



## Millbrook Parish Council Traffic & Transport Advisory Task Group Notes from the meeting held on 9<sup>th</sup> March 2021 at 7:00pm

### Attendees:

**Millbrook Parish Council:** Cllr S Lewis (Chair of TTATG), Cllr N Roberts, Cllr D Wood, Cllr P Polák (who joined the meeting at 19:55hrs) and Mrs K Heald, Parish Clerk.

**Antony Parish Council:** Cllr P Bulmer

**St John Parish Council:** Cllr R Hoskin

### Topics for discussion

Cllr Lewis opened the meeting at 7:05pm advising the Councillors from other parishes that there are several traffic & transport issues in Millbrook Parish, which as the parishes are all interlinked, affect other parishes on the Rame Peninsula. Although this is not a Cluster Group meeting the Chair highlighted the neighbouring parishes used to meet initially as a cluster group and then to produce the Rame Peninsula Neighbourhood Development Plan.

#### 1. Hounster Hill / Top of West Street

##### (i) Feedback from haulage / distribution Companies

- The Clerk reported she had been in touch with a local haulage Company in Torpoint. One of the points raised was the signage coming into Millbrook is not sufficient for HGV vehicles, adding that signage advising the drivers that they would be approaching the narrow and bendy roads in West Street / Hounster Hill ('the Narrows') would be better placed as far up as Tregantle.
- Cllr Hall has been in touch with the Road Haulage Association. If any size restriction is put in place businesses would have to follow it but the Parish Council has to face the fact we can't enforce it, that has to come from the Cornwall Council. A local initiative contacting businesses would be helpful. If businesses let hauliers know the problems, they would want to help as they would not want to see anyone having to deal with damaged property.

##### (ii) Feedback from neighbouring parishes

Cllr Roberts stated if Millbrook, as the directly affected parish, were to apply and be successful in attaining a restriction on the road going through 'The Narrows', this would have an ongoing effect on other parishes and businesses. There is a



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potential economic effect whilst at the same time there is a section of the road where properties have been hit and damaged. Properties were damaged in three times in the space of a fortnight. If a vehicle gets stuck in this section of road it could seriously delay emergency vehicles. Vehicles have been known to be stuck in the West Street / Hounster Hill area, coming into Millbrook for 30 minutes. An acceptable solution to the problem will need input from other parishes.

Cllr Hoskin was under the impression a circulatory system coming in via Hounster Hill through to Military Road was already in place. He raised the question whether it was feasible to put bollards in place in this section. Cllr Lewis responded the area was too narrow.

Cllr Hoskin advised there was a situation recently where a bus was coming along Tregantle and met a large lorry. The bus reversed and its nearside wheels went over the verge, tilting the bus towards the cliff edge and lifting its offside wheels so it couldn't get purchase on the road surface and was completely stuck in a dangerous position

A discussion took place regarding the possibility of creating a hub to be used as drop off. It was suggested Tregantle might be a suitable place. Cllr Roberts highlighted haulage Companies are using large vehicles to make several drop-offs and whilst there would be benefits for the parishes, as soon as the economy of scale is broken by offloading into smaller vehicles at a hub, there would be a knock-on effect in terms of costs for the end user.

Cllr Lewis suggested vehicle size restriction could be taken further back, as far as Tredis.

It was noted representatives from Maker-with-Rame Parish Council had been invited but were not present. The Clerk stated as they are not direct neighbours to Millbrook and it is not a cluster meeting, Shevioc Parish Council have not yet been contacted. Cllr Roberts suggested following this meeting it is fed back to both parishes that the only workable solution the representatives could see would affect their parishes and they would like them to be involved in future discussions.

Cllr Bulmer highlighted the problems with vehicles getting through in the summer. This has been raised with Cornwall Council. He suggested an independent survey is completed by the Road Safety Agency. (Contact Adam O'Neill at Cornwall Council). A delivery hub for artic lorries / larger vehicles would solve the issue for the Peninsula as a whole.

### **(iii) Communication from local businesses**

- The Clerk has been in contact with some of the local businesses.



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- A business owner from the boatyard was not expecting such a large vehicle, particularly as the delivery could have arrived in a much smaller vehicle.
- Mr Darren Newton from Multihull Marina has written to the Council detailing the procedures his Company has in place.(see appendix i)

**(iv) Communication from West Street parishioners**

Residents from West Street have sent several letters to the Parish Council regarding the issues in West Street / Hounster Hill. An email was sent to the Parish Clerk, Sheryll Murray MP and Cornwall Council requesting a vehicle size restriction (See appendix ii)

**(v) Update from Cormac / Cornwall Council Highways**

Works still scheduled to take place on the virtual pavement at the end of April 2021.

