

A30 Chiverton to Carland Cross

Consultation booklet

29 January - 12 March 2018



About Highways England

Highways England operates, maintains and improves England's motorways and major A-roads, known as the strategic road network. Our network totals around 4,300 miles. While this represents only 2% of all roads in England by length, these roads carry a third of all traffic by mileage and two-thirds of all heavy goods traffic.

England's strategic road network forms the economic backbone of the country, is open 24 hours a day, seven days a week, and is relied on by communities and businesses to get from A to B.

Our ambition is to ensure all our major roads are more dependable, durable and, most importantly, safe, enabling better journeys on better roads and improving our service to customers. In pursuit of that aim, we are delivering £15 billion of investment on our network as described in the Government's Road Investment Strategy.

The A30 Chiverton to Carland Cross scheme is part of the programme of investment set out in this strategy.

The scheme is receiving a funding contribution of up to £8 million from the European Regional Development Fund to support the development phase.



Foreword

A30 Chiverton to Carland Cross – improving reliability, safety, local life and regional growth.



Improving this section of the A30 is incredibly important for Cornwall's future. With its beautiful nature, glorious landscapes and peaceful surroundings, it's not hard to see why the area attracts so many visitors all year round.

However, as the only remaining stretch of single carriageway on the A30 between Camborne and the M5 at Exeter, journeys are regularly delayed, congestion often brings traffic to a standstill, and as a result the Cornish economy is being held back.

Upgrading the road to a new, modern dual carriageway whilst retaining the existing route for local traffic, will increase safety and reliability for its regular users and offer a serious boost to the tourism industry, local businesses and the regional economy in Cornwall.

We've made real progress with our plans over the last couple of years and we're now in the final round of public consultation before we submit our application to build the scheme to the Secretary of State for Transport.

This booklet explains what we are consulting on, where you can find out more about the scheme and how you can let us know what you think. Whatever your views, I hope you can get involved.

Nick Aldworth

Regional Delivery Director (South West)
Highways England

The story so far

Despite previous attempts to improve the A30 between Chiverton and Carland Cross, it remains the only single carriageway section between Camborne and the M5 at Exeter. This means that it is regularly congested and is frustrating for motorists who try to avoid tailbacks by diverting onto local roads, especially at weekends and during the summer months.

This has a knock-on effect for local communities, making it more difficult to make simple journeys to

work, school, seeing friends, or the supermarket. Add to this an increased risk of incidents caused by poor visibility on the road for drivers, poor junction and road layouts and regular use of the road by slow moving agricultural vehicles, and there is a compelling need to improve the situation.

We have been developing and refining our plans since work started on the scheme in 2014.

The timeline below shows the progress so far:

2014 – The Government releases the Road Investment Strategy which includes a commitment to funds to upgrade the A30 between Chiverton and Carland Cross.

2015 – Engagement events were held by Cornwall Council which showed overwhelming support for the scheme, both locally and from across Cornwall.

2016 – On the back of the engagement events, we developed and assessed options to improve this section of the A30. We then asked for your feedback on our proposed options in late 2016.

Early 2017 – We held a localised engagement event to explain changes we wanted to make to the options at Marazanvose and to get local people's feedback.

July 2017 – After carefully considering and reviewing all of the feedback from local people and stakeholders, we announced the preferred route.

July 2017 to present – Since announcing the preferred route we have been developing the design, talking to land owners, undertaking additional surveys and progressing our environmental assessments.

Fast facts

- Over 95% of respondents from the 2016 consultation agreed with the need for the scheme.

- 81% of visitors to Cornwall between August-November 2016 used their own car or van to reach the region. During busy periods, journeys on this section of road can often take twice as long when compared to other sections of the A30, with journeys taking up to 4 times longer in the summer months.

- The roundabout at Chiverton Cross has been named as the worst place for road incidents in the whole of Cornwall.

- By 2022 the road is expected to be carrying more traffic than it was designed for, and with traffic expected to rise by up to 32% in 2037, congestion will only get worse.

- Average journey times between Chiverton and Carland Cross, a distance of 7.9 miles, can fluctuate anywhere between 7 and 28 minutes. Other sections of the A30 experience relatively stable journey times year-round meaning journeys are more reliable and easier to plan.

- In 2014, Cornwall attracted approximately 4.3 million staying visitors and 14.7 million day visitors, generating £2.6bn to the economy and supporting 53,000 jobs. Despite this, productivity across Cornwall in 2015 was 74% of the English average, and has continued to fall over time.

- With our proposals, every £1 invested is expected to generate an economic benefit of £3-£4.



What this consultation is about

Because of the size of the scheme, the proposal is classified as a Nationally Significant Infrastructure Project. Applications for such projects must be made to the Planning Inspectorate (on behalf of the Secretary of State for Transport) rather than Cornwall Council, and the consent granted will be known as a Development Consent Order.

