

# SLOW DOWN PORTHTOWAN

This report has been authored by Michael Collins and Anita Duffy (residents) and checked by the Porthtowan Road Safety Action Group, a group of 42 concerned residents. The report has been compiled from the views of residents through a public meeting held at the Porthtowan Village Hall on 19th July and comments from the Slow Down Porthtowan Petition (currently signed by 584 people as at 17<sup>th</sup> August 2024) <https://www.change.org/p/slow-down-porthtowan>.

We are submitting it to both St Agnes Parish Council and Portreath Council for discussion at their next full Council Meetings (St Agnes 9<sup>th</sup> September & Portreath 2<sup>nd</sup> September) because the issues cross parish boundaries. Our final report will be sent to Cornwall Council directly, but we are permission of both Parish Council's to include a reference to their support in that report. The final report will be submitted at the same time as the Slow Down Porthtowan Petition through the Cornwall Council Petition Scheme – any petition with over 250 eligible signatures will need to be formally responded to by Cornwall Council.

# 1. INTRODUCTION AND REPORT PURPOSE

This report is presented on behalf of the Porthtowan Road Safety Action Group representing the views of residents with express intent to request changes to Porthtowan and Cambrose road regulations and safety precautions.

We believe there is a serious safety concern in our villages and this report articulates our main concerns. We have been told that many people have requested changes before and hope that this report, and the petition, can convey to those that make the decisions on the roads, that urgent changes are necessary, for the safety of our community and that this belief is the belief of the whole community not isolated individuals.

The petition details will be included in this report, including all comments received. Here is a link to the petition - <https://www.change.org/p/slow-down-porthtowan>.

We want the following changes enacted:

## REQUEST

- Reduction in 60mph and 40mph zones to 40mph and 30mph;
- Reduction of 30mph zone to 20mph;
- Introduction of footpaths in high danger areas; and
- Improvements to signage and road markings.

Our requests are driven by the following issues:

- Speed limits that are completely unsafe and unsuitable for a significant number of current road uses within the community;
- A significant number of vulnerable road user groups;
- High visitor tourist numbers adding additional unfamiliar road users to the network;
- Speed limits that are exceeded frequently;
- Poor signage;
- No speed reduction road markings or traffic calming road markings;
- Road safety precautions, signage and speed limits which are not consistent with immediately adjacent neighbourhoods notably Bridge, Towan Cross, St Agnes and Portreath;
- Road design that encourages speed limits to be exceeded;
- A high frequency of high-risk blind junctions, entrances and exits creating braking distances far in excess of the available braking distance at current speed limits; and
- A high number of businesses creating additional traffic load.

***The combination of speed limits, lack of footpaths and multiple blind junctions is a fatality waiting to happen***

The [Department for Transport's guide to setting local and urban speed limits](#) states that speed limits should consider the composition of road users and the levels of vulnerable road users. We do not feel that the road conditions adequately consider the composition of vulnerable road users, notably:

- Slow moving farm traffic entering and exiting from blind junctions;
- School children walking in the road in high-speed sections to access school bus routes where no footpaths exist;
- Local residents and holiday makers walking in the road in high-speed sections to access the beach and village where no footpaths exist;
- Holiday traffic bringing high volumes of road users not familiar with risks that the local roads and speeds present;
- Festival and event traffic;
- Popular route with cyclists;
- Mineral Tramways coast to coast cycle route crossing;
- Popular route with motorcyclists seeking routes where speeds can be maximised (and exceeded);
- Horses and ponies regularly walking in roads with children (and adult) riders; and
- Slow moving caravans and campers exiting from limited vision campsites.

***The network has multiple high-risk vulnerable road uses that make speed limits & safety measures not fit for purpose***

- [Section 2](#) of this report lays out specific issues along the route in interest.
- [Section 3](#) provides a comparison with neighbouring villages
- [Section 4](#) of this report lays out remedies that we want actioned to address the issues raised in Section 2.
- And [Section 5](#) provides details of our petition.

*"I run in the area and try to walk when going somewhere nearby. I feel scared and often end up jumping into a hedge. My two aunties got run over around the corner from my house and ended up in A&E. I do not want this happening to me or my family.." (petition comment)*


## 1.1. Legislative Guidance

Department for Transport's guide to setting local and urban speed limits advises:

- "It is government policy that a 30mph speed limit should be the norm in villages."
  - Why then is a significant portion of the road in Porthtowan Village 40pmh and why is Coast Road 60mph inside the village boundary?
  - Our roads are not compliant with this government guidance.
- "Effective speed management is part of creating a safe road environment that is fit for purpose."
  - Due to the many physical issues along this route and the high frequency of vulnerable road users, we do not think that any of the speed limits, signage or road markings, are fit for purpose at all.
- "It may also be appropriate to consider 20mph zones and limits in built-up village streets. But it is important to consider the safety case and to seek local support before doing so."
  - Beach Road in the village is built up, has safety issues due to the high volume of pedestrian footfall and has community support for change as evidenced by our petition.
- "Of all road deaths in England, in 2022, 27% occurred on national speed limit rural single carriageway roads. The reduction in road casualties and especially deaths on rural roads is one of the principal road safety challenges. Research has assessed the risk of death in collisions at various impact speeds for typical collision types on rural roads. This research suggests that the risk of a driver dying in a head-on collision involving 2 cars travelling at 60mph is around 90%, but that this drops rapidly with speed so that it is around 50% at 48mph (Richards and Cuerden, 2009)"
  - The Cambrose to Towan Cross route has long sections of 60mph road inside Cambrose and Porthtowan village boundaries, which is highlighted as a key risk to local residents and very likely to add to the 27% of road deaths noted above. If indeed, as that research suggests, 60mph rural roads are the most dangerous road type in the country,

then a reduction to 40mph would be a simple and inexpensive change that will save lives.

- *“Roads should be designed so that mistakes made by road users do not result in death or serious injury.”*
  - There are many places along the route in question where mistakes can lead to death or serious injury due to the speeds that vehicles are travelling; we therefore do not feel that our roads are compliant with this D.f.T guidance.
- *“As well as being the legal limit, speed limits are an important source of information to road users, particularly as an indicator of the nature and risks posed by that road both to themselves and to all other road users.”*
  - There is nothing at all in the current speed limits that would provide adequate information to road users that they are approaching high risk village areas; why would drivers think that when they are allowed to enter the village on both sides at 60mph? That coupled with non-existent signage and non-existent traffic calming road markings, mean there are no indicators to road users of inherent approaching risks. This is particularly of significance to the high volume of tourist traffic for whom approaching conditions would be totally unknown due to a lack of familiarity with the roads.

