

Information			
Project:	Cornwall Gateway Community Network Programme	Job No/Task No.:	0361
Subject:	St Germans Speed Limit Feasibility Study	Project Ref:	
Prepared by:	Kate Gambitsis	Date:	29/07/2022
Checked by:	Paula Rodriguez Sosa	Date:	02/08/2022
Approved by:	Mark Saunders	Date:	04/08/2022

Issue & Revision Record						
Revision	Date	Originator	Checked	Authorised	Purpose of Issue	Nature of Change
0.1	11/02/2022	AWM	SS	AR	First Issue	-
0.2	04/08/2022	KG	PRS	MS	Second Issue	Parish Council Comments

1 Introduction & Background

1.1.1 St Germans Parish Council has requested a review of the speed limits on the entries/exits of the village following several concerns raised by local residents. This feasibility study will review the existing speed limits, waiting restrictions and displacement of parking on the BS329 (Church Street) and Bag Lane, and provide a design and solution to create a safe passage for highway users.

1.1.2 The following proposals have been noted in the client brief (CG32 Client Brief St Germans Feasibility Study MRCP & GB signed – Dated: 26/01/2021):

- a. Undertake a feasibility study throughout St Germans with regard to reducing the speed limit to 20mph.
- b. Consideration of any required traffic calming (using traffic parking measures).

1.1.3 In addition to the above proposals, the following requests were noted during a meeting dated with the Parish Council and the Highway Manager on 19/07/2022:

- c. Consideration of bus stop improvements on both sides of the village on Church street opposite Fern cottage and outside Lynher House.

- 1.1.4 This study considered the above requests and where possible sought to recommend further proposals to provide a safe passage for highway users. See **figure 1-1** for the location of the study area. The area outlined in Red is the main through road (B3249) through St Germans, with the area outlined in Yellow indicating the secondary entry route into the village (Bag Lane).



Figure 1-1 Study Area

- 1.1.5 This is a Cornwall Gateway Year 3 Community Network Programme Scheme that has been nominated by St Germans Parish Council.

2 Existing conditions

- 2.1.1 The B3249 Church Street/Fore Street/Gallery Lane is a rural 'B' road, becoming a residential through road as it passes through St Germans. The road is currently bounded by 30mph speed limit gateways on the entry and exit of the village before reverting to National Speed Limits. The road is on average 5.5m wide and has an intermediate volume of on-street parking throughout the day and evenings.

2.1.2 Within the village limits, the B3249 has a speed limit of 30mph with limited street lighting. Traffic speed data gathered in February 2020 (shown in **Figure 1-2**) indicates an 85th percentile speed of 30mph south-eastbound, and 32mph north-westbound, and a mean speed of 25.7mph south-eastbound, and 26.7mph north-westbound.

Date of Deployment	End of Operation	Total Period of Operation
21/02/2020	28/02/2020	8 days



Summary Table						
 Speed Limit	All Observations		Weekdays		Weekends	
	South-eastbound	North-westbound	South-eastbound	North-westbound	South-eastbound	North-westbound
Number of Observations:	3,730	3,326	3,022	2,668	708	658
Mean Speed (mph):	25.7	26.7	25.7	26.6	25.7	27.5
85thile Speed (mph):	30	32	31	32	30	33
Standard Deviation:	5.1	5.8	5.2	5.9	4.7	5.2
% ≤  :	85.2%	76.5%	85.0%	77.0%	86.3%	74.6%
% 31 mph to 40 mph:	14.6%	22.8%	14.9%	22.5%	13.7%	24.3%
% >40 mph:	0.1%	0.7%	0.2%	0.6%	0.0%	1.1%

Figure 2-2 Speed Data

2.1.3 There is one bus route (75A) through the village, which operates with approximately six services a day in each direction. The bus stops are located in both directions, south of the Railway Station and outside the Village Hall on Church Street. One of the four bus stops within the village has a bus stop cage and clearway.

2.1.4 A site visit was undertaken on the 14th November 2021 between the hours of 10:00 and 13:00 to note the existing conditions, take measurements and to photograph the site. The site visit confirmed the locations of NWAAT (double yellow lines) and the bus stop locations. No observations were undertaken in the hours of darkness.

- 2.1.5 Statutory utility information for the scheme extents has been collected. However, since this feasibility study deals with road markings and limited signage only this is not a key consideration when reviewing proposals.
- 2.1.6 There are no Public Rights of Way along the corridor and all roads are within the publicly maintained highway. A check of the Environmental Records Centre for Cornwall and the Isles of Scilly (ERCCIS) shows the area as a “built environment”, with most of the village north of Fairfield junction classified as conservation area.
- 2.1.7 As shown in **Figure 1-3**, there are three known personal injury collisions on the B3249 in the last five years. In November 2016 at the Fairfield junction there was one accident resulting in one slight injury. In May 2016 on Nut Tree Hill there was one accident resulting in two slight injuries. In August 2017 on Fore Street there was one accident resulting in one slight injury. No further information was available regarding these collisions.

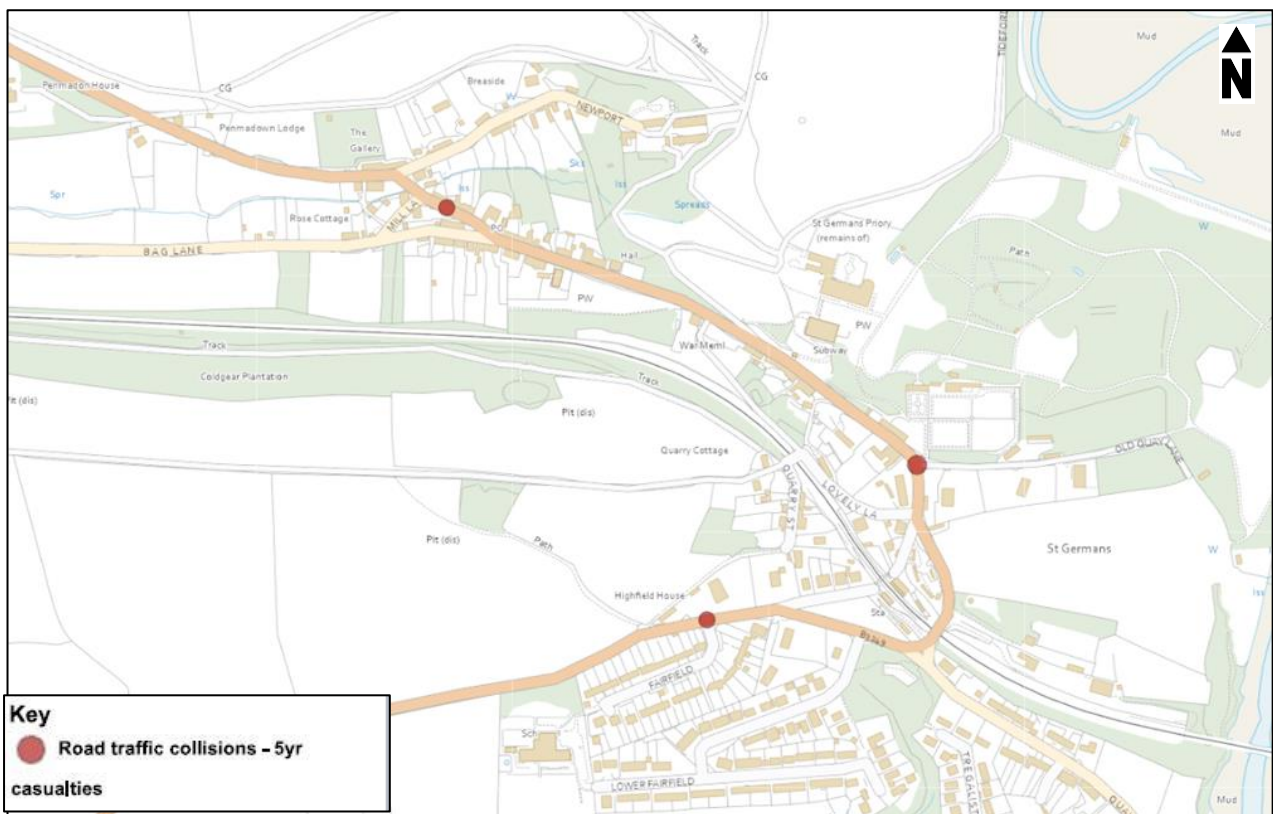


Figure 2-3 Crash Data

3 Methodology

3.1.1 To develop the feasibility study that reviews the overall speed limit for St Germans, focusing on the B3249 and Bag Lane, the following process was implemented:

- Review the proposals put forward in the client brief along with any supporting correspondence from local residents;
- Review the existing traffic data and conditions;
- Assess and confirm the key concerns; and
- Develop solutions and identify further investigation where required.

3.2 Key concerns

3.2.1 The key concerns raised by the local residents and outlined in the brief, focused primarily on vehicular speed and the associated safety concerns within the village. The proposals for the St Germans area have been reviewed against these concerns and impacts are outlined in Section 4.

3.2.2 Consideration of each of the proposals impact on parking spaces has also been included.

3.3 Design standards

3.3.1 The proposals in Section 4 have been devised and assessed using OS mapping, observations from site visits, and design guidance. An overview of the proposals outlined in **Table 4-1** below can be found in Appendix A: General Arrangement.

3.3.2 Design guidance used includes, but is not limited to, the Traffic Signs Manual (various chapters), The Traffic Signs Regulations and General Directions 2016, along with the Department for Transport Circular 01/2013.

4 Proposals

4.1.1 The proposals put forward in the client brief have been developed and assessed as explained in the methodology and are summarised in **Table 4-1** below.

Table 4-1 Proposals

	Proposal	a. Safety	b. Parking	Recommendations
A	Install new 40mph gateway signage and Dragon's Teeth markings on the three approaches to St Germans, approximately 400m further from the village than the existing 30mph gateways to create a 'buffer' zone transition between the National Speed Limit and proposed 20mph limits.	Provision of 'buffer' zones on approach to the village shall encourage vehicles to reduce speed gradually rather than a sudden significant decrease in speed which could result in loss of control.	No Impact.	Proposal acceptable as it reduces speed through the village. Additional lining on top of the required signage is suggested as it will help identify the speed change in a location that would otherwise still feel rural.
B	Replace the existing 30mph gateway signage with 20mph signage on the three approaches to St Germans and refresh the road markings and surface dressing.	Traffic data indicates 85 th percentile speed through the village is between 30-32mph, with mean speeds between 25.7-26.7mph. The lack of footways and visibility indicates the need to further reduce this speed down to 20mph to improve safety.	No Impact.	Proposal acceptable as it reduces speed through the village and consequently improves safety. Due to existing measured speeds, traffic calming is suggested.
C	Installation of 'no waiting at any time' restrictions (double yellow lines) at the Gallery Lane/Newport junction improve junction visibility.	The current informal parking arrangements result in vehicles driving around the bend on the wrong side of the road, resulting in potential collisions. The proposed markings will improve visibility at the junction and encourage safer driving habits.	Potential loss of several parking spaces. However, these spaces are currently in dangerous locations.	Proposal acceptable as it improves safety.
D	Installation of 'no waiting at any time' restrictions (double yellow lines) at the southern bus stop on Church Street to provide an unobstructed length for passengers to board/alight and enable passage through the narrow section of road opposite the buildout and the B3249/Bag Lane junction.	Provision of a protected length for the bus to stop will improve safety for passengers to board/alight as well as improve passage and general visibility at the junction with Bag Lane.	Loss of approximately 4No. parking spaces.	Proposal acceptable as it addresses the identified issues and improves safety. Recommended instead of a bus cage due to the narrow road and bus frequency.
E	Installation of unrestricted parking bays to complement the existing bus cage and to provide safe passing areas for vehicles along this straight section of Church Street.	Vehicles currently park along the B3249 (Church St), however there is no formal parking arrangements, and the positioning of some parked vehicles potentially limits safe passing areas. Providing designated unrestricted bays should encourage better	Loss of approximately 3No. parking spaces.	Proposal acceptable as it addresses the identified issues.

	Proposal	a. Safety	b. Parking	Recommendations
	Exact length of 'no waiting at any time' road markings to be confirmed based on available road width.	parking arrangements, along with slowing vehicles along the fastest section of Church Street.		
F	Proposed carriageway narrowing (material TBC) along with signage and give-way markings to create a priority control giving priority to vehicles south-eastbound, hence slowing vehicles north-westbound. (Near Elliot Lodge).	This carriageway narrowing, in conjunction with the parking bays (Item E), should create a chicane effect via giving priority to north-westbound vehicles at the parking bays, before changing priority at the narrowing further south.	No noticeable existing safe parking arrangements at this location.	Proposal acceptable as it reduces speed and improves safety in the village.
G	Proposed formalised unrestricted parking bay (approx. 3No. parking spaces) opposite the Old Post Office.	Formalising a parking bay (approx. 3No. parking spaces) to promote better parking arrangements and slow south-eastbound vehicles through the village.	Formalisation of existing parking arrangement to promote better parking.	Proposal acceptable as it addresses the identified issues.
H	Proposed carriageway narrowing (material TBC) along with signage and give-way markings to create a priority control giving priority to vehicles south-eastbound, hence slowing vehicles north-westbound (North of Old Quay Lane junction).	This carriageway narrowing, in conjunction with the parking bays (Item G) should create a chicane effect via giving priority to north-westbound vehicles at the parking bays, before changing priority at the narrowing further south.	No noticeable existing parking at this immediate location.	Proposal acceptable as it reduces speed and improves safety in the village.
I	Installation of 'no waiting at any time' restrictions at the Church Street/Old Quay Lane junction to improve junction visibility.	The current informal parking arrangements result in vehicles driving around the bend on the wrong side of the road, resulting in potential collisions. The proposed markings will improve visibility at the junction and encourage safer driving habits.	Loss of several existing parking spaces currently in dangerous locations.	Proposal acceptable as it improves safety.
J	Footway buildout to allow greater space at the bus stop south of the St Germans railway station. Existing junction markings to be amended to suit the new layout.	Provision of a larger area for passengers to wait will improve safety for the most vulnerable. Narrowing of the junction will also have further benefits by helping reducing speeds on entry to the village.	No Impact.	Proposal acceptable as it improves safety.
K	Installation of 'no waiting at any time' restrictions and formalised unrestricted parking bay (approx. 3No. parking spaces) to improve junction visibility (Church Street/Fairfield junction).	The current informal parking arrangements result in poor visibility for vehicles exiting the Fairfield residential area. Provision of junction protection DYLS along with marked bays should improve visibility and encourage safer driving habits.	Loss of potentially 2-3No. unsafe parking spaces.	Proposal acceptable as it improves safety.

	Proposal	a. Safety	b. Parking	Recommendations
L	An alternative to the option provided in Item K is the relocation of the existing westbound bus stop from its existing location outside Penlan to outside Beech House to provide a wider waiting area for bus passengers as well as enable installation of a bus cage and shelter.	<p>Relocation of the bus stop would enable greater space for pedestrians both waiting for the bus and those passing by as well as providing sufficient verge space for the installation of a bus shelter.</p> <p>Installation of the shelter and cage would improve visibility of the bus stop and consequently improve safety for users.</p>	Loss of an additional 3No. parking spaces.	Proposal acceptable as it improves safety.

