

# Report on the Craffhole Traffic Light Project 3<sup>rd</sup> July 2017 – 4<sup>th</sup> September 2017

## Brief History

The village of Craffhole sits on the B3247 road, one of the 2 Gateways to the Rame Peninsula, the other being at the village of Antony. For decades there has been a noticeable increase in the amount, size and weight of traffic through the village, both east and west and the B3247 in the old part of the village is narrow which has led to vehicle collisions, vehicles damaging parked vehicles, as well as vehicles damaging walls, guttering and roofs of houses which are immediately on the roadside with no pedestrian pavement. The weight of larger vehicles has also led to the collapse of old drains, rupture of water supply pipes and damage to underground electricity cables.

In October 2016 an underground electricity cable became damaged and the repair took a week during which time the contractors installed temporary traffic lights. It was reported by those living and working in the old part of the village most adversely affected by traffic damage, that the problems seemed to decrease due to the traffic lights controlling the traffic.

Due to the long-standing issues in the older part of the village the Craffhole Old Village Action Group (COVAG) had been formed in January 2015 at the request of Sheviock Parish Council to try and improve the traffic management, and other issues.

## Action by COVAG

COVAG approached the Sheviock Parish Council and asked for support in having a traffic light trial in the old part of the village during the summer of 2017 with data being captured by local volunteers to provide some basis on which, if the evidence was there, to apply to Cornwall Highways for a permanent traffic light installation.

The Sheviock Parish Council agreed to assist and negotiated the installation of the traffic lights for the trial period

## Project Management

A Project Management document was formed with the scope and parameters of the trial described and a Project Management Group was established to ensure compliance with the plan (copy Appendix 1).

## Project 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 Craffhole, thereby reducing congestion and damage to properties and improve the overall quality of life for the residents of the village.

**Improvements in one area should not 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.'

## Project Desired Outcome

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

## The Project Duration

The project had 3 distinct data gathering phases and those were:-

**Phase 1** Pre-traffic lights 3<sup>rd</sup> July – 16<sup>th</sup> July

**Phase 2** With traffic lights installed 17<sup>th</sup> July – 21<sup>st</sup> August

**Phase 3** After the removal of the traffic lights 22<sup>nd</sup> August – 4<sup>th</sup> September

## Data Capture

The data required by the approved project brief to be recorded on the proforma sheets was observed traffic congestion, mixed phase lights, red light contraventions, damage to property and vehicles including accidents, pedestrian incidents and apparent speeding. An example is contained in the Project Document in Appendix 1

The data sheets were dated, timed and signed by the volunteers who completed them and were based on volunteer observations against the above criteria.

The agreed monitoring days of the week and times of the day were, Mondays, Wednesdays and Saturdays during the time frames of 07:00 – 09:00, 12:00 – 14:00 and 16:00 – 18:00 each day. This observation spread could enable a total of 3 monitoring periods per day, with 9 per week and a trial period maximum of 81 observed monitoring sessions.

On each of the monitoring days at least one time period was covered and a total of 58 of the maximum 81 observation periods were achieved.

31 local people volunteered to be observers of which 25 carried out at least one shift.

Arrangements for seeking volunteers to carry out the observations was co-ordinated by a local resident and the volunteers came from all parts of Sheviok Parish.

Additional data to be collected related to noise and environmental pollution to be gathered in the case of environmental pollution by Cornwall Council and noise pollution by a local volunteer.

In the case of noise pollution this was achieved by sound monitoring equipment and the results are included in an attached report at Appendix 3.

## Results of the Observed Data Capture by Local Volunteers

The following are the quantitative data observations recorded by Sheviok Parish volunteers and recorded on agreed format record sheets over the 3 phases of the trial.

### Phase 1. Pre-Traffic Lights 3 July 2017 to 16 July 2017 (2 weeks and 16 observation sheets completed)

Traffic congestion	Mixed Phase	Red Light contraventions	Damage to vehicles or property	Pedestrian safety issue	Speeding
14	N/A	N/A	3	0	0

**Phase 2. Traffic Lights installed 17 July 2017 to 21 August 2017 (4 weeks and 33 observation sheets completed)**

The position of the traffic lights was altered by Cornwall Highways on 27th July after concern was raised by the Project Board regarding congestion and possible safety issues on the western end of the TL control zone around the mini-roundabout. The western light stand was moved some 5-6 metres east.

Traffic congestion	Mixed Phase	Red Light contraventions	Damage to vehicles or property	Pedestrian safety issue	Speeding
53	0	29	4	4	8
Pre-TL move 42 (10 days)	0	9	2	0	2
Post-TL move 11 (26 days)	0	20	2	4	6

**Phase 3. Post Traffic Lights 22 August 2017 to 4 September 2017 (2 weeks and 10 observation sheets completed)**

Congestion	Mixed Phase	Red Light non-compliance	Damage to vehicles or property	Pedestrian safety issue	Speeding
5	N/A	N/A	1	0	11

**Other Information and Comments Received**

Some 45 notes have been handed to the Project Board by residents of Shevioc Parish and also visitors to the area, describing their feelings towards the traffic light trial. Almost all of those notes were undated or not signed but the general indication was a lack of support for the traffic lights and concern for the traffic congestion on or around the mini-roundabout. The Project Board note these concerns but as many of the papers may refer to the same incident or do not contain usable data they have not been included in the above data sets.

