

2. Town Centre, Transport & Road Safety

THE ISSUES

When the issues that arose from the survey were analysed four main themes predominated

- ✓ Shops
- ✓ Parking
- ✓ The town is not 'Pedestrian Friendly'
- ✓ The A388 and through traffic

ISSUE Shops

2.01. There were criticisms on the range of shops and people shopped out of town because there was a better selection and easier parking. Many commented that the town centre was 'shabby' and unattractive, people felt that it needed a 'facelift' and more civic pride was needed.

"Looks run down and the shop fronts need a lick of paint."

"Too many banks, estate agents and takeaways. Not enough proper shops."

ISSUE Parking



2.02. The problems and hazards created by illegal parking on yellow lines caused many comments. It was emphasised that solutions were needed to the problem and some considered that a full-time traffic warden was needed to reduce the on-street parking.

Illegal parking in front of Spar and permissible parking alongside St Mary's Close make turn right out of Church Street very hazardous.

*"Bad parking blocking view of motorists and pedestrians."
"Cars are allowed to get away with parking on junctions and double yellow lines."
"Clamp down on parking outside Spar/around the Close- visibility out of Church Street can be impossible."
"Most traffic problems in Fore Street are due to people parking all over the place."*

ISSUE Not Pedestrian Friendly

2.03. Comments were made about the high kerbs and lack of ramps, this problem was exacerbated by the cars parking illegally by the few ramps that are present. Access into the older shops was a problem for the elderly, disabled and mothers with pushchairs. Equally difficult was the lack of a 'safe route' from the housing areas into the town centre, Church Street and its narrow or non-existent pavement was frequently



mentioned. People having to step into the road when there is two way traffic to contend with [as photo above] is not acceptable.

Crossing the A388 at the traffic lights can be hazardous! A pedestrian crossing cannot be put in at present as a five option traffic controls lead to long waits and driver impatience.

*"Many shops have heavy doors."
"Most shops have steps in their entrances preventing access."
"Cars park across lowered pavement kerbs."
"Launceston Road isn't user friendly, difficult to cross especially with pushchairs
and the pavements are too narrow."*

ISSUE The A388

2.04. The dangers of the whole stretch of road and particularly between the Coachmakers and the school were mentioned by many people. Safety outside the school was a concern as was the safety of pedestrians trying to get to the centre of town. Many felt a reduction in the speed limit was the answer. Problems created by heavy goods vehicles having to use a road that was incapable of allowing two HGV's to pass lead to many requests for a by-pass.

Callington desperately needs a by pass for traffic to Launceston, both for the residents of the existing road and for safety of pupils and staff travelling to and from community college.