- 4.1.2 The proposals are based on available OS mapping. A topographical survey is recommended in the next stage of design to confirm available road widths and passing locations.
- 4.1.3 The traffic calming measures proposed focuses on proposals on each entrance to the village as well as the north side of St Germans where the speed data identifies speeding concerns.
- 4.1.4 St Germans has a limited supply of parking for those living and visiting the village especially to the north of the village. While the proposals recommend removing parking at junctions for safety reasons, this needs to be balanced with parking demand and safe locations for parking elsewhere. Consideration of the villages parking requirements should be reviewed at the next stage of design, as well as locations of potential displacement parking (this should include off-street parking).
- 4.1.5 Changes to bus stops have not been discussed with the bus service providers and should be considered at the next stage of design. In particular further extension of the bus stop build-out (Item J) ensuring there is sufficient space for the bus to stop on the B3249, including narrowing of the station access road, which would further reduce traffic speeds at the southern entry to the village.
- 4.1.6 With collection of active travel data, improvements could be made to pedestrian and cycle routes through the village. This could also improve the section of B3249 under the railway and around the bend, which does not have any traffic calming measures proposed at this stage.
- 4.1.7 Subject to scheme development, road safety audit, detailed design and finalisation of materials and construction approach, a budget cost estimate for the above recommendations is in the region of £85,000 to £90,000.

5 Recommendations

5.1.1 This feasibility study recommends proceeding with five of the nine proposals assessed in **Table 4-1** and shown in the Appendix A: General Arrangement Drawings, which are detailed below:

A - Install 40mph Gateway and Dragon's Teeth markings on all 3 approaches to St Germans to create 'Buffer Zones'.

B - Replace the existing 30mph Gateways with a 20mph Gateways.

E - Formalise parking bays and 'no waiting at any time' restrictions (double yellow lines) next to the existing eastbound bus stop opposite the church on Church Street.

F - Install carriageway narrowing features to create a Priority Control near Elliot Lodge.

H - Install carriageway narrowing features to create a Priority Control near Old Quay Lane junction.

5.1.2 These five proposals provide a safer passage for highway users by slowing vehicles on the approach to the village and encouraging slower speeds throughout the village. The proposals address the key issues raised by local residents and the St Germans Parish Council without causing any undue confusion.

5.1.3 Additional improvements to safety and access can be achieved by further investigating the other four proposals from **Table 4-1** (listed below) through undertaking a Parking Study of the area to better understand the parking requirements of the village:

C – Introduce 'no waiting at any time' restrictions (double yellow lines) for junction protection at Newport junction.

G – Proposed formalised unrestricted parking bays opposite the Old Post Office.

I – Introduce 'no waiting at any time' restrictions (double yellow lines) for junction protection at Old Quay Lane junction.

K – Introduce 'no waiting at any time' restrictions (double yellow lines) and marked parking bays at Fairfield junction.

5.1.4 Additional improvements to bus stops:

D – Introduce 'no waiting at any time' restrictions (double yellow lines) at Bag Lane junction and at the current bus stop.

J – Extension of the existing build-out for the eastbound bus stop south of the St Germans railway station.

L – Relocation and improvements to the westbound bus stop south of the St Germans railway station.

APPENDIX A – GENERAL ARRANGEMENT DRAWINGS

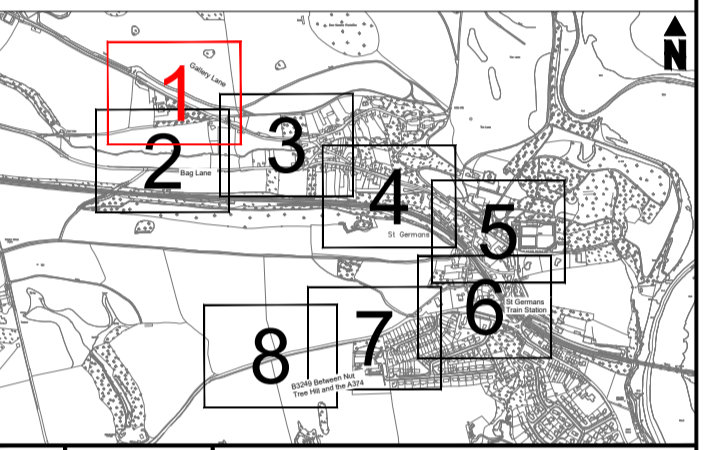
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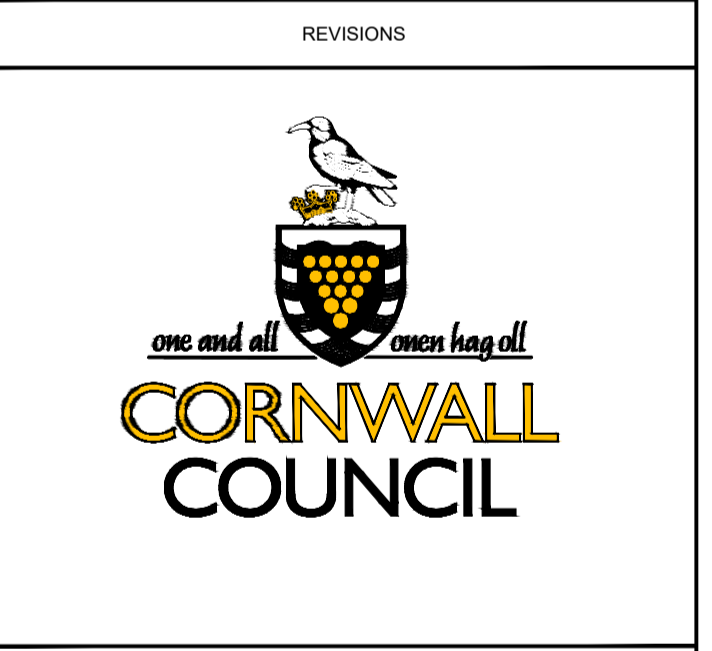
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- KEY:
- PS Proposed sign on new post
 - Proposed Dragon's Teeth