**(vi) Publicity / community support to use smaller vehicles**

It was agreed to undertake a collaborative approach contacting local businesses requesting smaller vehicles are used for deliveries in the Rame Peninsula, and publicising this to residents so they, too, can request smaller vehicles when ordering bulky items direct.

**(vii) Public transport**

- Millbrook Parish Council has previously written to City Bus.
- K Heald has written to Cornwall Council regarding the size of the buses.
- Cllr Hoskin showed a picture of a local publication with an image of City Bus titled 'Whoops! Next stop Freathy' detailing the incident previously mentioned.
- It was noted smaller buses were used when works were completed in Cawsand.
- Cllr Bulmer heard that City Bus are in the process of purchasing new buses.
- Cllr Bulmer attends the Rame Peninsula Public Transport Users Group. Due to Covid the AGM did not take place this year.

**Actions:**

**(i) Letter for local businesses**

- A letter is drafted for local businesses and used as a template.
- A list is maintained and each of the five parishes are asked to write to the businesses.

**(ii) Parish Council representatives to feedback recommendations to their full councils:**

- St John Parish Council are due to meet either on 15<sup>th</sup> or 22<sup>nd</sup> April 2021.



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- Antony Parish Council are scheduled to meet on 13<sup>th</sup> April 2021.
- K Heald to email Maker with Rame Parish Council and Sheviocck Parish Council.

(iii) Investigate the feasibility of a delivery hub:

Contact Cornwall Council to ask

- a) if they need a specific project before they will fund the Road Safety study
- b) can the Parish Councils lead it and if so how much will it cost.

(iv) Put pressure on City Bus and Cornwall Council to use smaller buses.

Cllr Bulmer and Cllr Hoskin left the meeting.

Cllr Polák joined the meeting advising the Councillors she had recently spoken to Mr Darren Newton, Multihull Marine who has said he will be updating their terms and conditions for deliveries. It was agreed Mr Newton's response was very helpful.

## 2. Blindwell Hill

A working group had previously investigated the option of a build out at Blindwell Hill.

The Clerk has received an email from the Watch Manager of Cornwall Fire and Rescue Service “*The Fire Service does not much jurisdiction regarding highways, however any new build would come under the realm of Building Control. We are a statutory consultee under building regulations on the area of access, under B5 of these regulations our appliances require at least 3.7m between kerbs. Therefore dropping this width to 3m as shown in map 1 could create problems for us.*”

Please see extract below from ADB:

Appliance type	Minimum width of road between kerbs (m)	Minimum width of gateways (m)	Minimum turning circle between kerbs (m)	Minimum turning circle between walls (m)	Minimum clearance height (m)	Minimum carrying capacity (tonnes)
Pump	3.7	3.1	16.8	19.2	3.7	12.5
High reach	3.7	3.1	26.0	29.0	4.0	17.0

**NOTES:**

1. Fire appliances are not standardised. The building control body may, in consultation with the local fire and rescue service, use other dimensions.
2. The roadbase can be designed to 12.5 tonne capacity. Structures such as bridges should have the full 17-tonne capacity. The weight of high reach appliances is distributed over a number of axles, so infrequent use of a route designed to accommodate 12.5 tonnes should not cause damage.



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Cllr Roberts said there are two options the task group could follow:

Option 1: obtain a revised drawing with only one build out to see if the carriageway width would be sufficient. Probably at extra cost for the drawing.

Option 2: Not carry it forward.

The Council could still liaise with the school and pursue crossing patrols.

**Action:** Following feedback from the fire service the task group will recommend to the full Council that no further action is taken regarding Blindwell Hill as traffic approaching the bend in all directions is already travelling at low speeds.

### 3. St John's Road

Cllr Wood favoured a build out similar to the build out at Hounster Hill on the downhill stretch before the bend and the junction with St John's Close.

**Action:** To be investigated. Contact Cornwall Council Highways to see if this is viable and whether it would require a TRO.

The Councillors discussed the links with Millbrook Primary School. It was noted the former Clerk had tried to arrange a three-way meeting with the former head of the school and Cornwall Council to discuss a crossing patrol on St John's Road.

**Action:** Clerk to contact Millbrook Primary School highlighting this has been flagged up as an area of children's safety for some time. There is not a feasible option for to change the structure of the road or put in traffic calming measures in place however Millbrook Parish Council would be sympathetic and might be able to consider part funding a school crossing control. Before recommending anything to the full Council discussions need to take place with the school.