THE VISION

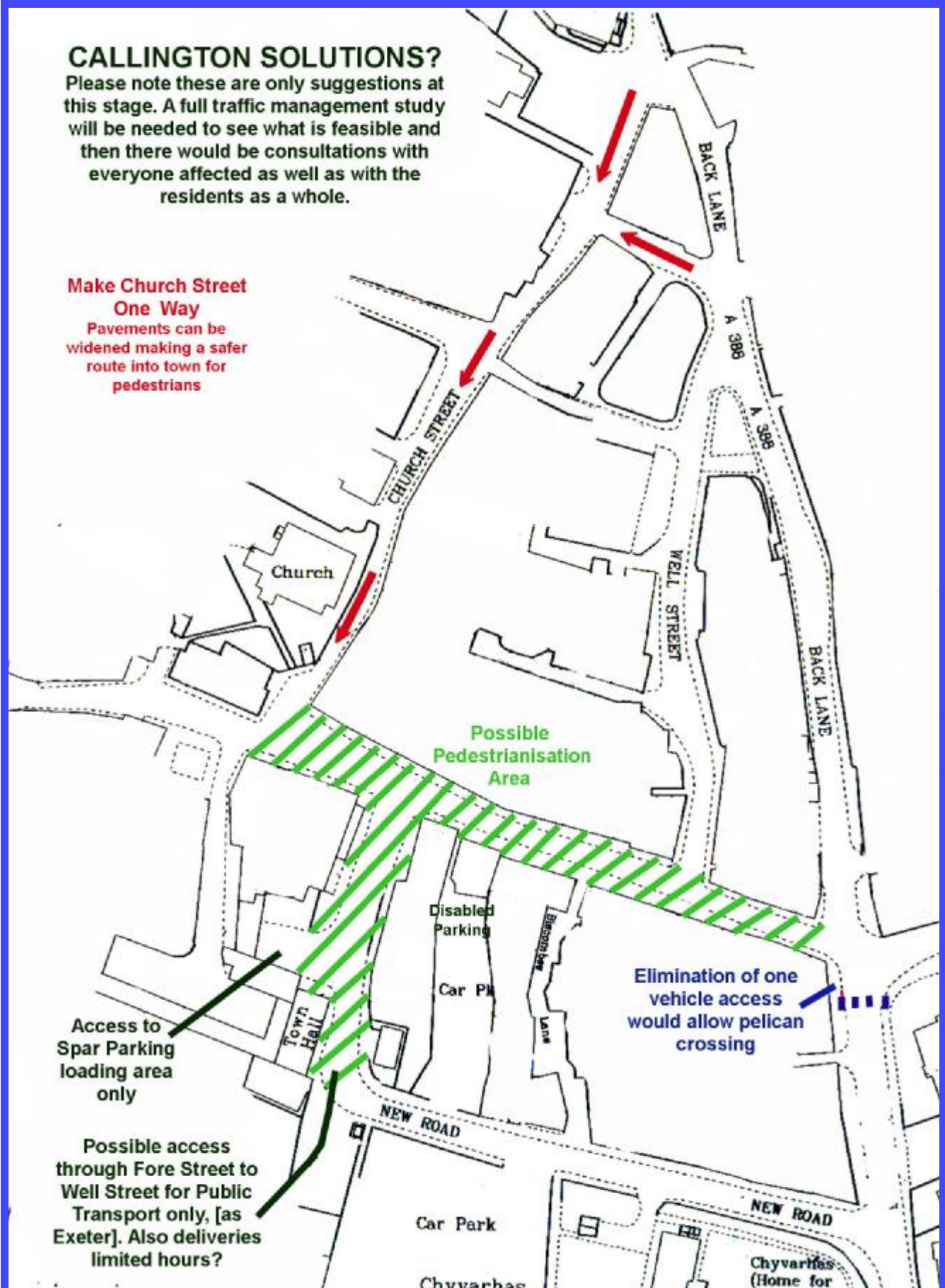
- ✓ A good selection of attractive shops to bring people to the town
- ✓ A 'facelift' for Callington
- ✓ A Pedestrian Friendly town that is safe for pedestrians of all ages, has good access and pavements of a reasonable width
- ✓ Safe routes into town from the housing areas with pavements of an adequate width
- ✓ Elimination of all the illegal parking in Fore Street and New Road
- ✓ Reduction in HGV's going through the town
- ✓ Reduced speed limits
- ✓ More civic pride, more plants and less litter
- ✓ A better public transport system

CALLINGTON SOLUTIONS?

Please note these are only suggestions at this stage. A full traffic management study will be needed to see what is feasible and then there would be consultations with everyone affected as well as with the residents as a whole.

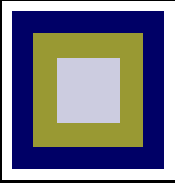
Make Church Street One Way

Pavements can be widened making a safer route into town for pedestrians



THE SOLUTIONS

These two suggestions have been supported by a large number residents



1. PEDESTRIANISE FORE STREET
2. MAKE CHURCH STREET ONE WAY

SOLUTIONS Shops

2.05. No one can dictate to private individuals how to keep their property or whom to let it to. The only way to improve civic pride and attract retail shops to the centre of the town is to improve the whole appearance and ambience of the area. This has been done successfully in many other towns, Wadebridge and Totnes, which are not a great deal larger than Callington being examples. A completely pedestrianised area with seats, flower beds and room for cafes to have seating outside would greatly improve the appearance and appeal of the town. The existence of more flower beds and planters would meet another request made by residents in the survey. Street markets would be much easier to organise without having to apply for street closures. A scheme for the complete regeneration of the town centre could attract significant amounts of funding. In other towns some of this funding has been used as grants to owners of shops and businesses to encourage the installation of more appropriate shops fronts .



