

Notes on meeting between Landrake with St Erney Parish Council and Highways England at 6pm on Tuesday 27th April 2021 via Microsoft Teams

Highways England (HE) – Jeff Grubert, Major Projects Manager with responsibility for A38, Gareth Edwards, Engagement Consultant.

Landrake with St Erney Parish Council (LPC) – Graeme Francis, Penny Mathers, Karenza Heald.

1. Presentation from HE

Jeff Grubert gave a short presentation outlining HE's approach to the A38 both in the short and long term. Across the UK there are 32 projects which have been selected for the RIS 3 (Road Investment Strategy phase 3) pipeline for delivery between 2025-2030. Jeff Grubert works for Major Projects within HE and these will be the projects that are delivered over a long timescale. Smaller projects and routine work are undertaken by Operations Division.

The A38 has been selected as it has a higher than average accident rate compared to other A roads, and as a consequence of feedback to and lobbying of Central Government through the A38 Bodmin to Saltash Safety Study (which LPC responded to in 2019) and the A38 Case for Action.

Objectives of RIS 3 are to deal with the following priorities on the selected routes :

- Safety
- Accessibility
- Environment
- Traffic / congestion
- Connectivity

The scope of these works is focused mainly on safety and not on "futureproofing" the A38. Jeff Grubert has met with Safe38 twice and also with St Germans Parish Council. HE are not convinced that the volume of traffic necessitates a dual carriageway. They are focusing on delivering any safety related works that can be accomplished without the need to acquire land using compulsory powers. These works can be delivered most quickly by the Operations Division of HE.

HE uses a cost-effectiveness model to determine whether a project will go ahead. Economic benefit from reduction in journey times, cost of works, cost of maintenance and enforcement, and the cost of human lives lost are factored into their calculations. There is no allowance made for quality of driver experience, or other qualitative factors. HE are willing to meet with LPC again if there are any further questions that councillors have.

2. Questions and Answers

LPC raised a number of questions, some of which were previously mentioned as part of the 2019 Bodmin to Saltash Safety.

- a) **Air safety monitoring equipment** – there is a box in Landrake but to LPC's knowledge the equipment does not work. Also, there has been a history of HE insisting Cornwall Council (CC), are responsible for monitoring air quality in Tideford, but definitive data has never been published. LPC asked HE to take overall responsibility for the air quality monitoring equipment as the A38 was clearly the source of the problem, and HE is responsible for the A38. **ACTION – HE to consider request and get back to LPC.**
- b) **A38 Junction at Landrake** – LPC raised the problem of turning right onto the A38 towards Plymouth. Factors making this a problem include: speed of traffic, volume of traffic, the

school in Landrake which causes congestion twice a day on schooldays. The junction is dangerous and causes a large degree of anxiety for drivers who can be “trapped” in the middle lane turning right. LPC proposed a sensor-based traffic light which would respond to queueing traffic at the junction in Landrake. LPC also asked whether a driver stuck in the middle of the road would be liable for an accident? **HE are to consider this among other recommendations received, and to come back to LPC on the point of driver liability**

- c) **Speeding and driver behaviour** – LPC gave several examples of bad driver behaviour on the A38. Problems include overtaking on the 2 + 1 lane sections uphill into Landrake, general speeding above the 50MPH limit, tailgating etc. LPC believe the 2+1 sections are a source of accidents, and also that drivers (both local and tourists) do not respect the road enough. Possible solutions proposed were : Remove the 2+1 sections of road to have single carriageway and no overtaking, reduce speed limit to 40MPH from Carkeel to Trerulefoot and 30MPH in Landrake and Tideford, and Speed Cameras. LPC gave the example of St Mellion on the A388 which has highly visible speed cameras and which drivers on the whole respect. LPC proposed that average speed cameras and/or cameras in specific locations be provided and that the speed limit be ruthlessly enforced to compel drivers to respect the A38. **HE are to consider these requests. HE added that the average speed cameras are the most costly option**
- d) **Level of danger on the A38** – LPC asked HE to provide information as to how the A38 ranked among their 32 RIS3 projects based purely on the number of accidents and fatalities. **HE are to revert with the information**
- e) **Toll Bridge** – LPC raised the question of whether HE paid anything to use the toll bridge and requested that Central Government take responsibility for the Tamar Bridge and Torpoint Ferry as the tolls are effectively an unfair tax on the people of SE Cornwall. **HE noted the point but said that this was not part of their remit**
- f) **Landrake Pedestrian bridge** – LPC asked about the status of repairs of the bridge and painting – **HE agreed to liaise with their Operations Division who are in charge of this**
- g) **Hay Lake resurfacing** – LPC asked that the surface was repaired at this location as a matter of urgency – the surface is very loud and the camber is dangerous. **HE agreed to consider this**
- h) **Connectivity** – LPC raised the general issue of lack of footpaths and the inability of residents to safely walk to Tideford, and also that bus stops on the A38 are located in places with no pavements. **HE are aware of this issue**
- i) **Rural roads** – whilst recognising that this is not within the remit of this consultation, LPC asked them for a contact within HE or the Dept of Transport who LPC could contact about speed limits on rural lanes. LPC believe the 60mph limit is inappropriate, ridiculous and dangerous. As it is a national speed limit, CC have no power to impose lower speeds. **HE agreed to come back to LPC with a contact.**
- j) **Park and Ride** – the lack of a park and ride for Plymouth causes increased traffic. A park and ride for the school would also help to relieve congestion in Landrake. The Plymouth idea is something that LPC asked HE to consider.

- 3. **Next Steps - HE are in the middle of the first stage of their consultations on the A38. Stakeholder groups such as police, parish councils, Safe38 are being contacted now. In March/April 2022, there will be a series of presentations and exhibitions along the A38 route.**