

Road Safety Proposal for Godolphin Cross

submitted to

Cornwall Council

by the

Godolphin Cross Community Association

(GCCA)

HMRC Charity no. 0107082471

June 2014



Preface

At the open meetings of the GCCA the residents of Godolphin Cross have expressed serious concerns regarding road safety within the village. Primarily this revolves around the issue of traffic speed within the context of the nature of the roads structure and their use by other persons. A major factor being that pedestrian and vehicular traffic share the same space on the highway in key parts of the village, with particular reference to outside the school.

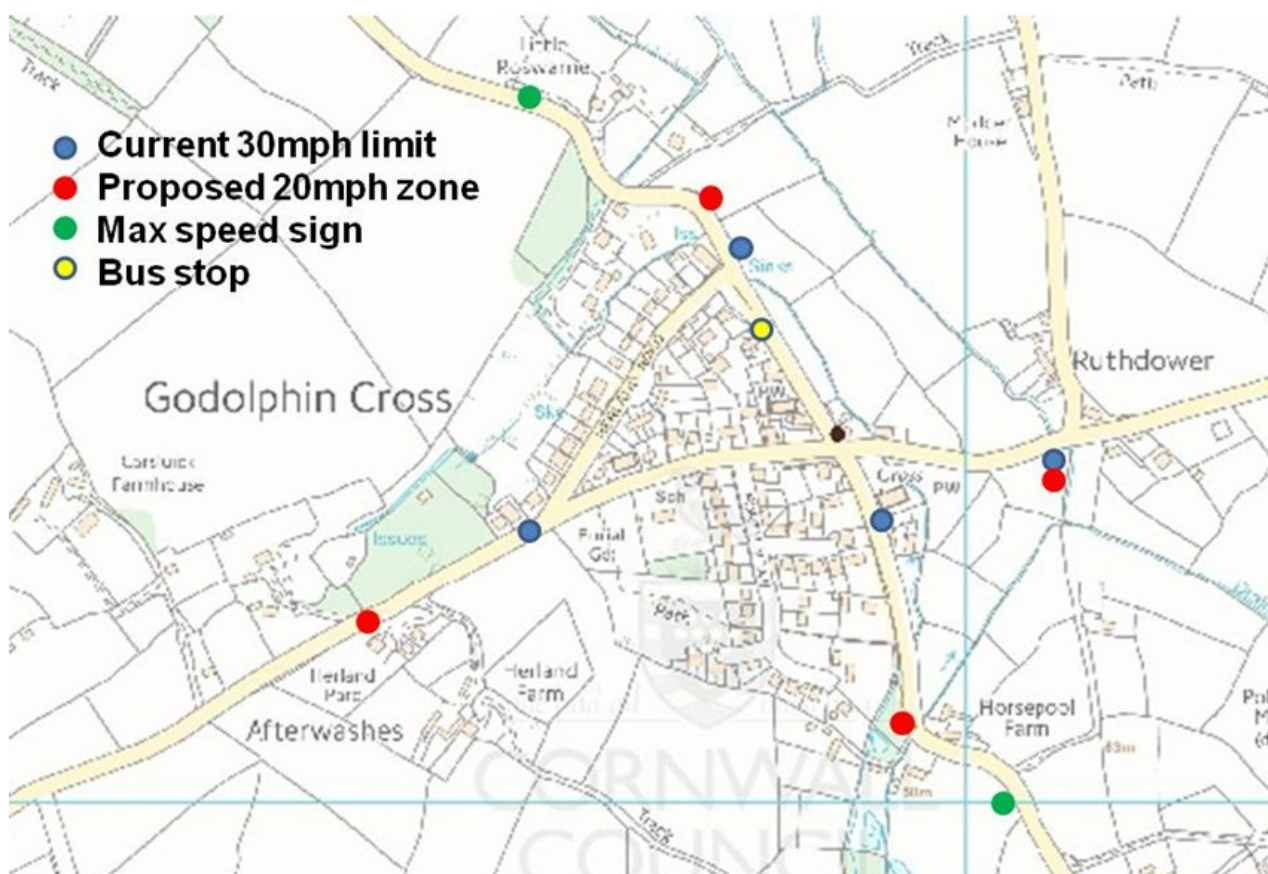
This is further impacted upon by the fact that the young people of the village have no other outdoor space for activities such as cycling and skateboarding and so use the roadway in many places, bringing a conflict of interest.

As a consequence concern exists for the safety and well-being in all aspects for all the different types of road users in the village of Godolphin, residents and visitors alike. To evaluate the view of the whole village a consultation document was delivered to each home complete with response form. There was approximately a 35% response with a 6 to 1 ratio in favour of the principle proposals. The residents of Godolphin Cross therefore, through the auspices of the GCCA, make representation to Cornwall Council to take steps to address the situation.

The proposal of the membership seeks to be holistic and is to be found on page 3 and followed on page 4 by our supporting arguments.

GCCA proposal for traffic measures in Godolphin Cross

- That the position of the Godolphin Cross village name plates on the approach roads be recognised as the confines of the village where these are currently outside the restricted area.
- That the area of speed restriction be adjusted to reflect the above with the speed limit signs repositioned as necessary, there being properties and village facilities which are outside the current restricted area.
- That the entire area inside of these points (as shown below) be the subject of a 20mph zone.
- That a '25mph max speed' advisory plate be attached to the bend sign located prior to the double bends on the approaches from Carleen and Townshend.
- That the bus stop towards Camborne revert to its former position, near the post box, as in its current position it creates an unacceptable hazard.
- That, as a priority, a footpath be installed between the school and the alleyway through to Herland Road.
- That currently absent footpaths be installed elsewhere in areas of regular pedestrian traffic where possible.



