

Tregony Road, Probus: Traffic analysis and conclusions

This report has been compiled by Bob Egerton, Cornwall Councillor, Probus, Tregony and Grampound Division.

Background

On 9 October 2012, Wainhomes held a public exhibition in Probus Village Hall to show plans of their proposed housing scheme in Probus. The site is a greenfield site on Tregony Road between Parkengear Vean and the bypass.

Many residents of the village expressed their concerns about the impact that such a scheme would have upon the village facilities such as the doctors' surgery, the school and the highways around the site. On 6 November 2013, Wainhomes submitted a full planning application for the proposal.

Tregony Road is a road with access problems at both ends of it.

At the southern end, there is a T junction on to the 60 mph A390, Probus by-pass. The main road at this point has a long concave bend that means that the visibility distances for vehicles exiting Tregony Road are low and are barely sufficient to be able to judge whether or not it is safe to exit. It is a junction that many local drivers will try to avoid because of the danger involved in using it. It features in the Cornwall Council monitored list of top 300 accident blackspots because of its history of personal injury accidents. In 2011, Cornwall Council made some modifications to the junction to improve it. However, it is generally accepted that the measures taken would only slightly improve the junction and would not completely eliminate the dangers there. It continues to be a junction that many local residents are fearful of using.

At the northern end of Tregony Road, towards the village at The Square, the road is narrow, without pavements for much of its length, has cars parked at various places and is of insufficient width for cars to pass safely particularly when pedestrians such as children going to and from school can be in the road. Traffic flows on this section are sufficient to cause problems at the moment; any increase in traffic flows would have a seriously adverse impact on users.

The Transport Assessment submitted by the applicant contains numerous errors such as: labelling a road with a name that does not exist; information about buses with incorrect route and timetable details; a likely transposition of data relating to traffic counts on the A390; no attempt to address the safety issues at the junction with the A390 – instead, providing an irrelevant assessment of the capacity of the junction; proposals for the north end of Tregony Road that would exacerbate the congestion rather than mitigate it; no attempt to evaluate whether or not an alternative road access to the site could be achieved.

Traffic census

On Monday 2 December 2013, a traffic census was carried at 5 points on Tregony Road between The Square and the bypass from 8 a.m. until 6 p.m. It was carried out by local volunteer residents, coordinated by Bob Egerton. At each point, detailed counts were taken of motorised traffic and pedestrians/cyclists/horse riders, recording direction of travel for each. See appendix 1 for map of the site and appendix 2 for details of the way traffic was logged.

Results

The data collected is summarised within appendix 3.

Tregony Road close to The Square outside the hairdressers

Total motorised traffic flow for the 10 hours of the survey in both directions was 745 vehicles

Peak hour flows were	9 a.m. to 10 a.m.	85
	3 p.m. to 4 p.m.	94
	4 p.m. to 5 p.m.	101
Pedestrian flows peaked at	8 a.m. to 9 a.m.	58
	3 p.m. to 4 p.m.	62
	4 p.m. to 5 p.m.	48

The Wainhomes transport assessment suggested that the current “shared space” concept whereby motor vehicles and pedestrians can mix safely because motorised vehicle flows will be below a guideline figure of 100 per hour for this type of arrangement. The above figures show that current flows are reaching that level and that any increase in traffic will breach that guideline.

Junction outside Williams Court, road leading to The Bank

The number of motorised vehicles using this short stretch of road totalled only 11 from The Square, 6 to The Square in the 10 hours period.

Conclusion: the number of vehicles using this stretch of road is so low that the build-out proposed by Wainhomes of this junction is unnecessary and would be counterproductive in terms of reducing the width of the road at the very point where, at the moment, there is space for 2 vehicles to pass each other.

Junction of Tregony Road near to Barn Court, leading to The Bank (labelled by Wainhomes as Marsh Lane)

The total traffic flow at this point is 772 motorised vehicles. Of those, only 49 travel in and out of the road to The Bank, i.e. 6%. Clearly, the overwhelming majority of traffic to and from the southern end of Tregony Road (surgery, Parkengear Vean, bypass) does not use this route and chooses to travel up and down the narrowest part of Tregony Road leading to The Square. It is reasonable to assume that any newly generated traffic will do the same and add to the congestion at that point.