Callington has some attractive architecture and interesting Listed buildings that deserve a better setting so that they can be appreciated.

SOLUTIONS Parking

2.06. The only way to completely prevent illegal and inconsiderate parking is to make it impossible to park. Callington is very fortunate in having a car park immediately behind Fore Street which is ideal for short stays and only a few yards from newsagents, ATM's and other facilities. The removal of on-street parking areas removes the need for a full time traffic warden which would have been an additional burden on Callington's rates.

SOLUTIONS Not Pedestrian Friendly

2.07. Pedestrianising an area so that it was all one level eliminates the problems of high kerbs and can help to make access to shops easier, at present the pavement is too narrow to allow ramps onto the pavement, but if the whole area was a pavement this might change.

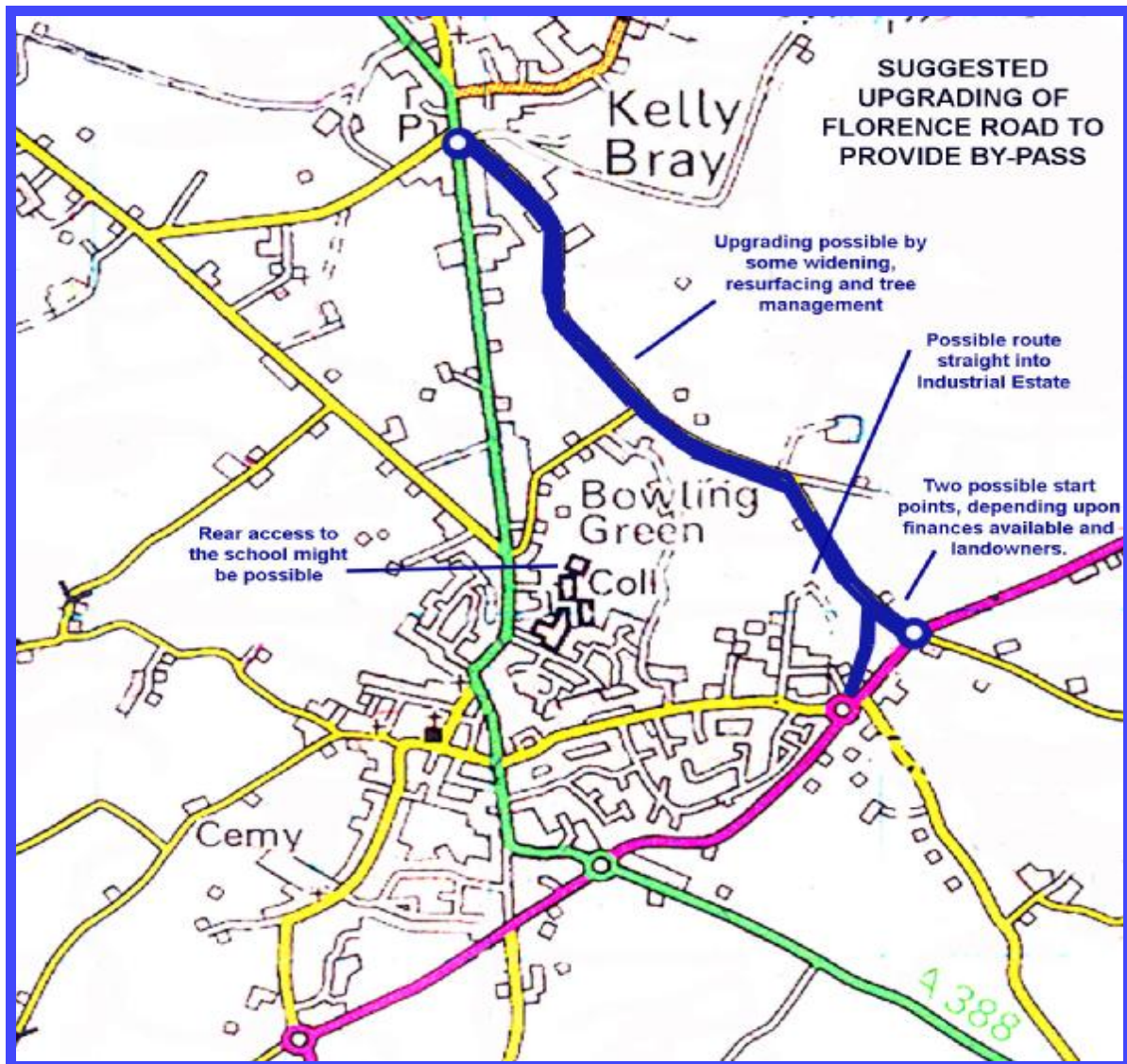
By making Church Street one way, the road could be made slightly narrower allowing pavements to become wider and continuous. This would make the route up to the centre of town easier and safer. Pavements could also be widened in Well Street.