Before an application for a Development Consent Order is submitted, the local community and other stakeholders must be formally consulted on the proposals including the key elements of the scheme, and likely environmental effects based on the preliminary environmental information available at the time. For the A30 Chiverton to Carland Cross scheme this statutory consultation runs from **Monday 29 January 2018 to Monday 12 March 2018.**

This consultation booklet is designed to be read alongside the response form to help you provide your feedback to this phase of consultation. It also explains the ways you can give your views.

What we are proposing

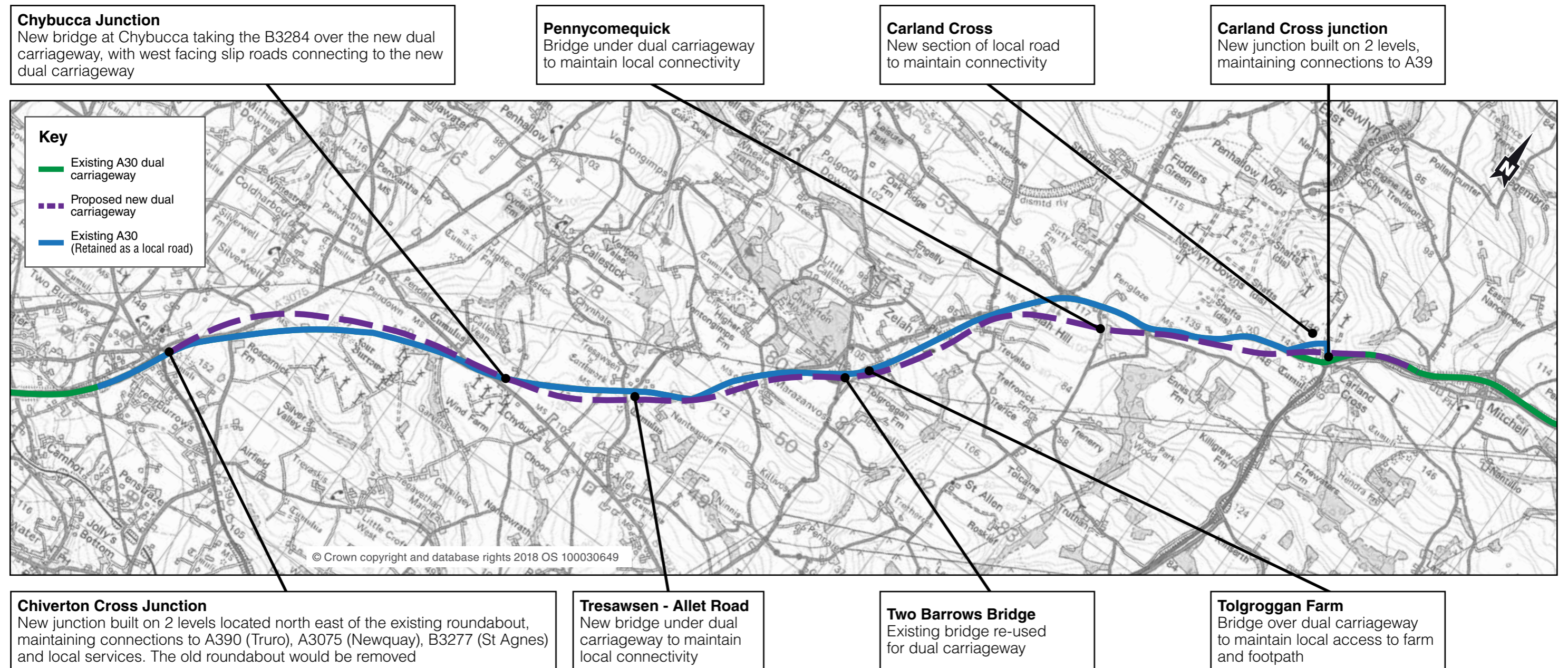
The key elements of the scheme consist of:

- An 8.7 mile, high quality 70mph dual carriageway, connecting to the existing A30 dual carriageway at either end
- The replacement of Chiverton Cross roundabout with a new, 2 level motorway style roundabout
- A new, 2 level partial junction at Chybucca, with west-facing slip roads connecting to the new dual carriageway
- Replacement of the existing roundabout at Carland Cross with a 2 level motorway style junction
- New bridges and accesses across the new road and the old road
- Retention of the existing A30 including the construction of further local roads to maintain connectivity

A plan of the proposed scheme is on the next page.

The proposed route

This plan shows the overall route, more information about specific elements of the scheme are available on the following pages.



What we have considered

Since announcing the preferred route for the scheme in July 2017 we have been working on refining the design for the new road. This involves surveying the route to identify constraints and opportunities in the landscape. Below are some of the key considerations we have had to think about while developing the design for the scheme.

The road within the landscape: A key challenge is making sure the new road fits within the landscape. Because the landscape naturally rises and falls in this area, it wouldn't be possible to build on the existing ground as this would result in a road filled with sharp turns and drops due to the gradients. The process of making the road as flat as possible involves excavating land in some places, whilst building it up in other places. One of the key challenges is achieving a balance so that all of the excavated soil is kept on the land and reused.