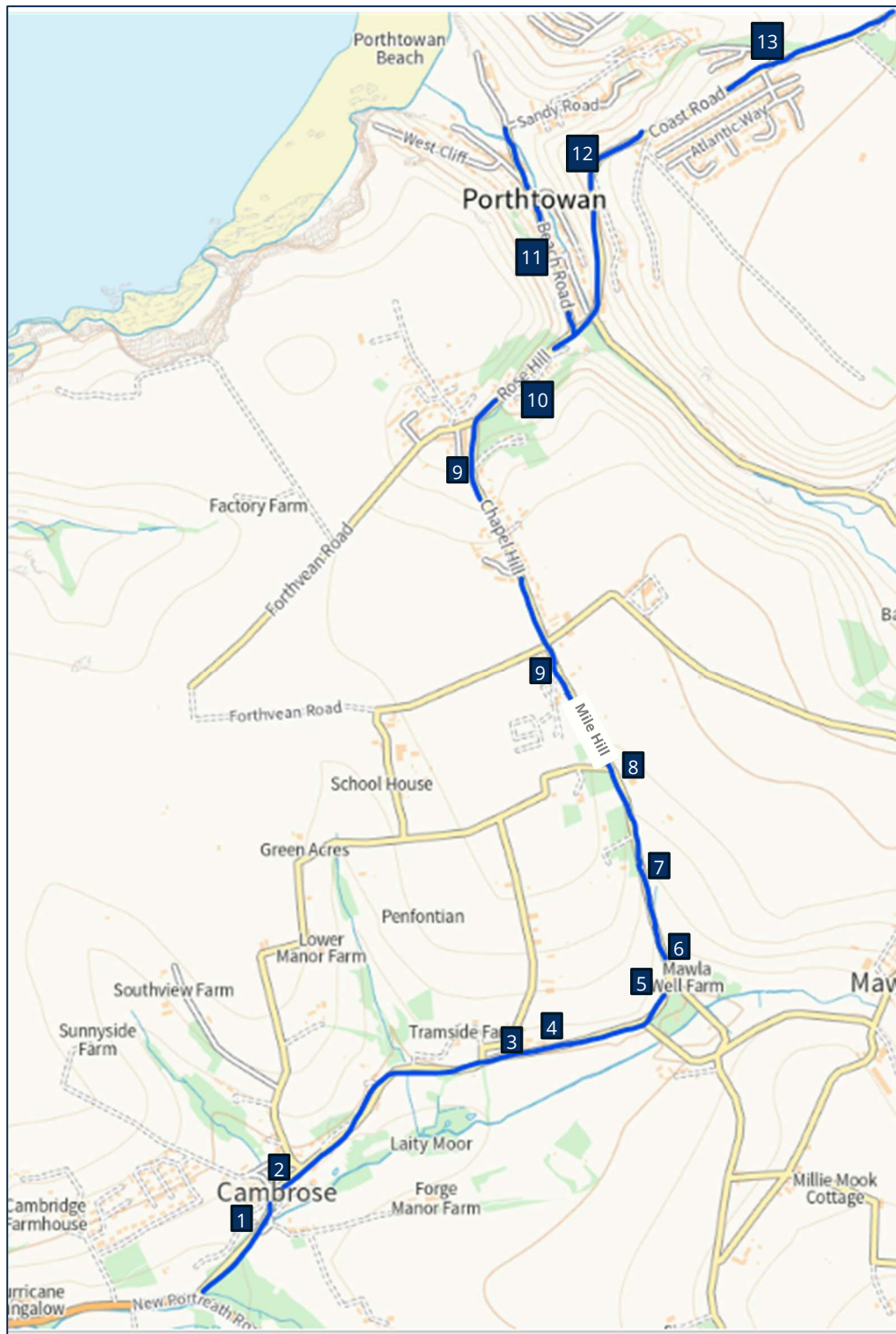


***“I have real concerns about the probability of a serious accident on the approach roads to the bottom of the village. 60 and 40 mph in what are now residential areas seems ridiculous. It is not safe for local children to walk to the bus stop or bike in and out of the village. Most villages in Cornwall seem to be 20mph. I'd love to know why we're still 30?”*** (petition comment)

## 2. ROUTE BLACKSPOTS

The area of interest to enact changes is highlighted in [Figure 1](#) below, the numeric notes refer to each paragraph heading below and runs from South West to North East along Chapel Hill, Up Mile Hill, down Rose Hill and up Coast Road to Towan Cross. They represent the significant issues along the route.

**Figure 1 - Area of Interest**





The following numbered sections, relate back to the number keys on the face of the map at [Figure 1](#) above moving from East to West.

## 2.1 Cambrose Touring Park

Issues in the local area commence on the approach to Cambrose. When approaching from New Portreath Road to the west, there is a blind corner approaching the Cambrose Touring Park, which has vulnerable, slow moving vehicles exiting with tourist drivers unfamiliar with local roads into a 60mph speed limit.

### *Blind Corner Approaching Cambrose Touring Park*



## 2.2. Cycle Track and Horse Crossing

Moving east and road users soon approach a major crossing route on the Devoran to Portreath Coast to Coast Cycle Path. This is the only crossing connecting cyclists from the south with the remainder of the track heading north to Portreath. Cyclists, many of whom are family groups with small children and visitors to the region, have to cross this road which is 60mph. How can it possibly be sensible to run a public cycle path, which is a tourist attraction, and popular local amenity, across a road which has a 60mph speed limit?

### *Coast to Coast Cycle Path & Horse Crossing*



***"I don't feel safe crossing at Cambrose or at the top of Mile Hill on my horse. The traffic is so fast, even if they see you, they can't slow-down in time."*** (petition comment)

### 2.3. Multiple Blind Entrances

Heading east and there are multiple blind entrances within the Cambrose neighbourhood. Residents literally have to gamble when exiting their drives because traffic is passing them at 60mph and have limited to no ability to break in time to avoid collisions. The following pictures are real effective views from a driver's perspective, when fully advanced in the exit.

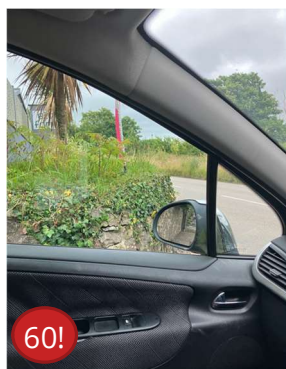
#### *Cambrose blind junctions*



### 2.4. Elm Farm Cycle Shop and Café

Continuing east along Chapel Hill and road users soon arrive at Elm Farm Cycle Shop and Café. This business rents cycles to users of the Coast to Coast cycle track and it is also the reception and cafe for the Elm Farm camp ground. Again, Cyclists, many of whom are family groups with small children and visitors to the region, have to cross this road which is 60mph and exit the premise to get to and from the cycle path. The exit from this premises is totally blind and is an extreme risk traffic accident hotspot. Again, these images are real effective views from a driver's perspective when fully advanced in the exit. Look at the visibility! How can the road be allowed to be 60mph?

#### *Elm Farm blind junction*



### 2.5. Mile Hill/Mawla Junction

Heading east and passing from Cambrose to Mile Hill, takes you past an extremely dangerous junction, where visibility is limited and slow-moving traffic from Mawla enter a 60mph road on a blind corner. This junction has been the cause of two accidents this summer that have caused the road to be closed and emergency services to be called.



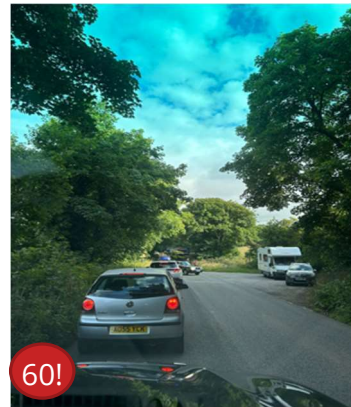
### **Mile Hill / Mawla Junction**



**Blind Junction**



**Accident**



**Accident**

***"Lived here 26yrs the volume of traffic has increased along with the speed. Only a week ago 2 crashes in 3hrs"*** (petition comment)

## **2.6. High Speed Driving Conditions**

The fact that the entire stretch of road from Cambrose to the Eco Park is 60mph encourages driving at 60mph and greater – this is accentuated by the fact that motorists can soon link up with another 60mph zone on Coast Road on the other side of the village. This long stretch of attractive 60mph road, close to the coast, encourages excessive speed. We are constantly experiencing motorists exceeding this speed limit at highly dangerous and frightening speeds, particularly motor bikes. The design of the road at the corner of the junction of Mile Hill and Mawla also tends to encourage high speed driving with a long sweeping corner before pulling away into a long straight drag up Mile Hill. All 60mph zones from Cambrose to Towan Cross need to be reduced to 40mph. "research suggests that the risk of a driver dying in a head-on collision involving 2 cars travelling at 60mph is around 90%, but that this drops rapidly with speed so that it is around 50% at 48mph."

