

LUDGVAN PARISH COUNCIL

This is to notify you that the inaugural Meeting of Ludgvan Parish Council Roads Committee will be held on Wednesday 23rd August, 2017 in the Oasis Childcare Centre, Lower Quarter, Ludgvan commencing at 7pm. It will be immediately followed by an Extraordinary Meeting of the Parish Council.

S. P. Hudson

S P Hudson
Parish Clerk
18/08/2017

AGENDA:

Page No.

Public Participation Period (if required)

1. **Election of Chair**
2. **Election of Vice Chair**
3. **Apologies for Absence**
4. **Declarations of interest in Items on the Agenda**
5. **Dispensations**
6. **A30**
 - (a) St Erth to Newton Roundabouts - Route Safety 2-3
 - (b) Road Investment Strategy & bypass 4-5
7. **Cornwall Highways Roads** 6
 - (a) Ludgvan Lower Quarter
 - (b) Ludgvan Churchtown
 - (c) Any other items

LUDGVAN PARISH COUNCIL - 23rd AUGUST 2017

ROADS COMMITTEE

A30 ROUTE SAFETY - ST EARTH TO NEWTOWN ROUNDABOUTS

1. Background:

- 1.1 Meetings and discussions with the Highways Agency (now Highways England) and the Parish Council have been ongoing since 2013. A Route Study between St Erth and Newtown was proposed and initially it was stated that this would be unlikely to bring forward major investment and that low cost solutions would be sought.
- 1.2 The Study was delivered in October 2014 and proposed a series of further studies which would prioritise the issues and address them in manageable chunks. The first of these was delivered in April 2016 concentrating on speed limits, junctions and accesses; due to changes in Highways England project funding arrangements, it proposed some significant improvements along the route notably the provision of traffic lights at Crowlas crossroads. Further studies will address signing & street lighting; cycle lanes, land widths and parking and finally bus stops, severance and footways.
- 1.3 At its meeting in June 2016 the Council resolved to support the improvements contained in the first Highways England Route Study Report (Minute 503(b)).
- 1.4 The delivery of these improvements is still subject to detailed feasibility work and the award of the necessary funding, originally this was expected to happen in 2017.
- 1.5 Suggestions that the timetable had slipped prompted further questions to Highways England about the timescale which elicited the following response:
*"The feasibility work and testing for the proposed signalisation at Crowlas crossroads, identified in the phase 1 study, is now nearing completion. This concept testing is essential to support a robust bid for design and delivery funding in April this year which, if successful, will enable us to take the proposals through to detailed design in 2018/19 prior to construction in 2020/21.
I realise that the local community may find this lengthy process frustrating, but we have to demonstrate that we are prioritising funding on schemes which will deliver the greatest benefit to all road users and adjacent communities, and schemes such as this have to bid against other candidate schemes. However, I can assure you that we are exploring all possible funding streams to progress through to scheme delivery".*
- 1.6 A further update from Highways England on the proposed improvements along the route was requested and their response, received on 1st June 2017, is replicated below and was reported to the Extraordinary Council meeting on 7th June 2017.
*"The business case package required to bid for funding is in preparation for the entire phase 1 proposals, including the proposed Crowlas 30mph speed limit and the traffic signals at Crowlas Crossroads, and it is anticipated that these will be ready before the end of June.
In respect of the Crowlas traffic signals feasibility study, the feasibility work (being undertaken by CORMAC) has been delayed while they complete work for the St Erth Multi Modal Hub (StEMMH) project and the signalisation of the Station Approach junction. This is required because in the event that the StEMMH traffic signals were not to proceed then the signalisation at Crowlas Crossroads within the same route section may not be viable. Once CORMAC provide their final report to Highways England their traffic models will be validated to ensure that that traffic signals at the crossroads can operate as required. We hope to be able to conclude this work across the next few months.
The Phase 2 report (Road Signs and Street Lighting) is completed in draft and currently being reviewed before being issued to me – I hope to be in receipt before the end of June.*

2. Latest position:

- 2.1 The extraordinary meeting that approved the establishment of this Committee also resolved to

continue to pressure those in power and their agencies to deliver the improvements. A letter to our MP asking him to press the Secretary of State for Transport has elicited no response to date, however, Cornwall Councillor Simon Elliott did get a reply. Whilst support was given to the proposals no funding was forthcoming.

- 2.2 An update has been requested from Highways England which has been delayed due to internal re-organisation and was still awaited at the time of writing this report.

3. Other issues:

- 3.1 As stated above other phases of the study will consider other issues that exist, one that is of particular importance relates to severance, referred to in the initial report thus:

Public comments have highlighted the issues of severance in the communities along this route resulting from the high levels of traffic which are experienced throughout the year. There is empirical evidence that, in general, traffic speed and volume reduces physical activity, social contacts, children's play, and access to goods and services. However, severance is an issue not just for pedestrians having to cross the A30 to access local facilities, but also for vehicle access across the A30 to and from nearby communities.

