desktop analysis with the Co Discover feedback has produced the adjacent network. These are all the routes within the LCWIP area that were asked by participants at the next round of engagement to be prioritised.

The routes are colour coded and on this scale show the area wide cycling routes for the Rame Peninsula, as to be expected with the distance. If prioritised, these routes will be audited for cycling and some walking recommendations.

See Torpoint and Millbrook & Kingsand/ Cawsand maps for more localised proposals

Walk Wheel Cycle Trust

0 0.5 1 1.5 2 Miles
0 1 2 3 Kilometers

N

Figure 25: Draft LCWIP network area map, presented as it was for Co Design engagement

Torpoint LCWIP Draft Network

Torpoint routes

- 18. Oakwood to Torpoint Ferry
- 19. Torpoint route to school
- 20. Torpoint cross route
- 21. New development and Goad Avenue
- 22. Sennen Park and Trevthick Avenue
- 23. Torpoint coastal route
- 24. Trevol Road to Torpoint Ferry
- 25. Trevol Road to Wilcove

Walking Zones

- 26. Torpoint Walking Zone

Co Design Draft Network

Combining the previous desktop analysis with the Co Discover feedback has produced the adjacent network. These are all the routes within the LCWIP area that were asked by participants at the next round of engagement to be prioritised.

This map shows Torpoint specific walking and cycling routes, included in the draft network, along with a Torpoint Walking Zone.

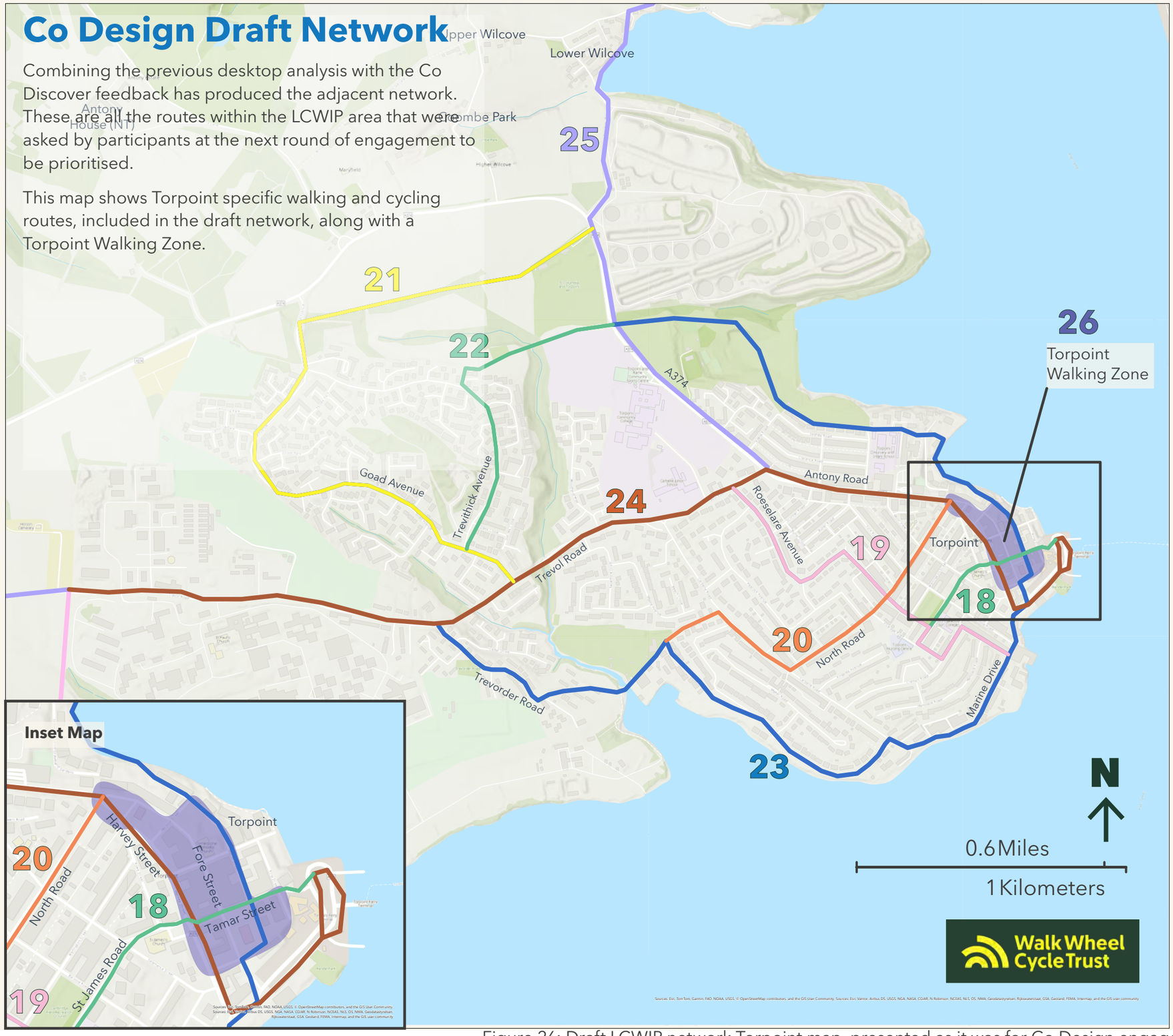


Figure 26: Draft LCWIP network Torpoint map, presented as it was for Co Design engagement

Millbrook and Kingsand/ Cawsand LCWIP Draft Network

Walking Zones
- 27. Millbrook Walking Zone

Milbrook Routes
- 5. Millbrook to Freathy
- 6. Millbrook to Cawsand
- 7. Millbrook to Cremyll
- 8. Millbrook to Southdown
- 9. Millbrook to Gallows Park
- 11. St John to Millbrook
- 17. Coastal alternative (aspirational)