***"We take our life in our hands coming out of our drive on Mile Hill"*** (petition comment)

## **2.7. Rookery Farm/Woodlands Pedestrian Users**

As Mile Hill passes the driveway of Woodlands and the road leading to Rookery Cottages, there are a number of households, including school children, walking to their bus stops up Mile Hill on a road with no footpaths. This stretch of road is extremely dangerous for pedestrians as there is no footpath, cars travel at 60mph and more, and the road is dark with poor visibility due to the tunnel effect of trees. Residents at this

point on Mile Hill have had three dogs killed by traffic recently. There is space, subject to foliage removal, all the way up Mile Hill to the Eco Park for a footpath.

***"I'm sick of seeing crashes and people losing pets (myself included). It should be safe for my daughter to walk down to the village but it's not"*** (petition comment)

***car travelling at speed down Mile Hill at around 23:00 at night on Sunday May***

***She didn't stand a chance because of the excessive speed of the driver. We called to her to get out of the road but the car was doing over 70mph - it was like motorway speed. The car lit her up with its headlights then went through her and did not even slow down. It threw her 15 yards and killed her almost instantly, she died in my arms taking her last breaths. The vehicle was gathering speed as it went down mile hill. As the car did not stop despite killing our dog and making a mess of the car spreading debris across the road. I filed a Police report. In it I was asked the colour of the car. I could not say as it all happened so fast and the car was travelling at such a terrifyingly fast speed.***

***Neighbours though it was gunshot the noise of it hitting our dog. We heard nothing from the Police. "***  
(residents feedback)

## **2.8. Eco Park Junction**

Heading north up Mile Hill brings you to an extremely dangerous four-way junction where the brow of Mile Hill joins the brow of Chapel Hill. Because these junctions sit on the brow of two hills, visibility is poor. The junction is immediately preceded by 2 blind driveways, and a campsite. Coming out of these driveways, are business users, ponies from the riding school, slow moving caravans from the campsite, farm machinery from the farm and campers, festival goers and visitors to the Eco Park. The fact that this junction is in a 60mph zone is truly terrifying. The approach to the eco park junction needs to be reduced to 30mph with white traffic calming rumble strips and appropriate signage. The 30mph zone and signage needs to commence a significant distance before the eco park junction so that motorists are in fact doing 30mph before they get to within the visibility zone of that junction to enable safe breaking.

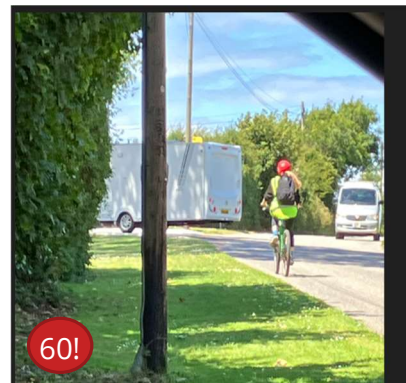
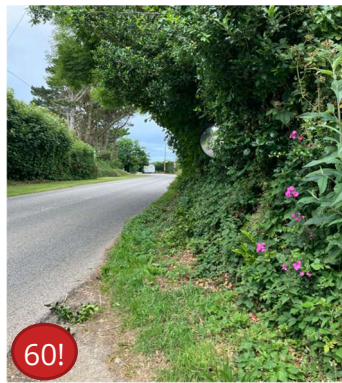
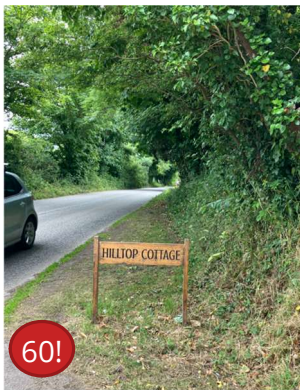
**Example rumble strips**



**Example Village Warning Signs**



**Blind driveways & campsite approaching 4 way junction**



**4 way junction**

**Farm junction**







### ***Ponies and Traffic***



***"I represent the children's riding school at the top of Chapel Hill. We have to cross this road several times a day to access our fields & the lanes to ride. The visibility is awful. The traffic does not slow down as it approaches. I've been clipped by wing mirrors 4 times in the last 2 years."*** *(petition comment)*

### ***Eco Park Junction***



## 2.9. Chapel Hill Blind Junctions and Pedestrian Use

Chapel Hill is a 40mph zone in spite of the many residential properties that exist directly on the road or at junctions off it, notably the Chapel Meadow and Forthvean estates and in spite of D.f.E guidance that says *"It is government policy that a 30mph speed limit should be the norm in villages."* There are also multiple blind driveways along Chapel Hill. There are no footpaths and yet school children walk up and down in the roads every day to access two school bus stops (two spots on the map both marked as 9). The School Bus stop at the Chapel Meadow estate sits on the brow of a hill with poor visibility. The School Bus stop at the Forthvean estate sits on a limited visibility corner due to the darkness created by trees – in Spring two residents witnessed a boy about 12 being hit by a motor vehicle at the bottom of Chapel Hill whilst at the bus stop – the driver we think did not see him as the sun was low. The driver offered the boy a lift home and we do not think this was reported. Large volumes of tourists and locals, walk up and down Chapel Hill in the road to access the beach and the village, particularly visitors to the Porthtowan Tourist Park and the Eco Park campsite. This pedestrian traffic peaks during the Tropical Pressure festival. The road supports two-way traffic but two way traffic cannot pass when there are pedestrians in the road. There are no footpaths but there is the physical space to create them along the vast majority of Chapel Hill. Footpaths need to be created and the 40mph speed limit needs to be reduced to 30mph.

***"We live on Chapel Hill and the speed some people drive along the road is really scary. A few years ago, a friend's dog was killed on the road when they were visiting us. Our children should be able to walk and cycle from our driveway without worrying about speeding traffic. A pavement on Chapel Hill is the ideal solution but a reduction in speed would definitely help."*** (petition comment)

***"Schoolchildren walking to their school bus pickup, risk serious injury from fast moving traffic in all conditions. Let's keep our kids safe on our public roads - keep the speed down and live happy and safe not frightened and damaged."*** (petition comment)



## Chapel Hill



***Pedestrians Blind Brow***



***Kids Crossing***



***Pedestrians in road***



***The Glen - Blind Driveway***



***Pedestrians in road***



***Kids***



***Pedestrians in road***



***Pedestrians in road***



***Pedestrians Blind Brow***



***Pedestrians in road***



***Pedestrians in road in a 60mph stretch***



***Pedestrians in road in a 60mph stretch***

## **2.10. Rose Hill Pedestrian Access**

Much the same problem of significant volumes of pedestrians utilising a 40mph road with no footpaths continue along Rose Hill, with the same users as Chapel Hill continuing their journey to the village and beach, walking in the road. However, the issue is accentuated by the darkness created by the tree tunnel. Again, in most areas of Rose Hill there is capacity to create a footpath and 40mph needs to be reduced to 30mph.

***"I have two young children who I always have to drive down to the village because I do not feel it is safe walking young children down Rose Hill. The pavements are absent in places and the road is fast and visibility is poor for drivers, due to tree cover making it dark. I fear it is an accident waiting to happen. Reduced speed limits, traffic calming, pavements and bus stop warning signs/children crossing signs needs to be created."*** (petition comment)

## **2.11. Beach Road**

Beach Road is a very busy road in the heart of the village, characterised by high volumes of vehicle and pedestrian traffic particularly in the summer months. During the summer there are large volumes of pedestrians on pavements, and in the road itself, as they pass to and from the beach. There are only limited footpaths. The traffic calming road narrowing close to the village shop, creates more problems than it solves because neither vehicle that approaches the calming feature can see the other, which means traffic enters that narrow zone when it should not, forcing oncoming vehicles onto the pavement as the only means of passing.

