

**THE INSTITUTION OF CIVIL ENGINEERS SOUTH WEST  
CIVIL ENGINEERING AWARDS 2018**

**OVER £3M RE-ENGINEERING AWARD**

**NOMINATION BY CORNWALL COUNCIL AND CORMAC SOLUTIONS LTD:**

**CHURCH SQUARE, BODMIN; CORNWALL'S FIRST 'CYCLE TOWN' PROJECT**

This ground-breaking £7.5M transportation environment project has made a measurable and positive impact on the town of Bodmin. A unique and innovative project, it upgrades the environment whilst responding to development growth, air quality and traffic congestion, encouraging modal shift to cycling through the creation of high quality cycle routes.

Bodmin now forms a cycling focus, linking the Camel Trail (500,000 users/yr) to new cycle hubs at the National Trust Lanhydrock Estate and at Cardinham Woods, projected to see between 30,000 and 50,000 cyclists each a year.

**Project Team Collaboration**

A collaborative approach was adopted between the project team consisting of:-

- Cornwall Council - client
- WSP - design team
- CORMAC Solutions Ltd - Designer and Main Contractor
- Currie and Brown – Project Control

This approach ensured that each aspect of the design met the requirements of subsequent phases, providing a high quality finished project,

**Innovation in Traffic Engineering and Highway Design**

The design is innovative. The concept is to create a 'low speed' environment, managing existing traffic flows whilst reducing pedestrian/vehicular conflict. The particular and deliberate design elements of Church Square features a granite 'Celtic Cross' paved floorscape in place of the previous traditionally marked mini roundabout, road space and footway arrangement.

All road signs and markings have been permanently removed. This introduces a 'driver active thinking' element to the urban highway environment, whereby motorists are required to exercise more care and courtesy in their interactions with other vehicles and pedestrians.

Existing controlled crossings have been taken out in favour of uncontrolled crossings which operate successfully through the use of 'eye to eye', courteous personal interactions between road users. The result is that speeds are lower and traffic flows are smoother without the previous stop/start platooning effect of traffic.