SOLUTIONS A388 / By Pass

2.08. A south to north by-pass is needed to remove through traffic and HGV's from the town centre for safety and environmental reasons. A cost effective method that residents felt should be considered is the upgrading of Florence Road by making it wider, resurfacing and tree management. There is room for a small roundabout at both ends and there is the possibility of direct access to both the Community College and Moss Side Industrial Estate.

SOLUTIONS Safer Routes to Town Centre

2.09. For many years a safe pavement has been needed from the School to the Town Centre, as the pavement 'runs out' near the Coachmakers people are forced to cross the road on a very dangerous bend. A solution has already been negotiated and the proprietor of the Coachmakers had agreed to sell to the Town Council his parking area in front of his building to create a pavement. Caradon District Council have agreed to give part of the garden of a house and a pavement area has been negotiated with the planning permission for the new houses. Now all that is needed is a pedestrian crossing on the straight section of Back Lane near Laburnum Row.



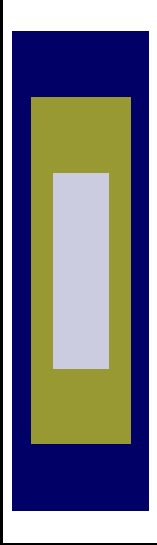
SOLUTIONS Church Street/A388 Junction

2.10. For many years there have been rumours of a supermarket being developed at the bottom of Church Street. If this happens it is important to have good pavements in place so that shoppers can also easily access the centre of the town. The positioning of a supermarket in this location would only be granted if highway access was improved and it would be quite normal to expect the developer to provide funding for a traffic management study and the subsequent road works. A roundabout around the Mustard Seed has been mentioned but this could only happen if there was an alternative route for large lorries. There is a possibility that funding could go towards upgrading Florence Road?

2.11. It is felt that no further plans can be made for this area at present. The object of the Town Plan is to have all other plans decided and in place, we cannot wait another ten years for development that may not take place.

However it is important to have plans ready that will integrate with road improvements in that area. The new pavement described above and widening of pavement in Church Street are examples.

2.12. In the Town Survey there were many people in favour of reduced speed limits near the school. Since the survey was completed a 20mph limit had been imposed at school opening and closing times.



POLICY STATEMENT

Town Centre regeneration with pedestrianisation is of paramount importance for the continued vitality of the town. Upgrading of Florence Road is needed to divert HGV's and through traffic from the Town Centre.

The continued improvement of safe pedestrian routes to the town centre and schools will be pursued.

If any development takes place at the bottom of Church Street it is imperative that a traffic solution for the junction with the A388 is an integral part of the proposal

ACHIEVING THE VISION

PARTNERS	
2.15. Town Centre Regeneration	The Town Council has to drive this forward with assistance and advice from many bodies after full consultation has taken place with specialists and residents alike.
2.16. Upgrading Florence Road	Town Council with County Council and District Council. Ginsters and other HGV operators in the area.
2.17. Coachmaker's Pavement	Proprietor of the Coachmaker's Inn Town Council with County Council and District Council.
2.18. Church St/A388 Junction	Private developers of any supermarket with the Town Council County Council and District Council.