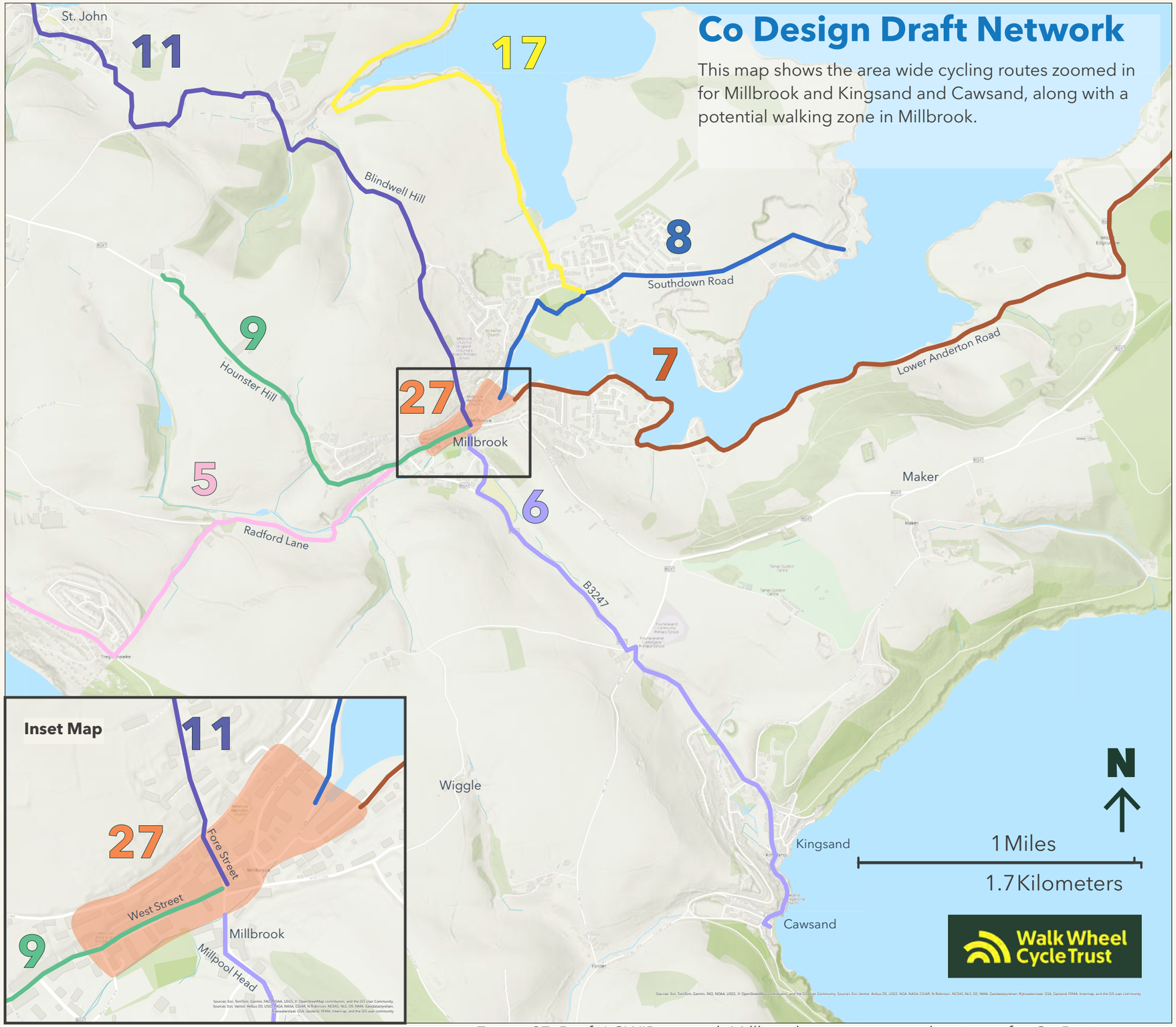


Figure 27: Draft LCWIP network Millbrook map, presented as it was for Co Design engagement

Co Design Feedback

Across the four engagement events, the total number of votes were tallied against each route. In total over 180 people participated in Co Design engagement, excluding online feedback that was gathered from the Community Mapping Tool.

The online Community Mapping Tool used for co design highlighted the importance of the coastal alternative route and Antony to Polbathic - this has been integrated into the internal prioritisation method following the Co-Design stage.

A route which was both for cycling and walking were, for example Torpoint Ferry to HMS Raleigh, were combined. When making audit recommendations for these combined routes, walking measures will also be considered.

Walking and cycling routes which were differentiated at Co Design going forward in this report will likely be considered together.

All necessary photo consent forms obtained by WWCT for below photos



Total

180

Participants



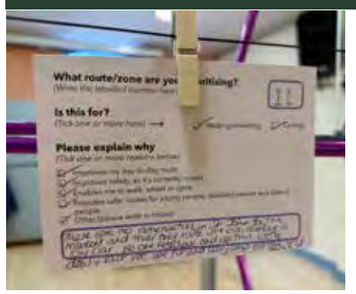


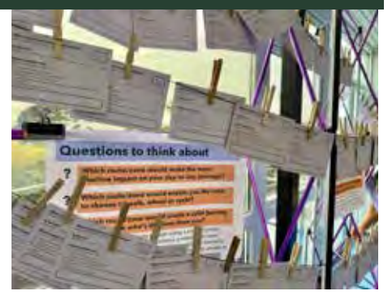


Co Design Feedback

It should be also noted at this stage that not all highly voted routes will be prioritised as primary routes for auditing. For example, because it scored the highest number of votes, Antony to Polbathic was audited. But due to evident engineering challenges found when auditing, it has not be been further prioritised.

All necessary photo consent forms obtained by WWCT for below photos







Torpoint Street Market

86

Participants

Torpoint College

82

Participants

Millbrook

10

Participants

Kingsand

10

Participants

Rank	Route Numbers	Route Numbers and description	Total Votes
1	16+24	Torpoint Ferry to HMS Raleigh, walking plus cycling	41
2	2	Antony to Polbathic	45
3	7	Millbrook to Cremyll	22
4	12+25	Antony Road to Wilcove, walking plus cycling	20
4 (tie)	13+23	Torpoint Coastal, walking plus cycling	20
6	11	St John to Millbrook	19
7	4	Antony to Freathy	17
7 (tie)	15	HMS Raleigh to Antony	17
7 (tie)	17	Coastal alternative (aspirational)	17
10	6	Antony to St John	15
11	9	Millbrook to Gallows Park	14
12	5	Millbrook to Freathy	12
12 (tie)	14	HMS Raleigh to St John	12
14	21	New Development and Goad Avenue	11
15	26	Torpoint Walking zone	7
16	1	Polbathic to St Germans	6
17	8	Millbrook to Southdown	5
18	22	Sennen Park and Trevithick Avenue	4
18 (tie)	10	Antony to St John	4
18 (tie)	19	Torpoint Route to school	4
21	18	Oakwood to Torpoint Ferry	3
22	3	Sheviock to Port Wrinkle	2
22 (tie)	27	Millbrook Walking Zone	2
24	20	Torpoint Cross route	0

Table 1: Total votes from total participant feedback from across the different engagement events

Case Studies

Jenny is a resident of Torpoint. She has arthritis and her right balance organ is damaged, meaning it is sometimes difficult for her to walk in a straight line, or very far. She regularly comes to the town centre to shop, attend appointments and meet friends.

What challenges do you currently face when you walk, wheel or cycle on your day-to-day journeys? Where do you experience this most and how does this make you feel?

"I can walk but there are still places around the town where it's difficult for me.

Parking on the pavement and over the dropped kerbs is a big problem here, especially around the shops. There are no double yellow lines around the dropped kerbs, so people just seem to park over them, which I find quite strange. It's ok some of the time, but there are certain areas where people think pavements are not for people.

I have two close friends that are in wheelchairs and around Torpoint, a lot of places just aren't accessible and it's mainly due to pavement intrusion from signs, bins and cars parking where they shouldn't.

I have to push my one of my friends all the way around a cul-de-sac to get across the road because we can't get her off the pavement if there's a car parked on the dropped kerb. It's frustrating that people think it's ok to park like that.

One of the most difficult places for me is Macy Street. I go to the Hairdressers there but there are three double, red Biffa bins that take up nearly the whole pavement, so I have to walk in the road. We've asked numerous times for them to be removed, but they never move.

It makes me feel a bit angry sometimes. I should be able to walk on the pavement and shouldn't have to risk my safety by going in the road. I'm a big advocate of pavements for pedestrians, not for everything else."

Imagine you're in the future and you're most important local walking, wheeling or cycling routes/zones have been built - how could that change your day-to-day journeys and how would it feel?

"It would be amazing because it's not long before I'm going to retire and I'd be able to get out and do more if the routes were available and it wasn't dangerous because there's so much traffic. Over the years since I've stopped driving, the amount of people in cars is crazy, there's so many and some of them don't drive very safely.

To be able to have walking routes to get out and about instead of having to go on the roads would just be amazing, especially when you're retired. To be able to walk with family and friends would be wonderful.



Photo: WWCT

Fore Street, Torpoint

"To be able to have walking routes to get out and about instead of having to go on the roads would just be amazing."

Jenny resident from Torpoint

Case Studies

As a Breeze ride leader, Lyn leads cycle rides for local women and runs cycle confidence sessions, particularly with older women that are returning to cycling.

What challenges do you currently face when you walk, wheel or cycle on your day-to-day journeys? Where do you experience this most and how does this make you feel?

"I'm very committed to getting more women cycling but it's very limited trying to plan a route in the local area. The roads are so challenging and traffic on the main roads is a nightmare. I avoid certain times of day, like the school run and I'll also try and avoid the time when cars are disembarking the ferries because there's so much traffic. I certainly won't go beyond Antony because it's just so dangerous.

When I'm running a confidence session, I stick mainly to the small, residential streets to get my participants used to riding and then we'll go over to Plymouth as they have a lot of cycle paths through parks. It's much easier than trying to cycle here but it means we're not exploring our local area.

I've experienced a lot of close passes and abuse from drivers when out on my own and with a group, "What are old women like you doing on bicycles?", "Get off the road". Well, where can we get off the road?

I often meet people that ask what we're doing and they say "I would love to do that but it's too frightening" I just can't persuade them to come and try, it's too big a barrier for them. They really want to, but they can't."

Imagine you're in the future and you're most important local walking, wheeling or cycling routes/zones have been built - how could that change your day-to-day journeys and how would it feel?

"I would feel a lot more confident as a cyclist, personally."

"I would definitely feel more confident taking a new group of riders out on their first ride."

"I enjoy taking the ladies out on rides. I have a lady I've been working with, who is 70 next month, she's been riding with me for a while, building her confidence and has now bought an e-bike and is cycling In France. That's what drives me!