Environmental constraints: There are a number of constraints in the area which we have navigated around when designing the scheme. There is a World Heritage Site located to the south west of Chiverton Cross junction, as well as a Registered Park and Gardens, Sites of Special Scientific Interest and Special Areas of Conservation. We have also been talking to landowners and utilities companies about how to accommodate their operations. We have been developing our design to ensure it achieves an optimum balance between maximising benefits and minimising environmental impacts.

Drainage: We need to consider how we will deal with water on the road when it rains. We must ensure the road drains quickly to be safe for drivers, but at the same time, that it does not flood the local water system by draining in to it too quickly. To help achieve this balance we have identified locations where we could dig attenuation ponds. These ponds will fill with water in the event of heavy rain, and drain gradually to ensure the local water system is not flooded.

Construction: We have been working out how we would build and maintain the new road. This has involved identifying areas where we could provide space to store materials and equipment, and where we might erect temporary site compounds to accommodate the people who would plan and build the road.

Linking with the local road network: We have considered how the new road will link with the existing local road network which has informed our thinking about the layout of junctions. The new road is designed to be free flowing from east/west, whilst accommodating as far as possible the existing local road networks. To make sure local communities and businesses such as farms can cross the road, we have included underpasses and bridges crossing the new and old A30 road where possible.

Consideration of alternatives: We have considered a wide range of alternatives to meet the challenges set out above as part of the detailed design of the scheme. If you want to find out more you can read Chapter 3 – Consideration of Alternatives of the Preliminary Environmental Information Report. See page 26 for more details of how to access this document.

How to read the plans

To help you understand the plans over the following pages we have split each section up into the following:

- **What we propose:** this describes the key elements of what we propose in each section – the numbers correspond to the numbered features on the plan.
- **Key considerations:** this outlines the key elements that influenced our design in each section – this could be environmental constraints that we have either avoided or where we recognise there will be an impact and have suggested ways in which we might mitigate this.

- **Key:** To make the maps easier to read, the majority of the environmental constraints have been removed. For those features that remain we have included a key so you can identify what the symbols, colours and patterns mean.

If you would like to see the maps with all the environmental constraints on, these can be found in the Preliminary Environmental Information Report. See page 26 for details of where this document can be viewed.



Section A – Chiverton Cross junction to Chybucca



What we propose

1. At the western end of the scheme, the new dual carriageway would connect to the existing dual carriageway west of the existing Chiverton Cross junction.
2. In order to separate traffic travelling east or west on the new dual carriageway from local traffic, for example accessing the A390 (Truro), A3075 (Newquay) or B3277 (St Agnes), we are proposing a new 2 level junction to replace the existing roundabout.
3. The new junction would be located away from the existing A30. This allows us to keep traffic moving in this area during construction.
4. The existing A30 to the east of the new Chiverton Cross junction would be retained as a parallel side road for local traffic. This and the other side roads would be realigned to join the new junction roundabout. The side roads and the junction roundabout would be operated by Cornwall Council as the local highway authority.
5. The new dual carriageway would continue to the east of the new junction and stay to the north of the existing A30 towards the new Chybucca junction.
6. The existing Chiverton Cross roundabout would be removed.
7. A range of environmental mitigation measures, including possible multi-species crossings, woodland planting, new Cornish hedgerows and low noise surfacing, are also proposed in this section. More details can be found on the Draft Environmental Master Plans. See page 26 for more details of how to view these plans.



An artists impression of the finished junction

Key considerations

Noise: Our noise assessments have identified a potential increase in noise to the north of the proposed new Chiverton Cross junction. As the height of the new junction restricts additional noise screening in this area we are proposing to use a low noise road surface to ensure that this does not impact on homes.

Ecology: Our surveys indicate that bats forage in this area for food and nest to the north of the new junction. To mitigate the impact of the new Chiverton Cross junction, we are proposing bat sensitive lighting and protective landscape planting. More detail on these can be found in the Draft Environmental Master Plans (see page 26 for more details of how to view this document).

Landscape: The field patterns in this section are unique to this part of the world. Where the road interrupts these patterns, we would like to re-stitch the field boundaries with new hedgerows (including Cornish where appropriate) and extensive areas of woodland planting on embankments. The planting would also help mitigate any risk that elevated sections of the road, along with the proposed lighting and moving traffic, could spoil the views.

Safety: The current Chiverton Cross roundabout is the worst accident blackspot in the whole of Cornwall. Making it a 2 level, motorway style junction would make accessing the A30, and using the major north-south routes, much safer.