### 4. Millbrook Tanyard corner

The Council discussed the Tanyard. It was agreed the banner has reduced the incidents regarding inconsiderate / illegal parking.

Cllr Wood suggested bollards are installed on the corner. Cllr Roberts responded there was concern over the buses meeting something coming the other way getting through.

The task group agreed to review the Tanyard after May 2021 to consider whether to recommend a) taking the plans produced by Cormac forward or b) incorporating a 'no loading' restriction on the corner of the Tanyard in the next available TRO.



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**Email from Mr Darren Newton, Multimarine 10/03/2021 <sup>i</sup>**

Dear Karenza,

Thank you for updating us and my sincere apologies for missing that this delivery was due to arrive and the subsequent issue.

This was a shipment of glass from Europe. Due to delays they had not notified us they were going to deliver it that day, or in an artic lorry. If we had been informed we would have met them at Gallows Park and transferred the delivery to a trailer or escorted it through the narrow points down the hill and through the village if clear, as per our usual procedure for larger loads.

The boats we have here are generally not road transportable so we don't tow boats in our out unless it's a dingy. Our policy is to manage deliveries, which normally come in the DPD or small sprinter type van serving us and other business and villagers. We make a point of not having artic lorry deliveries generally. 99% of boatbuilding materials are delivered in a van. If it's a big order and a lorry is unavoidable, I meet the lorry coming in. I will agree a time when the village is quietest and escort the lorry down and through the village, temporarily stopping or redirecting traffic so no obstructions occur by meeting a large empty bus or another lorry backed up or by people that can't reverse or simply won't, which is why I do this.

At worst maybe 6 times a year an artic will deliver a container or portacabin unit to us, but unfortunately we missed this one as it was not communicated to me by the delivery company. We have not in 30 years of operating here had a complaint such as this.

We care deeply about all aspects of our community and our environment and have been reducing the number of deliveries as part of our overall sustainability program, in our efforts to reduce our carbon foot print in response to the climate emergency. This means we bulk buy where we can to get best price and to reduce deliveries.

We also chose UK suppliers where we can. We have a developing sustainability and environmental audit to reduce CO2.

To give you an idea about other movements we have about 100 clients. Most of these don't visit much unless local and especially at the moment as we are closed in the yard due to COVID Rules.

Clearly in the summer, with boats in the yard there may be more movement but then they reduce by 75% as boats go elsewhere removing traffic from here as well.

We have 30 employees and offer local training and employment. This reduces traffic as most of our employees are local. There are about 10-15 cars coming to work in the morning, the rest walk or use bikes.



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We contribute to local groups like RCT Rame beach care, Marine rescue Sea life Diver rescue, now also Café Abundance as part of our local support program.

I guess as more people are at home, the traffic is more noticeable. Clearly it would be good to be able to have access to part time traffic signals operated by light sensors. In my opinion this would help a lot but the biggest issue is big empty busses are the thing that cause most jams on a regular basis. Along with people parking on the corner in the village which is lacking in parking in the first place.

You have my sincere apologies if this delivery upset someone. We do try our best to operate without issues to both environment and transport. On personal note, I have not owned a car for 1 year now and use an e bike instead.

Feel free to look at our web site Sustainability scroll down on this page [News & Multimedia - The Multihull Centre](#)

And if I can be of any help feel free to call

Best regards Darren

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## **Email received from a West Street resident 26/02/2021 <sup>ii</sup>**

I am writing on behalf of our Millbrook Road Issues group. You will all be aware by now of the difficulties that the residents of 'the Narrows' are experiencing and the reason for the formation of this group.

We are extremely concerned by the increased frequency with which articulated lorries attempt to enter the village by this route. The pub, which has been hit and damaged numerous times over the past few months was hit again yesterday, as some of you already know. Also the Kernow Lounge coffee shop by the tanyard is being damaged by the same vehicles.

What we would now like to see as a matter of urgency, is a size restriction imposed that would restrict the excessive length of the lorries that try to pass this way. At present their sat nav directs them via a route causing damage to property and much waste of time and frustration for the drivers, as they can spend up to ten minutes doing their utmost to get around the bend at the top of West Street.

We would like all of you, please, to let the group know, via myself, if you will support this proposal. Our minds would be put at rest if you could all take a minute to let us know whether you are in favour or not of a size restriction for this route. As far as the residents can see, there is no other solution to the constant damage to property. There is also the blocking of access to some houses by stuck vehicles, the impossibility for pedestrian passage whilst a vehicle is stuck, and the hold up of other traffic and emergency services. This will only get worse as summer approaches and the extra traffic entering the peninsula by this road increases.