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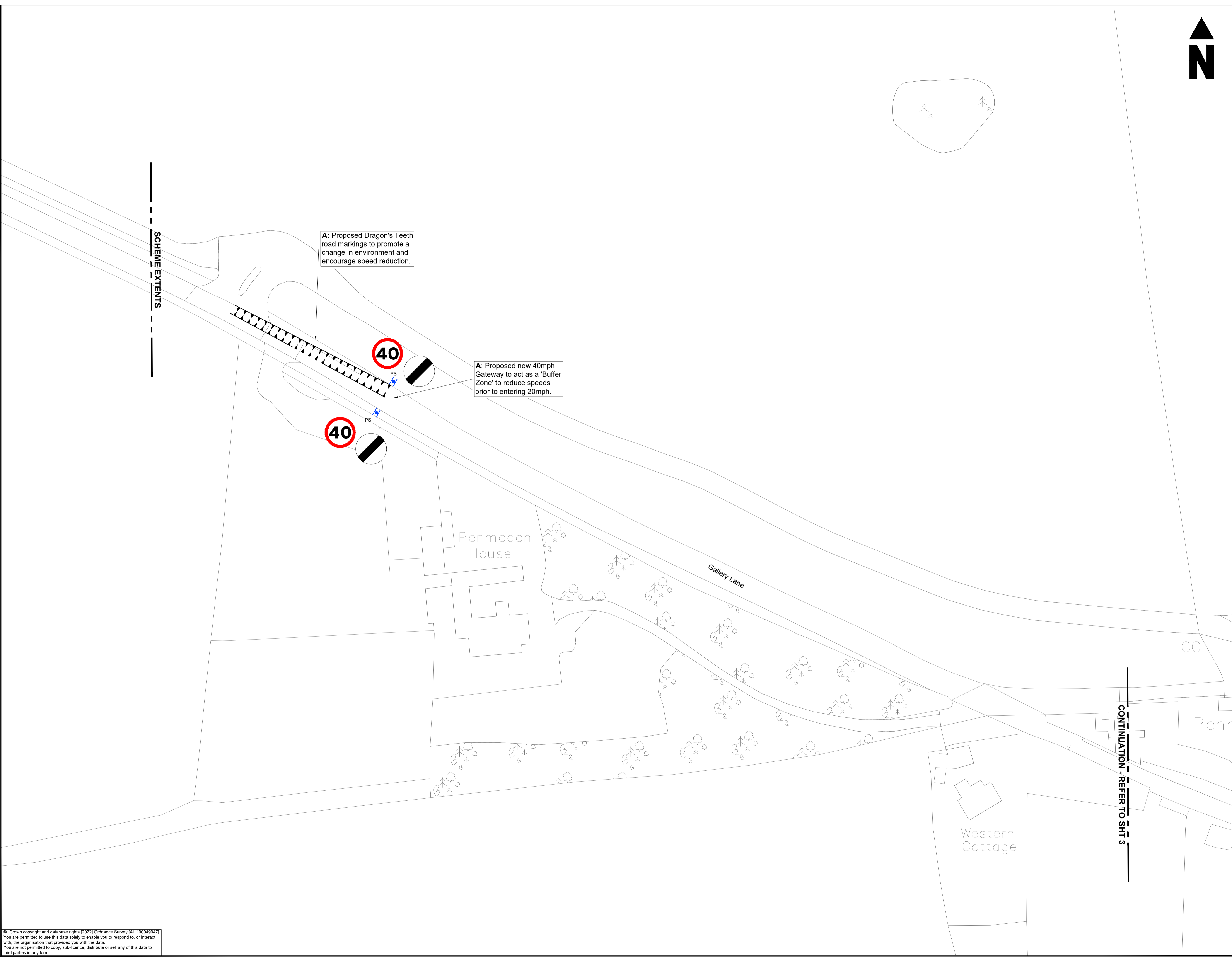
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PROJECT TITLE:
CORNWALL GATEWAY CNP
TRO SCHEMES

DRAWING TITLE:
ST GERMANS FEASIBILITY
GENERAL ARRANGEMENT
SHEET 1 OF 8

SCALE: 1:500m @ A1

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CHECKED: PRS	29/07/22	APPROVED: MS	04/08/22
DRAWING NO:			
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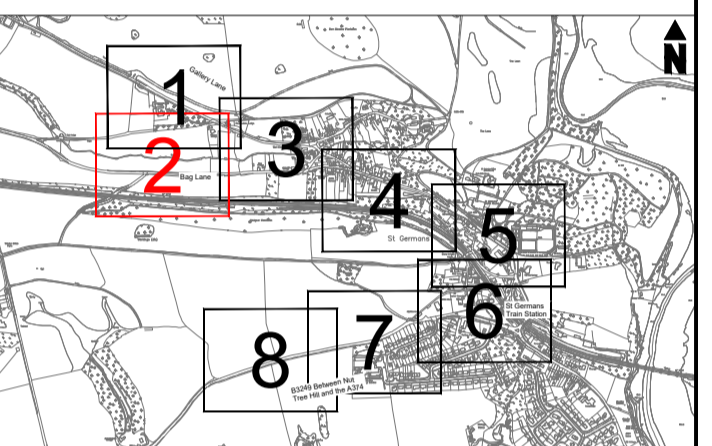


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 - Proposed Dragon's Teeth



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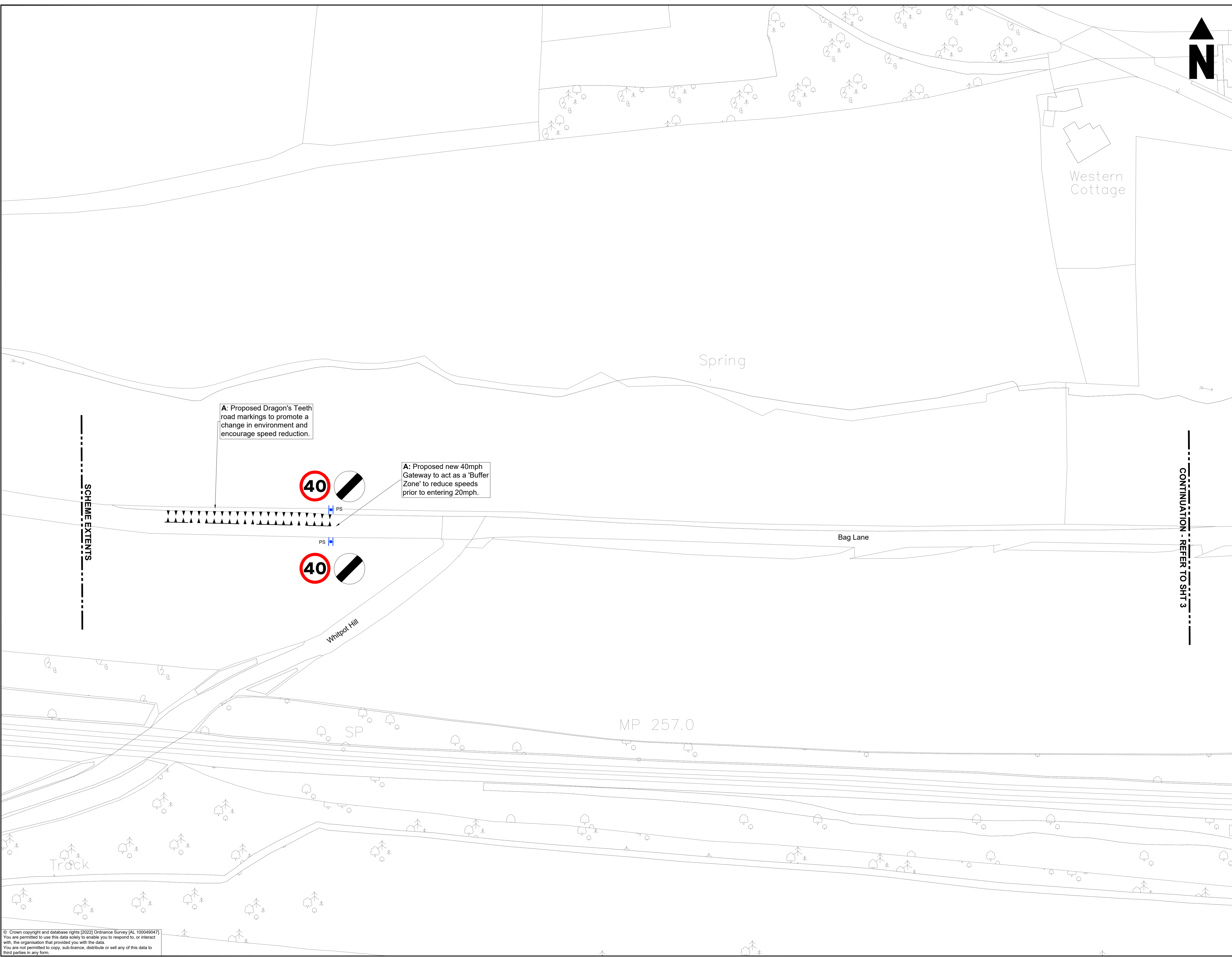
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A: Proposed Dragon's Teeth road markings to promote a change in environment and encourage speed reduction.

