

Ponsanooth Road Safety Group

Meeting – 3rd November 2022. 7pm Hall Meeting Room.

Attendees – Darren W, Hannah, David, Darren L, Sally, Pam, Lorna, Marilyn

Agenda:

1. Minutes Approval
2. Apologies
3. Solar Speed Camera – Data Review
4. Second Portable Speed Camera Funding Update
5. Speed Watch Update
6. Footpaths
7. Village Gateway
8. Any Other Business
9. Next Meeting

Minutes

1. Apologies

Louise, Chris

2. Approval of last meetings minutes

Group approved last meetings minutes.

3. Solar Speed Camera Data Review

The data for the month of October was downloaded from the sign for review.

The sign records the number of vehicles and the average speed for the total number of vehicles every half hour. It also records the maximum speed registered within each half hour block. It records traffic travelling in both directions.

October Statistical Summary – Location: Village Hall St Michaels Road Westbound

DIRECTION	AVERAGE SPEEDS			NUMBER MEASUREMENTS/ VEHICLES	MIN MAXIMUM SPEED	MAX MAXIMUM SPEED
	MEAN SPEED	MEDIAN SPEED	MODAL SPEED			
Incoming - Westbound	22.56	21.26	25.00	77,791	16	64
Outgoing - Eastbound	24.55	23.20	22.38	92,575	17	66

The Incoming data is recording the traffic flow down the hill past the Village Hall, and the Outgoing data is the traffic travelling up the hill out of the village.

The mean (average, average speed recorded) and modal (most common average speed recorded over the month) are very similar in both directions compared to the previous data from September.

Out of interest the maximum speed of 64 Mph for the Incoming traffic was recorded between 00:00 and 00:30 on Friday 25th October 2022. The maximum speed of 66 Mph for traffic travelling up the hill (outgoing) was recorded between 19:00 and 19:30 on Tuesday 22nd October 2022.

The average speed distribution pie charts (attached to these minutes) show that the majority of vehicles travelling in both directions past the speed monitor on St Michaels road are between 21 Mph and 30 Mph, with the highest percentage of average speeds being between 31 Mph and 40 Mph. This is comparable to the September data set.

When the average speeds for each half hour data set are plotted against the time of day it is clear to see that the average speed distributions between midnight and 7am are the highest with the biggest range between readings. During the peak times of 7am and 7pm the average speeds recorded are generally lower with a narrower range of speeds recorded over the half hour period. Average speeds then trend upwards from 7pm until midnight but with a narrower range than those recorded in the early hours of the morning. These plots will be useful to help identify ideal times for speed watch surveys to support the speed monitor data. Scatter plots displaying these trends and ranges over the month are attached to the minutes.

Two periods during October were observed where no cars were parked outside the former Oak Terraces on St Michaels Road:

- 15:00 to 16:00 Friday 11th October
- 12:00 to 13:00 Sunday 13th October

These times have been highlighted on the plot (average speeds v's time of day) and show that there is no significant change in the recorded average speeds for the incoming traffic when there is clear passage on both sides of the road approaching the sign.

Hannah will email Peter Williams the data analysis he has requested for Devon and Cornwall Police to help activate the Speed Bikes to come and monitor traffic speeds based on the Average Speed Monitor Signs data. These will help enforce the Average Speed Monitor Sign and also the 20 Mph Speed Limit.

4. Second Portable Speed Camera Funding Update

The group was in agreement that a second camera is required and if it can be funded by Cornwall Council this would be the preferred option. However prior to confirmation could it be asked about how the data is downloaded from the sign and by whom. Would the group be able to download the data as per our current sign so we can do it regularly to assist with organising speed watch monitoring times.

The group decided the primary location of a second sign should be the previously identified new lamp post by the new bus stop and crossing. The sign should be located so it alters traffic coming down the hill from the Redruth direction and set at 20mph as it would be within the 20 mph zone.

Action: Chris to ask about data access of new sign.

5. Speed Watch Update

Weather is favourable for training on the equipment on the 4th November. Outcome should be that 7/8 people will be trained on the equipment and we have the equipment to start monitoring.

Lorna will arrange a monitoring schedule and contact the volunteers.

6. Footpaths

No further action until Jan/Feb.