There is a lot of traffic parked on the roads because of poor parking enforcement, which leads to poor visibility and limited passing options. Traffic is continually forced to mount the pavements simply to pass each other. In spite of this, and in spite of Cornwall Council's aim to introduce more 20mph zones, the road is still 30mph. This



speed limit is not fit for purpose and completely incongruous with other local villages. Bridge for example sees nowhere near the same volume of vehicle or pedestrian traffic and yet has a 20mph speed limit.

You might think that the physical constraints of the road would stop vehicles travelling at 30mph but they still come through at that speed and when they do it is quite frightening – a simple mistake away from serious injury. The road needs more footpaths, a 20mph speed limit and a smarter intervention where the current traffic calming give way point is. In addition, there is an extremely safe pedestrian footpath at the rear of the housing on Beach Road, that could take significant pedestrian footfall off Beach Road, which does not have pavements. However, there is no signage notifying pedestrians of this safer alternative at the entrance to Beach Road, where the information would be relevant, and there is no signage next to the Village Hall where the footpath commences on the other side. The signage outside the garage at the entrance to the footpath is also poor – basically visitors (and many locals) have no idea that the footpath exists.

***"The speed limit for Porthtowan is so out dated with so many towns and villages with speed limits of 20 and 30 mph now."*** (petition comment)

***"I am regularly scared that my children are going to be hurt. Vehicles speed along Beach Road, driving on pavements to get through the narrow section. I worry a bad accident will occur involving us or the many other local and tourist users of the road."*** (petition comment)

#### ***Pedestrians in Beach Road frequently***

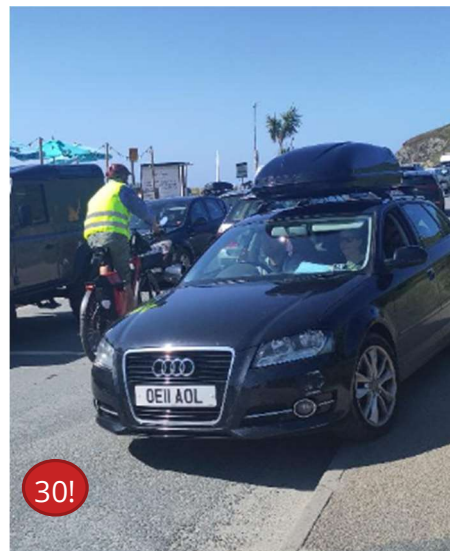




*Cars mounting pavement with pedestrians*



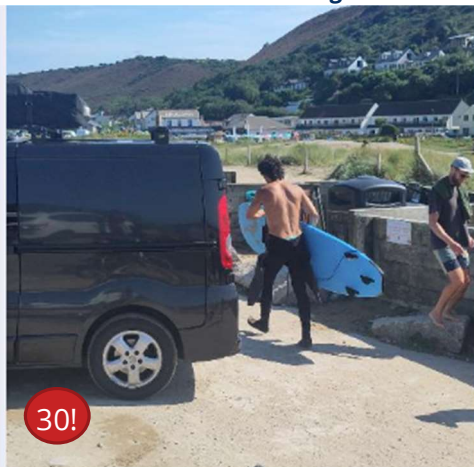
*Cars mounting pavement with pedestrians*







***Pedestrians & vehicles sharing the road***



***Heavy traffic & congestion increases risk of accidents***





*Cars get stuck in traffic calming chicane due to no visibility and then mount pavement*



## 2.12. Coast Road Corner

Soon after Beach Road, travelling east, drivers soon ascend Coast Road and re-enter a 60mph zone. At the top of Coast Road on the brow is a 90 degree bend, which then leads to a 17% gradient hill. This is especially dangerous if you approach the village from Towan Cross in the east because cars have been travelling downhill at 60mph for some considerable distance. The stopping distance also increases considerably as you are on such a steep hill.

This corner at 60mph is dangerous in of its own right, however, it is accentuated by the existence of a highly dangerous driveway right on the same corner. A collision on exit is highly likely due to extremely limited visibility. There is a high risk that such a collision could force a car on Coast Road off the road entirely and over the very steep bank that lies below the road. This corner is certainly in breach of the department for transport's guidance that "Roads should be designed so that mistakes made by road users do not result in death or serious injury."

### *Coast Road Corner*



...approaching Porthtowan, a car was around half a mile ahead of me but travelling at ... the steep road on the way down towards the village, I saw wreckage in the road all ... down the hill - pieces of bumper, broken glass, belongings - and found the car that had crashed at the bottom of the hill. The car had hit the hillside wall on the way down the hill then rolled multiple times coming to a stop at the bottom of the hill. The driver was in the vehicle, all windows were smashed out, the roof caved in and the car a write off. The driver was trying to start the car and covered in blood. Neighbours said the sound was deafening. It was lucky that he didn't go over the edge as he would have landed on the houses below.

*The driver was at risk of critical injuries. We took him to a local property while we awaited an ambulance. He had an arterial bleed from his head and from the life support my colleague and I administered we managed to control the bleeding until critical care could take him to the Emergency department. The accident and his injuries were a direct result of him taking the hill at a speed that is far in excess of what is safe for such a steep bend. He went wide, then overcompensated hitting the hillside wall then crashing at high speed. He is lucky to be alive and it could have been far worse causing multiple casualties and significant damage to property."* (residents feedback)

### 2.13. Atlantic Way School Bus Stop Crossing

Atlantic Way is home to circa 100 families. A significant residential concentration should not have to exit their access point onto a 60mph road with limited visibility in the first place. The 60mph speed limit is inside the Porthtowan village boundary in spite for Department for Transport's guidance that "It is government policy that a 30mph speed limit should be the norm in villages." However, this same limited visibility junction is the same junction that school children use to cross to access their bus stop.

Both bus stops are extremely close to the carriageway.

Visibility coming out of Atlantic Way when crossing the road to the bus shelter is 39m, stopping distance at 60mph is 93m – clearly that could be fatal. If the speed limit is reduced to 30mph as recommended, stopping distance is reduced to 33m which would improve the chances of vehicles avoiding a pedestrian immensely.

**View of Drivers approach**



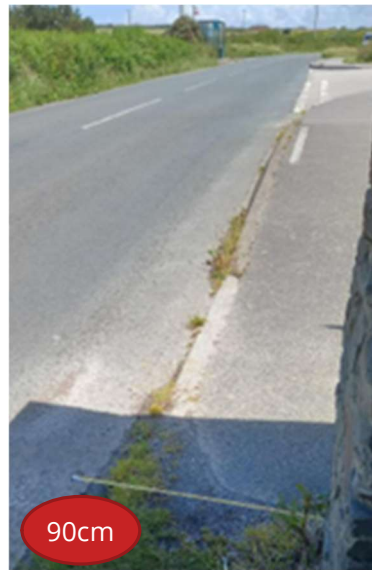
**Bus Stop and Kids Crossing**



**Atlantic Way Visibility**



### **Bus Stops Close to carriageway**



***“We live off Atlantic Way. Crossing a 60mph rd to access the school bus is simply unacceptable, the poor visibility and excessive speeds will end in tragedy. The shelter shakes as SUV's, delivery vans etc fly by, whilst we cling to our children inches from the carriageway.” (petition comment)***

The 40mph zone through Towan Cross should be extended to just before Atlantic Way and then reduced to 30mph the village entrance sign before it reaches the Atlantic Way junction. The corner approaching Atlantic Way should be prefixed with traffic calming white rumble strips and appropriate signage.