2.15. FUNDING

2.19. Town Centre Regeneration	Objective One money should be available if there is economic gain, this would have to be matched by funding from RDA and other bodies. TC would need to pay for traffic management study first and then employ Project Manager within funding costs.
2.20. Upgrading Florence Rd	This would have to go on the County Council list of major works awaiting funding.
2.21. Coachmakers Pavement	Being funded by County Council, Caradon District Council and the Town Council
2.22. Church St/ A388 Junction	To be privately funded as and when a development takes place.

TIME SCALE

2.23. Town Centre Regeneration	Consultations six months. Obtaining grant funding approximately one year, realistic completion anything from three to five years
2.24. Upgrading Florence Rd	Medium to Long term
2.25. Coachmakers Pavement	Short term, should be complete by the end of 2005
2.26. Church St/ A388 Junction	Unknown

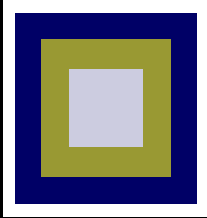
ISSUES & SOLUTIONS Other problems

2.13. Integrated Transport. Other problems that predominated were the need for a more reliable and integrated public transport. Comments were made on the lack of liaison between bus and rail travel where buses were scheduled to arrive at Gunnislake station a few minutes after the train was due to depart.

A more integrated transport system needed, why can't I commute to Plymouth via Gunnislake station?

Action. The Town Council has no control over public transport systems and the County Council only has some control over the routes that are subsidised. What is needed is a co-ordinated effort by all user groups

and especially representatives of the parishes of Callington and Gunnislake. With the imminent publication of the Calstock Parish Plan it is hoped that the two plans will represent a large proportion of the users and that with a combined effort some minor changes can be brought about to achieve an integrated system that actually exists and it not just a popular phrase.



POLICY STATEMENT

This town will support any initiatives to achieving a truly integrated transport system .

2.14. Litter. This issue has been dealt with in the section on the environment. See 7.01. And 7.07 onwards,

2.15. St Mary's Close. Concerns were expressed about St Mary's Close on several counts. Litter has already been mentioned. Many people wanted a smarter appearance with more bright planting and the problems of youths hanging around in the Close with nothing to do were recurring comments.

2.16. St Mary's Close is the responsibility of Caradon District Council and was given to them after grant funding obtained by the County Council was used to regenerate it. The Town Council would be willing to take it over but feel the lighting [which is seldom working] should be brought up to standard. At present Caradon have no funds to do this.

"St Mary's Square is nice but the youths hanging round there are intimidating."



"Make the area outside the church more attractive, more flowers in the beds instead of litter."

The problems associated with young people having nothing to do are covered in the chapter on youth and litter has already been mentioned.

2.17. A more reliable bus service. Unfortunately the comments made under integrated transport also refer to the quality of the bus service. Only in the few instances where routes are subsidised by the County Council can local government have any influence over private enterprise.

2.18. Boy Racers. 'Boy racers' is the term used for inexperienced young men [and some women] who cannot drive cars in an appropriate manner. They drive too fast and are incapable of cornering or stopping properly. They often gather in the New Road car park and do 'circuits' of the town. Comments were made about these by both youngsters and adults. If a scheme for the pedestrianisation of Fore Street were to go ahead this would curtail one of the circuits used by bad drivers and may reduce the numbers who gather in the New Road car park. However there are always other circuits that such irresponsible persons will use.

2.19. It is very difficult for the police to catch these people as they need to have with them the relevant equipment to prove the offence of speeding. Speed humps are a physical means of curtailing speed but these often prove unpopular with other road users.

2.20. It would be interesting to know how other towns deal with this problem. Perhaps we should be looking at ways of providing safer off-road tracks and the provision of challenging training for such inexperienced drivers. If anyone has any positive suggestions these would always be welcomed.