

SHEVIOCK PARISH COUNCIL

Notes from the Public meeting with Sheviock Parish Council, Cornwall Council Highways, COVAG and members of the public, at Crafhole Methodist Schoolroom on Thursday 1st December 2016 at 10.00am.

Present: **Parish Council:** Cllrs C Kennedy (CK), J Isaac (JI), J Bushrod (JB), M Snowling (MS)

Cornwall Council: Paul Allen (PA), Network Manager East (CORMAC) and
Matt Phillips (MP), Highways Team Leader.

COVAG: David Dunn (DD), Chairman and Peter McLaren (PM), Secretary.

In Attendance: Mrs L Coles, Parish Clerk, Cllr G Trubody (GT), Cornwall Council

There were 13 members of the public present.

Cllr Kennedy welcomed everyone to the meeting and took the Chair.

Apologies were received from Adrian Drake, CORMAC and Andy Stevenson, Cornwall Council.

CK said that the purpose of this meeting was to discuss the issues and move forward in a positive way. There have been two investigations into traffic as part of the Neighbourhood Development Plan; a Rame Peninsula Feasibility Traffic Management Study and a Rame Peninsula Traffic Management Phase II Feasibility Study (Antony Junction and Crafhole Circulatory System). Highways had previously said that a traffic light system in Crafhole could not be done but, because of an emergency situation in the village, temporary lights were erected and worked successfully for a week. As a result of the evidence of the success of the lights in controlling traffic, COVAG had submitted a letter to Highways at Cornwall Council requesting that this system be considered again but had received a reply from Adrian Drake, CORMAC, stating that it was not possible.

DD gave PA and MP the background to COVAG and handed over to PM, who said that the situation has now become very serious. Any development of the Rame Peninsula as part of the NDP will start very shortly and this will mean heavy traffic coming through Crafhole. The road is not suitable for this traffic. There are no pavements and pedestrians have been clipped by the wing mirrors of passing vehicles. Properties have been damaged by large lorries coming through, particularly in the narrows when two such vehicles are trying to pass each other. Porches and walls have been damaged and roof tiles have been dislodged. The recent temporary traffic lights successfully managed the flow of traffic through the village and PM asked why Crafhole cannot have a permanent traffic light system installed.

CK said that he feels that there should at least be a trial, conducted by Cornwall Council, to see how a lights system could work longer term. DD said that because the traffic was controlled by the lights the vehicles were travelling in a slower, orderly, calmer fashion.

CK highlighted that the 'Give Way' sign is only at the top of the village and vehicles come around the bend at the bottom and are already in the narrows before seeing the oncoming traffic.

A member of the public said that the traffic lights were very effective and although a one way circulatory system would work there is a problem of traffic speeding through the village and a lack of enforcement of the speed restrictions; if drivers see a clear road they tend to speed up.

Another public member said that whilst the traffic lights worked, it did cause a problem to residents pulling out of driveways onto the road because of impaired visibility.

Residents were angry about the comments from Adrian Drake regarding the use of a generator and the need for 2 daily inspections and CK said that the impression from the reply was that one of the reasons for not implementing the system was because it would push the traffic to other parts of the Rame; CK wanted it made clear that this was not aimed at dispersing the traffic anywhere else but to improve the flow through Crafhole and the wellbeing of its residents.

PA said that there have been a lot of traffic measures put in Crafhole over the years. Speeding is down to individual driver behaviour and Cornwall Council is aware of the issues. The content of Adrian Drake's letter was not meant in the way that it has been taken. Daily inspections would have to take place and it is a question of seasonal volume. It was pointed out that the volume of large lorries does not change but it would not matter so much if the traffic was regulated.

DD said that when the improvements were made at Antony there was no consultation with Sheviok Parish or the residents of Crafhole. Traffic lights will control the large vehicles without pushing the problem onto Antony and it would solve the problem of two lorries being stuck in the narrows at the same time, which is a key problem. The risk in Crafhole is far greater than in Antony; traffic has at least ½ a mile before it clears the buildings in Crafhole whereas in Antony this is down to 200-300yards. CK said that part of the NDP was to approach the problem with the junction at Antony but this is a separate issue to traffic lights in Crafhole. PM said that COVAG is not against the road being used but traffic control is a must for safety reasons.

PA said that there is no problem with having a trial of traffic lights but funding must be found and the system would have to be monitored to justify the installation of permanent lights, a much more detailed feasibility study would need to be carried out. Members of the public offered to collect the data to minimise costs. The trial will need to be implemented for a length of time that will give enough evidence, in a structured way, to demonstrate that the system works and enable PA to report back to Cornwall Council. MP said that he has read both reports and has no problem with a trial of traffic lights but the reports highlight that parking could be a problem. Discussion followed about cars parking outside properties, impaired visibility and possible yellow lines, speed humps and signage for speed limits and CK said that this detail would be achieved later.

PA will put the costs together for the trail and will agree the timeframe.

DD, PM, CK and GT walked with PA and MP to look at the best site for the temporary lights.