Doctors’ surgery

At the point by the entrance to the surgery, the daily flows are:

From Square to Parkengear Vean/bypass and vice versa	310
From Square to surgery/car park and vice versa	421
From bypass to surgery/car park and vice versa	324

It can be seen that the surgery generates more than 50% of the traffic on Tregony Road between the surgery and The Square. It also shows that more than 50% of total surgery traffic comes via The Square rather than via the bypass

Parkengear Vean

The daily traffic flows in and out of Parkengear Vean are:

From Square to Parkengear Vean	73
From bypass to Parkengear Vean	28
From Parkengear Vean to the Square	71
From Parkengear Vean to the bypass	29

It can be seen that over 70% of the traffic in and out of Parkengear Vean goes along Tregony Road to and from the village centre rather than going to the bypass.

It would seem reasonable to assume that any new estate on this road such as the Wainhomes proposal would generate at least the same proportion of traffic to and from the village centre rather than on to the bypass. Within the Parkengear Vean estate are 44 properties. The Wainhomes estate would have 90 properties.

It would also be reasonable to assume that, because the Wainhomes estate is at a greater distance from the village centre than Parkengear Vean is from the village, it is likely that more residents from the new estate using local village facilities would choose to drive rather than walk.

Therefore, the new estate would probably generate more than twice as much traffic into the village as Parkengear Vean.

Junction with bypass

The daily traffic flows at the junction of Tregony Road and the bypass are:

Trewithen roundabout into Tregony Road	129
From Truro direction into Tregony Road	205
Tregony Road to Trewithen roundabout	175
Tregony Road to Truro direction	129

It can be seen that far more cars come into Tregony Road from the Truro direction than exit from Tregony Road to the Truro direction (205 vs. 129). However, from the other direction, far more cars exit Tregony Road towards Trewithen roundabout than come into Tregony Road from Trewithen roundabout (175 vs. 129).

It would seem that a significant proportion of motorists may be deliberately avoiding turning right out of Tregony Road towards Truro (37%) and a significant proportion may be deliberately avoiding the right turn into Tregony Road from the Trewithen roundabout (26%). This is consistent with the anecdotal evidence from local motorists who say that they avoid these manoeuvres because of their concerns about the junction.

Overall conclusions

The assumption in Wainhomes's transport assessment that all traffic from the new estate would exit the village via Tregony Road on to the bypass is undoubtedly wrong. It is far more likely that a majority of the residents would choose to drive along Tregony Road into the village centre either to visit village facilities or to exit the village that way because of concerns about the safety of the junction on to the bypass.

Construction of the new estate would place an unacceptable increase in traffic levels on to Tregony Road particularly near The Square. For those who choose to exit Tregony Road on to the bypass, they will be taking risks at a junction that is generally felt to be unsafe.

Appendix 1



Appendix 2: Traffic movements recorded

Near hairdresser

From The Square	Hairdresser	Cars m/c
		Ped/n Cycle
From The Square	Towards surgery	Cars m/c
		Ped/n Cycle
Hairdresser	Towards surgery	Cars m/c
		Ped/n Cycle
From The Square	The Bank	Cars m/c
		Ped/n Cycle
To The Square	Hairdresser	Cars m/c
		Ped/n Cycle
To The Square	From surgery	Cars m/c
		Ped/n Cycle
Hairdresser	From surgery	Cars m/c
		Ped/n Cycle
To The Square	The Bank	Cars m/c
		Ped/n Cycle

Junction near Barn Court

From The Square	Towards surgery	Cars m/c
		Ped/n Cycle
From The Square	The Bank	Cars m/c
		Ped/n Cycle
The Bank	Towards surgery	Cars m/c
		Ped/n Cycle
To The Square	From surgery	Cars m/c
		Ped/n Cycle
The Bank	From surgery	Cars m/c
		Ped/n Cycle
To The Square	The Bank	Cars m/c
		Ped/n Cycle

Surgery

From The Square	Car park	Cars m/c
		Ped/Cyc
From The Square	One way road	Cars m/c
		Ped/Cyc
From The Square	Towards by pass	Cars m/c
		Ped/Cyc
From The Square	To Surgery	Cars m/c
		Ped/Cyc
From car park	Towards by pass	Cars m/c
		Ped/Cyc
From surgery	Towards by pass	Cars m/c
		Ped/Cyc
To The Square	From by pass	Cars m/c
		Ped/Cyc
To surgery	From by pass	Cars m/c
		Ped/Cyc
To Car park	From by pass	Cars m/c
		Ped/Cyc
To The Square	From surgery	Cars m/c
		Ped/Cyc
To The Square	From car park	Cars m/c
		Ped/Cyc