Supporting Arguments

As a result of a discussion at a GCCA Open meeting regarding the issue of speed within the village, Cormac undertook a survey (CO162) using radar units. At first glance the result shows the speed of vehicles to be lower than estimated. However, whilst compliance with the limit was total in the national limit and high in the 30 limit, there are points which have to be considered.

Firstly, the readings at the site by the school show that 85% of traffic was below 30mph. This means that 15% were in excess of the present limit in the vicinity of the school. A number were in excess of 40 with some above 45mph. Some of those recorded over 40mph were in the middle of the day which is a real cause for concern.

Secondly, the fact that a speed is legal does not make it safe. There are a number of hazard points around the village which support the case for a limit lower than at present. The geography of the road layout is such that there is no segregation of pedestrian and vehicular traffic.

As already mentioned in the preface there is the issue of children and young people congregating in the streets, many of them with bicycles and scooters. This takes place on all roads in the village including the main road at the crossroads but in particular Herland Road, the Ashton Road and Forth Vean.

Furthermore the village also has a number of very elderly residents who are no longer agile. This means that they are unable to take rapid evasive action to avoid fast traffic on roads with no footpath. The Methodist Church is situated on the 'main' road from Carleen to Townshend. The church congregation consists principally of the older residents. However the church also plays host to coffee mornings and a mobile Post Office which mainly attract the elderly and therefore most vulnerable of our residents.

The crossroads by the Godolphin Arms are virtually blind to the left for those emerging from the Ashton Road, obscuring traffic from Townshend direction from view. Even a left turn brings these two routes into potential conflict due to the need to go wide to avoid the stone wall. The situation is aggravated by the location of the bus stop.

This, therefore, is the reason for moving of the stop to where a static bus does not cause serious loss of vision or cause passing vehicles to potentially come into conflict with other traffic at a crossroad junction with a bend.

The approach from Ashton has a national limit to a point just 100mtr from the school which is too close. The school playing field is separate from the school and involves primary school children walking approx 90mtr along a national speed limit road without a footpath. Young children are therefore forced to share road space with traffic legally entitled to travel at the national limit. This urgently needs to be addressed with a reduction in the speed limit. The length of road involved is such as to cause no significant delay or inconvenience to vehicular traffic but would greatly enhance the environmental experience of the children and staff.

The contention of GCCA is that the 30mph limit currently in force should be extended and lowered to 20mph in a village devoid of footpaths on all the through routes. This should take the form of a zone, with the associated physical features, to enforce compliance by those typified by the first point.

There are a number of such zones in West Cornwall, Crowlas, Heamoor, Alverton in Penzance and Church Hill in Helston. These are urban areas but our contention is that villages should also have equal opportunity for a conflict free environment. We would contend that there is greater need in our village. In the first three examples in particular the roads are wide with plenty of vision. The volume of both vehicles and pedestrians is far greater. This impacts on road user behaviour.

Higher traffic volume invariably of itself brings about a reduction in speed. Greater numbers of vehicles and pedestrians also brings about a heightened awareness with both groups of each others presence. Also in these examples pedestrians and drivers are not forced to share road space as there are adequate footpaths to allow total segregation other than at times where one has to cross the other's route. Helston has footpaths allowing segregation of traffic.

This proposal contends that if a zone is necessary in those instances then Godolphin Cross is in greater need. This is a situation where drivers and pedestrians can unexpectedly find themselves competing for road space with restricted vision and no refuge for the pedestrian.

The government guidelines state that the reason for speed limits should be apparent to drivers. Cornwall Highways Dept would seem to agree that these are indeed guidelines and discretion can be employed. For example the speed limit through Germoe Crossroads and New Town has been reduced to 30mph. The reason for this is not obvious to the passing driver. Highways have no doubt identified a hazard which is not obvious and therefore drivers must be made aware of the need to reduce speed. Another example being the long run-in of the speed limit into Helston past the lay-by on the approach from Penzance.

We would argue that the possibility of coming unexpectedly across a 'crocodile' of primary school children making their way along a narrow, shaded road is a perfect case of the need to cause drivers to reduce speed and calls for such discretion! We would contend that we, and the local authority as our representatives, have a duty of care to these and other vulnerable people. Whilst residents are aware of the situation and can take appropriate measures we have to recognise the presence of a transient traffic flow unaware of the issues that has to be addressed.

The environment is not just about green issues but also the whole quality of life. Causing traffic to slow down and thereby enhance harmony between road users can only improve the environment and tranquillity of village life.

There are those in the village who would like the speed limits on the Carleen to Townshend road extended further to encompass the double bends on both approaches. This is as a result of bad experiences with traffic too fast for the road. The proposal for advisory maximum speed signs reflecting the true nature of the bends is suggested as an alternative to a very long length of speed limit.

Returning to the issue of the bus stop. The stop travelling towards Townshend is right on the corner of the crossroads and on a bend. With a bus stopped, traffic coming into the village has to go round it on the 'outside' of the left-hand bend. This results in such drivers being blind regarding other traffic movements and hidden from other drivers. Relocating it back to near the postbox will place it on a straight section of road. Providing that it is a suitable distance from the location from Herland Road there will be ample vision for all road users removing the current dangerous situation.

The extension of the footpath outside the school gate so that it reaches the alley way through to Herland Road needs to be dealt with as a priority.

Submitted on behalf of the residents of Godolphin Cross.



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