### **Example rumble strips**



### **Example village entry notification signage**



### 3. COMPARISONS TO NEIGHBOURING VILLAGES

Three villages that neighbour Porthtowan are Goonbell, St Agnes and Bridge, all have extensive safety measures and sensible village speed limits compliant with Department for Transport guidelines. These same measures are completely missing from Porthtowan and Cambrose. In fact it stands out as a glaring anomaly that you can enter both Cambrose and Porthtowan at 60mph and then see virtually no signage and absolutely zero road markings. These three villages have the following measures that Porthtowan does not.

<b>Goonbell, St Agnes, Bridge</b>	<b>Porthtowan &amp; Cambrose</b>
Gradated, sequenced reduction in speeds on approach to villages: 40>30>20	60>40>30 including 60mph sections inside the village boundary
Raised road markings 'bumps' notifying drivers of approaching village	Nothing
Clear village warning signs	Nothing  In fact village signs are often hidden by foliage
Vehicle activated electronic speed warning signs	Nothing



### Goonbell

Clear warning signs and gradual reduction in speeds



### St Agnes



### Bridge





Clear warning signs and gradual reduction in speeds down to 20mph zones



Clear road markings



Vehicle activated speed signs

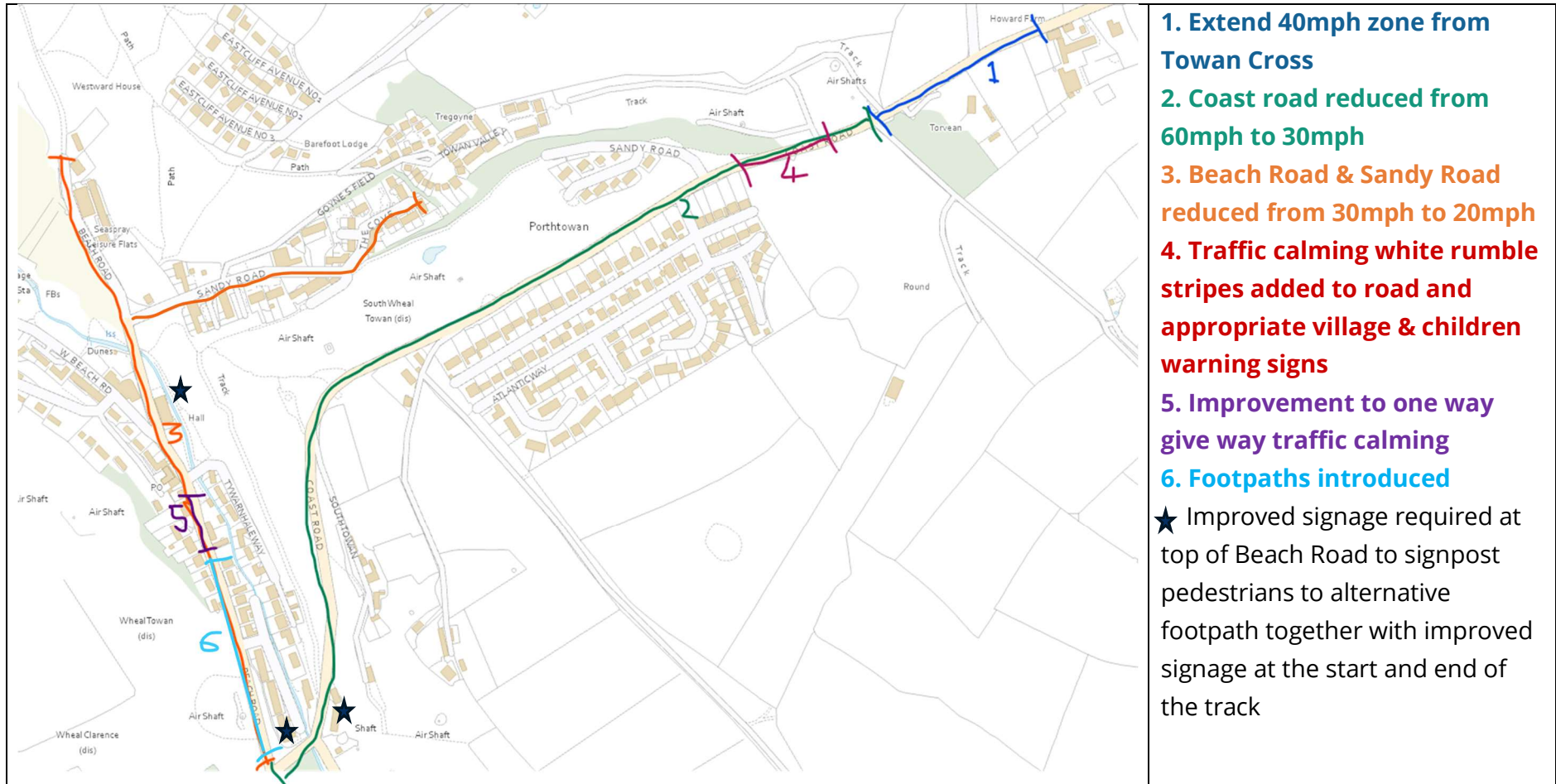


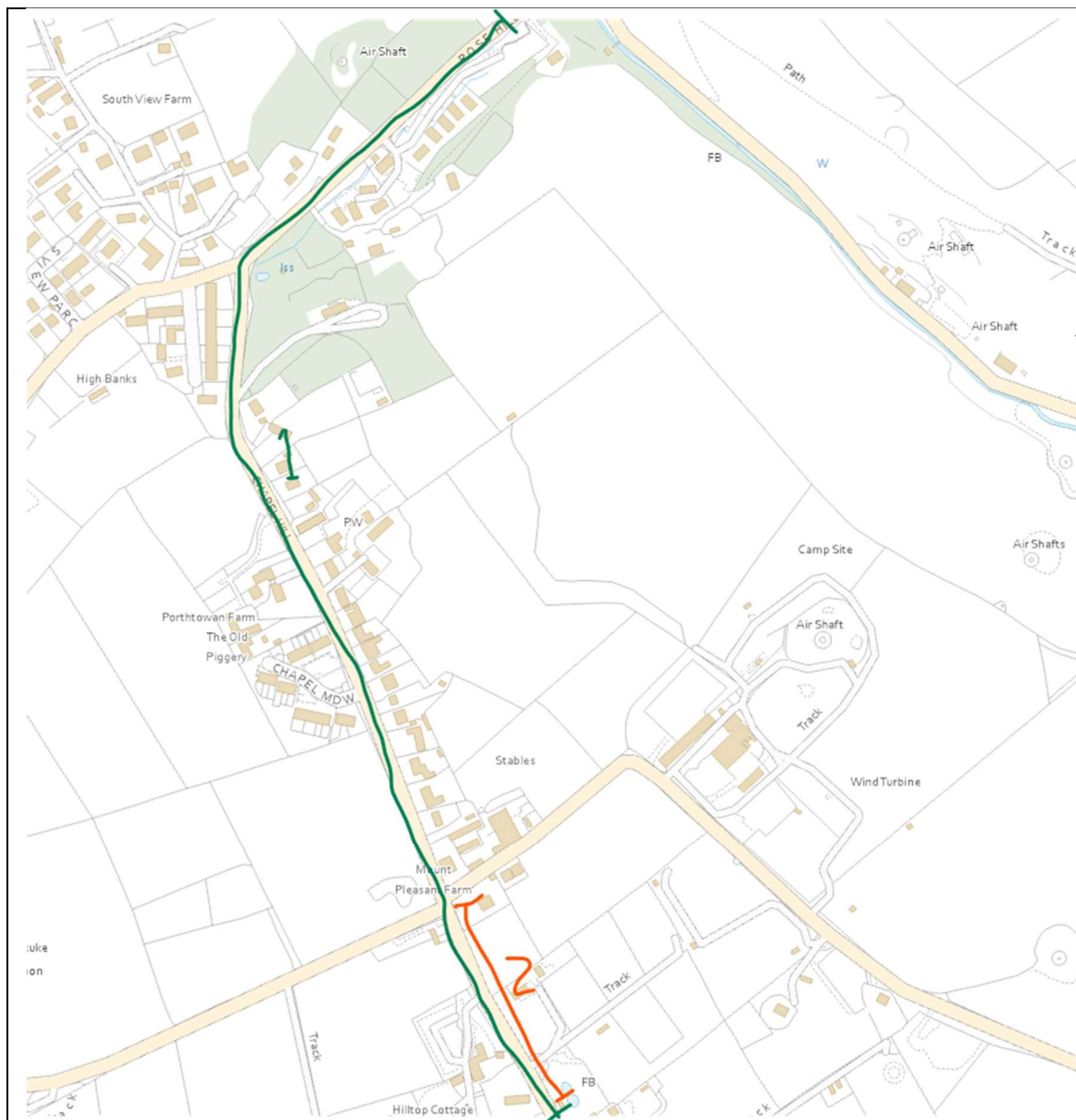
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## 4. REMEDIES

