

Project:		Traffic Lights Trial – Crafhole Old Village		
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1. Purpose

1.1. Background

The village of Crafhole is situated on one of the main routes into and out of the Rame Peninsula. This fact, coupled with the narrow roads, with parked cars, means that it suffers with congestion problems throughout the year. These problems are exacerbated through the summer months when the area receives an influx of visitors and holiday makers. The problems have worsened in recent years due to the increase in development work, and the associated heavy vehicles, that has been taking place within the Rame Peninsular. In the Autumn of 2016 there was a utilities related incident that required the installation of temporary traffic lights along "The Terrace" through the "Old Village" for a short period of time. Anecdotal evidence from the residents along "The Terrace" suggests that traffic flow through Crafhole was improved and issues relating to congestion were reduced. As a result, residents along "The Terrace" have been keen for a full trial of traffic lights to be undertaken.

1.2. Objective

The objective of the trial is to ascertain whether or not the installation of traffic lights along "The Terrace" will sufficiently improve traffic flow through Crafhole, thereby reducing congestion and damage to properties and improving the overall quality of life for the residents of the village. Improvements in one area should outweigh any negative impacts in another area. The mutual agreement of how this is measured is fundamental to the success of the trial and any resulting decisions. The proposed location of the traffic lights is shown on the drawing in Appendix 1.

1.3. Desired Outcomes

The desired outcome of the trial is for sufficient information to be obtained to enable a decision to be made by the affected local community and businesses, with the support of Sheviok Parish Council, on whether to pursue a permanent traffic light installation. The decision should be made based upon the agreed objective and quantifiable information gathered as part of the trial.

1.4. Scope

1.4.1. Scope:

- Traffic flow through the village of Crafhole as a whole:
 - Improvements in congestion along "The Terrace" in the "Old Village"
 - Impact of the traffic lights on other areas of the village
- Pedestrian Safety:
 - Improvements along "The Terrace" in the "Old Village"
 - Impact of the traffic lights on other areas of the village
- Atmospheric pollution:
 - Improvements along "The Terrace" in the "Old Village"
 - Changes in other areas of the village
- Noise pollution:

- Improvements along “The Terrace” in the “Old Village”
- Changes in other areas of the village
- Impact on local businesses, including but not limited to:
 - Crafhole Village Shops
 - The Finnygook Inn
 - The Little Fox
 - The Whitsand Bay Hotel

1.5. Constraints and Assumptions

1.5.1. Constraints

- Data gathering on traffic volumes and congestion will be undertaken by independent volunteers from within the local community and business owners. The number of volunteers and their availability will significantly impact upon the quality of data gathered. If the number of volunteers is deemed insufficient then the trial should not go ahead.
- Volunteers should be equally balanced between those that might benefit and those that might be negatively impacted to ensure overall objectivity.

1.5.2. Assumptions

- The diffusions tubes provided by local Environmental Health will provide quantitative information on atmospheric pollution.

1.6. Other Considerations

It should be noted that the future design of any permanent solution is likely to require, amongst other things, consideration of:

- Double yellow lines within and adjacent to any installed traffic lights
- No parking or stopping within the area of the traffic lights
- Access to any drives within the area of the trial

In the event that any future design for a permanent solution requires the implementation of double yellow lines thorough the village, including the areas of the traffic lights, then the local community and business owners are very likely to be against the installation of traffic lights.

1.7. Users and Other Known Interested Parties

The key stakeholders with an interest in this trial and that should either be involved as part of the Project Team or engaged with from a communications perspective are as follows:

- COVAG and residents of along “The Terrace” in the “Old Village”
- Residents in the areas adjacent to the proposed location of the traffic lights
- Residents on the roads in and around the proposed traffic lights
- The Finnygook Inn
- The Crafhole Village Shop
- Environmental Health
- Highways
- Cornwall Council
- Local Ward Member
- Sheviocck Parish Councillors

2. Benefits Case

2.1. Expected Benefits

2.1.1. Description:

At this stage in the project it is envisaged that the principle benefits expected of installing traffic lights in the locations shown on the drawings in Appendix 1 will be felt along "The Terrace" in the "Old Village". These benefits are thought to be:

- A reduction in traffic congestion
- A reduction in atmospheric pollution
- A reduction in noise pollution
- A reduction in incidences where vehicles damage property
- Improved safety for pedestrians

2.1.2. Location of Benefit (Measurement):

The benefits are mainly expected to be located along "The Terrace" in the "Old Village".

