



Route 5
To serve the residential area of Millerside and South Hill. There are various opportunities in this area to open up existing footways, emergency access routes and also to create new links for cycle use, avoiding lengthy detours or unnecessary detours. By providing route information, signage and upgraded junctions sympathetic to the requirements of cyclists, the proposed route will help to encourage more people to cycle and become integrated with the primary urban routes.
Works: £10,135
Design Fee: £3,700
Land Ownership Fee: £3,433
Contingency: £2,998
Total: £14,596

Route 4
Highly scenic route stretching from the Tamar waterfront, via Scharill recreational area to Catted this route will connect the residents of the expected North Hill development to the rest of the cycle network. Linking residential roads with existing traffic calming features to established highway routes and, this route forms the northern half of a new route through the waterfront area and new cycle route signs will help orientate and encourage cycle use. With surface improvements where required to the existing highway sections, the route could offer a fast traffic free cycle commuter route to the Tamar connection. The proposed route will be a mix of cycle lanes, cycle paths, cycleways and cycle tracks, providing a link to the Broadmoor development.
Works: £47,868
Design Fee: £3,562
Land Ownership Fee: £30,000
Contingency: £17,749
Total: £104,843

Route 3
Route 3 provides the primary east-west urban distributor road through the town. The junction with Fore Street will be remodelled to allow for cyclists accessing a new designated centre on to the Tamar Bridge. North Road will have an upgraded cycle lane. Pedestrian crossings crossing existing road sections of off-carriageway shared cycleways. New Road, existing lengths of on-carriageway cycle lanes will be extended to create more defined routes. We recommend that by adjusting carriageway centre lines and parking restrictions traffic speeds will reduce. Realignment of connecting junction road, lowered kerbs and new staggered crossing area will assist pedestrians waiting to cross being New Road.
Works: £145,553
Design Fee: £39,111
Land Ownership Fee: £24,933
Contingency: £17,749
Total: £209,596

Route 2
Cullington Road is a secondary urban route serving residential areas connecting the Catted area to the town centre. This route will provide a direct route for cyclists and will offer less conflict cyclists a traffic-free cross town route. Proposed realignment of connecting roads will provide a direct route for cyclists. The proposed route will be a mix of cycle lanes, cycle paths, cycleways and cycle tracks, providing a link to the Broadmoor development. As it is assumed higher numbers of pedestrians, cyclists and traffic for. This cycle route connects into a new pedestrian/cycle bridge over the A38 that will be delivered by others.
Works: £178,178
Design Fee: £35,656
Land Ownership Fee: £47,769
Contingency: £17,749
Total: £256,576

Route 7
To allow for higher numbers of commuters and school children development, a long stretch of off-carriageway shared space route is proposed. The shared cycleway will also supply three existing footways which have the potential to be adjusted to suit the needs of cyclists. The proposed route will be a mix of cycle lanes, cycle paths, cycleways and cycle tracks, providing a link to the Broadmoor development. As it is assumed higher numbers of pedestrians, cyclists and traffic for. This cycle route connects into a new pedestrian/cycle bridge over the A38 that will be delivered by others.
Works: £106,242
Design Fee: £21,249
Land Ownership Fee: £50,000
Contingency: £35,798
Total: £212,989

Route 6
Beginning at the historic waterfront area, this route forms the southern link to the town centre. This route will provide a direct route for cyclists and will offer less conflict cyclists a traffic-free cross town route. Proposed realignment of connecting roads will provide a direct route for cyclists. The proposed route will be a mix of cycle lanes, cycle paths, cycleways and cycle tracks, providing a link to the Broadmoor development. As it is assumed higher numbers of pedestrians, cyclists and traffic for. This cycle route connects into a new pedestrian/cycle bridge over the A38 that will be delivered by others.
Works: £307,100
Design Fee: £61,450
Land Ownership Fee: £89,000
Contingency: £89,704
Total: £538,223

Route 8
The works for this area improve the immediate area by Salsburgh College and St Stephens Primary School. Where cyclists encounter rising sections in this area, we recommend installing on-carriageway cycle lanes to help vehicles align themselves with residential environments to reduce journey time, many small and frequent signs are required to avoid disorienting people navigating through unfamiliar neighbourhoods. Displaying conspicuous signs and road markings will help to orientate and encourage cycle use. Pedestrian crossings crossing existing road sections of off-carriageway shared cycleways. New Road, existing lengths of on-carriageway cycle lanes will be extended to create more defined routes. We recommend that by adjusting carriageway centre lines and parking restrictions traffic speeds will reduce. Realignment of connecting junction road, lowered kerbs and new staggered crossing area will assist pedestrians waiting to cross being New Road.
Works: £134,033
Design Fee: £28,807
Land Ownership Fee: N/A
Contingency: £23,188
Total: £193,008

Route 1
Town centre cycle enhancement with on-carriageway cycle lanes, cycle parking features and cycle paths. This will bypass the congested town centre and link residential areas to wider amenities. Several footways in the area present the possibility to be widened to suit a wider number of users, giving cyclists a real advantage over vehicle users. The proposed route will be a mix of cycle lanes, cycle paths, cycleways and cycle tracks, providing a link to the Broadmoor development. As it is assumed higher numbers of pedestrians, cyclists and traffic for. This cycle route connects into a new pedestrian/cycle bridge over the A38 that will be delivered by others.
Works: £61,139
Design Fee: £4,620
Land Ownership Fee: £5,544
Contingency: £23,673
Total: £93,261

Route 9
To offer a new traffic free connection to Salsburgh Train Station, town centre and Tamar Way and Combe Park. This will bypass the congested town centre and link residential areas to wider amenities. Several footways in the area present the possibility to be widened to suit a wider number of users, giving cyclists a real advantage over vehicle users. The proposed route will be a mix of cycle lanes, cycle paths, cycleways and cycle tracks, providing a link to the Broadmoor development. As it is assumed higher numbers of pedestrians, cyclists and traffic for. This cycle route connects into a new pedestrian/cycle bridge over the A38 that will be delivered by others.
Works: £61,139
Design Fee: £4,620
Land Ownership Fee: £5,544
Contingency: £23,673
Total: £93,261

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NOTES

- Cost Estimator:**
- Initial costs for the project works have been based on current work and material rates.
 - In traffic sensitive areas a variable scaled charge has been applied to the works cost allowing for lost work time during peak traffic hours.
 - A variable scaled traffic management charge has been applied to each area, based on the complexity of the works, the priority of road and professional experience of previous schemes.
 - A fixed scaled design fee has been applied to cover further detailed design fees, allowing for consultations and preparation of Traffic Regulation Orders.
 - In areas where possible land ownership issues could arise a further fixed charge has been added. We are happy to further discuss the numbers of land owners that apply for a contingency has been applied to cover any unforeseen problems.

REV	DATE	NATURE OF REVISION	REVISIONS
1	13/09/2013	FIRST ISSUE	

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CORMAC SOLUTIONS
PROJECT: SALTASH
CYCLE FEASIBILITY STUDY
DRAWING TITLE: SCHEME SCOPING LAYOUT
PROJECT MANAGER: [Name]DRAWN BY: CD
CHECKED: JB
APPROVED: JB

SCALE: 1:5000 @ A1
SCALE @ A1
REVISION: Draft
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