Actions:

- Chris will speak to Cynthia on the Neighbourhood Plan Group as a key Cosaws resident with regards to the residents alongside this group requesting discussions and action on establishing a footpath.

Hannah – will mark all footpaths outlined in the Lost Paths Survey to be reviewed with a view to getting them established.

7. Village Gateway

Chris in his absence forwarded the councils information on proposed village gateways for consideration by the group.

After discussion the group agreed that the white gate features with a Ponsanooth Sign would be preferred. If possible the Ponsanooth sign to also note the World Heritage making it similar to the North Helford signs.

It was felt planters would need to much maintenance and the cost of maintaining them comes into question.

The group agreed it would prefer the signs to only have Ponsanooth plus world heritage reference but no speed limit identified, so like the “Knebworth” sign on the information provided.

Could confirmation be sort that the gates would be placed on both sides of the carriageway.

With regards to the dragon teeth, the group would also like these to be placed on the entrance to the 20 mph zone along with the 20 mph signs painted on the both sides of the carriageway as in Chacewater.

Action: Chris to take questions and groups opinions back to Cornwall Council

8. Any Other Business

Darren – For the next meeting, would like a plan of the parish which we can identify all the different speed limits on.

Lorna – Pedestrian and other road users campaign on the unlit lanes now we are in the winter months.

Pam – Additional Signs on the back lanes for pedestrian/horse awareness. Need to find out who would fund signs – Council or Parish Council?

Action – Find out who would fund additional sign installation on the most used lanes around the village.

Discussion on both these points raised several important items especially how do we target the offenders whom most likely are travelling through the village not residents of the village to be more road aware? For now group members will see if there are any material from the likes of Sustrans which can be shared on social media and also in the School and Preschool newsletters.

Marylin – Can we find out the council road cleaning schedule for the parish as several roads need attention after the recent weather.

Action – Hannah to email Mary to ask her to find this out.

Sally – Questioned why there is no buffer to the 20mph from Frog Hill, as on Commercial Hill and hill past Kennall Vale. Group discussed how in the trial information it outlined that a buffer 30 mph zone was only needed on main A roads.

Further discussion on changing road speed limits in the parish led to the question of if the parish could have a 40mph blanket like North Helford. The question would have to be asked if this is more difficult than changing individual roads.

Action – Darren to find out how the blanket 40 mph zone was established on the North Helford.

Hannah – Has requested via Peter Williams that the white lines in the village be renewed on the minor roads, Peter has requested the council to look at this. The 30 mph signs have also been assessed by the Council and have been deemed to be functioning as they should be.

Current Projects:

- 30mph Wheelie Bin Stickers – distribute to properties at the Western End of St Michaels Road in the 30mph zone.
- Village Gateways – Design and location will be consulted at on in the near future all being well.
- Pavement Widening Opposite the Stag Hunt Inn – looking at alternative funding streams.
- H Lines on St Michaels Road Driveways
- Safer Streets Project with Village School
- Poplar Cottage Safer Pedestrian Area – Peter Williams Councillor to contact residents.
- Footpaths – to come under a new sub-group.
 - Link from Western End of the Village to Village Centre – 10k of funding from the old garage developer to put in the footpath link.

- Link from village centre to Viaduct works and Cosaws.
- Parking Issues in the village
 - Island adjacent to the Stag Hunt Inn.
 - St Andrews Terrace.
 - Commercial Hill.
- Planters – need to decide on locations in the village when received them after the Jubilee.
- Speed Limit Zones and Signage – including Lower Treluswell 60mph zone.

Date of next meeting:

1st December 7pm Village Hall

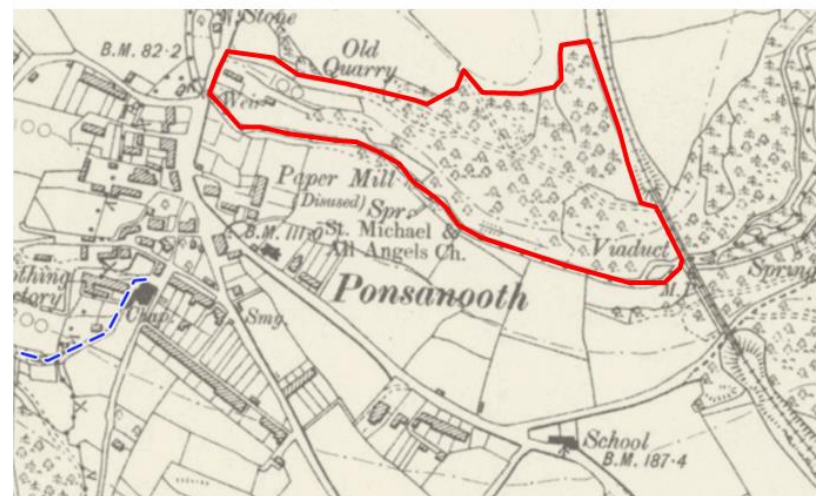
Northern Village Proposed Footpath Location



Southern Village Proposed Footpath Location



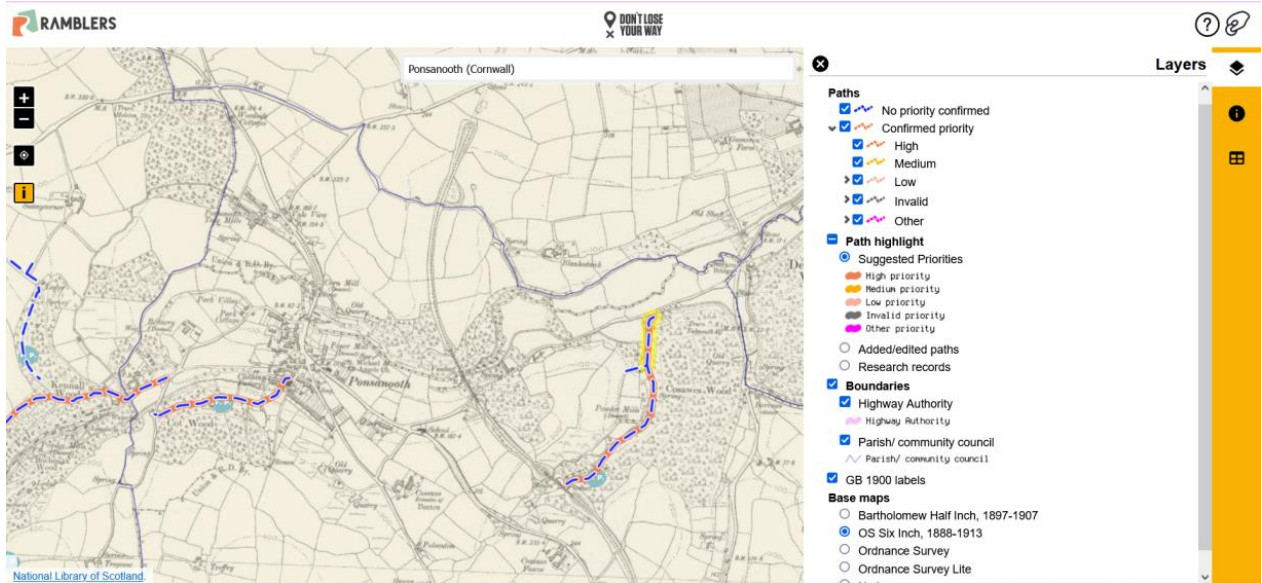
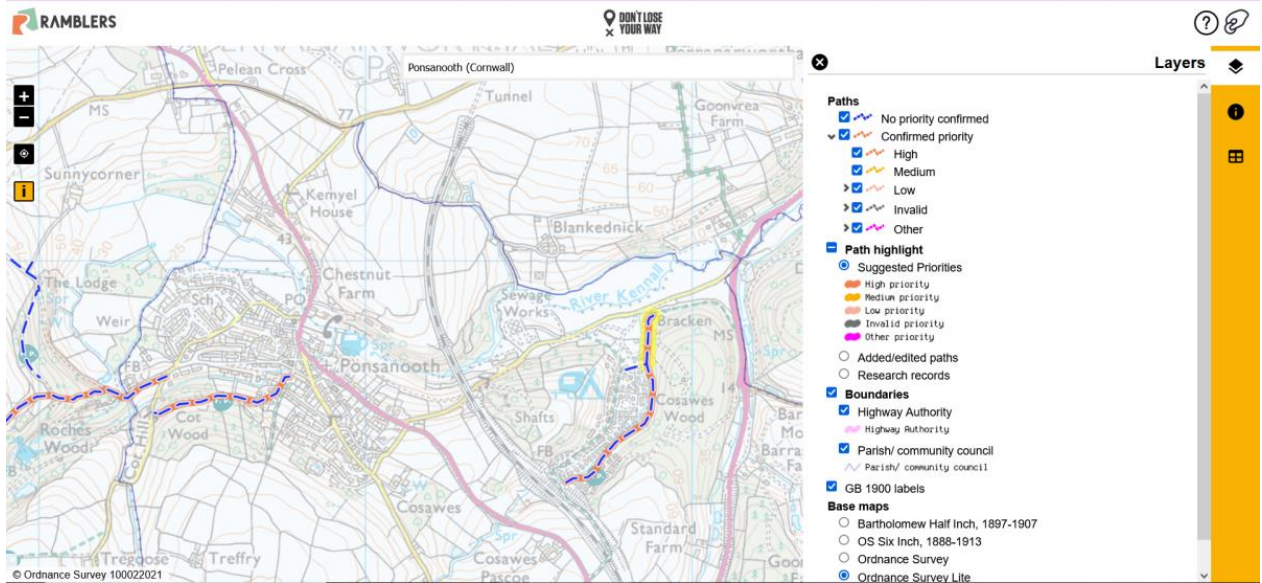
Southern Village Proposed Footpath Location 1888 map



