

**Milly Southworth**

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**From:** david ward <dwsharky@hotmail.com>  
**Sent:** 29 June 2023 11:17  
**To:** Cllr Kate Ewert  
**Cc:** islaygilbey@googlemail.co; Henry Gilbey; themadhouse65@btopenworld.com; antonyparishcouncil@gmail.com; clerk@torpointtowncouncil.gov.uk; william.glassup@cornwallhighways.co.uk; catherine.thompson@cornwall.gov.uk; cllr.john.tivnan@cornwall.gov.uk; William Trinick; Mary Taylor  
**Subject:** Re: Traffic Calming Measures A374 - Antony to Torpoint  
**Attachments:** A374 Antony House Speed Monitoring (762 KB)

Good Morning Kate,

Thank you for sending the latest information.

I must say that having lived in my house since 2001, I am not convinced of these average speed findings outside my property on this notorious corner for accidents? Most certainly, this is not the case for Horson straight where cars and motor bikes often exceed the 60mph limit!? Having said this, if the average speed has been found to be 40mph for negotiating this stretch of the road and the bend safely, then why not make it so? Leaving the speed limit at 60mph just allows locals room to push it and new people to the area to get caught out.

I accept that the recent tragic incident may be in isolation and may have been caused by dangerous driving, however, please ask the Traffic Safety Review Team to read all the relevant correspondence and records dated from 1995 regarding accidents on this road. Failure to do this in the first instance when considering the recent A374 traffic calming measures outside the school and not scrutinising the accident data in detail, meant that the hot spot for accidents was completely overlooked and limited funds may have been targeted in the wrong area? My recent request for FOI has now exposed this key information for everyone's scrutiny.

Secondly, the Traffic Review Safety Team should produce full details of the traffic planning review that was undertaken prior to changing the use of the Antony House to a National Trust visit destination and the new Cemetary on Horson straight: both changes have significantly increased vehicle and pedestrian usage to these venues. To date, despite my requests, nothing has been forthcoming? Indeed, hiding behind the handover from Caradon to Cornwall Council and the subsequent loss of records is just not acceptable! This should have been a key part of the planning applications?

Finally, I have sent pictures of all the wall damage to the Antony Estate wall around the bend which has been caused by cars leaving the road out of control and mounting the pedestrian pathway over the past 6 years or so: most of these were unreported. Also, both my neighbours and myself have had our front garden walls hit on several occasions by cars losing control on this corner. Indeed, as stated before, I personally have pulled people clear of overturned cars! Much of this has been caused by vehicles coming around the corner too quickly up behind other vehicles negotiating turnings to Goad Ave, Antony Estate, Maryfield Church and Wilcove etc.



Noting this, you will understand my frustration and why I want positive action to be taken now. Waiting for the results of the recent incident will have no bearing on this matter, to a rational person, I believe the case to apply further traffic calming measures has already been made and won!

It is not my wish to continually repeat myself, so I just ask that you ensure that the Traffic Safety Team and relevant parties receive a copy of all the recent correspondence from the Torpoint/Antony Parish members, in particular, Mr M Watkiss, my neighbours and myself.

I remain hopeful that common sense will prevail in this matter and we will achieve a positive result which makes this road safer for all users.

Kind regards,

David Ward  
Laun, Torpoint

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**From:** Cllr Kate Ewert <cllr.kate.ewert@cornwall.gov.uk>  
**Sent:** 29 June 2023 09:23  
**To:** david ward <dwsharky@hotmail.com>  
**Subject:** RE: Traffic Calming Measures A374 - Antony to Torpoint

Information Classification: CONTROLLED

Hi David,

Lovely to hear from you, and I hope you are well too?

I've attached an email which has the results of the most recent and the older speed survey on it for your information. As for new traffic calmer measures, we have to wait for the coroners report to be released before any decision can be made on the area. Which I appreciate is hugely frustrating, but is the process that we have to go through.

Speak soon  
Kate

**From:** david ward <dwsharky@hotmail.com>  
**Sent:** 25 June 2023 20:36  
**To:** Cllr Kate Ewert <cllr.kate.ewert@cornwall.gov.uk>  
**Subject:** Re: Traffic Calming Measures A374 - Antony to Torpoint

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Good evening Kate,

I trust you are keeping well and not working too hard!

I was just sweeping through my emails and wondered how this matter is progressing?

Kind regards,



# CORMAC

## RadarClass

A374 Antony House Jct, Torpoint  
December 2022

16/12/2022

Cormac Solutions Ltd | Infrastructure Design



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Issue & Revision Record						
Revision	Date	Originator	Checked	Authorised	Purpose of Issue	Nature of Change
1.0	16/12/2022	AJR	HE	MC	First Issue	



