

# **LUDGVAN PARISH COUNCIL**

This is to notify you that the Extraordinary Meeting of Ludgvan Parish Council will be held on Wednesday 7th June, 2017 in the Oasis Childcare Centre, Lower Quarter, Ludgvan commencing at 7pm.

S. P. Hudson

S P Hudson  
Parish Clerk  
02/06/2017

## **EXTRAORDINARY PARISH COUNCIL MEETING AGENDA:**

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<b>Public Participation Period (if required)</b>	
<b>1. <u>Apologies for absence</u></b>	
<b>2. <u>Declarations of interest in Items on the Agenda</u></b>	
<b>3. <u>Dispensations</u></b>	
<b>4. <u>A30 St Erth to Newtown Roundabout</u></b>	2-4

## **LUDGVAN PARISH COUNCIL - 7TH JUNE 2017**

### **A30 - ST ERTH TO NEWTON ROUNDABOUTS**

#### **BACKGROUND:**

There have long been concerns over the adequacy of the current A30 between St Erth and Newtown roundabouts in respect of capacity, safety and the difficulties encountered with access and egress at the numerous junctions and private residence accesses along the route. This was reflected in the initial responses to the Neighbourhood Plan consultation process when there were 81 mentions of such difficulties as well as 25 mentions of a bypass as a possible solution.

Two parallel strands of activity have been ongoing for some time, the achievement of safety improvements along the route particularly at Crowlas crossroads and a longer term solution to more structural issues by way of a bypass.

#### **Safety Improvements:**

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.

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 and, due to changes in Highways England project funding arrangements, proposed some significant improvements along the route notably the provision of traffic lights at Crowlas crossroads.

At its meeting in June 2016 the Council resolved to support the improvements contained in the Highways England Route Study Report (Minute 503(b)).

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.

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".*

#### **Possible Bypass:**

Whilst these actions 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).

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.

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 are finalised and any recommendations are 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.

This led to the following resolutions at the December meeting.

- (a) **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;**
- (b) **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.**

#### **POSITION UPDATE:**

In the ensuing months Highways England have published their South West Peninsula Route Strategy (March 2017).

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.

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](http://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.

The document sets out future challenges and opportunities and for the section of the route between Penzance and Camborne 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.

A further update from Highways England on the proposed improvements along the route, the potential for a bypass and RIS2 generally has been requested and their response, received on 1st June, is replicated below:

*"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.*

*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."*

**CONCLUSION:**

The process for the approval of major highways improvements entails the distillation of the problems to be resolved, the identification of potential solutions and then detailed feasibility and costing to identify the best solution.

The two issues in question, short term safety measures and longer term more permanent solutions, are clearly at different stages in this process.

The safety measures have been the subject of an appraisal and potential solutions with indicative costs have been put forward by Highways England. Detailed feasibility and costing is awaited as per Highways England's recent update included above.

Any longer term solution, including a bypass is still at the research stage but it does seem that the identification of the issues has been substantially completed with the publication of the South West Peninsula (and earlier) Route Strategies. There has been no indication, as yet, as to whether they justify a solution and thus what that solution might be, it is therefore suggested that discussion and any actions are confined, at this point, to the need for and benefits of a bypass.

The processes involved in both cases appear to be interminably long and complex and despite assurances to the contrary the possibility that the pursuit of one may impact the other should also be borne in mind.

It is therefore RECOMMENDED that:

- (a) **that the Council considers its policy and priorities in respect of possible improvements to the A30 and**
- (b) **considers whether the establishment of a Committee or Advisory Group is required in furtherance of them.**