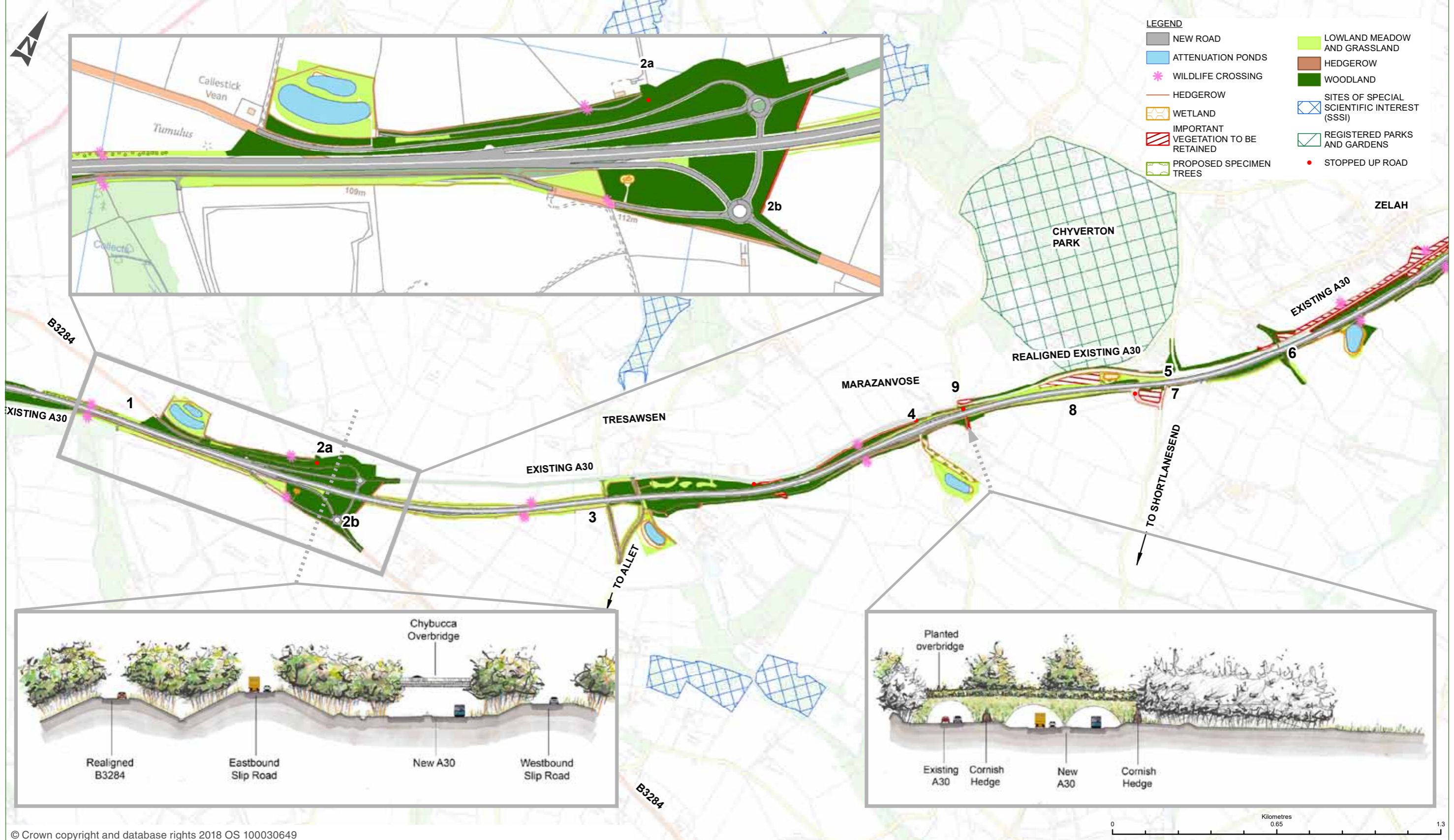
Height: We have placed the junction below the new A30 carriageway to reduce impacts from noise and the view from the landscape. It also means we are able to better balance the distribution of excavated material from the land, meaning less would need to be imported and exported during the construction of the road.

Consultation question 1:

Do you have any comments on our proposals for the Chiverton Cross junction to Chybucca section of the scheme?

Please provide your answer in the response form. For more details of where to find the response form see page 27.

Section B – Chybucca junction to Zelah



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What we propose

1. At Chybucca the new dual carriageway would cross from north of the existing A30 to the south.
2. A new junction at Chybucca would allow the existing A30 and B3284 to cross the new A30 dual carriageway. The junction would include:
 - 2a. West facing slip roads on and off the new A30 dual carriageway to allow access for A30 eastbound traffic to join the B3284 and the A3075, and for westbound traffic to join the new A30.
 - 2b. New roundabouts on each side of the new bridge crossing, to connect the junction slip roads and the side roads.
3. To the east of Chybucca junction at Allet Road junction and close to the village of Tresawen would maintain connections across the new dual carriageway. This would include new emergency accesses to take traffic off the dual carriageway after an incident and also allow access for the emergency services.
4. The existing side road at Marazanvose would be closed off with alternative access for all users and properties via the Shortlanesend Road.
5. The existing underpass at Two Barrows would be retained, to maintain access along Shortlanesend Road, local connections to the adjacent village of Zelah, and access to the realigned existing A30.
6. A replacement bridge at Tolgroggan would maintain the existing bridleway, access to the farm and provide a crossing point for protected species. This would span the new dual carriageway and the realigned existing A30.
7. The new dual carriageway would use the existing underpass at Two Barrows.
8. The existing A30 would be realigned to this as a parallel route and also create a junction and connection with Shortlanesend Road.
9. A green bridge east of Marazanvose with associated tree planting to encourage local wildlife to safely cross the proposed dual carriageway.