Parkengear Vean

From Surgery/Square	Towards bypass	Cars m/c
		Ped/n Cycle
From Surgery/Square	To Parkengear Vean	Cars m/c
		Ped/n Cycle
From Parkengear Vean	Towards bypass	Cars m/c
		Ped/n Cycle
To Surgery/Square	From bypass	Cars m/c
		Ped/n Cycle
To Parkengear Vean	From bypass	Cars m/c
		Ped/n Cycle
From Parkengear Vean	To Surgery/Square	Cars m/c
		Ped/n Cycle

S J Grigg

From Probus	Trewithen round't	Cars m/c
		Ped/n Cycle
From Probus	Towards Truro	Cars m/c
		Ped/n Cycle
From S J Grigg	Trewithen round't	Cars m/c
		Ped/n Cycle
From S J Grigg	Towards Truro	Cars m/c
		Ped/n Cycle
From Probus	S J Grigg	Cars m/c
		Ped/n Cycle
From Trewithen round't	To Probus	Cars m/c
		Ped/n Cycle
To Probus	From Truro	Cars m/c
		Ped/n Cycle
To S J Grigg	From Trewithen round't	Cars m/c
		Ped/n Cycle
To S J Grigg	From Truro	Cars m/c
		Ped/n Cycle
From S J Grigg	To Probus	Cars m/c
		Ped/n Cycle