- 3.2 I have recent correspondence from a resident of Whitecross relating worrying instances of near misses and the option, if alighting the bus heading west, of either waiting for a gap in the traffic (up to twenty minutes) or continuing to Crowlas crossing the road at the pedestrian crossing and walking back to Whitecross or catching another bus.
- 3.3 The proposals currently on the table and the additional signals at St Erth associated with the Transport Hub may well result in traffic further speeding up between St Erth and Crowlas thus making the situation even more dangerous.
- 3.4 Severance issues fall within the last phase of the proposed Route Studies and thus no swift solution appears likely. The issues also affect other settlements along the route e.g. Cockwells and Canonstown.

4. Conclusion:

- 4.1 The improvements, both those already suggested and those that are the subject of future studies, are long awaited and are necessary regardless of whether the current road is bypassed or not, which even if were to happen would probably not be in place for at least seven or eight years.
- 4.2 The safety issues caused by the severance of settlements along the route are arguably more important than the subjects of the second and third studies as currently proposed.
- 4.3 It is therefore **RECOMMENDED that:**
- (a) **the Council makes the delivery of the Route Study improvements contained in the April 2016 report and the completion and delivery of improvements contained in future route studies its priority in respect of roads in the Parish;**
- (b) **it requests Highways England move the consideration and addressing of severance issues to an earlier phase of the Studies.**

BACKGROUND PAPERS:

EM HIGHWAYS SERVICES LTD: A30 St Erth to Newton Route Review (October 2014)

KIER/HIGHWAYS ENGLAND: A30 St Erth to Newtown Route Study: Speed limits, Junctions & Accesses (April 2016)

LUDGVAN PARISH COUNCIL - 23RD AUGUST 2017

ROADS COMMITTEE

ROAD INVESTMENT STRATEGY - A30 BYPASS

1. Background

- 1.1 Whilst discussions regarding improvements to the St Erth to Newtown roundabouts part of the A30 were in progress the prospect of a bypass around this stretch of road was once again mooted, encouraged by the works agreed at both Temple and between Carland Cross and Chiverton roundabouts and the formalisation of strategic road funding by the government in the form of five year Road Investment Strategies (RIS).
- 1.2 Enquiries made of Highways England resulted in the Council noting that no work justifying the need for a bypass on economic, safety, severance or environmental issues had been undertaken and that the most likely way in which such work could be funded would be through a successful RIS2 bid. Until such work was carried out no consideration of potential routes could take place and that in the meantime existing communication lines between the Council and Highways England would remain open.
- 1.3 In December 2016 the latest position, reported to Council, was that the responses to Highways England's recent Route Strategies consultation were being considered. The aim being to undertake a consistent assessment of all proposals, across the whole of the strategic road network nationally, before the updated Route Strategies were finalised and any recommendations made on priorities for investment. The submissions relating to a bypass on the A30 at Crowlas would therefore be considered as part of that process. Highways England are expecting further engagement events to take place early in 2017 to share progress to date with local stakeholders. The completed Route Strategies will in turn inform the Department's development of RIS2 and enable government to make decisions on schemes for investment post-2020. At this stage, no decisions have yet been taken about schemes for RIS2, which are expected to be published in mid-2019.
- 1.4 This led to the following resolutions at the December meeting.
The Council re-iterates its support for the proposed improvements contained in the April 2016 Route Study and urges Highways England to implement them and complete the remaining Study phases and;
welcomes any consideration of a bypass between St Erth and Newtown roundabouts as part of the RIS2 (or later) programme and looks forward to being consulted over future developments.
- 1.5 In the ensuing months Highways England have published their South West Peninsula Route Strategy (March 2017).
- 1.6 Route Strategies provide a high level view of the current performance of the Strategic Road Network (SRN) as well as issues perceived by stakeholders that affect the network. They are one of the key components of research required for developing the RIS. This suite of Route Strategies builds upon the analysis underpinning the first set of Route Strategies undertaken between 2013 to 2015, which together provided the first comprehensive assessment of the entire network.
- 1.7 The Government's vision for transforming the SRN is described in the Road Investment Strategy post 2020: Planning Ahead document available on www.gov.uk. This vision builds on the 5 broad aims published in the Road Investment Strategy for 2015-2020: economy; network capability; integration; safety; and the environment. It should be noted that within this document the identification of schemes for RIS2 by way of Route Strategies is subservient to the fifteen projects identified during RIS1 for development as part of RIS2 and the six strategic studies which are expected to be included.
- 1.8 The South West Peninsula Route Strategy document sets out future challenges and opportunities for eleven different sections of the route, one being between Penzance and Camborne which states the following:
 - The proposed St Erth transport hub will include new improvements such as signals, footways, and so

on. There is an opportunity to encourage use of trains over vehicles.