An artists impression of the finished junction

Key considerations

East facing slip roads at Chybucca junction:

Feedback from the previous consultation showed there was a desire from businesses and the local community for east facing slip roads at Chybucca. In response to this feedback we have considered whether east facing slips should be included in the scheme.

Our assessments show that the majority of traffic accessing the existing A30 at Chybucca goes west, towards Chiverton Cross – over 11,000 vehicles a day are predicted to use the west facing slip roads compared to fewer than 1,400 vehicles a day potentially using east facing slip roads. In addition, east facing slip roads would require more land from a local farm business. This is because the road level around the junction would need to be significantly lowered to provide the necessary visibility for drivers to safely use the slip roads.

As such we believe that the low level of traffic predicted to use the east facing slip roads and the increase in land required for the slip roads means we cannot justify the cost of including east facing slip roads at Chybucca in the scheme.

Ecology: Our surveys have revealed the presence of protected species in the area which regularly cross the existing A30 near the Chybucca junction. We are therefore proposing dedicated crossings (large pipes under the road and a green bridge east of Marazanvose) in this section as well as a replacement bridge at Tolgroggan to provide animals with safe crossing points.

Landscape: The field patterns in this section are unique to this part of the world. Where the road interrupts these patterns, we would like to re-stitch the field boundaries with new hedgerows and include Cornish hedgerows and extensive areas of woodland planting on embankments. The planting would also help mitigate any risk that elevated sections of the road, along with the proposed lighting and moving traffic, could spoil the views.

Noise: To minimise any noise impacts on homes and local businesses we have kept the level of the new dual carriageway as low or as close to the existing ground level as possible. We would also use low noise road surface in this area to ensure any noise impact is minimised.

Construction: The existing A30 would be realigned through this section so that we can keep the current road open throughout construction.

Heritage: Between Marazanvose and Zelah, the line of the new A30 dual carriageway follows a very similar line to that of the existing A30. This route was chosen in order to minimise effects of the new road and re-aligned existing A30 on the Registered Park and Garden (Chyverton Park), the adjacent woodland, and the historic field patterns of the area. This was balanced against the effects on listed buildings in the adjacent farm, which have been assessed as experiencing a moderately significant effect in our preliminary assessment.

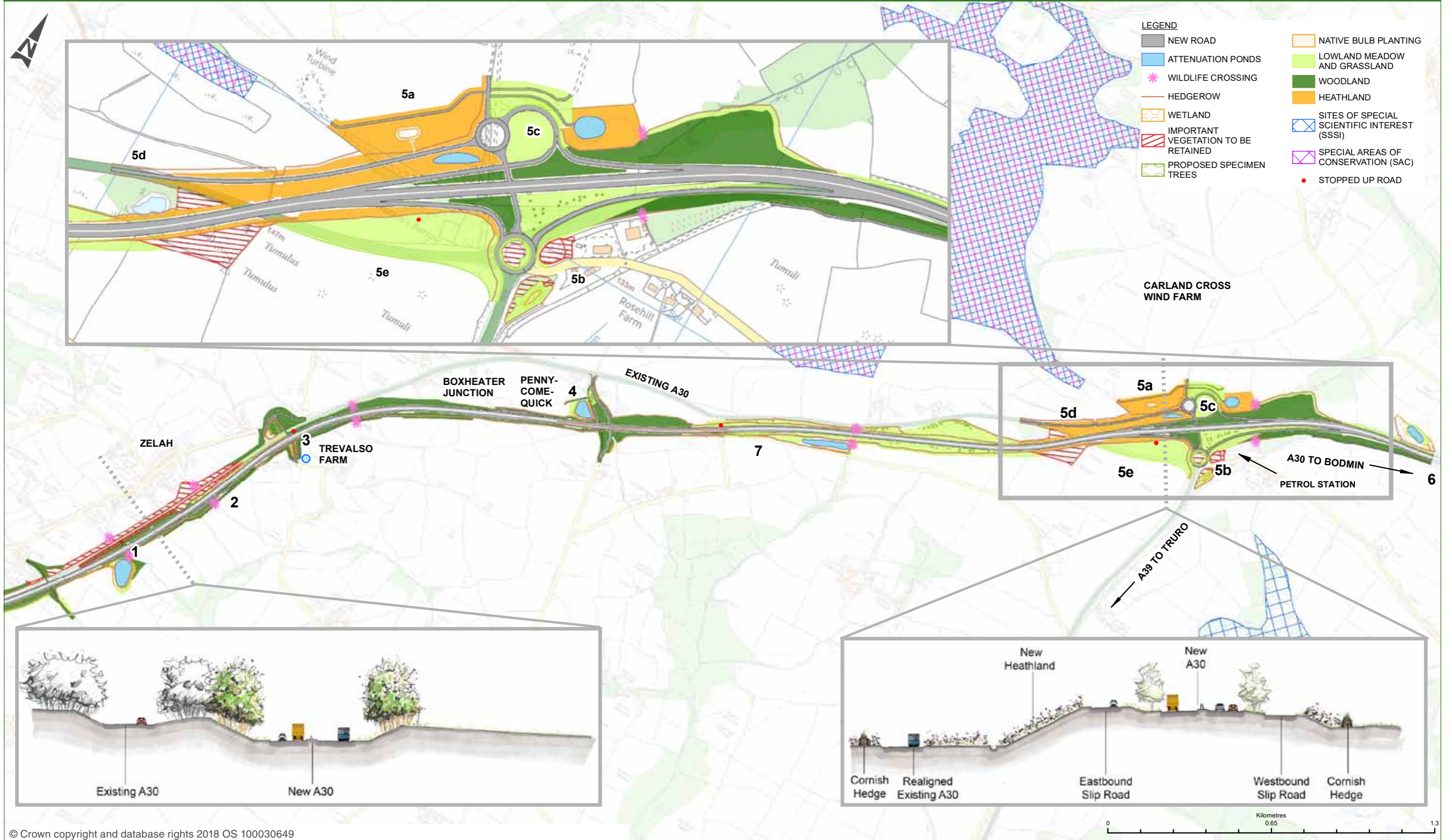
We have outlined some landscape mitigation in the area, and will continue to consider these measures to ensure the effects of the scheme on the listed buildings nearby are minimised.