"If it was improved, even just around the Torpoint area, I think we'd get a lot more women cycling to places like the shops and the doctors. It would make Torpoint so much more accessible to local people."

All necessary photo consent forms obtained by WWCT for below photos



Photo: WWCT

Tamar Street, Torpoint

"I think we'd get a lot more women cycling to places like the shops and the doctors. It would make Torpoint so much more accessible to local people."

Lynn, local Breeze ride leader

Case Studies

‘Rooster’ is a learner from a local specialist college. He is wheelchair user. He regularly travels between the college and Fore Street, in Torpoint to go to Beat4Autism and the CO-OP.

What challenges do you currently face when you walk, wheel or cycle on your day-to-day journeys? Where do you experience this most and how does this make you feel?

“My journey from college to Fore Street has trees on one of the pavements, which means I can’t get past that side of St James Road. But the junction and crossing before this hasn’t got dropped kerbs which means it’s harder to get up onto the pavement without the trees. Then as I continue towards Torpoint town centre, I often have to take a different route to my classmates which makes me feel left out. This is often because of people parking in front of drop kerbs which means I have to go in the road, this makes me feel fearful for cars coming in both directions.

The position of the road sign pole on the corner of Fore Street/Tamar Street means that my wheelchair wheel gets stuck on it often. This makes me feel angry and panicked both during and beforehand because I don’t want to fall into the road. I also don’t want to get in the way of people.”

“I have to constantly check my routes in advance because I don’t want to be feel left out if going with other classmates as a group activity.”

“It is great to see new play equipment in the park, but I still can’t easily get into the park from the bottom with the red gate, due to the type of gate and short steep ramped entrance.”

Imagine you’re in the future and you’re most important local walking, wheeling or cycling routes/zones have been built - how could that change your day-to-day journeys and how would it feel?

“If changes were made, this would make me feel really happy and proud, as well as not making me feel not left out. Proud because I’ve been involved in proposing the changes in this project and how this positively impacts other people as well as me.”



Photo: WWCT

Tamar Street, Torpoint

If changes were made, this would make me feel really happy and proud, as well as not making me feel left out.

Rooster, wheelchair user and learner from local specialist college



Photo (WWCT): Co Design Engagement Tent at Torpoint Sunday Market March 2026 (gazebo and chairs kindly supplied and set up by Torpoint Town Council)

Prioritisation

Route prioritisation is an important step of the LCWIP process and aims to identify the routes that are more likely than others to present higher benefits and achieve modal shift. A robust prioritisation methodology is therefore required to identify which of the routes are likely to be of the greatest importance and have the highest impact in terms of towards helping to promote walking, wheeling and cycling.

Using the prioritisation methodology provided by Cornwall Council and the DfT LCWIP technical guidance, this LCWIP will combine the information derived from all previous steps, and prioritises routes based on three key themes:

1. Co Design Feedback

2. Policy alignment and Strategic Priority

3. Deliverability and cost.

This report will then use prioritisation scores of high, medium and low against each factor. These will be broadly aligned to the DfT LCWIP's technical guidance of prioritising routes into short, medium and long term timescales, and be reflected in the final network.

Routes with high prioritisation scores will have detailed audit recommendations made for them in the following chapter.

1. Co Design Feedback

The feedback of route prioritisation from Co Design engagement is a key factor, because routes scoring more than 17 were selected to be audited.

Through auditing the most popular routes, this report then determined which routes would be most feasible to deliver, in terms of provision, time and cost from our experience of delivering other active travel schemes.

In the scoring appraisal table, routes which had more than 17 votes are given a high priority, 10 - 17 medium and below 10 a low priority.

2. Deliverability and cost

Routes scoring highly at Co Design were prioritised for auditing after the Co Design engagement events.

Deliverability was evaluated on site through auditing by considering practical feasibilities, such as the need for land acquisition and construction risks that would affect the construction and completion of a route.

In some cases, alternative alignments may be proposed to connect a pair of trip generators where the main alignment is less feasible, and further feasibility study is required to determine the most appropriate course of the route. This was included in the assessment, as it will have an impact on the route deliverability. Public acceptability was also taken into account, by considering the feedback received through the second round of stakeholder engagement.

Financial priorities concern the affordability and funding available for the implementation of a route. Experience with current funding available, such as Active Travel England, has been used to judge which route would most likely receive funding.

3. Policy alignment and Strategic Priority

These are critical factors in the prioritisation process, as the implementation of a route needs to fit with the wider transport objectives at a national, regional and local level. The documents consulted are:

- Cornwall Local Plan
- Cornwall Transport plan
- Climate Emergency Development Plan
- Positive Parking Framework for Cornwall
- Torpoint NDP
- Rame NDP

Strategic priorities concern a number of factors that would ensure the route ties in with existing activity in the area and would enable future activities to be undertaken in a seamless way. These include but are not limited to:

- Connectivity with the existing public transport network was reviewed.
- Access to existing residential and employment centres, and support for future strategic growth, were assessed based on current population and employment density, as well as the site allocations that a route could connect in future.
- The contribution of a route to improving air quality and road safety, reducing deprivation and increasing access to educational institutions, were criteria that were also taken into consideration when scoring a route towards strategic priorities.

Scoring system

Each of these factors will be scored using High Medium or Low quantification. An overall score column then gives the final rating and explains the rationale behind it. It should be noted that this LCWIP has made informed judgements on which are the most important priority routes.

High priority Primary routes will then have detailed recommendations and cost estimates made for them. Figure 28 then shows Secondary and Tertiary routes which are medium and low priorities. Grey connecting routes that provide a completed network.

Additional or Combined Routes

On discussion with stakeholders additional routes have been added to the LCWIP network map because they capture future plans and links to new developments which, whilst unlikely to be prioritised by the public, are important to include in the final network. They include:

- Route 16 and Route 15 becoming one combined Primary route Torpoint Ferry to Antony, as this long distance route connects the town to periphery village and to other routes (first interventions are part of Torpoint Walking Zone)
- Routes 14 and 11 combined into an edge of Torpoint to Millbrook route that is all on road.
- Route 18 Torpoint to Wilcove being redirected off the A374 north of Torpoint Community College to follow an indicative route into new housing (combining with a section of Route 21).
- A new Secondary route being added between the new housing in north Torpoint and Jupiter Point and Antony Estate, as a new ferry service is hoped for here
- A Secondary route to Wilcove and the proposed Jupiter Point Ferry in the Antony Estate also being added.

Prioritisation	Route Number and Description	Co Design Prioritisation	Deliverability and Cost	Policy Alignment and Strategic Priority	Rationale
Primary Routes	16. Torpoint Ferry to HMS Raleigh	High	Difficult delivery and high cost	Very high	Connects town, secondary school, ferry and major employers
	24. Trevol Road to Torpoint Ferry	High	Difficult delivery and high cost	Very high	Connects town, secondary school and ferry (merged with cycling route above)
	15. HMS Raleigh to Antony	High	Moderate delivery and medium cost	High	Combined with route to Torpoint, connects peripheral village into town
	14. HMS Raleigh to St John	High	Moderate delivery and cost	High	Connects edge of Torpoint halfway to other population centre that is Millbrook
	11. St John to Millbrook	High	Easier delivery and low cost	High	Part of route to Torpoint, moderate interventions needed
	26. Torpoint Walking zone	High	Moderate delivery and cost	High	Benefits other routes and provides walking and wheeling focus in Torpoint town centre
	18. Oakwood to Torpoint Ferry	Medium	Moderate delivery and cost	High	Combined with walking zone, connects to destination where accessibility paramount
	25. Trevol Road to Wilcove	High	Medium delivery and cost	Very high	Half included as destination for new housing, route to Wilcove made secondary
	21. New development and Goad Avenue	Low	Medium delivery and cost	High	Included in part of route as connects new housing into Torpoint
	22. Sennen Park and Trevithick Avenue	Low	Medium delivery and cost	Moderate	Included in part of route as section is part of alignment to new housing
	6. Millbrook to Cawsand	High	Difficult in some places, moderate cost	High	Connects population centres with a primary school halfway
	7. Millbrook to Cremyll	High	Moderate delivery and medium cost	High	Connects population to its nearest ferry to Plymouth
Secondary Routes	1. Polbathic to St Germans	High	Difficult delivery and high cost	High	Very difficult to deliver but a highly desired route
	2. Antony to Polbathic	High	Difficult delivery and high cost	Moderate	Long distance and very difficult to deliver
	12. Torpoint to Wilcove	Medium	Moderate delivery and cost	Moderate	Connects village into town
	13. Torpoint Coastal	High	Moderate delivery and cost	Moderate	Alternative Torpoint route connecting much of town
	23. Torpoint Coastal (walking)	High	Moderate delivery and cost	Moderate	Alternative Torpoint route connecting much of town
Tertiary Routes	3. Sheviock to Portwrinkle	Medium	Moderate delivery and medium cost	Moderate	Provides local connections but low population centres
	4. Antony to Freathy	Low	Moderate delivery and medium cost	Low	Connects tourist destinations and smaller villages
	5. Millbrook to Freathy	Low	Easier delivery and low cost	Low	Connects village to a small population area
	8. Millbrook to Southdown	Low	Low	Low	Connects peripheral village
	9. Millbrook to Gallows Park	High	Difficult delivery and high cost	Moderate	Connects Millbrook to locally important business centre
	10. Antony to St John	Low	Easier delivery and low cost	Moderate	Connects two villages by well used active travel route
	17. Coastal alternative (aspirational)	Low	Difficult delivery and high cost	Low	Aspirational coastal route that would involve difficult delivery
Removed from network	19. Torpoint route to school	Low	Medium	Low	Removed from network as is a repetition of a route
	20. Torpoint cross route	Low	Medium	Low	Removed from network as is a repetition of a route
	27. Millbrook Walking zone	Low	Difficult delivery and high cost	Low	Removed from network as difficult to achieve