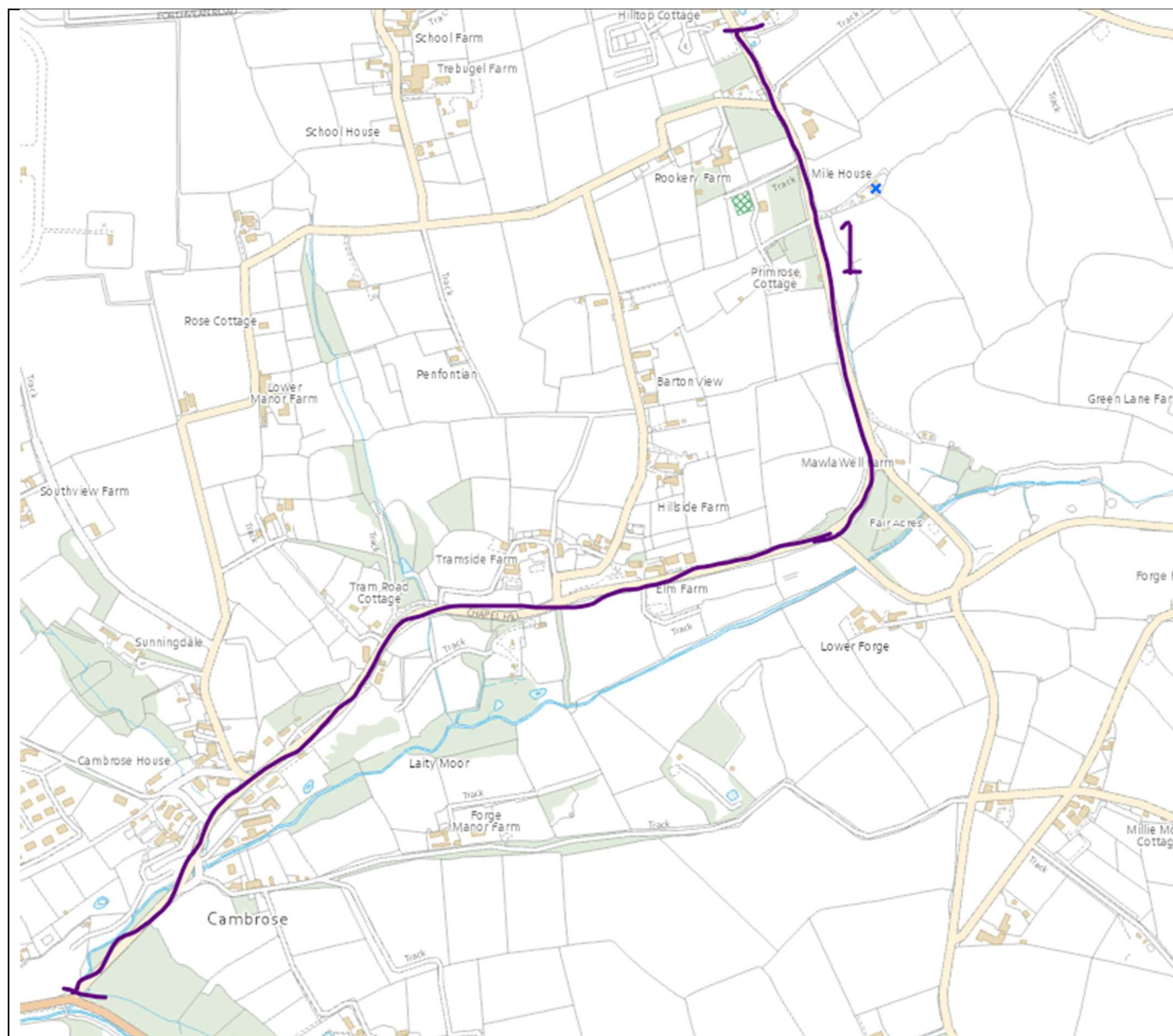
Please refer to the colour shaded and numbered annotations on maps and reference the coloured comments to the right of the map





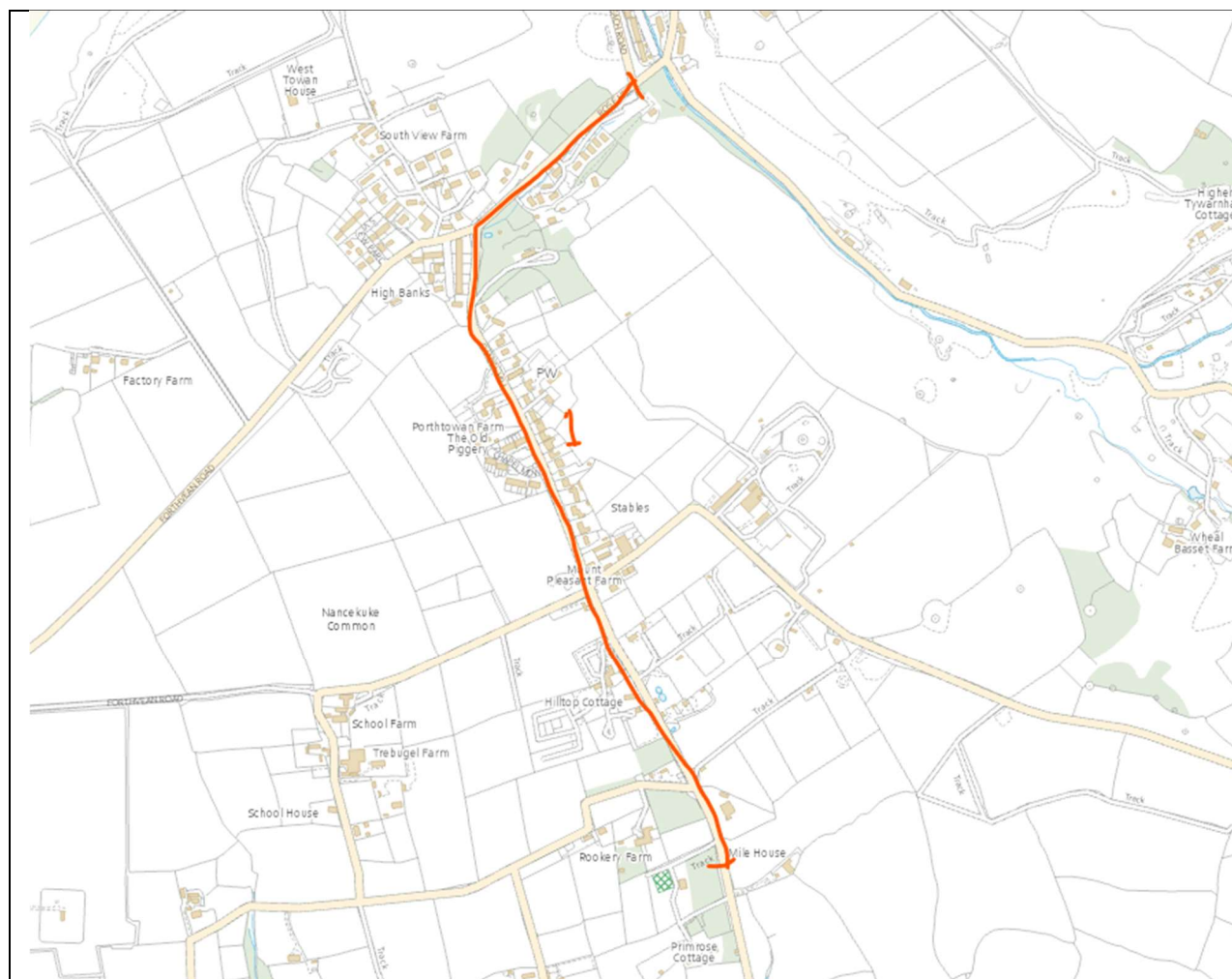
1. Chapel Hill road reduced from 40mph to 30mph
2. Traffic calming white rumble strips added to road and appropriate village and children warning signs.