Consultation question 2:

Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?

Please provide your answer in the response form. For more details of where to find the response form see page 27.

Section C – Zelah to Carland Cross junction



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What we propose

1. The level of the new A30 dual carriageway would be similar or lower than the existing A30, where it is adjacent to the village of Zelah.
2. At Church Lane in Zelah, an underpass is proposed for walkers, cyclists and horse-riders (non-vehicular users). The crossing of the existing A30 would be retained, keeping the local connection from the village to the church in the south.
3. At the east of Zelah, an underpass crossing the new dual carriageway and the existing A30 would maintain the connection from Trevalso Lane to the local road network. To accommodate this new connection, Henver Lane and the existing A30 would be realigned to form a T junction with Trevalso Lane.
4. A new underpass at Pennycomequick Lane would maintain access for local farms and properties. The lane would be realigned to the east and drop into the adjacent valley. This would allow the level of the A30 dual carriageway over the top of the underpass to be kept as low as possible. New emergency accesses are also proposed in this area for the purpose of taking traffic off the dual carriageway after an incident and also allowing access for emergency services.
5. A new 2 level junction at Carland Cross to replace the existing roundabout and maintain access to the A39 to Truro. This consists of:
 - 5a. A new roundabout to the north of the existing A30. This would connect to the eastbound slip roads of the new A30 dual carriageway and the old A30.
 - 5b. The existing roundabout would be retained and connect in to the westbound slip roads for the new A30.
 - 5c. A new road would connect the new and old roundabouts. The new A30 would pass over the top of this new connector road.
 - 5d. The existing A30 would be realigned to join the new roundabout.
 - 5e. The expectation is that the remaining section of the existing A30 to the old Carland Cross roundabout would be retained for use by walkers, cyclists and horse-riders (non-vehicular users) in some form. It would pass under the new A30.
6. To the east of the new Carland Cross junction, the new dual carriageway re-joins the existing A30 dual carriageway close to the end of the junction slip roads.
7. The lane from Pennycomequick to Ennis Farm will be realigned slightly to the south, so that it is kept open and continues to run adjacent to the new A30.



An artists impression of the finished junction

Key considerations

Landscape: There could be some interruption of field pattern and a small loss of vegetation on the land, including heathland habitat and trees around Carland Quarry. To make sure the new road blends in sensitively with its surroundings we would like to re-stitch the field boundaries with new hedgerows (including Cornish where appropriate), and extensive areas of woodland planting on embankments.

Heritage: To the south west of the new Carland Cross junction we are proposing to reunite the Barrow cemetery by removing the existing A30 carriageway. This would enhance the setting of these important monuments. In addition, burial mounds in this area would be protected by a retaining wall.

Noise: On the south side of the junction, the proposed scheme would be further from existing residential properties than the existing A30, resulting in noise reductions which would benefit the area around the Carland Cross cottages. To further reduce noise, the scheme would be surfaced with low noise road surface in this section.

Ecology: There would be some heathland loss in an isolated area west of the junction and protected species are also known to cross the road at this junction. To mitigate this, heathland planting would take place nearby and crossings suitable for protected species would be included.

Utilities: The Carland Cross wind farm is located adjacent to the existing Carland Cross roundabout. There is also a high pressure gas main that crosses the existing A30 and numerous telecommunications that run along the existing A30. These would all be affected by the new scheme. The alignment of the new route and the new junction layout, which retains the existing roundabout, has been developed to assist the diversion of the utilities and the construction of the new dual carriageway. This has also been designed to minimise the amount of land needed from the wind farm, and avoid any encroachment into critical safety zones of the turbines.

Consultation question 3:

Do you have any comments on our proposals for the Zelah to Carland Cross junction section of the scheme?

Please provide your answer in the response form. For more details of where to find the response form see page 27.