If you would like this report in another format, please contact



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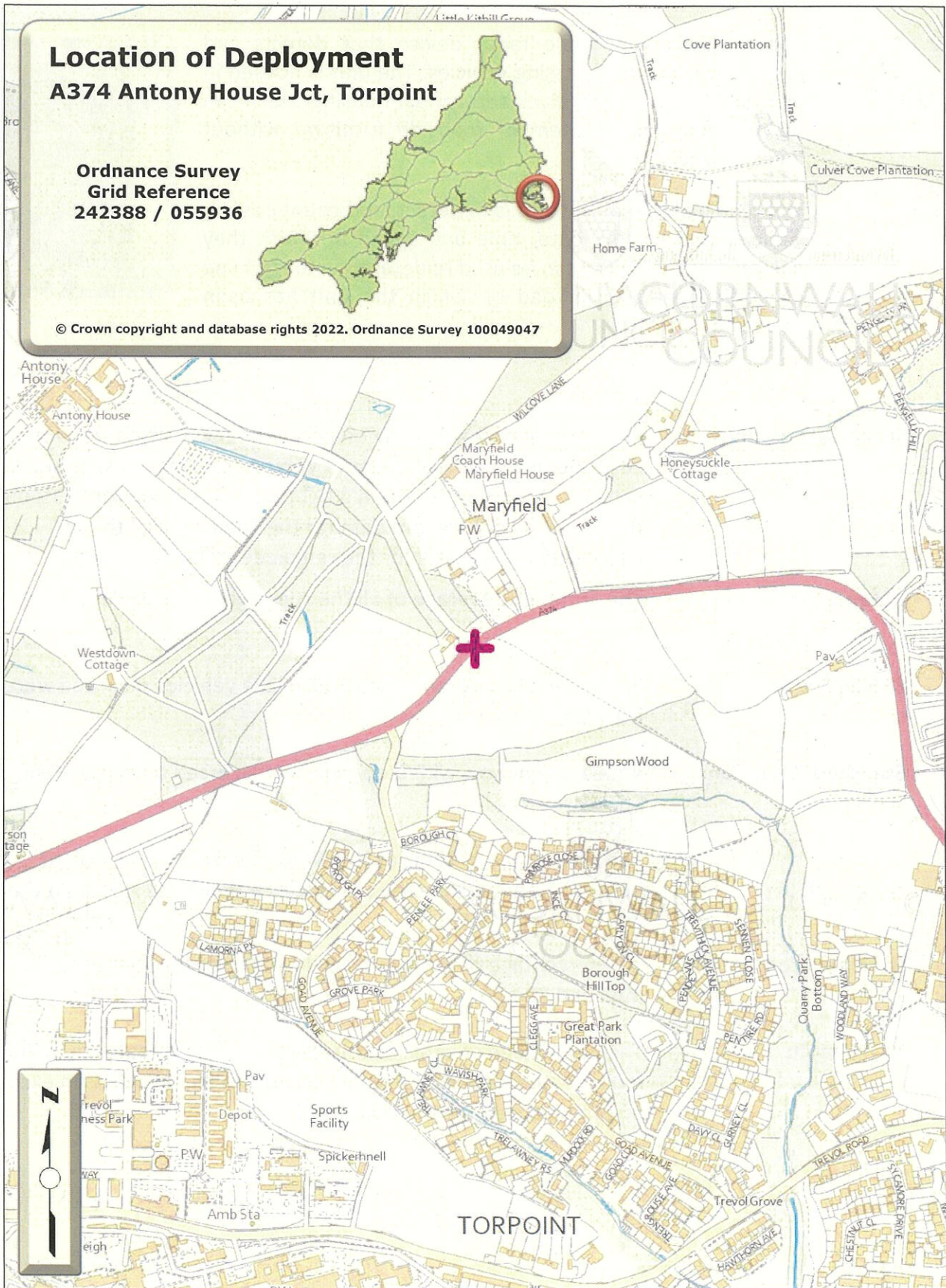
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<b>CORMAC</b>		<b>RadarClass</b>				
		<b>A374 Antony House Jct, Torpoint December 2022 South-westbound / North-eastbound</b>				
Route No	Column No	Neighbourhood Service Area	RadarClass Unit ID	Ordnance Survey Grid Reference		
A374	Post	East	Unit 10	242388 / 055936		
Date of Deployment	End of Operation		Total Period of Operation			
08/12/2022	15/12/2022		8 days			
Summary Table						
 Speed Limit	All Observations		Weekdays		Weekends	
	South-westbound	North-eastbound	South-westbound	North-eastbound	South-westbound	North-eastbound
Number of Observations:	15,327	15,779	11,921	12,282	3,406	3,497
Mean Speed (mph):	34.3	35.2	34.4	35.4	33.8	34.5
85%ile Speed (mph):	39	40	39	40	38	39
Standard Deviation:	5.2	5.1	5.3	5.0	5.1	5.3
% ≤  :	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
% 61 mph to 70 mph:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% >70 mph:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Comments:						
Data Submitted by:	Ken Dunn		Data Processed by:	Jim Rowe		



# 1 Location Map



## 2 Glossary of Terms & Abbreviations

2.1.1 RadarClass is a portable radar device that detects and records the speed of passing vehicles. The unit is housed in an unobtrusive rugged black anti-vandal housing which can be mounted on any item of roadside furniture without looking conspicuous.



2.1.2 The principal role of the unit is to detect, and count passing vehicles and log the date, time and speed at which they passed. Data collected can be used to determine the volume of traffic flow on the road on which the unit has been deployed.

**No of Observations:** The number of readings recorded by the radar. This does not correspond to an exact count of vehicles passing the sign, since vehicles may pass the sign in a tightly packed group (or 'platoon'); the radar will only record data for the 'lead vehicle' that is determining the speed for the remainder of the platoon.

**Mean Speed:** The arithmetic average of all the speed values recorded.

**85%ile Speed:** The speed at or below which 85% of the vehicles recorded were travelling.

**Standard Deviation:** A measure of how widely speeds are dispersed from the Mean Speed.

**% ≤  :**

The percentage of vehicles travelling at speeds of 60 mph or below (i.e. the percentage of vehicles travelling at or within the 60 mph speed limit).

**% 61 mph to 70 mph:** The percentage of vehicles travelling at speeds of between 61 mph and 70mph.

**% >70 mph:** The percentage of vehicles travelling at speeds greater than 70 mph (i.e. the percentage of vehicles travelling at speeds in excess of 10mph above the 60 mph speed limit).