Appendix 3
Results of traffic census Monday 2 December 2013

Aggregated numbers	From	To		Total 8-9 am	Total 9-10 am	Total 10-11 am	Total 11-12	Total 12-1 pm	Total 1-2 pm	Total 2-3 pm	Total 3-4 pm	Total 4-5 pm	Total 5-6 pm	TOTAL
Near hairdresser	Square	Surgery	Motorised	34	49	43	32	24	36	39	44	48	27	376
Near hairdresser	Surgery	Square	Motorised	22	36	36	38	32	32	34	50	53	36	369
Near hairdresser	Total		Motorised	56	85	79	70	56	68	73	94	101	63	745
Near hairdresser	Square	Surgery	Pedestrian	13	21	16	7	11	8	12	44	26	9	167
Near hairdresser	Surgery	Square	Pedestrian	45	8	14	16	14	6	15	18	22	9	167
Near hairdresser	Total		Pedestrian	58	29	30	23	25	14	27	62	48	18	334
Near hairdresser	Square	The Bank	Motorised	1	1	0	2	2	3	1	1	0	0	11
Near hairdresser	The Bank	Square	Motorised	0	2	0	3	0	0	0	0	0	1	6
At Barn Court	Surgery	Square	Motorised	21	39	34	35	28	30	39	50	45	37	358
At Barn Court	Surgery	The Bank	Motorised	2	0	2	1	3	8	3	5	7	2	33
At Barn Court	Square	Surgery	Motorised	37	51	41	29	23	39	33	43	46	23	365
At Barn Court	The Bank	Surgery	Motorised	2	0	0	3	3	0	3	2	0	3	16
At surgery	Square	PV and bypass	Motorised	19	18	20	10	9	14	8	20	18	14	150
At surgery	PV and bypass	Square	Motorised	16	16	14	10	20	17	14	21	14	18	160
At surgery	Total past surgery			35	34	34	20	29	31	22	41	32	32	310
At surgery	Square	Car park/surgery	Motorised	18	31	24	18	14	22	28	19	22	14	210
At surgery	Surgery	Village	Motorised	4	24	20	25	15	16	18	34	35	20	211
At surgery	Total in/out surgery via village		Motorised	22	55	44	43	29	38	46	53	57	34	421
At surgery	Bypass	Car park/surgery	Motorised	21	18	19	15	14	23	18	22	15	11	176
At surgery	Surgery	Bypass	Motorised	3	14	20	22	9	10	19	16	16	19	148
At surgery	Total in/out surgery via bypass		Motorised	24	32	39	37	23	33	37	38	31	30	324
At Parkengear Vean	Square/surgery	Bypass	Motorised	18	22	30	27	20	24	22	26	22	28	239
At Parkengear Vean	Square/surgery	Park'q'r Vean	Motorised	4	4	3	5	3	3	3	5	9	4	43
At Parkengear Vean	Bypass	Square/surgery	Motorised	30	22	27	22	22	31	28	29	31	20	262
At Parkengear Vean	Bypass	Park'q'r Vean	Motorised	1	1	3	2	5	1	2	3	6	4	28
At Parkengear Vean	Park'q'r Vean	Square/surgery	Motorised	14	9	4	6	7	8	3	9	8	3	71
At Parkengear Vean	Park'q'r Vean	Bypass	Motorised	1	1	5	3	2	2	8	3	3	1	29
At Surgery	One way	Park'q'r Vean	Motorised	1	3	6	2	1	2	1	4	3	7	30
In/out Park'q'r Vean	Village centre	Park'q'r Vean	Motorised	5	7	9	7	4	5	4	9	12	11	73
In/out Park'q'r Vean	Bypass	Park'q'r Vean	Motorised	1	1	3	2	5	1	2	3	6	4	28
In/out Park'q'r Vean	Park'q'r Vean	Village centre	Motorised	14	9	4	6	7	8	3	9	8	3	71
In/out Park'q'r Vean	Park'q'r Vean	Bypass	Motorised	1	1	5	3	2	2	8	3	3	1	29
S J Grigg	St Austell	S J Grigg	Motorised	11	2	4	2	2	7	3	2	6	0	39
S J Grigg	Truro	S J Grigg	Motorised	6	1	5	4	4	8	1	1	2	0	32
S J Grigg	S J Grigg	St Austell	Motorised	9	4	3	7	1	4	5	2	11	3	49
S J Grigg	S J Grigg	Truro	Motorised	1	2	3	3	1	3	2	1	0	1	17
S J Grigg	St Austell	Village centre	Motorised	10	11	7	6	9	10	11	10	10	6	90
S J Grigg	Truro	Village centre	Motorised	21	13	20	15	14	16	18	20	20	16	173
S J Grigg	Village centre	St Austell	Motorised	7	11	14	18	9	12	13	14	12	16	126
S J Grigg	Village centre	Truro	Motorised	4	13	21	10	8	9	15	11	9	12	112
S J Grigg	St Austell	SJG & village	Motorised	21	13	11	8	11	17	14	12	16	6	129
S J Grigg	Truro	SJG & village	Motorised	27	14	25	19	18	24	19	21	22	16	205
S J Grigg	SJG & village	St Austell	Motorised	16	15	17	25	10	16	18	16	23	19	175
S J Grigg	SJG & village	Truro	Motorised	5	15	24	13	9	12	17	12	9	13	129

Appendix 4

Acknowledgements and thanks

Thanks to the following volunteer residents who helped with the traffic census.

Maria Mulkeen

Alison Hough

Sue Sykes

Gary Sykes

Danielle Retallick

Kerry Retallick

Alan Horder

Liz Horder

Posie Nicholson

Nicky Waters

Amanda Kendall

Justine Kent

Steve Dalton

Coleen Dalton

Justin Vanstone

Liza Deards

Norman Paramor

Derek Gaskin

Lucy Egerton



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Directions to Probus Surgical Centre

From North Cornwall

From Fraddon take the Grampound Road direction. Drive through Grampound Road and continue until you come to the main A390. (Then follow directions below)

From West Cornwall

From Truro follow the road for St Austell. Drive through Tresillian and take the road off to the left just before the start of the new bypass (signed Probus and local services). Continue along this road into Probus until you reach the square where you will see the lamp in the middle of the road and the Church on the right hand side. Take the road to the right which is Tregony Road and continue along here for about 200 yards.

From East Cornwall

From St Austell follow the Truro Road (A390). Drive through Grampound and continue until you reach the new roundabout at the start of the Probus Bypass. Follow the road ahead (2nd exit) into the village. Continue straight on until you come to a sharp left hand bend which brings you into the square and you will see the Church and the Jubilee Lamp. Take the road to the left which is Tregony Road. Take the road to the right which is Tregony Road and continue along here for about 200 yards

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