What we are assessing

We need to balance the need to build the new dual carriageway with consideration for the environment. To inform this balance, we are undertaking an environmental impact assessment which includes carrying out surveys to establish the baseline and to enable us to understand the potential effects of our proposals.

As part of this consultation we have published a Preliminary Environmental Information Report that gives the environmental information we have gathered so far on the project, and on which we have based our decisions. The Preliminary Environmental Information Report is split into the following topics:

- **Air quality** – we are assessing the potential effect of the scheme on local and regional air quality during the operation of the road.
- **Cultural heritage** – we are assessing the potential effect of the scheme on archaeological remains, historic buildings and other historic aspects of the landscape.
- **Landscape** – we are assessing the potential effect of the scheme on the character of the local landscape, the wider landscape and on important viewpoints.
- **Nature conservation** – we are assessing the potential effect of the scheme on designated sites and the potential impact on protected habitats and species.
- **Geology and soils** – we are assessing the potential effect of the scheme on soils, geology and hydrogeology and ground contamination.
- **Materials** - we are assessing the effects from the use of material resources and the generation and management of waste resulting from the scheme.

- **Noise and vibration** – we are assessing the potential noise and vibration that is likely to occur when we construct the road and from vehicles using the road.
- **People and communities** – we are assessing the potential effects of the scheme on people, local business and communities.
- **Road drainage and the water environment** – we are assessing the potential effect of the scheme on surface and groundwater quality and have assessed the risk of flooding.
- **Climate change** – we are assessing the carbon footprint of the scheme and have considered the potential climate change impacts on the design, construction and operation of the scheme.
- **Cumulative effects** – we are assessing the potential cumulative effects of all the impacts identified above on the environment.

See page 26 for more details of where to view the Preliminary Environmental Information Report.

Consultation question 4: Do you have any comments on the Preliminary Environmental Information Report?

*Please provide your answer in the response form.
For more details of where to find the response form see page 27.*

Mitigation

We are committed to minimising any effects the scheme may have on the environment and communities. The Preliminary Environmental Information Report explains how we have assessed the potential environmental effects of the scheme and what measures are being taken to avoid, reduce or rectify the impacts of the scheme.

The scheme currently incorporates the following environmental mitigation measures that have been identified as part of the environmental assessment process:

21 possible multi-species crossings

Woodland planting

Cornish hedgerows

Low noise surfacing

A green bridge

You can view all our proposed environmental mitigation plans on the Draft Environmental Master Plans. See page 26 for more details of where these can be viewed.

Consultation question 5: Do you have any comments on the mitigation that we are proposing, or any other suggestions for mitigation?

*Please provide your answer in the response form.
For more details of where to find the response form see page 27.*



The existing A30

The existing A30 is currently managed by Highways England. As part of our application for consent we will be handing responsibility for the existing A30 to Cornwall Council.

We are in consultation with Cornwall Council about how they will manage the existing road once the new A30 is built. We are currently considering the following areas, which may be improved by Cornwall Council as part of this handover:

- The operation of Henvver Lane, Boxheater junction, and Penstraze Lane
- Provisions for walking, cycling and horse riding infrastructure on the existing A30
- Provision of signs, laybys and speed limits on the existing A30 road

Consultation question 6:

Do you have any comments on what will happen to the existing A30 after the new A30 is built?

Note: Highways England will not be implementing these changes so will pass on any comments to Cornwall Council to consider.

Please provide your answers in the response form. For more details of where to find the response form see page 27.



Construction

If development consent is granted, the main construction works are expected to commence in 2020 and be open to traffic by the end of 2022. All construction phases and associated traffic management will be explained to the local community before we start and ongoing communication will keep people updated throughout.

Part of the design consideration of the road is to minimise the amount of traffic importing and exporting material, and we will use the new road to transport material as soon as sections are constructed.

We are working closely with our stakeholders, including Cornwall Council as the local highway authority, to identify potential construction impacts and the measures that we will use to address them. So far we have identified potential locations for temporary storage areas for construction supplies and access routes on the detailed plans for the scheme. See page 26 for details of how to view these plans.

There is still work to do. For the final application we will prepare a Construction Environment Management Plan which will detail how we will manage the impact of construction on the environment and local communities. In the meantime, we would welcome feedback on any issues you think we need to consider as we develop the Construction Environment Management Plan.

Consultation question 7:

Do you have anything you think we will need to consider as we develop our construction plans further?

Please provide your answer in the response form. For more details of where to find the response form see page 27.

What the scheme means to you

The scheme will benefit local communities, businesses and tourists in the area in the following ways:

Reduce congestion

A modern dual carriageway with improved junctions would make journeys quicker, safer and more reliable for everyone.

Journey times between Chiverton Cross and Carland Cross are forecast to improve by between 5 and 6 minutes in 2023 (the year after the road opens to traffic) and between 6.5 and 8.5 minutes by 2038.

Economic growth

A dual carriageway with improved junctions would improve access, helping attract business, growth in housing, boost tourism and productivity, and create jobs.

