

Stage 3 / 4: Walking and Cycling Network assessment tables

Map figures 9 and 10 provide a visual representation of the scores given in the tables below.

Scores (scoring criteria set out in more detail for cycling and walking in turn, in previous sections):

Fail

1-3 = poor

4-6 = middling

7-9 = good

All scores default to the top of the range for 'poor', 'middling' or 'good' with subtractions for 'other considerations'. Any section scoring 1 or below overall automatically fails (F).

Schemes to be prioritised are those which fail or score 'poor', and the first of those schemes are also on main identified desire lines.

Ref	Mode	Score	Description
DP-01	C,W	3, 3	"Dump path" approach: shared use between pedestrians, cycles and works vehicles. Vehicles accessing the council depot can be large (bin lorries, cage vans, etc). There are no footways.
HT-11	C,W	F, 3	
HT-11 Jct	C,W	F, F	Hazard for cyclists turning right into Moor Well Lane from Telegraph Road: combined short steep downhill section of Telegraph Road with manoeuvre across oncoming traffic.
DP-02	C,W	F, 2	"Dump path": very uneven surface on a narrow path which is shared between pedestrians and cyclists going to and from the school, sports centre, Porthmellon Beach and Old Town.
DP-03	C,W	F, 2	
HT-01	W	F	Poor quality, uneven and narrow footways with large, rounded stones used in place of standard kerbstones. Insufficiently wide for side-by-side walking or passing within the footway area. Short section by Mermaid public house inaccessible for wheelchairs due to exposed cobbles. Crossfalls vary but mostly exceed the ideal 1:40 standard, affecting people with balance and stability issues. Missing dropped kerbs in multiple locations including side road junctions and private accesses. People mentioned mud and also vehicle encroachment on footways. Missing sections of footway (due to road narrowings) Junction scores indicated on map.
HT-02	W	3	
HT-02 Jct	W	F	
HT-05	W	3	
HT-05 Jct	W	3	
HT-08	W	3	
HT-09	W	F	
HT-10 Jct	W	3	
HT-11	W	F	
HT-12 Jct	W	F	
OT-02	W	3	

Ref	Mode	Score	Description
HT-04 Jct	W	F	Police identify inappropriate approach speeds as the main safety issue at this junction. The junction is wide with the school boarding house on the inside of the bend forming the priority road. Poor visibility for pedestrians crossing between the boarding house and the church, with parked vehicles partially obstructing the view.
OT-05	W	3	Footways are provided on these sections; however, they are generally narrower than 1.5m and poorly defined by 'rocky' kerbs. In places they have insufficient width for one pedestrian (notably OT-10 Parting Carn). Crossfalls vary but are mostly greater than 1:40.
OT-07	W	3	
OT-07 Jct	W	F	
OT-09 Jct	W	3	
OT-10	W	F	
PL-01	W	3	
LS-01	W	3	
LS-02	W	3	
LS-03	W	3	The airport junction is highlighted due to heavy traffic at certain times and a lack of footway space.
LS-04	W	3	
LS-05	W	3	
LS-06	W	3	
LS-07	W	3	
LS-08	W	3	
HT-10 Jct	W	F	Existing crossing design is not TSRGD prescribed and is, at best, a 'courtesy' crossing. Drivers' propensity to stop and give way to pedestrians is patchy (based on on-site testing). Intervisibility is poor for pedestrians accessing the crossing from the north.



Footways are in poor repair and their kerbs are a fall hazard

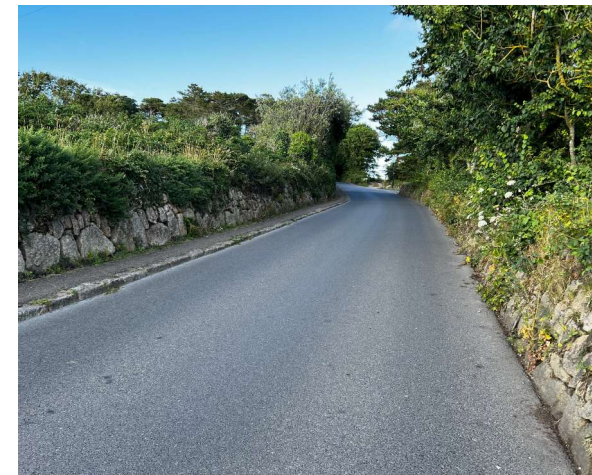


Non-prescribed and indistinct crossing by the Five Islands Academy.

Ref	Mode	Score	Description
HT-01	C	6	Assessment of individual links based on observed (subjective) conditions for cycling relating to: <ul style="list-style-type: none"> • Speed / relative volume of other vehicles. • Surface quality and accessibility. • Road danger (feedback from stakeholders). • Suitability for Level 2 BikeabilityHT-02.
HT-03	C	3	
HT-04 Jct	C	3	
HT-05	C	F	
HT-07 Jct	C	3	
HT-08	C	3	
HT-09	C	3	
HT-10 Jct	C	3	
HT-11	C	3	
HT-12 jct	C	3	
LS-01	C	F	
LS-02 Jct	C	3	
LS-03	C	3	
LS-04	C	F	
LS-04 Jct	C	F	
LS-05 Jct	C	3	
LS-06	C	F	
LS-07	C	F	
LS-08	C	F	
TL-01	C	F	
TL-02	C	F	
TL-03	C	F	
TL-04	C	9	
TL-05	C	6	
TL-06	C	6	
TL-07	C	3	
PL-01	C	9	
PL-02	C	3	
PL-03	C	9	
PL-04	C	9	
PL-05	C	9	
PL-06	C	9	
DP-01	C	9	
DP-02	C	F	
DP-03	C	F	
OT-01	C	F	



Rural footway.



Narrow footways and poor sight lines

Ref	Mode	Score	Description
OT-02		6	Assessment of individual links based on observed (subjective) conditions for cycling relating to:
OT-03		6	
OT-05		9	
OT-06		6	
OT-07		3	
OT-08		F	
OT-09 Jct		F	
OT-10		3	
OT-011		3	
MP-01		9	
MP-02	C	3	
MP-03	C	6	
MP-04	C	6	
MP-05	C	9	
MP-06	C	3	
MP-07	C	3	
MP-08	C	9	
MP-09	C	9	
PY-01 Jct	C	9	
PY-02	C	9	
PY-03	C	9	
PY-04	C	3	
PY-05 Jct	C	9	
PY-06	C	6	Coast path between Porthmellon Beach and Porthloo is inaccessible for Disabled pedestrians. It features narrow unsurfaced paths and steep gradients.
CP-02	W	F	
CP-03	W	F	
CP-04	W	F	Steep, rocky, unsurfaced section. There is no hard surface (and no remnants of any former surfacing material). The route becomes impassable by cycle and is difficult to walk; it completely inaccessible by wheelchair and mobility scooter users. Vulnerable to erosion.
MP-02	W	F	
MP-07	W	F	Unsurfaced, undulating route with ponding in some areas and protruding rocks. Inaccessible for Disabled pedestrians and cyclists.
PL-02 (part)	W	F	
MP-06		F	Speed limit on all Island Roads is 60mph, making safe shared use with pedestrians and cyclists inconsistent with LTNI/20.
General	C,W	F	



MP-02 to MP-09: typical surface quality



CP-02-04: Coast path is inaccessible for Disabled people.