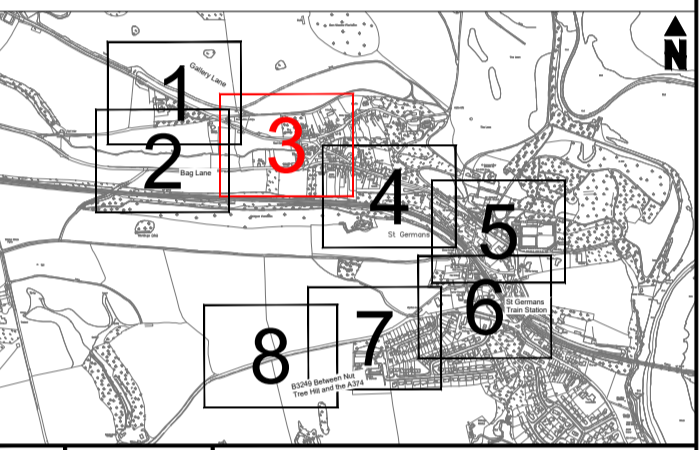
A: Proposed new 40mph Gateway to act as a 'Buffer Zone' to reduce speeds prior to entering 20mph.

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- KEY:
- Proposed double yellow line
 - Proposed give-way markings
 - PS Proposed sign on existing post
 - ⊙ Proposed roundel
 - Proposed high friction surface dressing



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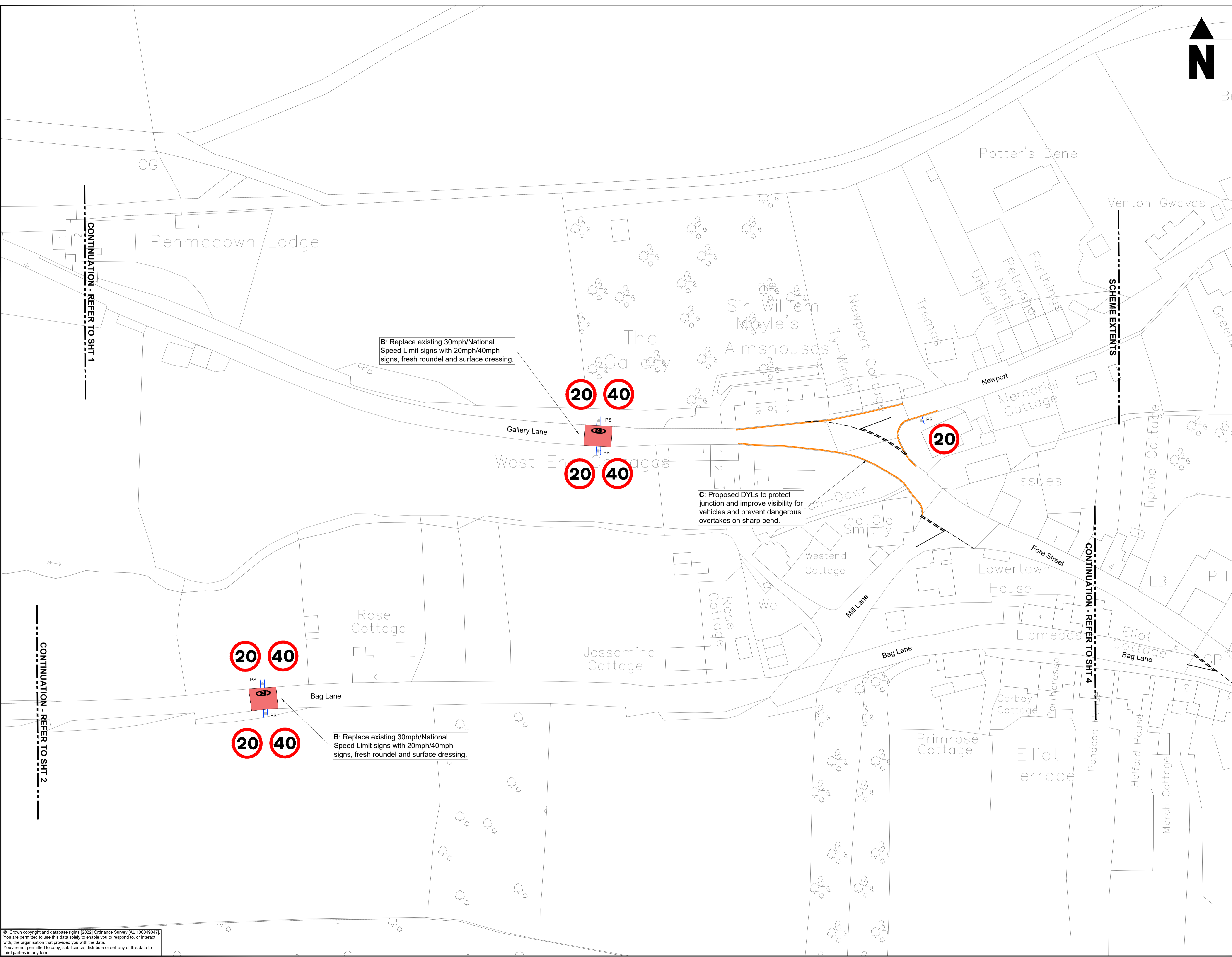
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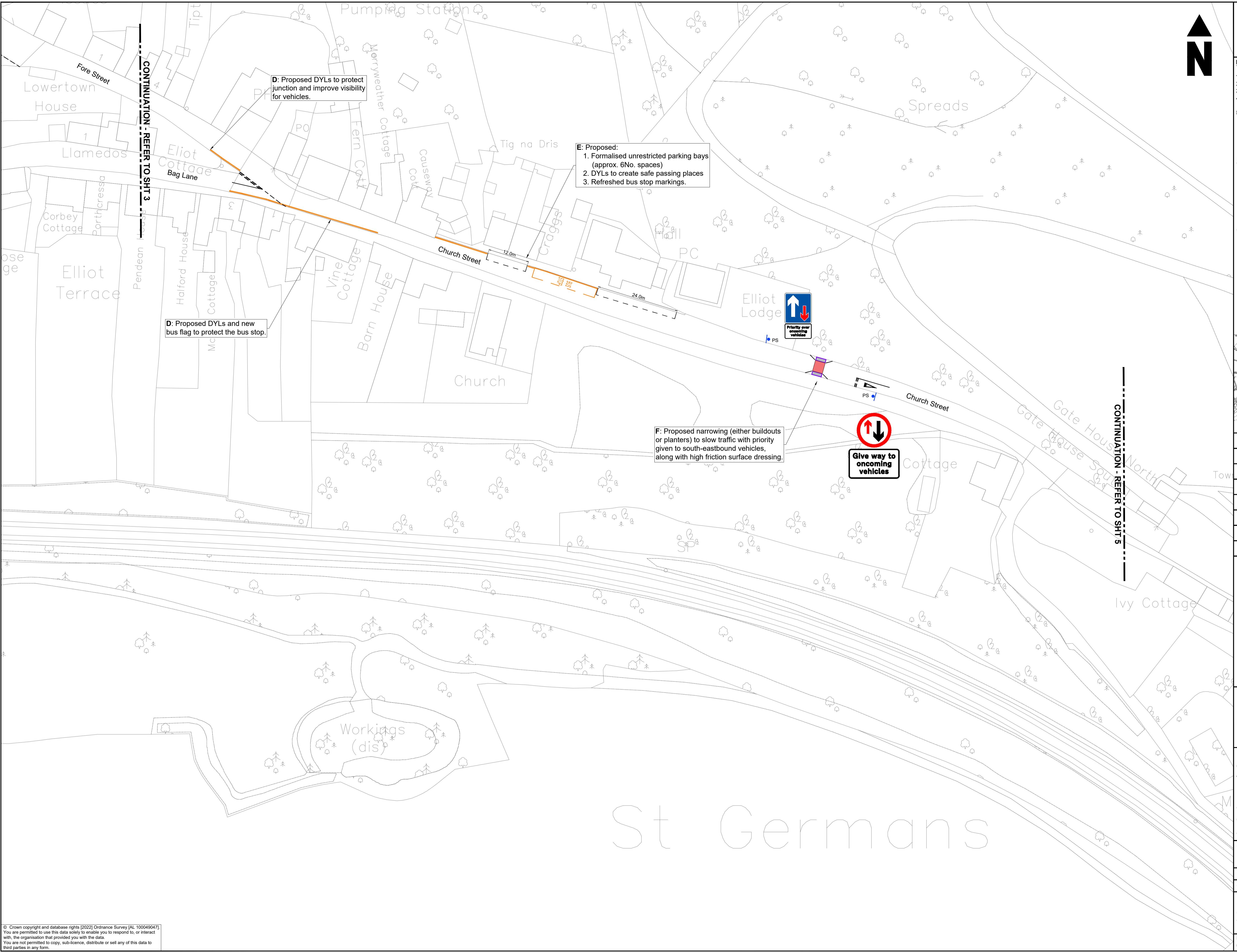