Table 2: Route Prioritisation Table: Note text size decreased

LCWIP Prioritised network

Using Co Design feedback, this maps shows a final walking and cycling network for Torpoint and the Rame Peninsula. Routes have been prioritised into the following:

- Red are Primary high priority routes, with feasibility recommendations and costs estimates made for these routes further in the report.
- Orange are Secondary medium priority routes, because they were highly supported at Co Design and were audited, or were strongly recommended by key stakeholders.
- Yellow are Tertiary low priority routes. These are routes which should be prioritised but connect less population and trip attractors or generators, or provide alternative routes.

Due to their longer distance, the routes in this network are primarily cycling routes with suitable interventions for walking. Torpoint Walking zone has more in depth recommendation made for people walking and wheeling.

Grey routes are non-prioritised connections that complete the network.

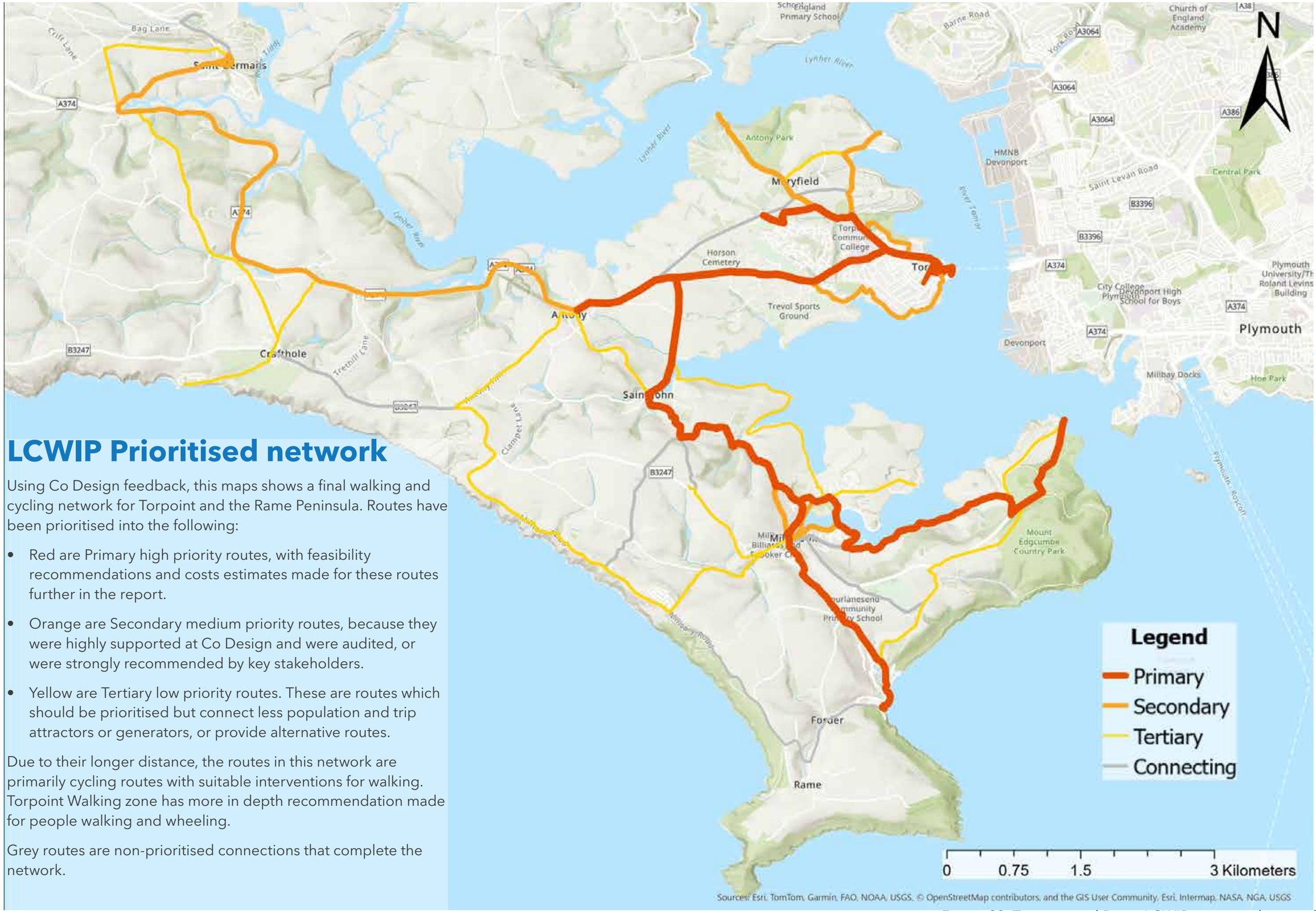


Figure 28: Torpoint and Rame LCWIP prioritised network

LCWIP Walking and Cycling Network - Walking Zone

Based on Co Design feedback, this map shows the area within Torpoint where walking and wheeling recommendations will be prioritised. This will include a route to Oakwood Community College as the Accessibility forum identified challenges of the route to the specialist college



Figure 29: Torpoint and Rame LCWIP prioritised network: walking zone

Primary cycle and walking route interventions

Design Principles

The options outlined in this study are based on the guidance presented in the Department for Transport (DfT) Cycle Infrastructure Design guidance document Local Transport Note (LTN) 1/20 and Manual for Streets 2.[1]

Local Transport Note 1/20

This national guidance provides a basis for design based on five core principles and 22 summary principles. More detailed design guidance, highlighting specific tables from LTN 1/20 are provided in the Appendices.

Core design principles

The five core design principles represent the essential requirements to achieve more people travelling by cycle, based on best practice both internationally and across the UK.

There are five core design outcomes for cycle routes:

- Coherent
- Direct
- Safe
- Comfortable
- Attractive

Summary Principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.
2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.
3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.
5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.
6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.
7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.
8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.
10. Schemes must be legible and understandable.
11. Schemes must be clearly and comprehensively signposted and labelled.
12. Major 'iconic' items, such as over-bridges must form part of wider, properly thought-through schemes.
13. As important as building a route itself is maintaining it properly afterwards.
14. Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
15. Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.
16. Access control measures, such as chicane barriers and dismount signs, should not be used.
17. The simplest, cheapest interventions can be the most effective.
18. Cycle routes must flow, feeling direct and logical
19. Schemes must be easy and comfortable to ride.
20. All designers of cycle schemes must experience the roads as a cyclist.
21. Schemes must be consistent.
22. When to break these principles (unavoidable or rare exceptions)

Cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport.

The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use.

LTN 1/20 states that:

'Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.'

Cycle parking would be considered as part of relevant schemes.

1 Manual for Streets 3 had not been published at the time of the publication of this LCWIP.



Figure 30: Extract from LTN 1/20 showing Core Design Principles. These underpinned the feasibility recommendations made in the audits

Active Travel Interventions, included in following

All images by WWCT unless otherwise noted



Segregated cycle track

Cycle facility protected from motor traffic, with some buffer space between the cycle track and carriageway depending on speed limits.