There would be better north-south travel, better journey reliability, and a better connected local network which would support regeneration, new employment opportunities and development within the region.

Solving the problem of congestion will bring economic benefits to Cornwall of £10m per year in 2023 (the year after the road opens to traffic), rising to £15m per year in 2038. Over a 60-year period this equates to £730m in economic benefits.

Connect communities

Removing the amount of traffic passing through the existing A30 would improve safety in local villages and allow communities and businesses to remain connected.

The new dual carriageway will provide a high quality, faster and safer link between western Cornwall and the M5, making the area feel closer and easier to access. By retaining the existing A30 as a local route local homes and businesses will continue to be well connected to the road network.

Safety

A new and improved dual carriageway will be safer and more reliable for all road users, including cyclists and public transport.

Better traffic flows, with fewer stop-starts and improved junction layouts will make journeys quicker and drivers much less likely to divert onto local roads. This will reduce driver stress and improve safety on both the A30 and roads through local communities.

Environment and community

Eliminating congestion and retaining the existing A30 as a local road would enhance the environment and improve the lives of communities living alongside and nearby.

The new, redirected and free-flowing dual carriageway would improve life for local people, prevent additional noise and exhaust fumes, eliminate unnecessary traffic through local towns and villages and leave a positive legacy for the environment.

Minimise disruption

Carrying out construction on a new dual carriageway away from the existing route will prevent further disruption and traffic delays that the A30 currently experiences.

By retaining the existing A30, the majority of the new dual carriageway can be built completely away from the existing road. This is safer, quicker and less disruptive to road users, and reduces the likelihood of further congestion and unreliability.

How to find out more

To explain our proposals, we have prepared a series of plans and reports. These include:

- A detailed Preliminary Environmental Information Report
- Draft Environmental Master Plans
- Detailed plans of the proposals

You can view all of these documents:

- Online by visiting: www.highways.gov.uk/a30Chiverton
- By joining us at one of our events where members of our team will be on hand to answer your questions. To find out more about where and when the events are being held visit: www.highways.gov.uk/a30Chiverton
- By visiting the following local libraries and venues where the documents will be available to view:

Locations with consultation documents

All local libraries can be reached via the main switchboard by calling **0300 1234 111**, emailing libraries@cornwall.gov.uk or visiting the Cornwall Council website <https://www.cornwall.gov.uk/leisure-and-culture/libraries/your-local-library/>

Location	Address	Opening times
Newquay Library	Marcus Hill Newquay TR7 1BD	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
Perranporth Library	Oddfellows Hall Ponsmere Road Perranporth TR6 0BW	Tues: 9.30am – 5pm Thurs: 1pm – 5pm Fri: 10am – 1pm Mon, Wed, Sat, Sun: Closed
Redruth Library	Clinton Road Redruth TR15 2QE	Tues, Thurs, Fri: 9.30am – 5pm Sat: 10am – 1pm Mon, Wed, Sun: Closed
St Agnes Library	Trelawney Road St Agnes TR5 0TP	Mon: 9.30am – 5pm Wed: 1pm – 5pm Sat: 10am – 1pm Tues, Thurs, Fri, Sun: Closed
County Hall, Truro	Cornwall Council County Hall Treyew Road Truro TR1 3AY	Mon to Fri: 9am – 5pm
Truro Community Library	Union Place Truro TR1 1EP	Mon to Fri: 9.30am – 5pm Sat: 10.30am – 4pm Sun: Closed

How to have your say

This is your opportunity to give your views on our proposals. There are various ways that you can respond to the consultation.

Online: the response form can be completed by visiting www.highways.gov.uk/a30Chiverton

Freepost: the response form, or any other feedback, can be posted to the freepost address below. If using this freepost address please write it exactly as shown on a single line, otherwise it may not be delivered.

FREEPOST A30 C-CC

If you need a hard copy of the response form, let us know and we can pop one in the post.

Email: you can email us your feedback via A30ChivertontoCarlandCross@highwaysengland.co.uk

All consultation responses must be received by the end of **Monday 12 March 2018**. Responses received after this date may not be taken into consideration as part of the consultation.

If you have any questions you can also call us on **0300 123 5000**.



What happens next?

Your feedback will allow us to make sure we have got the best scheme, or highlight where we might still need to make changes, before we make our application for a Development Consent Order.

We will analyse all feedback to this consultation and respond to it in the scheme's Consultation Report. This Consultation Report will then be used as part of our application for a Development Consent Order for the scheme, which we intend to submit to the Planning Inspectorate later in 2018. The application will also include results and analysis of any further surveys or assessments that we need to complete.

After the application is accepted by the Planning Inspectorate, there will be an examination of the application in which the public can participate. This examination will take a maximum of 6 months. The Planning Inspectorate then has 3 months to make a recommendation to the Secretary of State, who then has a further 3 months to make a final decision.

If the application is successful, construction is anticipated to start on site in 2020 with the new road open to traffic from the end of 2022.

More information about the Development Consent Order process can be found on the Planning Inspectorate's website:
<http://infrastructure.planningportal.gov.uk>

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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