2.2. Expected Dis-benefits

2.2.1. Description:

At this stage in the project it is feared that the problems currently being experienced along "The Terrace" in the "Old Village" will be displaced into other areas of the village and that the potential benefits outlined above for one group of stakeholders will become dis-benefits for others stakeholders. These dis-benefits are thought to be:

- An increase in traffic congestion, including delays in getting through the traffic light phases
- An increase in atmospheric pollution
- An increase in noise pollution
- An increase in incidences where vehicles damage property
- Decreased safety for pedestrians
- Restricted parking
- A detrimental impact on local businesses
- A detrimental impact on property values

2.2.2. Location of Dis-Benefit (Measurement):

The dis-benefits are mainly expected to be located in the areas adjacent to the traffic lights and the roads that lead into and out of these locations.

2.3. Measurement and Quantification

2.3.1. Baseline Measurements

This is the data that will be gathered, outside of the trial period, against which the effect of the traffic lights will be measured. The suggestion is that this baseline data should be gathered in the two weeks leading up to the trial and the two weeks following the trial. The following measurements will be taken:

The area between the traffic lights:

- Levels of atmospheric pollution as measured by the diffusion tubes
 - Nitrogen dioxide is measured using diffusion tubes which are changed and sent off for analysis on a monthly basis by Cornwall Council's environmental protection team
 - 6 month's data is collected to allow for seasonal variations and traffic flow
 - Cornwall's environmental protection own the analysis and reporting
 - The report will be provided to the Project Board
- Levels of noise pollution as measured by the local community using whatever is available to them
- Incidences of vehicles being congested on separate occasions
 - Records the number and type of vehicles involved
 - Records the duration of the incident
 - Records any other relevant information
 - Measured by volunteers using written records
- Incidences of damage to property
 - Records the number and type of vehicles involved
 - Records the nature of the incident
- Incidences of pedestrians being put at risk
 - Measured by volunteers using written records

The area outside the traffic lights (locations to be agreed):

- Levels of atmospheric pollution as measured by the diffusion tubes
 - Nitrogen dioxide is measured using diffusion tubes which are changed and sent off for analysis on a monthly basis by Cornwall Council's environmental protection team
 - 6 month's data is collected to allow for seasonal variations and traffic flow
 - Cornwall's environmental protection own the analysis and reporting
 - The report will be provided to the Project Board
- Levels of noise pollution as measured by the local community using whatever is available to them
- Incidences of vehicles being congested on separate occasions
 - Records number and type of vehicles involved
 - Records duration of incident
 - Records any other relevant information
 - Measured by volunteers using written records
- Incidences of damage to property
 - Records the number and type of vehicles involved
 - Records the nature of the incident
- Incidences of pedestrians being put at risk
 - Measured by volunteers using written records

2.3.2. Trial Measurements

This is the data that looks at the impact of the trial on the areas outside of the traffic lights which is to be used as a comparison against the Baseline Data in 2.3.1 above. The suggestion is that this should be gathered during a four-week period from the middle of July to the middle of August and should focus on:

The area between the traffic lights:

- Incidents within the traffic lights

- Records the number and type of vehicles involved
- Records the nature of the incident

The area outside the traffic lights (locations to be agreed):

- Levels of atmospheric pollution as measured by the diffusion tubes
 - Nitrogen dioxide is measured using diffusion tubes which are changed and sent off for analysis on a monthly basis by Cornwall Council’s environmental protection team
 - 6 month’s data is collected to allow for seasonal variations and traffic flow
 - Cornwall’s environmental protection own the analysis and reporting
- The report will be provided to the Project Board
- Levels of noise pollution as measured by the local community using whatever is available to them
- Number of cars queuing at the traffic lights
- Incidences of vehicles being congested on separate occasions
 - Records number and type of vehicles involved
 - Records duration of incident
 - Records any other relevant information
 - Measured by volunteers using written records
- Incidences where cars do not make it across the lights during the sequence
 - Records number and type of vehicles involved
 - Measured by volunteers using written records
- Incidences where cars accelerate or speed to cross the lights before they turn red
 - Records number and type of vehicles involved
 - Measured by volunteers using written records
- Number of incidences where cars go through a red light and cause congestion within the traffic lights
 - Records number and type of vehicles involved
 - Measured by volunteers using written records
- Incidences of pedestrians being put at risk
 - Measured by volunteers using written records