Mixed traffic or Quietway

Where motor traffic volumes and speeds are low, motor vehicles and cycles share the route, with footpaths being separate. The mixed traffic status is communicated to road users with cycle markings on the carriageway



Shared use

A path shared by people walking and cycling, separated from motor traffic, typically through green space. Can also be adjacent to road space



Dropped Kerb improvements

Is primarily for people wheeling or cycling, enabling a smooth transition to carriageway. Characterised by one level surface and coloured paving materials among others.



Contraflow cycle lane

Mandatory cycle lane that allows cyclists to travel opposite the flow of vehicle traffic, allowing for greater permeability of the cycle network.



Footway Widening

Widened footway on the edge of the carriageway to a width of at least 2 meters minimum to improve a walking route. Footway widening can also be used to create a shared use path.



Uncontrolled Crossing

Is a refuge or widened footway that allows pedestrians and cyclists to cross one lane of traffic at a time. An uncontrolled crossing can also serve as a traffic calming give way feature when widened correctly



Quiet Lane or 20mph speed

Quiet Lanes are designated rural roads where traffic speeds and volumes are suitable for people to walk, wheel and cycle in the carriageway. They typically need a 20mph speed limit, appropriate traffic calming and the green TSRGD Quiet Lane diagram sign.



Toucan crossing

A Toucan crossing it is a signalised crossing that can be shared between pedestrians and cyclists.



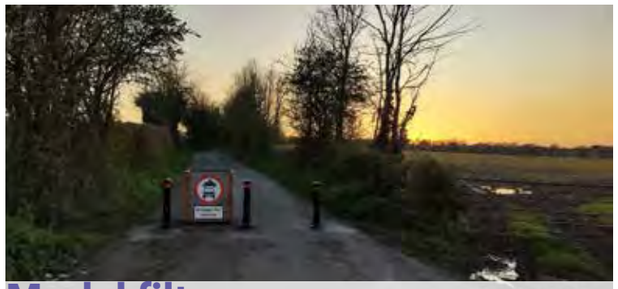
Parallel or Zebra crossing

Similar to a Zebra crossing, but with a separate parallel cycle crossing alongside the Zebra crossing.



Side Road treatment

Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction. These can be used both at side road junctions or cross road junctions, and can provide continuous footways



Modal filter

A bollard or planter in the carriageway which people can travel past by walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.

Route 1: Torpoint Ferry to Antony

Torpoint to Antony is the priority route in this LCWIP report. In the recommendation maps for these routes, we have started it at the junction of Antony Road and Fore Street. The start of this route will be covered in the Walking zone interventions, as it includes multiple options

No.	Location	Recommendation
1.1	Antony Road (A374), Fore Street to Trevol Road junction	Primary: Segregated cycle lane, due to high volumes Secondary: Shared use footway, if width constraints are too much of a concern along Trevol Road
1.2	Well Park Road and Albion Road	Side Road treatments: For cycle provision along north side of A374 For Wells Road this could support a contra flow cycle lane
1.3	Antony Road Trevol Road Junction	Toucan crossing: To support this recommendation, redesigning the junction with the light control could be a simple solution to not have to redesign the junction We reviewed the Cormac proposal for an Antony Road Crossing and decided based on Cornwall AADT volumes it need to be a controlled crossing



Photo: WWCT

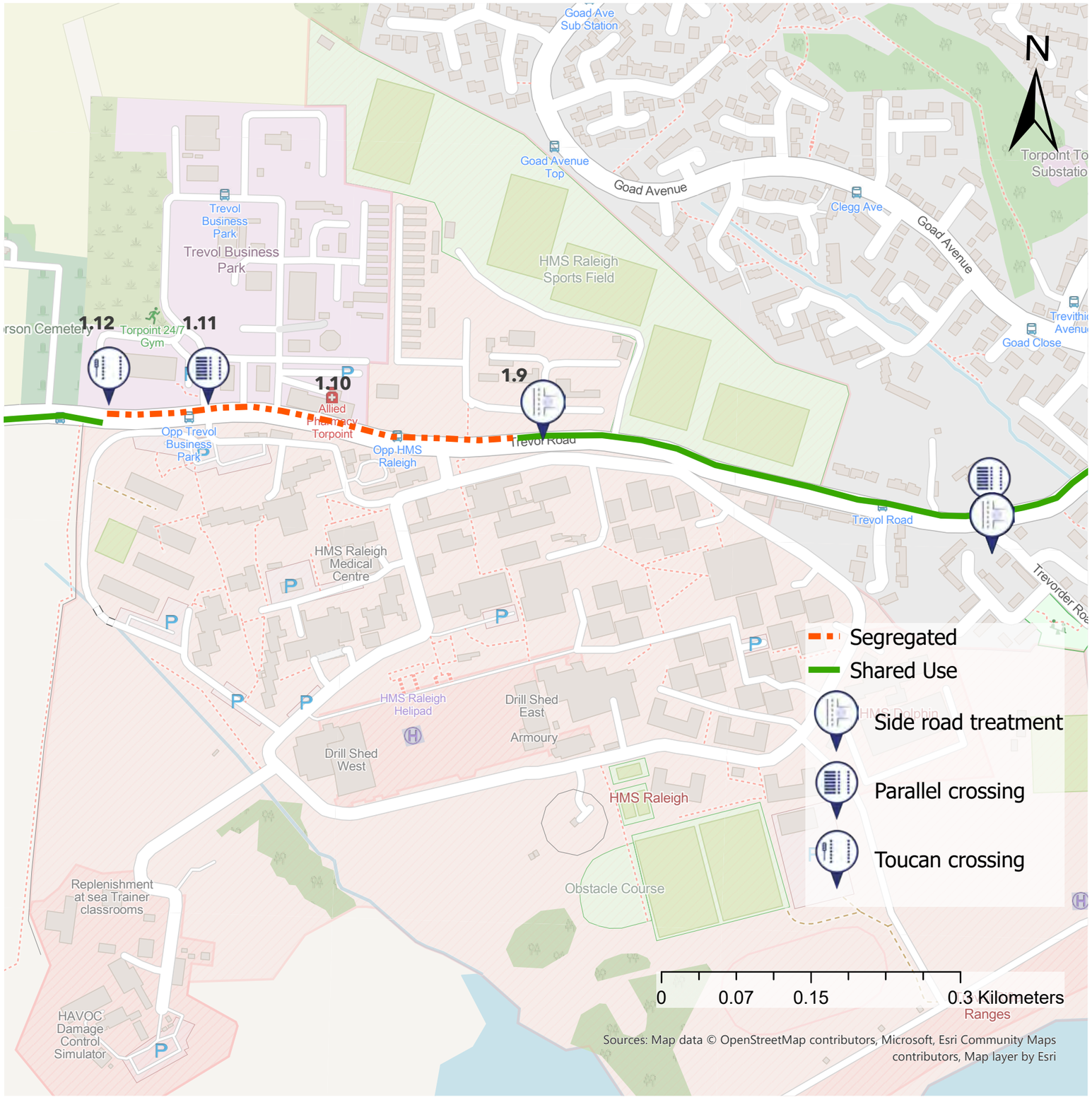
Route 1: continued

No.	Location	Recommendation
1.4	Trevol Road, A3147 junction to HMS Raleigh	Shared use provision: Along Trevol Road to create a continuous safe route for walking and cycling Segregated provision should be considered where space is available along Trevol Road Bus stop Bypasses could be considered along Trevol Road depending on carriageway space
1.5	Former Torpoint bus depot	Side road treatment: Large layby provides carriageway space for walking and cycling provision but likely needs a side road treatment. Consider bus stop bypass
1.6	Trevol Road, Carbeile Road junction	Redesign junction: Redesign junction to create more space for shared used provision Introduce Parallel Crossing so safe route from Carbiele Road into Torpoint Community College via footpath
1.7	Trevol Road, Goad Avenue junction	Side road treatment: Large junction to be addressed to create safe continuous walking cycling route along Trevol Road
1.8	Trevol Road, Trevorder Road junction	Parallel Crossing: So people walking and cycling can safely cross onto Trevorder road (which is the start of the Torpoint coastal route) Side Road treatment : Improve safety of Trevorder to support side road treatment



