

# CORNWALL COUNCILLOR UPDATE FOR AUGUST 2024



cllr.kate.ewert@cornwall.gov.uk



07873 193631



@KateForKernow



## Cornwall Council and around the Peninsula-

### Traffic Lights on the A374

I'm sure you are aware of more traffic lights on the A374, and may be confused as to why it appears that it is not being worked on. After the wall rebuild a little further towards Polbathic, workers cleared the sides of the roads in the area - unfortunately another area of substantial subsidence was discovered. There is currently a design being developed to repair this, and then funding will be sought to do the works. I completely understand people's frustrations at another set of lights and delays along the A374, but unfortunately it is something that we are likely to see more of in the future. As soon as I have more information I will share it.

### 20 is Plenty

The 20mph scheme is now being rolled out across Antony, Craffhole, Portwrinkle, St Germans, Tideford and Maker with Rame. These are all areas that have a lot of public support and in areas where mostly the average speeds is only marginally over 20mph as well. In addition, there will not be cameras on speedbumps put in either. There is often criticism about this scheme and comparisons to the Welsh scheme - there is a big difference however, in Wales there was a blanket approach, so 20mph zones put in on roads where it quite simply would not be appropriate. As I have put above, this scheme will be on roads where drivers are only just going above the 20mph limit - not on through roads or main roads. You can read more about the scheme by following this [LINK](https://www.cornwall.gov.uk/transport-parking-and-streets/roads-highways-and-pavements/20mph-speed-limits) or going to <https://www.cornwall.gov.uk/transport-parking-and-streets/roads-highways-and-pavements/20mph-speed-limits>

### Major works on the Saltash Tunnel

At the last Community Area Partnership meeting for South East Cornwall, we had a presentation from National Highways on the Saltash Tunnel works. There are no two ways about this, it is going to be extremely disruptive and a nuisance for all road users, but quite simply this is work that has to be completed as the current technology for lane flow and ventilation has reached the end of its serviceable life. This work represents a huge investment into our area, but I appreciate it will cause pain and disruption to many residents that use the bridge.

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National Highways have gone with a phased approach, starting with overnight tunnel closures and moving onto only 2 lanes through the tunnel with the middle lane as an emergency access lane while the works are underway. National Highways have modelled traffic and suggest that this will add 45 mins to journeys across the bridge during the works, working with the new MP we are pressing for extra train stops at Saltash and St Germans during the works to try and alleviate some of the pressures. You can find out more about the scheme by visiting [nationalhighways.co.uk/saltashtunnel](https://nationalhighways.co.uk/saltashtunnel) or following this [LINK](#)

### Houster Hill/West Street Millbrook

Cornwall Highways held a consultation in Millbrook village hall on the 15th for the proposed scheme to help alleviate the road block issues we face on West Street. This has come about after the Parish Council invested in a feasibility study for the area, and Cornwall Highways have agreed to fund the proposal.

I am absolutely aware that for many this simply isn't good enough, that we should either build a new road, divert all traffic up on the cliff road, ban vehicles over a certain weight/height/length or put in traffic lights. I can honestly say ALL of these were considered in considerable length and detail but were not viable options. The traffic light solution would, sadly, be unworkable. I have asked Cornwall Highways to explain why:

*"The traffic lights would not be able to function as there would be insufficient room for vehicles to wait in the wider section of road near Radford Lane and would start to queue into Houster Hill. This would mean that vehicles travelling east to west would not be able to pass and, in turn, would start to queue back along west street effectively causing gridlock. There are also difficulties finding locations for the traffic lights themselves given the proximity of properties. The alternative of traffic lights covering West Street (from the bend) and Houster Hill would be impractical due the distance between sets of signals and that there would also need to be signals at Radford Lane. Vehicles would have to wait a considerable time between changes of traffic lights (again, siting the equipment would be difficult)."*