B: Replace existing 30mph/National Speed Limit signs with 20mph/40mph signs, fresh roundel and surface dressing.

C: Proposed DYLS to protect junction and improve visibility for vehicles and prevent dangerous overtakes on sharp bend.

B: Replace existing 30mph/National Speed Limit signs with 20mph/40mph signs, fresh roundel and surface dressing.

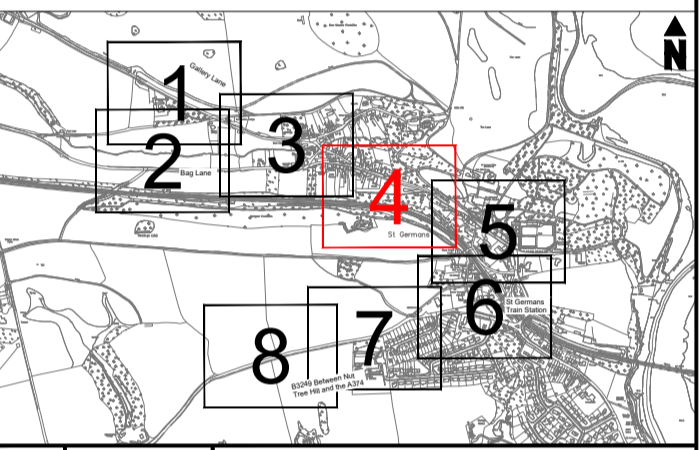
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- KEY:
- Proposed double yellow line
 - Proposed parking bay markings
 - Proposed give-way markings
 - Proposed sign on new post
 - Proposed high friction surface dressing
 - Proposed buildout/planter



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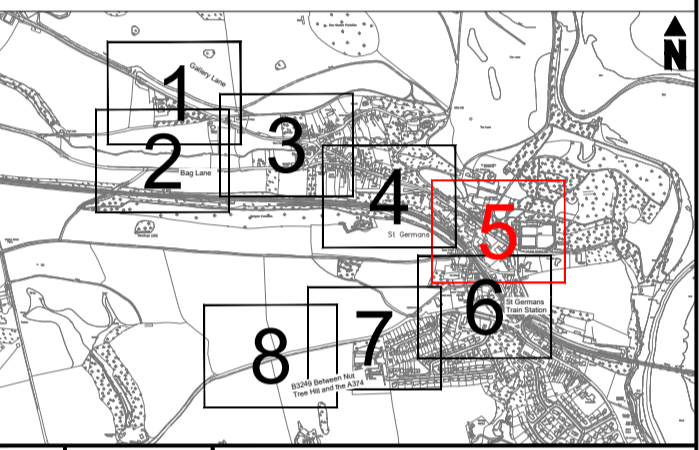
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- KEY:
- Proposed double yellow line
 - - - - Proposed parking bay markings
 - - - - Proposed give-way markings
 - PS [Symbol] Proposed sign on new post
 - [Symbol] Proposed high friction surface dressing
 - [Symbol] Proposed buildout/planter
 - BO [Symbol] Proposed bollard



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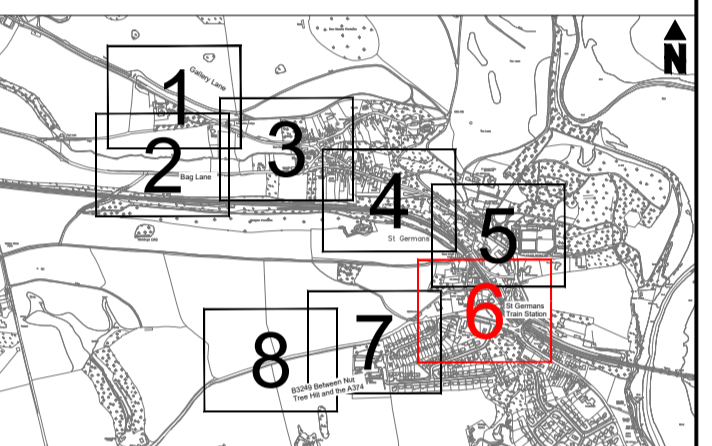


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 - All road markings are to be laid in accordance with the Traffic Signs Regulations and General Directions 2016 (TSRGD) and chapters 3, 4 and 5 of the Traffic Signs Manual (2019).

- KEY:
- Proposed double yellow line
 - Proposed parking bay markings
 - Proposed give-way markings
 - Proposed buildout/planter
 - Proposed bollard
 - Existing sign
 - Existing sign to be removed



REV	DATE	NATURE OF REVISION
P02	04/08/22	Client Comments
P01	11/02/22	First Issue