Route 1: continued

No.	Location	Recommendation
1.9	HMS Raleigh	Side Road treatment: Create side road treatment over large entrance (confirmed as suitable at this entrance with stakeholders)
1.10	Trevol Road, Trevol Business Park	Segregated Provision: Carriageway width for segregated cycle lane, widened footway, and Bus-stop bypass Note: recommended provision is provided on the north side of the Trevol road, because provides better connection to business park and avoids active main entrance to HMS Raleigh on the south side of the road
1.11	Trevol Road, Carbeile Road junction	Redesign junction: Redesign junction to create more space for shared used provision Introduce Parallel Crossing so safe route from Carbeile Road into Torpoint Community College via footpath
1.12	Trevol Road, Horson Cemetery	Toucan Crossing: Allows cycle provision to switch side of the carriageway



Route 1: continued

No.	Location	Recommendation
1.13	Trevol Road	Primary: Shared use path adjacent to carriageway south side of Trevol Road If carriageway space is not permitting, secondary recommendation: Field edge path on the north side of Trevol Road
1.14	Trevol road, crossroads	Redesign junction: To provide safe crossing facilities as intersection of Torpoint to Antony and Torpoint to Millbrook Route
1.15	Trevol Road, triangle green	Modal filter: Superfluous need for motor vehicles to use this small section of Trevol road Creates most direct walking and cycling route
1.16	A3174	Shared use path: Shared use path on south side of carriageway, reduction in lane width may be necessary
1.17	A3147, side Roads	Side road treatments: Two side roads (one featuring a large layby) to have a side road treatment, creating a continuous walking and cycling route
1.18	Antony	Cycle parking: Introduce new cycle parking in Antony as at end of cycle route (with secondary routes connecting to Antony)



Torpoint Walking Zone

How a walking, wheeling and cycling route connects to Torpoint Ferry is one of the most challenging sections for this prioritised Torpoint to Antony corridor.

This is because the high number of motor vehicles which rely on the Torpoint ferry mean the A3147 creates severance in Torpoint town centre.

Through reaching out to Tamar ferries and discussing with the local district council, the following recommendations are divided into:

- Primary (P): the preferred route and recommendations to reach Torpoint ferry
- Secondary (S): alternative focusing on improving the A3147
- Walking zone (W): additional measures to create safe walking.

All recommendations are included to create a holistic walking zone, as it emerged from Co Design that this is a focal point in Torpoint, with many plans for regeneration discussed in the background study.

Furthermore, the engagement with Oakwood Specialist college revealed how challenging their route could be across the to the school could be improved:

No.	Location	Recommendation
P1	Harvey Street	Toucan crossing Resurface approaches to Toucan crossing as showing major wear.
P2	Fore Street	Modal Filters: Removable High Street bollards to create walking and cycling through route only at certain times of day Preserves road network that motor vehicles can still access even when bollards are active
P3	Fore Street	Contraflow cycle lane: Enable cycle lane so cyclists can travel north up Fore Street
P4	Tamar Street	Modal filter and Rest area: Preferred active travel route to Tamar ferry , this route to the ferry should be made walking and cycling only (identified as pre Covid route to ferry for cyclists
P5	Ferry Street Loop	Toucan crossings and shared use path: Install shared use path and toucan crossings to enable safe access to Torpoint Ferry
S1	A3147	Segregated provision: Cycle lane along A3147 and onto Ferry Street. This option may not be deemed as feasible due to high vehicle movements and width constraints along this route
S2	Fore Street Ferry Street Junction	Toucan crossing: Light controlled crossing at entrance of A374 queue system. An uncontrolled crossing refuge may be seen as more feasible to prevent disruption to ferry traffic
S3	A3147, side Roads	Side road treatments: Two side roads (one featuring a large layby) to have a side road treatment, creating a continuous walking and cycling route
S4	Ferry Street	Shared use provision: Provide shared use path around Ferry street, to enable people walking and cycling to safely come of the Torpoint ferry and onwards to indicative Route of Maritime drive
W1	Tamar Street	Modal Filter: Removable High Street Bollard creating safer walking and cycling route to existing Toucan Crossing
W2	Tamar Street, Elliot Square, St James Road	Footway Widening Widen footway for accessible walking and wheeling route to Oakwood College Ensure all dropped kerbs are present where need or continuous footways.
W3	Toucan Crossing	Toucan crossing: Upgrade surface for Toucan crossing, already of good provision
W4	Rowe Street	Side Road treatment: Create continuous walking route and provide continuous walk way
W5	Elliot Square	Junction treatment: Raised table
W6	Barosa Road	Junction Treatment: Raised table Continuous walkway to reach Oakwood Community College
W7	St James Road Play area	Remove inaccessible gate to park, especially as park used by pupils at Oakwood Community College

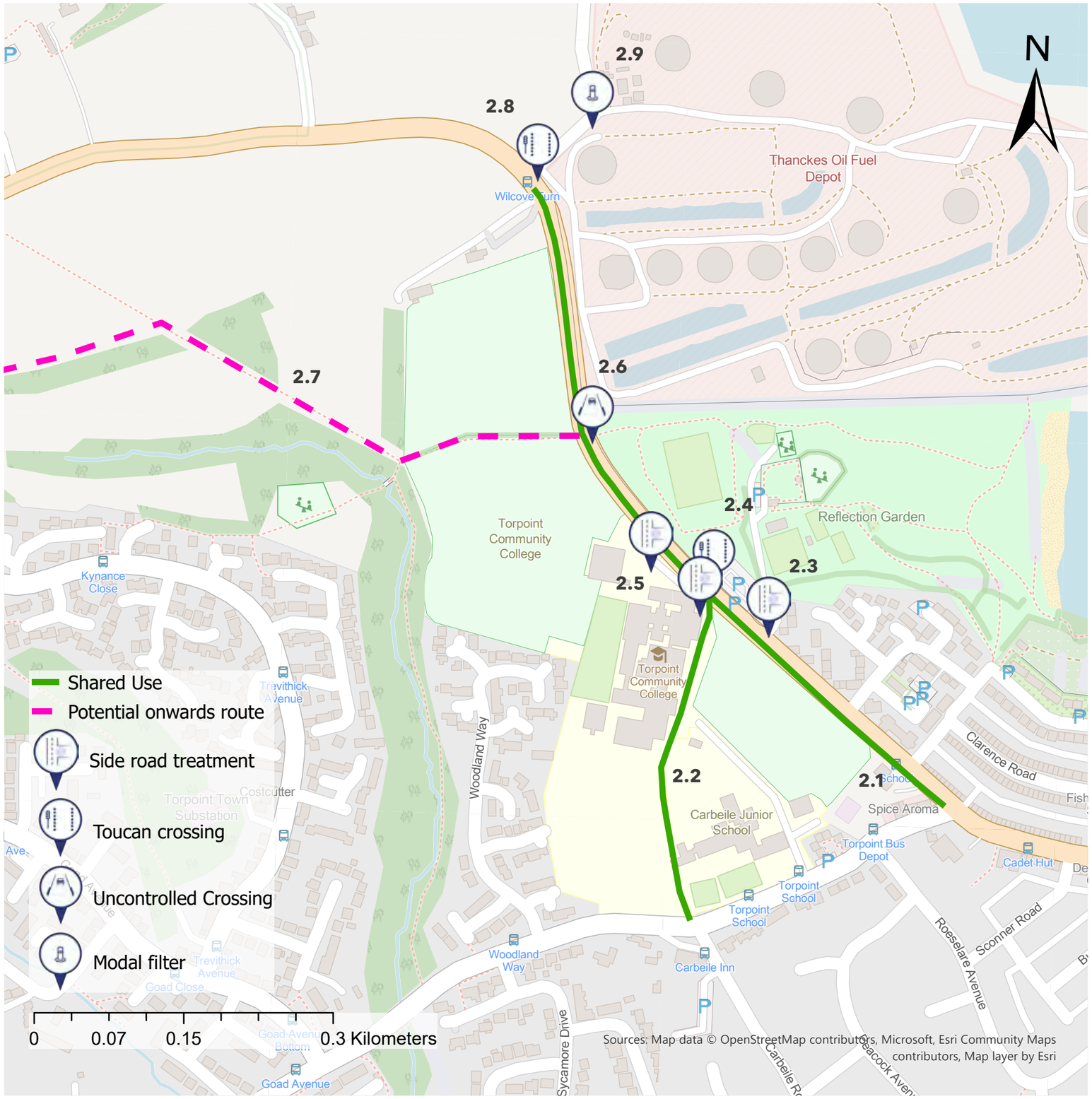
Torpoint Walking Zone: continued



Route 2: Torpoint to New Housing

Originally the route between Torpoint past Torpoint Community School extended to Wilcove. However on discussion with local councillors, the primary route was changed so that it would connect with new housing (which is shown indicatively)