2.4. Timescales

2.4.1. Possible Timeline for Trial



2.4.2. Key Milestones

At this stage the key milestones are as follows:

- Installation of atmospheric pollution monitoring 1st May 2017
- Pre Trial Measurement Starts (excluding atmospheric) 03rd Jul 2017
- Pre Trial Measurement Ends 16th Jul 2017
- Installation of temporary traffic lights 17th Jul 2017
- Trial of traffic lights starts 17th Jul 2017
- Trial of traffic lights ends 13th Aug 2017
- Removal of temporary traffic lights 14th Aug 2017
- Post-trial measurement starts 14th Aug 2017
- Post-trial measurement ends 27th Sep 2017
- Removal of atmospheric pollution monitoring 31st Oct 2017
- Compilation and review of data gathered Q4 2017
- Presentation of data gathered Q4 2017
- Decision on installation of permanent traffic lights Q4 2017

2.5. Investment Appraisal

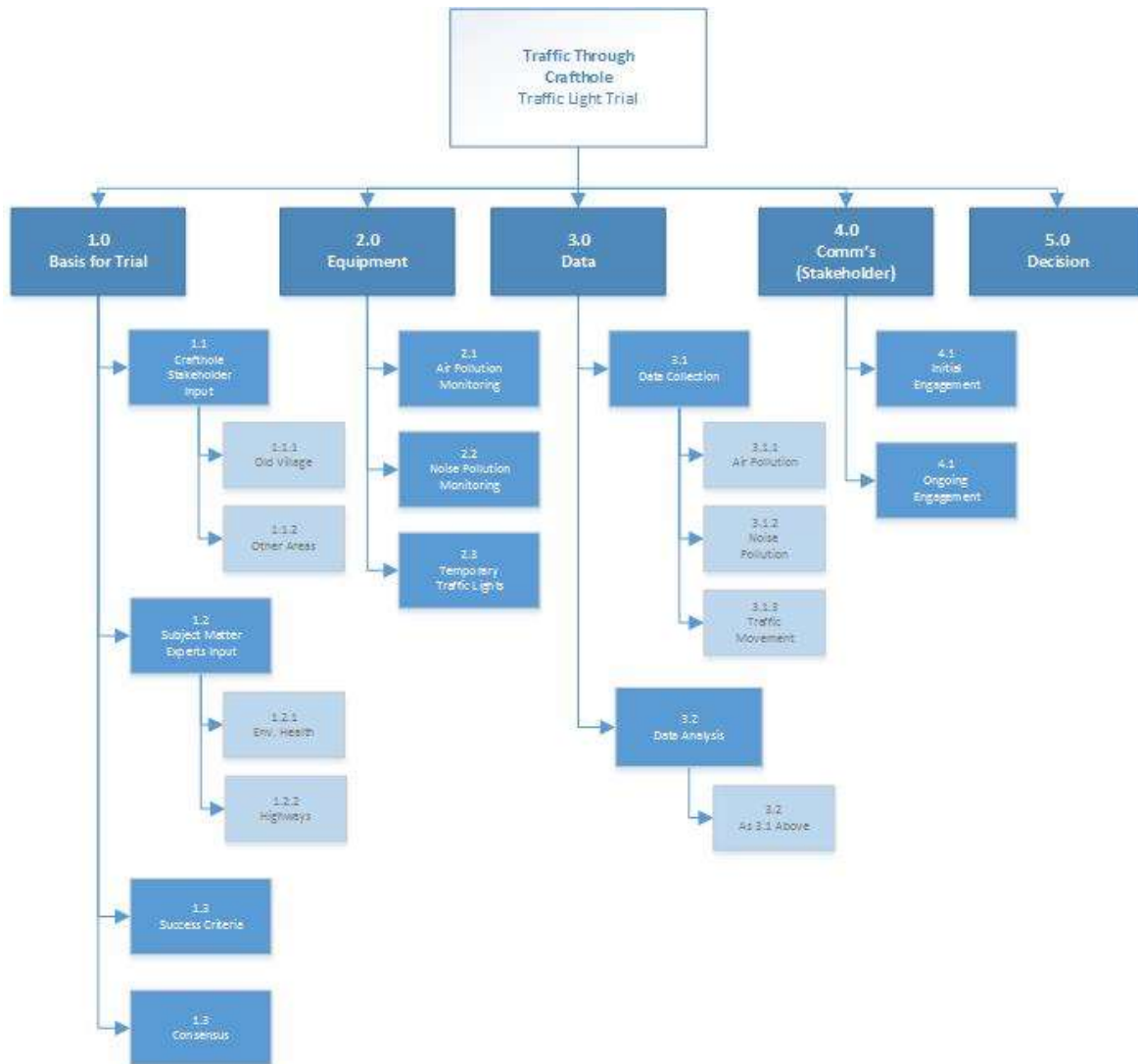
Whilst the cost of the trial is relatively low and will mainly be undertaken by volunteers with support from local authority groups, it is envisaged that the costs associated with a project to install permanent traffic lights will be significant. Also, following the trial, should a decision be taken to push for the installation of permanent traffic lights the timescales are likely to extend into years rather than months and the certainty of success is unknown as there would be many other phases and stakeholders to bring into such a project.