- Local pressures from development planned in Hayle will lead to increased traffic between the St Erth and Loggans Moor roundabout.
- Retail development at the West Cornwall Retail Park is likely to increase pressure on this stretch of the route.
- There may also be future environmental constraints due to sections around St Erth which could be prone to flooding due to forecast increase in sea levels.
- A possible new junction on the A30 at the existing Tolroy overbridge would have an impact on the SRN.
- There is limited customer information along the route.

1.9 A further update from Highways England on the potential for a bypass and RIS2 generally Was requested and their response, received on 1st June, is replicated below:

As you are aware, our Route Strategies were published in March this year, and these help inform the development of RIS 2. This development is ongoing and we are currently working through the research phase, so I have no specific further information at this time. In respect of stakeholder meetings, I understand that dates were scheduled but have been deferred owing to the election. The intention is that these will be rearranged, although I currently have no information regarding future dates."

2. Latest position:

2.1 No additional information regarding the scope, content or timing of the results of the Research Phase of RIS2 has been forthcoming at the time of writing.

3. Conclusion:

3.1 The road between St Erth and Newtown roundabouts clearly sits within the Penzance to Camborne section of the South West Route and is one of the eleven sections being considered as part of the development of RIS2.

3.2 Exactly what project(s) are being considered along that section of the Route has not been communicated to the Council.

3.3 Any speculation about potential routes is premature, as far as I am aware has no basis in fact and should be avoided until the relevant authorities who have the statutory powers, expertise and funding to undertake the necessary investigations put forward their proposals, which will be subject to a formal public consultation.

3.4 It is therefore **RECOMMENDED THAT:**

- (a) **the Council supports the principle of, and the current research being undertaken in respect of, a bypass between St Erth and Newtown roundabouts;**
- (b) **defers any consideration of routes until Highways England and their partners have completed their research and seek the Councils views.**

BACKGROUND PAPERS:

DEPARTMENT FOR TRANSPORT: Road Investment Strategy post 2020: planning ahead

HIGHWAYS ENGLAND: South West Peninsula Route Strategy (March 2017)

LUDGVAN PARISH COUNCIL - 23rd AUGUST 2017
ROADS COMMITTEE
CORNWALL HIGHWAYS ROADS

1. Background:

- 1.1 The vast majority of the roads in the parish are maintained by Cornwall Council.
- 1.2 There are a number of road related issues within the parish that have never been resolved to the satisfaction of residents and whilst the Parish Council only has very limited powers in respect of roads it can act as advocate for its residents with those who are able to affect change.

2. Lower Quarter:

- 2.1 The issues in Lower Quarter particularly adjacent to the School are well documented and fundamentally seem to hinge on the enforcement (or lack of) of the restrictions that should be adhered to.
- 2.2 The general plea from those charged with enforcement is a lack of resources to enable enforcement to take place, whilst undoubtedly true this does not help to resolve the situation.
- 2.3 There may be other solutions that have not been considered and to that end it is

RECOMMENDED that:

representatives of Cornwall Council, Devon & Cornwall Police and Ludgvan School are invited to a future meeting of the Roads Committee in an attempt to find solutions that help alleviate the current problems.

3. Lorries in Churchtown:

- 3.1 There can be little doubt that Ludgvan Churchtown is not ideally suited to the size of lorries that regularly drive through, however there is also no prospect of relocating the Castle-an-Dinas Quarry or that the route through Churchtown is perhaps the least worst of the options available.

It should also be remembered that the majority of lorries using the quarry are independent hauliers over which the Quarry has no direct control.

- 3.2 There are planning restrictions on the movement of 'covered' stone between the hours of 7am and 7pm through Churchtown which has been voluntarily extended by the Quarry management to cover all vehicle movements.
- 3.3 In addition during times of increased activity such as when Sainsbury's was being built a one-way system is implemented to reduce the impact.
- 3.4 Regular meetings are held with the Quarry management and every effort is made to reduce or eliminate any problems and when spillage or damage does occur they are rectified as swiftly as possible.
- 3.5 Suggestions in respect of a weight restriction on Castle Road and a reconfiguration of the road markings in Churchtown have been put forward in the past and these may be options that the Council wishes to further explore.
- 3.6 It would seem sensible to invite the Quarry Manager to a future meeting of the Roads Committee where a full understanding of the operational issues faced and what has been investigated in the past in respect of potential mitigation of any problems caused can be achieved before considering the matter any further.
- 3.7 It is therefore **RECOMMENDED that the Quarry Manager be invited to a future meeting of the Roads Committee.**

4. Other Road Matters:

There is the opportunity for Members to bring up any other road related matters that can form part of subsequent agendas.