

Report for full council 2nd September

The update is as follows Gilston Road

CORMAC have completed a report exploring potential options to ease issues traffic related issues at Gilston road, Saltash. The report reviews options previously discussed as well as investigating options to widen the junction, a potential of a signage trial and also investigation of a signal solution. The report is summarised in the attached document. Any changes to the junction will come with a significant cost due to shallow utilities in the footway.

We hope to be in a position to review with wider stakeholders to discuss next steps shortly, it must be stressed at this stage there are no funds available for capital works and further development work is required.

Extracted from EDG1846 Gilston Road Feasibility Report v2.0

Information Classification: PUBLIC

6 SUMMARY

6.1.1 Since the opening of the new retail development at Gilston Road in Saltash local members, the town council, the local community and businesses have reported experiencing substantial traffic issues for vehicles leaving Gilston Road onto Callington Road. Traffic data obtained as part of this study has further highlighted this issue (para. 2.1.3). This report has investigated possible options to improve this situation and drawings of these options can be found in Appendix C.

6.1.2 In particular, options for widening Gilston Road to provide an additional filter lane have been investigated. Given the comparative advantages and disadvantages of the three presented options for road widening, it is recommended that Option 3 (Parallel zebra crossing with *optimal* land take) be considered. It is considered that Option 3 is preferable to Option 1 (pedestrian refuge) due to the vehicle movement risks that Option 1 poses. It is also considered that a parallel zebra crossing would provide a crossing facility that is more easily usable by all road users.

Option 3 is also considered to be preferable to Option 2 (Parallel zebra crossing with *minimal* land take) as the greater carriageway lane widths provided by Option 3 would ensure the filter lanes can carry all sizes of vehicle, increasing the effectiveness of the scheme. Option 3 also provides 3m wide shared used paths, the minimum recommended by design guidance.

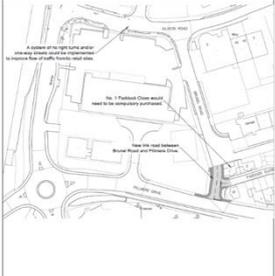
6.1.3 The comparative advantages and disadvantages of the presented options in Chapter 4, including the preferred road widening option, can be summarised as follows:

*Low: under £50k
 Medium: £50k-£100k
 High: £100k-£500k
 Very High: Over £500k

Ref	Proposal	Image	Pros	Cons	Estimated Cost*
Shorter Term Options					
4.1	Advisory Signage Strategy		<ul style="list-style-type: none"> - Can be undertaken on a trial basis - Lesser impact on wider road network, therefore extensive traffic modelling likely not required - A parallel zebra crossing could be provided which would be a facility suitable for most people - Could be more easily implemented as an additional, supplementary measure to the other proposals listed below 	<ul style="list-style-type: none"> - Increased traffic on Pillmere Roundabout, therefore monitoring required. This could be included as part of a trial. - Could cause increased congestion on A38 westbound between Carkeel and Latchbrook, therefore consultation with Highways England required. - Impact on congestion at Gilston Road may be limited due to advisory nature of proposal 	Low (+High cost for a parallel zebra crossing on Gilston Road)

4.2	Right turn prohibition out of Gilston Road		<ul style="list-style-type: none"> - Can be undertaken on a trial basis - Forcing all vehicles to turn left would likely reduce queuing time on Gilston Road - Lesser impact on wider road network, therefore extensive traffic modelling likely not required. However there could still be unforeseen consequences, so some traffic modelling is still recommended. - A central refuge could be provided that would follow the desire line for pedestrians and cyclists 	<ul style="list-style-type: none"> - Increased traffic at Pillmere Roundabout, therefore monitoring required. This could be included as part of a trial. - There may be a level of non-compliance with the prohibition, particularly during non-peak times - Large vehicles required to do a U-turn at Pillmere Roundabout. Vehicle tracking indicates this manoeuvre is possible, but that it may also be awkward. - Permanent proposal has previously been publicly consulted upon, and received mostly negative responses - The refuge could be at most 2.5m in length, while cycle design guidance suggests such 	Trial-Low Permanent-Medium
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				<ul style="list-style-type: none">- Widening the carriageway would require significant utilities diversion, contributing to high cost- Wider filter lanes increase the crossing distance at the parallel crossing- Residual safety risks remain that are an intrinsic part of the scheme (para. 4.4.6)	
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4.9	Brunel Road-Pillmere Road Link		<ul style="list-style-type: none"> - Creating a new link road would provide an additional route out of Gilston Road, likely leading to a decrease in queueing - The additional link could allow the implementation of a system of one-way roads and/or turn prohibitions to improve traffic flow - A parallel zebra crossing could be provided at Gilston Road 	<ul style="list-style-type: none"> - Would require compulsory purchase and demolition of a private residence - Likely resistance from nearby residents, including possible compensation for some - Increased traffic at Pillmere Roundabout, traffic modelling would be required 	Very High
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6.1.4 Some of the options listed above, particularly the advisory signage strategy, could be delivered in combination to ensure maximum effect. For example, the advisory signage strategy could be provided in conjunction with a right turn prohibition. Regardless of this it is clear that there is no option which is deliverable in the short-term that is also guaranteed to alleviate traffic congestion on Gilston Road without adversely affecting the wider road network. Trials of some of these short-term proposals would provide further clarity on this, however it could be that a long-term solution that includes comprehensive study and modelling of the road network in northern Saltash is required in order to solve the issue.

6.1.5 It should be noted that the proposals outlined in this report are feasibility proposals only and should not be treated as detailed designs for construction. Any proposals taken forward will need to be investigated in more detail before they can be delivered.

Update and meeting with James Hatton On 14th September, will update outcome on the next full council meeting in October.

Update from Planning Committee meeting regarding 127 Old Ferry Road Saltash. Called in by the Town Council and Ward Member

The Senior Development Officer recommended that the application be approved with conditions .

Resident Stephen Jensen attended the meeting and spoke against the application as did Councillor Brenda Samuels.

Points made by the Electoral Member in relation to the application

1 She made reference to the policies relevant to the application , in particular, those that sought to conserve and enhance heritage assets.

2 She was disappointed that the application was recommended for approval as this was inconsistent with the pre-application advice given.

3 The housing requirement in the area had been met with planning being granted at Treledan and Pill.

4 The proposal would create parking problems on a busy road that had recreational amenity space at one end.

5 The proposal would constitute overdevelopment and overbearing on associated properties but if minded to approve the application a maximum of 3 or 4 bungalows would be the most acceptable

Points raised in debate by members

1 They needed clarification of the type and style of surrounding properties

2 Two Storey properties would be likely to be overbearing and bungalows would be a preferred option to be considered at the reserved matters stage.

3 All relevant policies and material planning had been considered when assessing the application.

4 Clarification on the assessment undertaken in relation to bats on the site.

5 A prior notification process had been undertaken that meant there was a realistic fall-back position of demolition on the site.

Arising from consideration of the report and debate by the committee it was Resolved that the application be approved 5 votes in favour,4 against and 1 abstention.