No.	Location	Recommendation
2.1	A3147	Shared use provision: Create 3m wide footway
2.2	Footpath to school	Consider upgrading to bridle path to permit cycling
2.3	Car Park entrance	Side road treatment: To Thanckes Lawn car park entrance
2.4	A3147, opposite footpath	Toucan Crossing: Introduce a controlled crossing to safely cross from Thanckes Park to Torpoint Community College
2.5	A3147, YMCA	Side road treatments, Create continuous safe walking and cycling route across entrance points
2.6	A3147	Crossing: Carriageway space permitting, create island refuge for safe crossing to footpath
2.7	Potential route onwards	Create shared use provision with mixed traffic provision onwards through new housing
2.8	A3147, Pengelly Hill junction	Toucan Crossing: Introduce light controlled crossing. 30mph speed limit will likely need to be extended
2.9	Pengelly Hill	Modal filter Consider filtering Pengelly Hill to create safe route to Wilcove



Route 3: Torpoint to Millbrook

This route commences from where it joins the Torpoint to Antony route at the crossroad junction is recommended to be redesigned (with a modal filter); as such this is not referenced

No.	Location	Recommendation
3.1	Unnamed Road	Shared use provision: Create 3m wide shared use provision in field edge next to road
3.2	Farm entrance	Side road treatment: As this is an entrance to a farm, consider using an uncontrolled crossing on top of existing concrete pad
3.3	Unnamed Road	20mph speed limit, Quiet Lane: Create Quiet Lane to St John, with 20mph speed limit and traffic calming where appropriate
3.4	St John	Already 20mph zone so no intervention is needed



Route 3: continued

No.	Location	Recommendation
3.5	St John Road	20mph speed limit, Quiet Lane Create Quiet Lane with appropriate traffic calming to enforce 20mph speed limit



Route 3: continued

No.	Location	Recommendation
3.6	St John Road's, Millbrook	Traffic calming Introduce traffic calming to enforce existing 20mph into Torpoint
3.7	Newport Street	Already quiet road to direct walking and cycling route down
3.8	Millbrook	Other interventions covered on next four routes



Route 4: Millbrook to Cawsand

This route starts in Millbrook and covers interventions along The Parade to connect to Route 3 to St John, or Route 5 to Cremyll:

No.	Location	Recommendation
4.1	The Parade	Primary route: Widen footway into shared use path alongside Millbrook Lake Secondary: Designate Newport Street mixed Quiet-way (both routes considered beneficial)
4.2	The Parade	Parallel Crossing: Gives access to Millbrook Village Hall and bus stop
4.3	Middle Lane	Barrier removal: Remove barrier as popular walking and wheeling route
4.4	King Street	Modal Filter: Prevent cross road and through access from Fore Street onto West street. Will likely need to be confirmed with further traffic modelling in Millbrook
4.5	Millpool Head	Shared use path: Created shared use provision of 3m width where possible, minim width 1.5
4.6	Millpool Head	Side road treatment: Side road treatment for shared use provision to housing
4.7	Millpool Head	Parallel crossing: So route can continue up Millpool Head



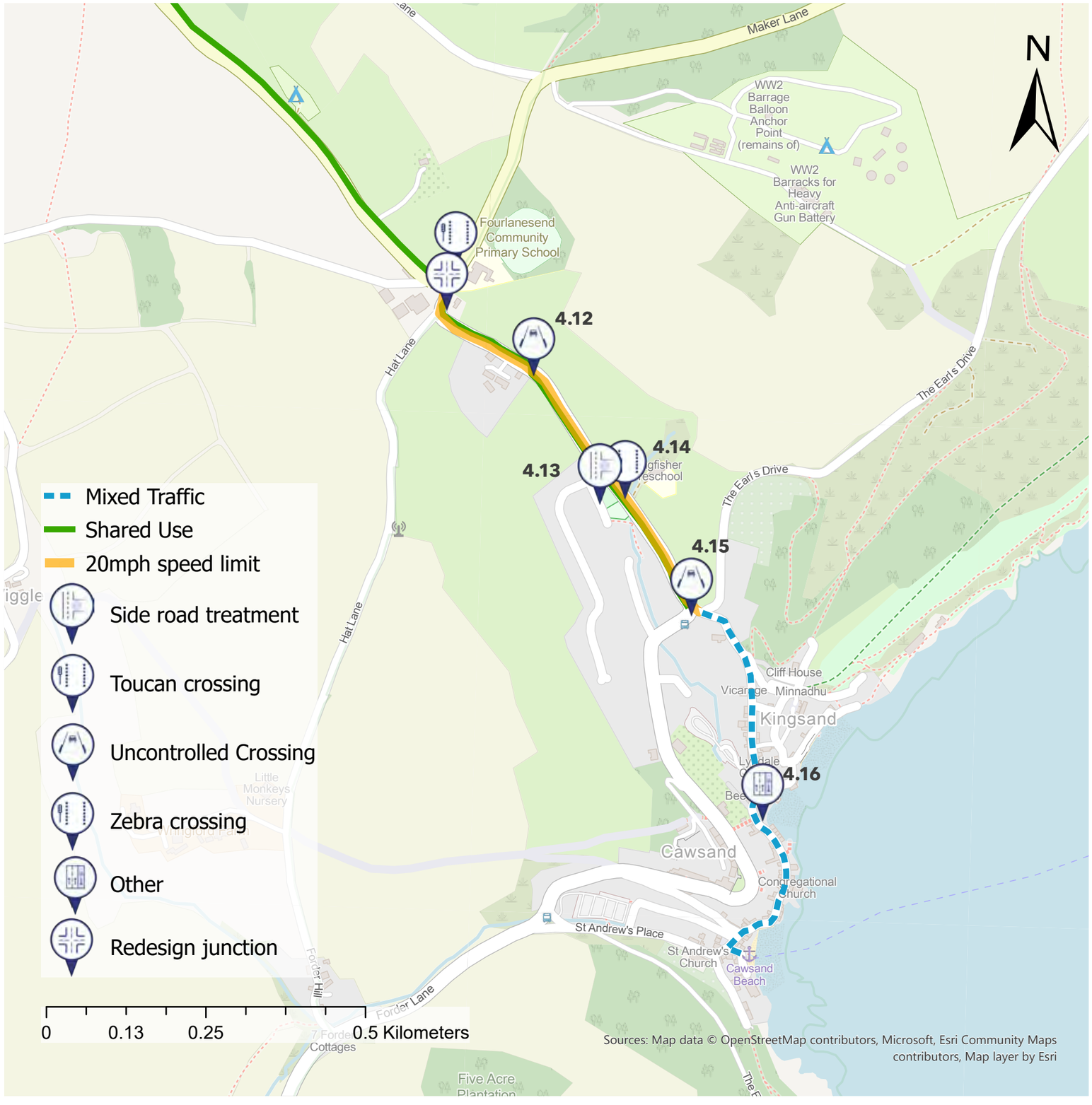
Route 4: continued

No.	Location	Recommendation
4.8	Adjacent Millbrook Closed Cemetery	Primary route: New shared use path through field, connecting to footway along B3247 Secondary: Explore options to improve existing walking route through cemetery or along B3247
4.9	B3247	Shared Use Path: Widen footway along B3247 and upgrade to a shared use path of at least 3m minimum
4.10	Fourlanesend School	Toucan Crossing: Controlled crossing over B3247 to access school and onwards route to Kingsand
4.11	Jackmans Meadow	Shared use path and 20mph speed limit: Widen footway to create shared use path where possible. Introduce 20mph speed limit to create safe mixed traffic cycling into Kingsand Cyclists could use shared use path on uphill and on carriageway downhill



Route 4: continued

No.	Location	Recommendation
4.12	Jackmans Meadow	Uncontrolled Crossing: Uncontrolled Crossing refuge give way traffic calming feature, to create one lane to cross where footway changes sides of the road
4.13	Coombe Park	Side Road Treatment: Raise junction for continuous shared use provision
4.14	Kingfisher Preschool	Zebra crossing: Safer crossing over Jackmans Meadow to reach pre school
4.15	New Road	Uncontrolled Crossing: Crossing facilitate to cross over new road to continue along Jackmans Meadow
4.16	Fore Street	Contraflow: Fore Street connecting Kingsand to Cawsand is already ideal walking and cycling route because of very narrow widths However it is one way past Market Street; install Contra flow to legally allow two way cycling



Route 5: Millbrook to Cremyll

This route starts at the intersection where Route 3 enters into Millbrook and finishes at Cremyll ferry.

