

## Lisa Clements

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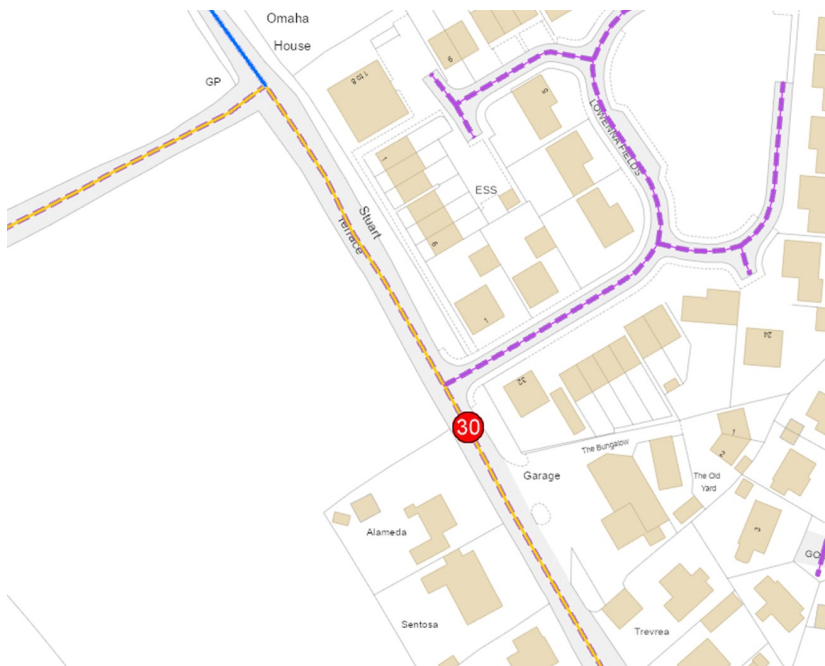
**From:** Cornwall Highways Enquiries <enquiries@cornwallhighways.co.uk>  
**Sent:** 31 January 2023 08:11  
**To:** Lisa Clements  
**Cc:** Cllr John Bastin  
**Subject:** RE: Mawnan parish - boskensoe junction

Information Classification: CONTROLLED

Dear Lisa

Thank you for your email.

Whilst I note planning consent had been granted for the amendment carried out to the pre-existing 30mph speed limit during the development of Lowenna Fields, it was never formally consulted upon at the time (it's not known why this was never formally followed up – possibly the developer was not signposted correctly by planning), and no changes to the Speed Limit Order were ever made. Therefore whilst the developer clearly moved the signs in good faith, the 30mph limit was actually rendered unenforceable by this extension due to signing not being in accordance with the legal order. (see image below for the prior correct legal location – south of Lowenna Fields):



During the design, consultation and implementation of the new 20mph limit this area was reviewed, at which time the above situation became clear. The Council must consider setting local speed limits in accordance with current Department for Transport guidance and in this regard Cornwall Council agreed that the new 20mph limit should be extended a small distance over and above the prior legal terminal sign position in advance of the Lowenna Fields junction (although I accept this would appear to be a reduction over and above the previous unenforceable 30mph extents). There is a clear change in environment at this location from a rural road to a more developed area. It is also where the footpath starts, and it is therefore where an increase in

pedestrian activity and village life as a whole would be expected to commence and therefore where traffic speeds are desired to be lowest.

Cornwall Council have taken a consistent approach to the implementation of 20mph speed limits throughout Cornwall. It is important that this approach is consistently applied so that drivers get a clear understanding of why the limit commences where it does and are therefore more likely to comply with it. Drivers will therefore become accustomed to seeing these restrictions in areas of a similar environment. It is this education of drivers and promoting positive changes in behaviour that will work towards achieving improved compliance throughout Cornwall with the continued roll-out of 20mph limits in due course.

Kind regards

**Viv Bidgood FIHE | Highway Manager**  
**Cornwall Highways | Network Management**  
[enquiries@cornwallhighways.co.uk](mailto:enquiries@cornwallhighways.co.uk) | Tel: 0300 1234 222  
Western Group Centre, Radnor Road, Scorrier, TR16 5EH



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**From:** Lisa Clements <[clerk@mawnan.org.uk](mailto:clerk@mawnan.org.uk)>  
**Sent:** 26 January 2023 12:52  
**To:** Highways & Environment West <[handew@cormacltd.co.uk](mailto:handew@cormacltd.co.uk)>  
**Cc:** Cllr John Bastin <[cllr.john.bastin@cornwall.gov.uk](mailto:cllr.john.bastin@cornwall.gov.uk)>  
**Subject:** Mawnan parish - boskensoe junction

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FAO Viv Bidgood

Hi Viv,

I've been asked to verify why position of the 40mph sign at the Boskensoe junction (on Penwarne Road, as you leave the village on the left) can't be changed back to the location of the modification made during the Lowenna Fields development. We are, after all, only talking about the difference of a couple of metres further up the road.

It appears that at a recent meeting at the school you said this was the only legal place for the 40mph sign/section to be and that it was the developer at Lowenna who instituted the original, illegal, 30mph modification. Given the number of complaints the parish council are receiving about the danger that this junction is now causing as cars speed up on exiting the 20mph section and the number of near misses exiting traffic is encountering I have been asked to check back on the original planning application and comments made then.

Please find attached the original map from PA15/09452, the then Highways Officer's comment and the written planning decision notice – all of which appear to say that the position of the change to 30mph was legal and agreed by all parties.

I'd be very grateful if there could be a written explanation as to the contradictory information that we seem to have and advice on a solution that would address the risk now posed by the position of the change – we are not objecting to the 40mph itself, just where the change happens. It's the feeling of the community here that even relocating the 40mph sign a small distance would have a significant benefit to traffic. I know a mirror positioned opposite the junction to view down the hill was ruled out – do you have any other suggestions before we have serious accident take place?

Ta

Lisa C

Mrs Lisa Clements (Clerk)  
Mawnan Parish Council Offices  
MS Electrical  
The Square  
Mawnan Smith  
TR11 5EP

Email: [clerk@mawnan.org.uk](mailto:clerk@mawnan.org.uk)  
Tel: 01326 251022

Office Hours: Monday, Wednesday & Thursday 9am to 2pm

[www.mawnan.org.uk](http://www.mawnan.org.uk) & [www.mawnanparish.co.uk](http://www.mawnanparish.co.uk)

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