2.6. Major Risks

Description	Probability (High/Medium / Low)	Impact (High/Medium / Low)	Response
Agreement cannot be reached by local residents on how to proceed once the trial is completed and results are published.			
A decision is made by local residents in favour of a permanent traffic light installation however the local authorities do not support the project for whatever reason.			

Note: Response options are Enhance (O), Exploit (O), Reject (O), Share (O), Avoid (T), Reduce (T), Fall-back (T), Transfer (T), Accept (T), Share (T)

3. Composition



4. Derivation

This project has been defined using input from the following groups:

- Residents of the “Old Village” part of Crafhole
- Residents and businesses of Crafhole affected by the proposal
- Subject Matter Experts, including but not limited to:
 - Highways
 - Environmental Health
- Sheviok Parish Councillors

- Benefitting Representative Interests of the principle beneficiaries
- Crafhole Representative Independent person neither benefiting nor impacted
- Impacted Representative Interests of those impacted
- Project Manager Co-ordinator of activities
- Volunteer Leads Identifying and managing volunteers
- Volunteers Data capture during trial

7.3. Project Team Members

- Dorothy Mathias Benefitting Representative
- Peter McLaren Benefitting Representative
- Warren Derrington-Evans Impacted Representative
- Stephanie Tullett Impacted Representative
- John Isaac Crafhole Representative
- Jeff McGuinness Project Manager / Project Assurance / Support

8. Quality Management Strategy

8.1. Quality and Acceptance Criteria

- All parties must be in agreement that the data captured upon which a decision is made is accurate and objective.
- All parties must be in agreement that the Objective detailed in 1.2 above has been met.

Appendix 1 – Proposed Location of Traffic Lights



Trial location of
traffic lights in Craft

Revision History		This document has been revised as detailed:	
Revision Date	Previous Revision Date	Summary of Changes	Changes Marked
May 17	none	Updates following discussions with Highways and parishioners who attend the Sheviock Parish Council Meeting held on 15 th May 2017.	No
26/06/17	May 17	Updates following discussions with Project Board on Tuesday 20 th June 2017.	No
10/07/17	26/06/17	Updated to reflect approach to noise monitoring	No

Approvals		This document requires the following approvals:	
Name	Signature	Date of Issue	Version
Dorathée Mathias		10/07/17	1.0
Peter McLaren		10/07/17	1.0
Warren Derrington-Evans		10/07/17	1.0
Stephanie Tullett		10/07/17	1.0
John Isaac		10/07/17	1.0
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David Dunn	Project Support	10/07/17	1.1
Dorathée Mathias	Project Board	10/07/17	1.1
Peter McLaren	Project Board	10/07/17	1.1
Warren Derrington-Evans	Project Board	10/07/17	1.1
Stephanie Tullett	Project Board	10/07/17	1.1
John Isaac	Project Board	10/07/17	1.1
Steve Medway	SPC - Chair	10/07/17	1.1
Paula Brooks	SPC - Vice Chair	10/07/17	1.1
Diana Lester	SPC - Councillor	10/07/17	1.1
Jeff McGuinness	SPC - Councillor	10/07/17	1.1
Matt Phillips	SPC - Highways	10/07/17	1.1