

**Report re the meeting of 28<sup>th</sup> August 2019**  
**Organised by Saltash Town Council to discuss traffic issues at Gilston Road, Saltash.**

In attendance: -

Rt Hon Sheryll Murray MP

Gloria Challen, Mayor

Pete Samuels, Deputy Mayor

Ray Lane, Town Clerk

STC North Ward Councillors Sarah Gillies, Julia Peggs, Bill Phillips, Brenda Samuels

Counwall Councillors Sheila Lennox Boyd, Sam Tamlin

Paul Allen, Cormac Highways & Environment Manager

Alistair Uglow, Project Manager / Engineer, Cormac

Also in attendance, Cllr Miller, Cllr Fox, Cllr Pinckney, Cllr Yates, PCSO Mary Wells, concerned Saltash residents and traders and Allan Mendelsohn who is Managing Director of ADL Traffic and Highways Engineering

Background: -

The meeting was called following a letter received by STC on behalf of McDonalds, Sue Ryder, Food Warehouse and Home Bargains, also other representations of concern regarding the traffic issues at the Gilston Road / Callington Road junction.

It should be borne in mind that this junction also forms part of a consultation currently taking place in respect of the proposed Saltash Cycling and Walking Phase 1b plan, to which Saltash Town Council will make comments and representations separately.

It should also be understood that any final decision on this junction will be taken by Cornwall Council, not Saltash Town Council.

Comments made and issues raised at the meeting: -

Mr Allan Mendelson questioned the representatives from Cormac to established what data exists in respect of the current and estimated future use of bicycles in this area. It was established that no data was available.

Referring specifically to the issue of sometimes substantial traffic delays in exiting Gilston Road, Mr Mendelsohn asked whether any surveys or observations had taken place by Cormac in the previous month or so. It was established that observations had taken place on one day only during that period, for a period of approximately one hour at around lunchtime. It should be noted that weekday lunchtime is not recognised as a time when any problem particularly exists at this junction.

It would be reasonable to suggest that the problem of exiting Gilston Road occurs at certain times of day during the working week and for longer periods at weekends, when turning right proves to be extremely difficult due to traffic that is queuing on the northbound carriageway of Callington Road, back to the Pilmere roundabout and often further back towards the Burraton traffic lights, with traffic also queueing back along Burraton Road.

When all attendees were asked to express whether they felt the proposed left turn only at the junction would be successful and improve traffic flow, there was little support for this idea. It was recognised that if traffic were to be sent southbound to the Pilmere roundabout to perform a 180 degree turn at the roundabout, this traffic attempting to breach the northbound queue would cause additional congestion and potential gridlock.

Concerns were also expressed that large goods vehicles might find a 180 degree turn at the Pilmere roundabout difficult, causing those vehicles headed eastbound on the A38 to find an alternative route via Callington Road southbound and then via New Road and North Road, adding to traffic and pollution in these areas. Similarly, vehicles headed westbound might use Burraton Road and Latchbrook, before attempting to join the A38 at a particularly difficult junction, raising concerns of road safety.

The opinion of the planners was that most goods vehicles could perform a 180 degree turn at the Pilmere roundabout, but acknowledged that these vehicles would need to be in the left hand lane to gain sufficient turning radius, but did not feel this would unduly compromise vehicles in the right hand lane.

Suggestions made by various parties to improve traffic flow at the junction included traffic lights or a mini roundabout, an exit from the estate into Pilmere Drive and a one way system in the Lidl car park which was met with positivity by Lidl management, but the suggestion that found most favour was to widen the junction to allow for dedicated left and right hand turn lanes, although that would make the proposed cycle lane crossing Gilston Road unviable at the point shown in the Cycling and Walking proposals. It was suggested that this crossing point be moved several metres along Gilston Road, where the road narrows, making for a safer crossing.

It was recognised, however, that any improvement at this junction would not prove effective until such time that the queueing of traffic along the northbound carriageway is eliminated, which it is hoped will be achieved by modifications at the Carkeel roundabout due to take place later this year.

In view of the above, Sheryll Murray MP has written to Rt Hon Robert Jenrick MP, Secretary of State for Housing, Communities and Local Government to ask that the time constraint on funding for the Cycling and Walking Scheme in this area be given an extension, to allow for the Scheme to be advanced only after the Carkeel roundabout improvements have been made.

A response to the letter to Rt Hon Robert Jenrick MP is currently awaited.

Report compiled by Pete Samuels, Deputy Mayor.