REVISIONS



CORMAC SOLUTIONS
AECOM

PROJECT TITLE:
CORNWALL GATEWAY CNP
TRO SCHEMES

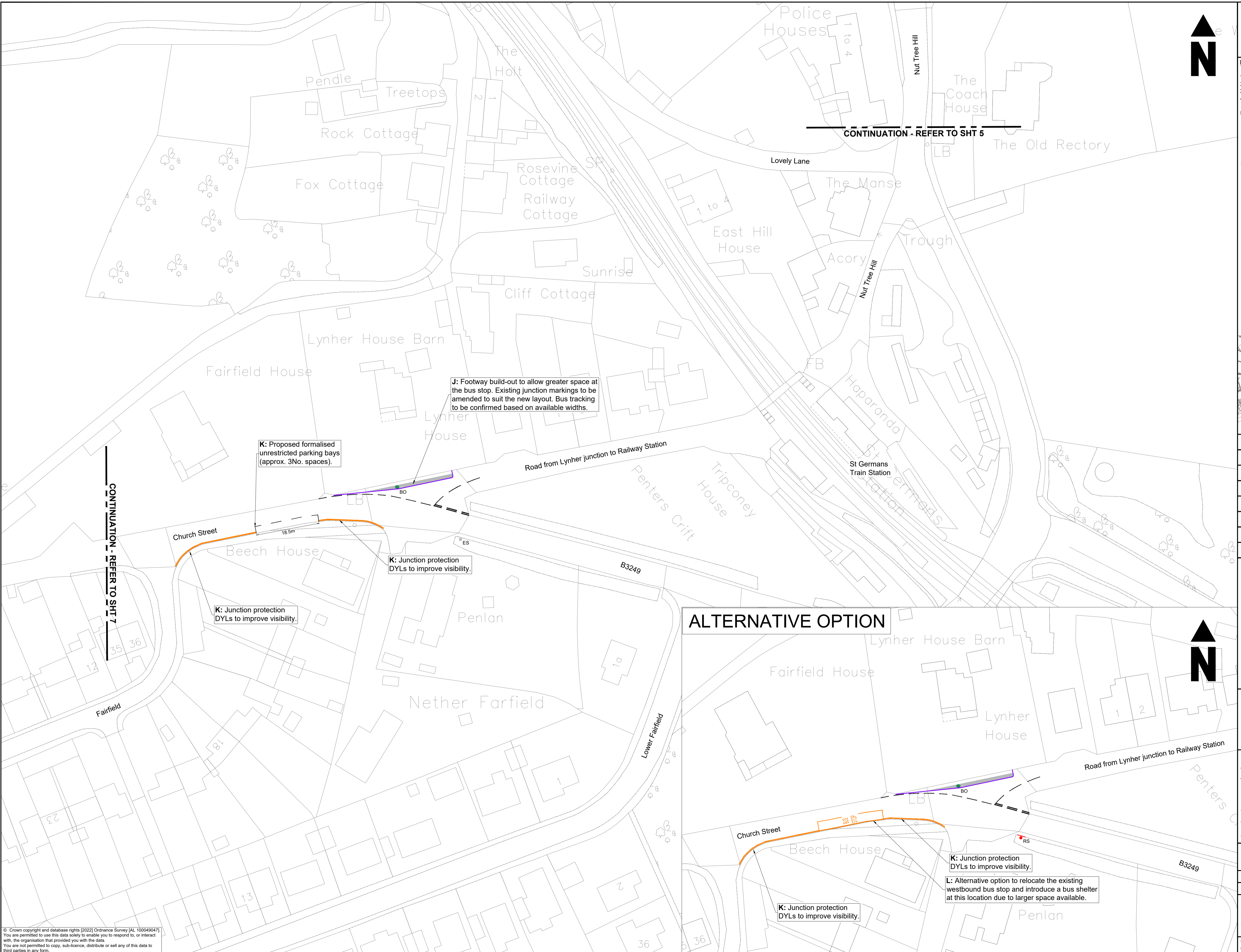
DRAWING TITLE:
ST GERMAN'S FEASIBILITY
GENERAL ARRANGEMENT
SHEET 6 OF 8

SCALE:
1:500m @ A1

PROJECT MANAGER: PRS	DRAWN BY: KG
CHECKED: PRS	29/07/22
APPROVED: MS	04/08/22

DRAWING NO:	ORIGINATOR	VOLUME	LOCATION
60659271	CSL	HGN	SX360574
TYPE	ROLE	NUMBER	
DR	C	0006	

PROJECT REF.:	DRAWING STATUS:	SUITABILITY:	REVISION:
60659271	Preliminary	S3	P02

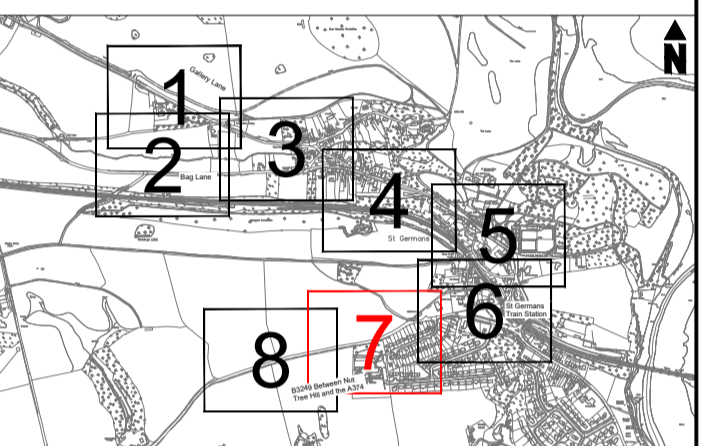


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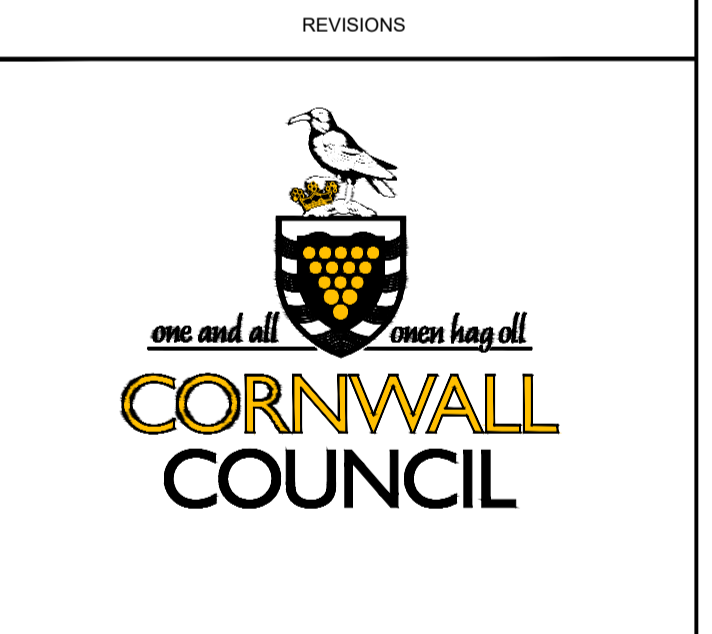
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- KEY:
- PS Proposed sign on existing post
 - Proposed roundel
 - Proposed high friction surface dressing



REV	DATE	NATURE OF REVISION
P01	04/08/22	Client Comments
P01	11/02/22	First Issue