The change in speed limit to 30mph and appropriate warning signage must commence a significant distance before the village entry sign in order that vehicles are already travelling at an appropriate speed by the time they have full visibility of the junction – starting these changes at the village boundary would be too late



**1. Speed limit reduced from 60mph to 40mph**





## 1. Footpaths introduced


## 5. PETITION DETAILS

<https://www.change.org/p/slow-down-porthtowan>

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### Slow Down Porthtowan



584

Signatures

1,000

Next Goal

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Tavistock, PL19  
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Started 9 July 2024  
Petition to Portreath Parish Council and [2 others](#)

#### Why this petition matters

Started by [Anita Duffy](#)

Road accidents happen! Cornwall Council have recognised that by reducing many speed limits from 30mph to 20mph in areas where there are pedestrians, lives will be saved. The stark and unfair reality though is that in Porthtowan our residents, including our children getting on their school buses; are needing to walk along, share, wait and cross roads in 60mph and 40mph zones without pavement. Anyone being hit at these speeds has less than a 10% chance of survival! My child is one of them – but for over half the population of Porthtowan, it is their child or loved one too. That is why the newly set up Porthtowan Road Safety Action Group is doing this, and why we need your signature on this petition.

This change is needed as a matter of urgency, with safety being the priority. The speed limits in our village are inconsistent with other neighbouring villages, are currently wrongly classified and are a risk to all those using our roads.

Our children are not the only ones at risk though. Porthtowan has changed and is now more spread out, has more visitors (one of only 7 blue flag beaches in Cornwall) with more businesses. This in turn means more people, cyclists and horses sharing roads that are not safe. In several areas these road uses converge in the same limited stretch of road and create a significant compounding risk to road users. These risks are accentuated by a significant frequency of high-risk blind junctions, entrances and exits and hills with limited visibility. Our roads are used by:

- Slow moving farm traffic entering and exiting from blind junctions
- School children walking on the road and then having to wait at bus stops (which are in many sections just allocated parts of the road – not protected bus stops) in high-speed sections to access school bus routes where no footpaths exist
- Residents and holiday makers walking down the road in high-speed sections to access the beach where no footpaths exist
- Horses and ponies regularly walking along roads with child riders
- Holiday and festival traffic bringing high volumes of road users not familiar with risks that the local roads and speeds present
- Festival and event traffic
- Popular route with cyclists
- Mineral Tramways coast to coast cycle route crossing
- Popular route with motorcyclists seeking routes where speeds can be maximised and exceeded
- Slow moving caravans and campers exiting from limited vision campsites

Where in the past our village started in the area near the beach – it doesn't anymore and yet the speed limits do not reflect the whole of the village of Porthtowan. The high risk stretch of road starts in Cambrose to the west and extends to Coast Road (Atlantic Way) to the east – both in 60mph zones – we have two steep and currently dangerous hills with limited visibility at each end of the village, yet both are far too fast. **We believe we have a right to be able to drive, walk, cycle and ride safely in our village, however this is currently not the case for Porthtowan and Cambrose residents.**

This petition is to show Cornwall Council that our community is asking for change. We have many different issues that need to be addressed so that our residents and those using our roads feel safer. We want to ask for several remedies including reduction in speed limits, introduction of footpaths, improved signage and proper maintenance of the verges in this vicinity. **We ask those signing to consider adding a personal comment to show the impact this has on them – from them not feeling safe to walk to their beach, to having to take a chance in getting out of their driveway, to experiences, near misses and accidents.** This petition will form part of a detailed written submission outlining the issues that we are preparing to present to council (and beyond if necessary) as we ask to feel safer in our village.



### Petition Comments – names and details deleted for this copy (received up to 17<sup>th</sup> August)

Date	Comment
17/07/2024	"Safety should be first priority..."
20/07/2024	"As a horse rider, I feel vulnerable every time I leave my yard to ride on the roads to get to local tracks. Although the law says to pass horses at a maximum of 10mph & 2m distance, the majority of vehicle drivers ignore the law & speed limit, with many being abusive when asked to slow down."
20/07/2024	"60 mph on the toads in and out of the village is too fast, and needs to be 20 mph in the village and Sandy Road"
20/07/2024	"I live in Atlantic Way and walk the kids and dog over the main coast road to get down to the beach - it's a 60mph zone and very fast traffic to negotiate"
20/07/2024	"This road is used by horse riders, dog walkers and children and is already dangerous as there are no pavements for the most part of it. 60 mph makes it a death trap and only a matter of time before there is another accident or fatality. Reducing the speed limit will make a huge difference to the safety of both residents and holiday makers"
20/07/2024	"We frequently walk and run on the roads around Porthtowan. The traffic is often very fast with blind corners, no footpaths and lots of vegetation. Need reduced speed limits on the main coast road around the village and 20mph in the village."
20/07/2024	"We live on Towan Road which runs down to Eastcliff through the farm. We've lost count of the amount of drivers that have driven past the farm and several concealed entrances at ridiculous speeds. Drivers take no notice of the polite signs put up by residents to slow down and be aware. There are dog walkers, horses riders, cyclists etc not to mention a working farm on this lane and the speeds drivers are doing are extremely dangerous and inconsiderate on a rural lane. As soon as some of them are going past the farm they see a straight road and floor it past our house past our two concealed entrances without a care in the world. I hope it doesn't take an accident to happen until more speed measures are taken."
20/07/2024	"We live off Atlantic Way (Ocean Heights). Crossing a 60mph rd to access the school bus with children from 4yrs of age is simply unacceptable the poor visibility and excessive speeds will end in tragedy. The shelter shakes as SUV's, delivery vans etc fly by whilst we cling to our children inches from the carriageway. Thankfully our children are at an age where they accept this neurotic parenting- but soon they will not be and will be craving their independence, this terrifies us. We are fortunate to have the surfaced path (after years of demanding the promised upgrade) that connects us to the lower part of the village and beach. However, with the status quo on Coast road we are disconnected from surroundings, amenities and green space."