Ponsanoth Road Safety Group

Meeting – 3rd November 2022. 7pm Hall Meeting Room.

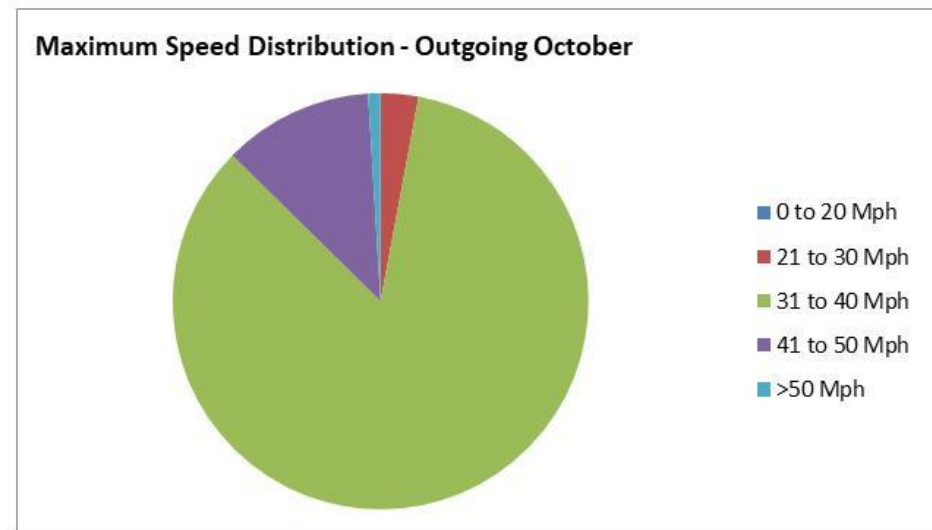
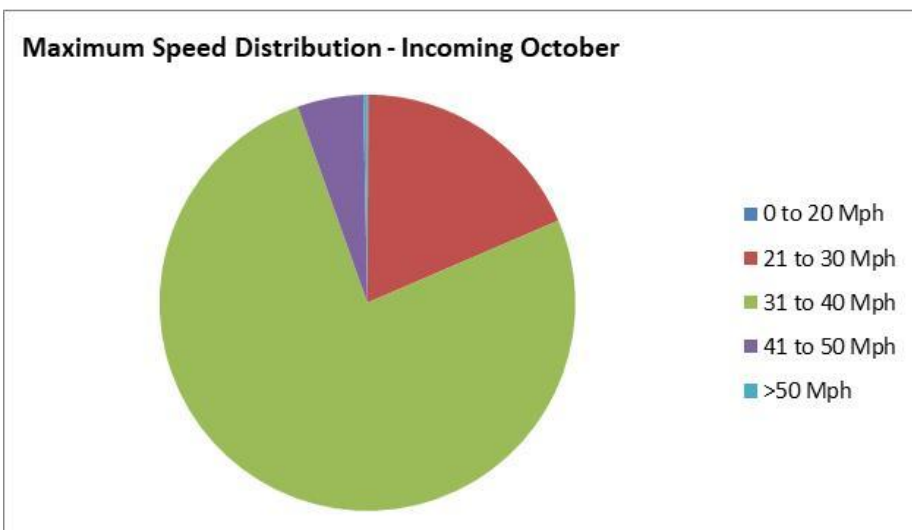
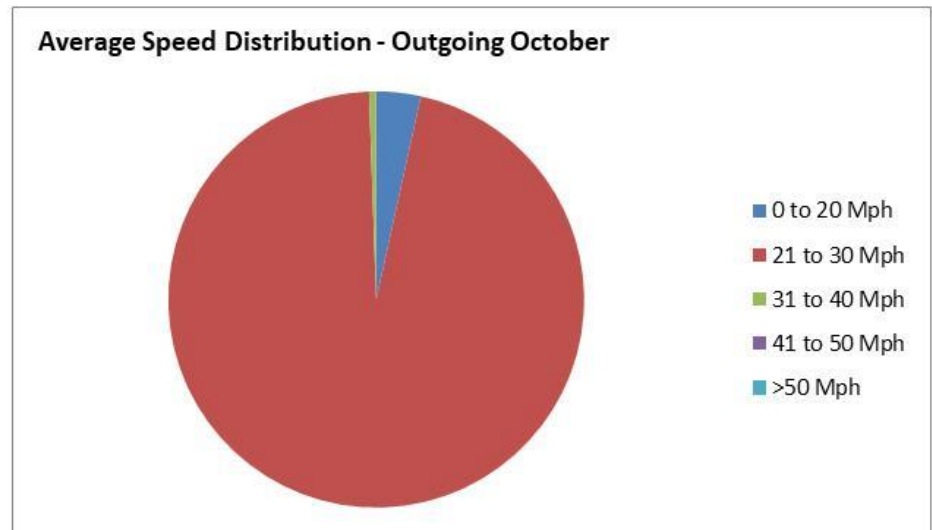
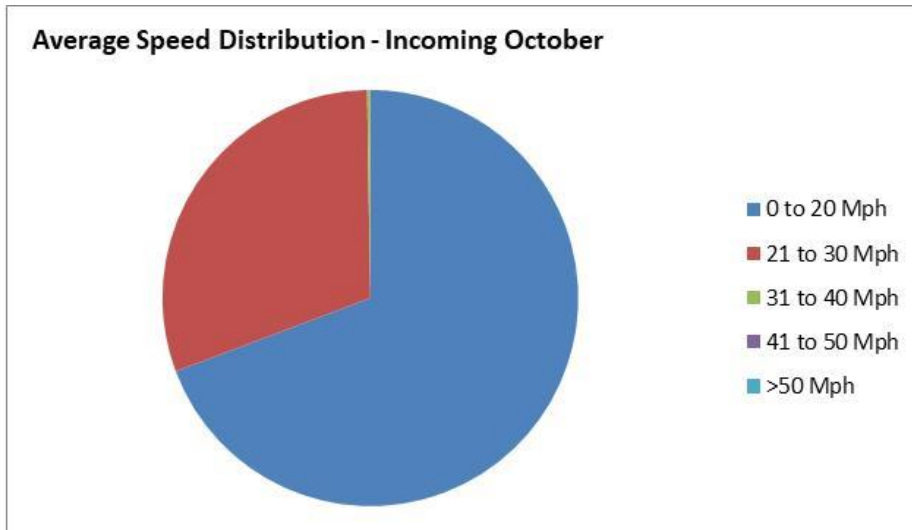
Ramblers Lost Footpath Campaign Map – Map Area includes the two proposed footpath locations



Ponsanooth Road Safety Group

Meeting – 3rd November 2022. 7pm Hall Meeting Room.

October Average Speed Camera Plots



Ponsanooth Road Safety Group

Meeting – 3rd November 2022. 7pm Hall Meeting Room.

October Average Speed Camera Plots