CORMAC SOLUTIONS
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PROJECT TITLE:
CORNWALL GATEWAY CNP
TRO SCHEMES

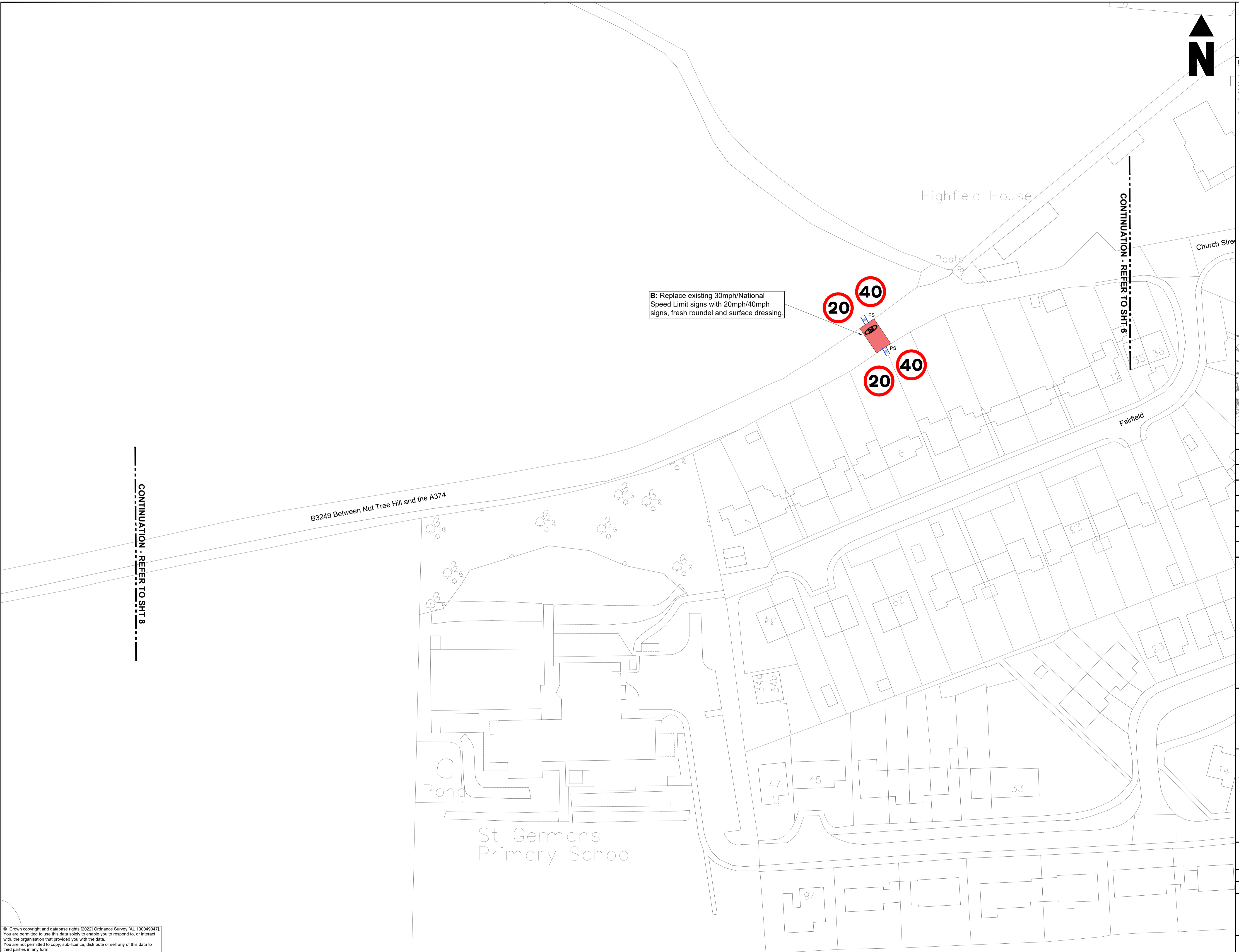
DRAWING TITLE:
ST GERMAN'S FEASIBILITY
GENERAL ARRANGEMENT
SHEET 7 OF 8

SCALE:
1:500m @ A1

PROJECT MANAGER: PRS DRAWN BY: KG
CHECKED: PRS 29/07/22 APPROVED: MS 04/08/22

PROJECT NO:	ORIGINATOR	VOLUME	LOCATION
60659271	CSL	HGN	SX360574
TYPE	ROLE	NUMBER	
DR	C	0007	

PROJECT REF.:	DRAWING STATUS:	SUITABILITY:	REVISION:
60659271	Preliminary	S3	P02



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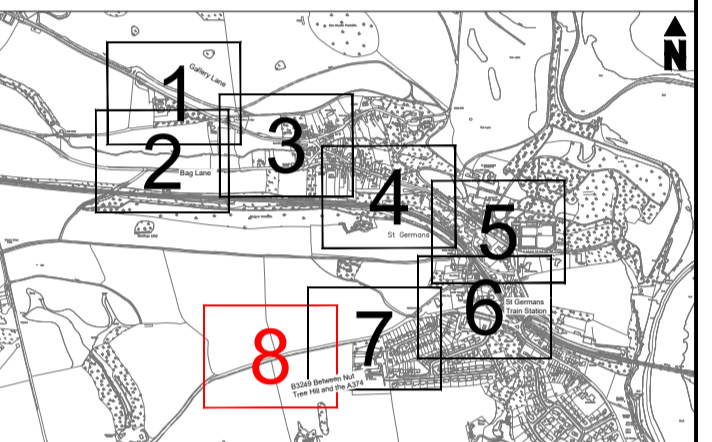
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KEY:

- PS Proposed sign on new post
- Proposed Dragon's Teeth

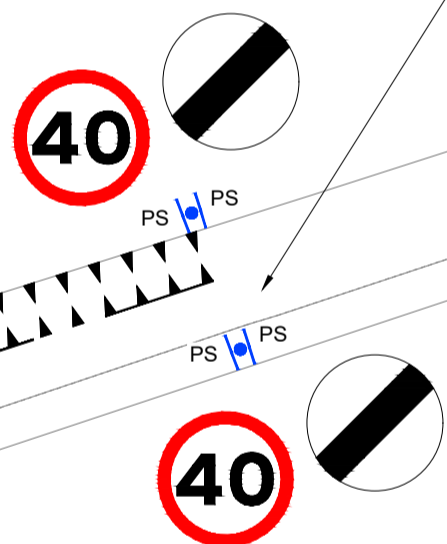


CONTINUATION - REFER TO SHEET 7

B3249 Between Nut Tree Hill and the A374

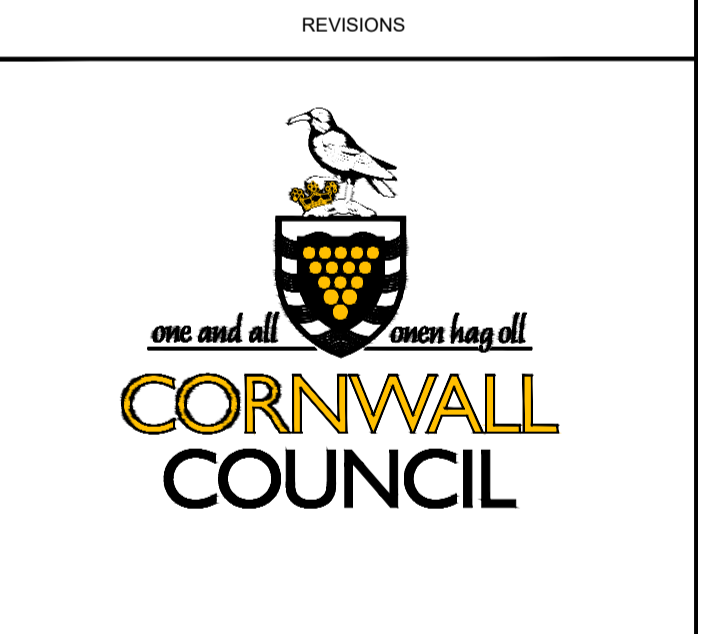
A: Proposed new 40mph Gateway to act as a 'Buffer Zone' to reduce speeds prior to entering 20mph.

A: Proposed Dragon's Teeth road markings to promote a change in environment and encourage speed reduction



SCHEME EXTENTS

REV	DATE	NATURE OF REVISION
P02	04/08/22	Client Comments
P01	11/02/22	First Issue



CORMAC SOLUTIONS
AECOM

PROJECT TITLE:
CORNWALL GATEWAY CNP
TRO SCHEMES

DRAWING TITLE:
ST GERMANS FEASIBILITY
GENERAL ARRANGEMENT
SHEET 8 OF 8

SCALE:
1:500m @ A1

PROJECT MANAGER: PRS	DRAWN BY: KG
CHECKED: PRS	29/07/22 APPROVED: MS 04/08/22

PROJECT NO:	ORIGINATOR	VOLUME	LOCATION
60659271	- CSL	- HGN	- SX360574
TYPE	ROLE	NUMBER	
DR	- C	- 0008	

PROJECT REF.:	DRAWING STATUS:	SUITABILITY:	REVISION:
60659271	Preliminary	S3	P02

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