20/07/2024	"I live in Atlantic Heights and on Chapel Hill. I endanger my life when I walk and run on the roads where I live...many a time leaping into hedge. My two aunties got run over along the road between Atlantic Way and the Victory Inn about 20 years ago and both ended up in A&E."
20/07/2024	"I live in porthtowan and have children"
20/07/2024	"Porthtowan is a busy seaside village with Families and holiday makers for most of the year. Cars park blocking viewing and vehicles go quickly through the village which is increasing dangerous along with multiple delivery vans rushing from job to job. Let's slow down."
20/07/2024	"I use these roads daily, walking my dog and riding my horse , I have been thrown from my horse due to a speeding vehicle on a blind bend ."
20/07/2024	"We need to keep pedestrians, runners, cyclists and other road users safe."
20/07/2024	"We live at Nancekuke and would love to walk or cycle to the beach, but the road is too dangerous, especially for our children. Even trying to join the road at the junction with the eco Park is difficult and I have had a few near misses."
20/07/2024	"It's a village with walkers, kids & animals, not a racetrack"
21/07/2024	"As a dog walker on the unpaved stretch between south wheal towan and the bridleways at trevissick and wheal charlotte - too many cars push on through close to us rather than waiting ..the courage it must take parents and kids to cycle this stretch to school in mount hawke! and the council proposed to get rid of the school bus?! Also, many near misses in the car trying to exit from Atlantic Way because of very short visibility on a 60mph"
21/07/2024	"Speed kills! Slow down!!"
21/07/2024	"Lived here 26yrs the volume of traffic has increased along with the speed. Only a week ago 2 crashes in 3hrs. We were told years ago traffic calming would be implemented to this day never happened. We take our life in our hands coming out of our drive in Mile Hill."
21/07/2024	"I don't feel safe crossing at Cambrose or at the top of Mile Hill on my horse. The traffic is so fast, even if they see you, they can't slow down in time. I cannot walk safely along that road, without fear of being hit by a car or larger vehicle"

21/07/2024	"I have real concerns about the probability of a serious accident on the approach roads to the bottom of the village. 60 and 40 mph in what are now residential areas seems ridiculous. It is not safe for the local children to walk to the bus stop or bike in and out of the village. There are no footpaths and you really do take your life in your own hands. In the village on Beach Road, parking is a nightmare as cars park in the restricted zone despite the signage. This reduces the Sandy Lane junction section to one lane, forcing traffic on to the wrong side of the road. This is particularly dangerous to pedestrians especially when the village is busy in the summer months. Most villages in Cornwall seem to be 20mph. I'd love to know why we're still 30?"
21/07/2024	"I'm the children's riding school at the top of Chapel Hill. We have to cross this road several times a day to access our fields for grazing & the lanes to ride. The visibility is awful, I HAVE to step out into the road to view up/down the road. The traffic does not slow down as it approaches the 40 sign from Mile Hill direction. Most cars are able to reach 50 mph by the top of Chapel Hill. I walk on the outside of the ponies when we ride on the road, I've been clipped by wing mirrors 4 times in the last 2 years. We ALWAYS wear HiViz, unfortunately that makes little difference to the majority of drivers who pass too close & at speed. I feel lowering the speed limit, motorists would have more time to react, hopefully making the road a little safer than it currently is."
21/07/2024	"Too many memories of close calls with fast moving vehicles when riding along this road especially with a lot of blind bends. Should be 40 maximum!"
22/07/2024	"I run in the area and try to walk when going somewhere nearby. I feel scared and often end up jumping into a hedge. My two aunties got run over together yet around the corner from my house and ended up in A&E. I do not want this happening to me or my family."
22/07/2024	"Road safety has to be a priority. Reduced speed limits, measures to enforce this and pedestrian safety measures are needed. We walk from echo corner to the village hall kindergarten daily with a pushchair and a walking child. I am regularly scared that my children are going to be hurt. Vehicles speed along Beach Road, driving on pavements to get through the narrowed section before the shop. There are minimal pavements and those which exist have high kerbs with no dropped pavements or cars parked blocking access and vision. Walking from the village to Forthvean Road or Coast Road is terrifying due to speeding vehicles, poor pavements and verge upkeep. I worry a bad accident will occur involving us or the many other local and tourist users of the road."
22/07/2024	"Our country lanes are narrow with shared road users and limited foot paths. We need the speed limit reduced on many roads."



22/07/2024	"The road either side of the village needs to be A LOT slower. Today's cars are much bigger and heavier, people's driving is worse and to be hit at 60mph would be catastrophic. There are also a lot of driveways with limited visibility; as you pull out onto the road you can feel very unsafe."
22/07/2024	"I have two young children who I always have to drive down to the village because I do not feel it is safe walking young children down Rose Hill. The pavements are absent in places and the road is fast and visibility is poor for drivers due to tree cover making it dark. The school bus stop on the top of Rose Hill on the bend is needed but is extremely dangerous due to its position and no approaching warning signs. My children will also need to use this bus stop one day but I fear it is an accident waiting to happen. Reduced speed limits, traffic calming, pavements and bus stop warning signs/children crossing signs need to be created."
22/07/2024	"Many local roads in Porthtowan are without pavements and kerbsides and are narrow and of course two way. Schoolchildren walking to their school bus pickup risk serious injury from fast moving traffic in all conditions and especially so in the winter months. Let's keep our kids safe on our public roads especially when they have to be on the same space as large vans, buses and lorries. Walkers with pets also face the same serious injury risk and life changing damage on no pavement roads. Keep the speed down and live happy and safe not frightened and damaged."
23/07/2024	"Some of our roads can be quite dangerous for pedestrians."
23/07/2024	"I'm so sorry for your loss. I am always saying "Speed Kills". I give this petition my full support!"
24/07/2024	"60mph around Atlantic way is dangerous and unnecessary"
24/07/2024	"The current speed limit leaves far too much room for dangerous driving."
24/07/2024	"We live on Chapel Hill and the speed some people drive along the road is really scary. A few years ago, a friend's dog was killed on the road when they were visiting us. Our children should be able to walk and cycle from our driveway without worrying about speeding traffic. A pavement on Chapel Hill is the ideal solution but a reduction in speed would definitely help."
24/07/2024	"I am 13 and have to walk up, down and cross the road on a blind corner, and really fast cars go past me. And I'm afraid one of those cars will hit me."
25/07/2024	"Every day it is a challenge to safely exit our drive onto the coast road, situated as we are on a bend with restricted visibility on a road which currently has a 60mph limit! With faster cars and increasing volumes of traffic there is an ever increasing risk to us and the wider the public."
29/07/2024	"I'm sick of seeing crashes and people losing pets (myself included). It should be safe for my daughter to walk down to the village but it's not."

31/07/2024	"These roads are dangerous and many similar areas in Cornwall already have speed limits."
31/07/2024	"Walking up and down that hill with no path is lethal"
01/08/2024	"Porthtowan is a busy little village, there has been numerous times when cars have just kept coming at speed through the narrow part of Beach Rd, very dangerous for pedestrians."
03/08/2024	"My family live on and walk this road daily, I've been there when speeding cars go past making it very scary with lack of pavements"
04/08/2024	"The speed limit for Porthtowan is so out dated with so many towns and villages with speed limits of 20 and 30 mph now."
04/08/2024	"I live near Mount Hawke and walk into the village and have to be really careful because people drive so fast, particularly crossing the main coast road. And pulling out in a car from Porthtowan on to the coast road can be dangerous as it's hard to see cars coming down the hill in the dark under the trees."
04/08/2024	"Speeding traffic is a menace and a danger!"
08/08/2024	"Speeds are excessive in small towns and villages. This needs to be addressed."
10/08/2024	"A reduction in traffic speed heading up from Cambrose toward Porthtowan is sorely needed - I hope this petition helps"

-----**END OF REPORT**-----