In addition a range of letters and emails have been received and have proved useful and informative during the process to triangulate data gathered by the volunteers and also to provide some alternative solutions to the traffic management problems for consideration by the Shevioc Parish Council.

Those letters and emails are contained in Appendix 2 for the information of Shevioc Parish Council

**Noise Pollution Report**

Report can be found in Appendix 3

## Environmental Pollution

*Report awaited from Cornwall Council Environmental Services Appendix 4*

### Project Board Comment on Results

- a) Analysis of the observed incident data shows that in phases 1 and 3 (pre and post traffic lights) there was evidence of problematic congestion on the mini-roundabout particularly towards Donderry at the west end of the trial area with a total of 19 incidents recorded.
- b) During phase 2 when the traffic lights were in place there were a total of 53 congestion incidents recorded. However, Cornwall Highways adjusted the position of the west end traffic lights which reduced the congestion significantly on the roundabout but the incidence of congestion continued on the Donderry road and also the Polscoe road and remained a concern both with the traffic lights and without.
- c) It is possible that had the traffic lights been set up differently at the start of the trial the number of congestion incidents is more likely to have been circa. 15 rather than 53 which is slightly less than the 19 incidents referred to in a) above.  
**(26 days post adjustment of the lights saw 11 incidents = .43 incidents per day which over 36 days = 15.48).**
- d) Reported damage to vehicles or property remained the same through all 3 phases of the project indicating that the presence of traffic lights did not reduce incidents in this category.
- e) There were no reports in Phases 1 or 3 of incidents involving pedestrians however in phase 2 when the traffic lights were present there were 4 reports suggesting that pedestrians may be more at risk with traffic lights present and when the queueing traffic obstructed the virtual footpath.
- f) The attached traffic noise pollution report suggests low noise levels in which did not significantly alter during the 3 phases of the trial.
- g) Air pollution results will be supplied by Cornwall Council Environmental Services as soon as possible and will be forwarded to Shevioc Parish Council
- h) There were 19 reports of speeding fairly evenly split between Phases 2 and 3 with no reports in Phase 1. The noted observations were gauged on personal perception and therefore producing subjective data.
- i) Traffic light red light contravention was observed on 29 occasions. If the decision of the people of Shevioc Parish was to apply for traffic lights permanently and they were installed, an education and enforcement programme to minimise non-compliance would need to be considered. It is possible that some traffic light contraventions may have been the result of well intentioned drivers trying to prevent or resolve traffic congestion on the roundabout.

### Recommendations

1. That this report from the Craffhole Traffic Light Trial Project Board be accepted by the Shevioc Parish Council for decision on whether or not to pursue the installation of traffic lights on a permanent basis. This referral requirement is contained in the Project Document as a Project Desired Outcome.
2. The part of the B3247 from the mini-roundabout towards Donderry is a regular site for vehicular congestion caused by the narrow apron on approach to the roundabout from the

west and the parking of cars on the highway which prevents two way traffic flow and hampering single lane traffic. There is no pedestrian pavement on this piece of road which exacerbates the situation, but a partial solution could be achieved if the road were widened and cars prevented from parking close to the mini-roundabout. The SheviocK Parish Council may wish to consider this problem as a result of this report.

3. The Project Board suggests that correctly placed traffic lights **may or may not** have the capability of reducing the congestion on the roundabout, however, the traffic lights would not overcome the vehicle obstructions on the Downderry road.
4. The statutory bodies who have responsibility for delivering safe roads in Cornwall (Cornwall Council and the Devon and Cornwall Constabulary) base their expenditure on road improvement against the costs associated with death, injury, number of accidents, vehicle damage and damage to roadside furniture and other property i.e. walls, houses etc. During the trial it has become apparent that because damage in the old part of the village is so frequent it is seldom reported and the result of that is the statutory bodies having no record of expenditure of resources or evidence to support investment to reduce the problem. SheviocK Parish Council may consider proactively promoting the reporting of incidents to the Police and/or Cornwall Council.

## **Final Conclusion**

It is the view of the Project Board that the traffic lights placed in the 'Terrace' improved the quality of life for those living in that area and also improved the traffic flow through the 'Terrace'. However, the placing and use of the traffic lights had an adverse effect in the areas of the roundabout and Downderry road as far as the junction with West Lane and the roundabout and the road to Polscoe as far as the junction with West Lane.

This report has been compiled by the Craffhole Traffic Light Project Board and is intended for the information of the SheviocK Parish Council and further action as is considered necessary.

It is acknowledged by the Board that further workings of data and reviews of public submitted documents may or may not provide additional evidence. At this time the Board members are not in a position to extrapolate and work those data due to resource issues but the data sheets and papers are available to the Parish Council to do so if they wish.

**John Isaac**

**(Chairman of the Project Board)**

2nd November 2017