As outlined in the next steps at the end of this report, it is recommended that this route is considered as the first section of a realignment for National Cycle Network route 2 if these feasibility recommendations were further designed and delivered

No.	Location	Recommendation
5.1	The Parade	Parallel Crossing: Create Parallel Crossing for safe walking and cycling into Millbrook Park
5.2	Millbrook Park	Shared use path: Widen and improve surface of path in park to access skate park
5.3	Mill Road	Mixed traffic: Consider 20mph on access to quay
5.4	Millbrook Lake	Resurface: Resurface gravel path over sluice to a sealed surface
5.5	Lower Anderton Road	Quiet-way Consider 20mph on Lower Anderton Road in Millbrook Signs for route up Higher Anderton road if flooding
5.6	Lower Anderton Road	Quiet Lane and 20mph: Introduce 20mph speed limit and quiet Lane treatment along Lower Anderton Road (in line with Cormac's feasibility recommendations of access restriction signage)



Route 5 continued

No.	Location	Recommendation
5.7	Lower Anderton Road	Shared use path and seating: Provide shared use provision over green with accessible seating
5.8	B3247	Uncontrolled crossing build out: To cross one lane of traffic and act as traffic calming. Will likely need 30mph speed limit
5.9	B3247	Shared use path: Introduce shared use path along B3247 to access Mount Edgecumbe exit. Carriageway narrowing likely needed
5.10	Mount Edgecumbe Park	Mixed traffic cycling: Engage with Mount Edgecumbe park to enable walking and cycling along driveway route (already used by cars). Note this will provide safe uphill alternative, whilst cyclists going towards Cremyll will likely stay on the B3247.



Cost estimates

High level indicative cost estimates are provided for the 5 prioritised walking and cycling routes, and the walking zone which includes cycle route improvements in the centre of Torpoint.

It should be noted that these cost estimates should be seen as a guidance number for bidding for future funding to achieve design stages and coordinate capital funding bids.

They should not be seen as predictions, because at this stage only high level feasibility recommendations have been made

Construction Design and Management Regulations (CDM)

CDM 2015 aims to secure the health, safety and welfare of all people involved in the construction projects. It is enforced by the Heatlh and Safety Executive (HSE).

CDM 2015 applies to all construction projects in the UK and applies to a whole project, from concept to completion. This includes feasibility studies and concept/outline designs.

For the purpose of this LCWIP, it is therefore important to note:

- Walk Wheel Cycle Trust (WWCT) have served as 'designer' in auditing and making feasibility recommendations for these prioritised routes, on behalf of the 'client' Cornwall Council who may progress these recommendations with other designers or contractors.
- Any 'on-highways' recommendations within the carriageway, designer and contractors must be made aware of the dangers of moving vehicles when surveying. For further design work, utility surveys need and appropriate traffic management need to be conducted.
- Any 'off highway' recommendations, on private land or publicly accessible council owned land, designers and contractors need to conduct land registry enquiries and survey work to confirm the area is safe to further design.
- A Design Risk Assessment should be conducted to build on and record the above two general risks

Prioritised Route (1)	Elements Summary (2)	Element Construction Cost (3) - £	Additional Costs (4) - £	Contingency (5) - £	VAT (6) - £	Optimism Bias (7) - £
Torpoint to Antony (starting at Harvey Street Fore Street junction)	Segregated cycle provision, shared provision, new crossing, side road treatments, new cycle park	2,838,891	1,859,473	567,778	485,450	979,900
Torpoint Walking zone (including Fore Street to Tamar ferry cycle route	Removable High Street bollards, contraflow, new shared use, side road treatments, new crossings	1,206,688	874,847	241,337	223,236	446,473
Torpoint to Millbrook (starting from Trevol Road cross road, finishing on St Johns Road)	New shared use path, Quiet Lanes	244,740	160,304	48,948	41,850	83,701
Millbrook to Cawsand	Modal filter, shared use path, side road treatment, crossings,	659,637	432,062	131,927	112,797	225,595
Millbrook to Cremyll	Crossings, resurface, shared used path, Quiet Lanes	330,237	216,305	282,352	56,470	112,941
Torpoint to New Housing (Trevol Road junction to new housing area)	Shared use path widening, crossings, indicative new path through new housing,	709,486	464,731	141,897	121,322	242,644

Notes to Costings

4,5,6,7 based of guidance on suitable costs for design and delivery, and are reflected in many of the cost estimate tools

1. Prioritised routes broken down at most logical points, as indicated by recommendation maps. Route overlap has tried to be removed from these costings
2. Indicative summary, based on costing references. A complete list can be supplied if needed, with distances calculated
3. Costing tools used include WWCT's ATE capital funding estimator, Wiltshire Highway Costs, LCWIP cost calculator,all appropriately uplifted, and totals all elements.
4. Include Design and Preparation (10%), Land and Legal (3%), Ecology and Biodiversity (21%), Contractor Preliminaries (20%), Surveys (1.5%) and Ancillary Items (10%) - all calculated as a percentage of total Element construction cost, then totalled
5. 20% of Element construction cost
6. 20% of total Element construction cost
7. 40% of Element construction cost

Next Steps

Further stakeholder and community engagement

This should fit into all stages of the design process. An example could include a mini-engagement package over two or three days involving members of the public in the street with targeted discussion of the results of route audits and the LCWIP. Testing the conclusions of the report will help ensure the solutions being advanced are appropriate as well as ensuring there is appetite and support for such change.

Identify sources of funding

Potential sources include:

- Active Travel England LCWIP funding stream
- DfT Capability Fund
- ATE Active Travel Fund
- Community Infrastructure Levy (CIL) & s106 contributions from developers
- Shared Prosperity Fund (Good Growth fund)

Integration into local policy and planning documents

Promote the LCWIP outputs for inclusion into local planning and transport policies, strategies and delivery plans and continually review and update the LCWIP as a working document.

20mph roll-out

The recommendations provided in this report should be fed directly to the team who will be carrying out the roll-out of 20mph in the area (currently planned for 2026).

Further studies and surveys

Consider commissioning further studies and surveys required as part of scheme development process and help de-risk schemes, for example:

- Feasibility design
- Engineering design review
- Traffic count surveys
- Traffic modelling
- Topographic surveys
- Land registry searches
- Ecological surveys
- Quiet lanes

Making the Case

Schemes that involve significant change to the existing highway network to improve cycling and walking provision can be challenging in semi-rural areas where personal motor vehicles are more relied upon for short and every day journeys. The political, economic and policy element is often pivotal; therefore, ensuring any schemes are underpinned by strong and robust arguments that join up with the local political and community context is key.

Consider building a business case for the routes (making the case for investment for prospective funders, especially relevant if bringing the whole network forward together).

NCN route 2

It is recommended that National Cycle Network Route 2 is considered realigning to Lower Anderton Road, via the recommendations for Millbrook to Cremyll Priority Route 5. This is suggest for a couple of reasons:

- Lower Anderton Road is an existing well used scenic route connecting to a major settlement on the Rame Peninsula. Lower Anderton road has good potential to be designated a Quiet Lane (in line with feasibility recommendations made by Cormac).
- The extension to Millbrook means that the surfaced part of the existing NCN 2 alignment is still utilised. The section of NCN 2 which is unsurfaced field path is then removed from the network.
- This realignment creates potential for onward connections for NCN route 2. A connection could be explored to Kingsand as part of recommendations for Route 4, and then further west along Military Road to connect to the Looe Valley Trail (as per the recommendations of a previous Sustrans feasibility study) .



Figure 31: Map of proposed NCN 2 realignment



Photo (WWCT): Auditing of Prioritised routes, Lower Anderton Road, Cremyll

Walk Wheel Cycle Trust