

# A30 Chiverton to Carland Cross Improvement Scheme

## Preferred route announcement





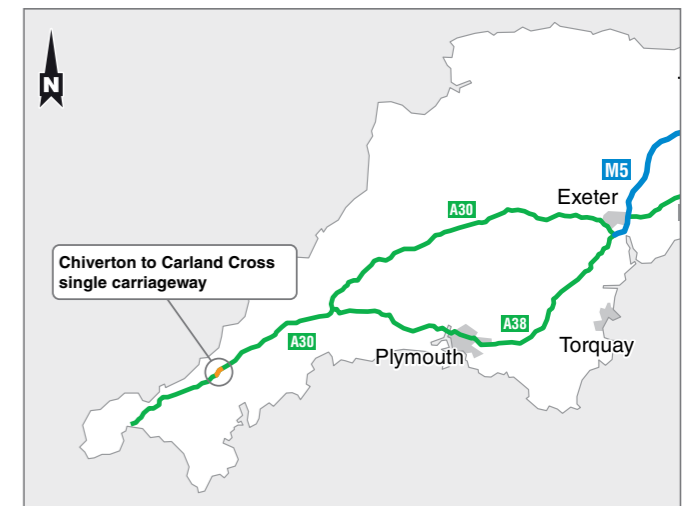
# Introduction

The Government's Road Investment Strategy, published in 2014, sets out the vision for the strategic road network and includes a commitment to improve the A30 between Chiverton and Carland Cross to dual carriageway standard.

Following completion of the Temple to Higher Carblake improvement, this section of the A30 is the last remaining length of single carriageway between Camborne and the M5 motorway, and regularly experiences congestion and delays.

During autumn 2016 Highways England held a public consultation to understand the views of local residents, landowners, businesses and key stakeholders on our proposals to improve this section of the A30.

This leaflet summarises the outcome of the consultation and presents the preferred route.



The objectives of the scheme are to:

- reduce congestion
- unlock growth
- connect communities
- improve safety, operation and efficiency
- protect the environment
- minimise disruption during construction

## Public consultation

As part of the consultation we held 4 public exhibitions and a number of stakeholder meetings to discuss our proposal. We publicised the consultation through letters sent to over 12,500 addresses in the area, press releases, posters and online via the Highways England website. We also sought the views of key stakeholder groups including Cornwall Council and the Local Enterprise Partnership, local parish councils, environmental groups, local landowners and cycling, walking and equestrian groups.



We issued information to the public and stakeholders in the form of a consultation brochure which included a questionnaire. These were available at the exhibitions, local libraries and online, together with the other exhibition material.

## Route presented at consultation

At the consultation we presented a single route with two alignment options at Chybucca. Our proposal included the creation of a new dual carriageway running to the north of the existing A30 between Chiverton and Chybucca and to the south between Chybucca and Carland Cross. The existing A30 would be retained as a local route.

The scheme presented also included:

- new junctions at Chiverton and Carland Cross built on 2 levels to allow traffic to flow freely
- a new bridge at Chybucca taking the B3284 over the new dual carriageway, with west facing slip roads connecting to the new dual carriageway
- 6 crossing points where local roads cross the new road using under/over-bridges
- environmental mitigation including planting, habitat creation and species protection
- new road drainage discharging into local watercourses with ponds to control water quality and flow rates

## Response to the public consultation

A total of 835 people attended the public exhibitions and 698 questionnaires were completed. We also received 51 direct communications in the form of letters or emails. Response to the consultation showed overwhelming support for the scheme with:

- 95% agreeing with the need for the scheme
- 92% supporting the proposal for a dual carriageway with new two level junctions
- 86% supporting the retention of the existing A30 as a local route

The scheme is actively supported by Cornwall Council and the Local Enterprise Partnership.

Key issues raised through the public consultation included the:

- potential lack of capacity and the increased journey distance for all north-south traffic and pedestrians through the proposed Chiverton Cross junction
- impact on the dwellings at Callestick Vean Farm
- lack of east facing slip roads at Chybucca
- impact on farms

Feedback also included suggestions for:

- alternative arrangements for Chiverton and Carland Cross junctions
- alternative road alignment at Chybucca, from Chybucca to Tresawsen, through Marazanvose and alongside the Zelah bypass
- an alternative route which ran up to half a mile south of the existing corridor

Following the consultation, we have continued to develop the proposed route taking into account issues and alternative suggestions raised during consultation. This also included looking at mitigation we can put in place to minimise any negative impacts on local communities and the environment. In total, 12 alternatives were considered and underwent a comprehensive review, assessed against the same criteria as the consultation proposals.

To support the assessment of the alternatives at Marazanvose, a further public information event was held to seek local views on potential modifications to the route. Three alternative layouts for this section were presented along with the original consultation layout.



## The preferred route

Feedback received from the consultation on the impact on farms, businesses and properties, junction capacity and the environment has been taken into account in the selection of the preferred route. Following our further design and assessment work we have concluded that a modified version of the route taken to consultation would provide the best performing route overall.

The preferred route includes:

- a 70mph high quality dual carriageway
- a new roundabout at Chiverton Cross built on 2 levels to allow traffic to flow freely
- a new partial junction at Chybucca built on 2 levels with west-facing slip-roads only to provide access onto the dual carriageway from local routes
- new bridges at Tolgroggan Farm, Pennycomequick Lane and over the Allet to Tresawsen road to provide local access
- a 2 level junction at Carland Cross with a new roundabout north of the dual carriageway and re-using the existing roundabout to the south
- use of the existing A30 as a local route with new sections where necessary to provide continuity



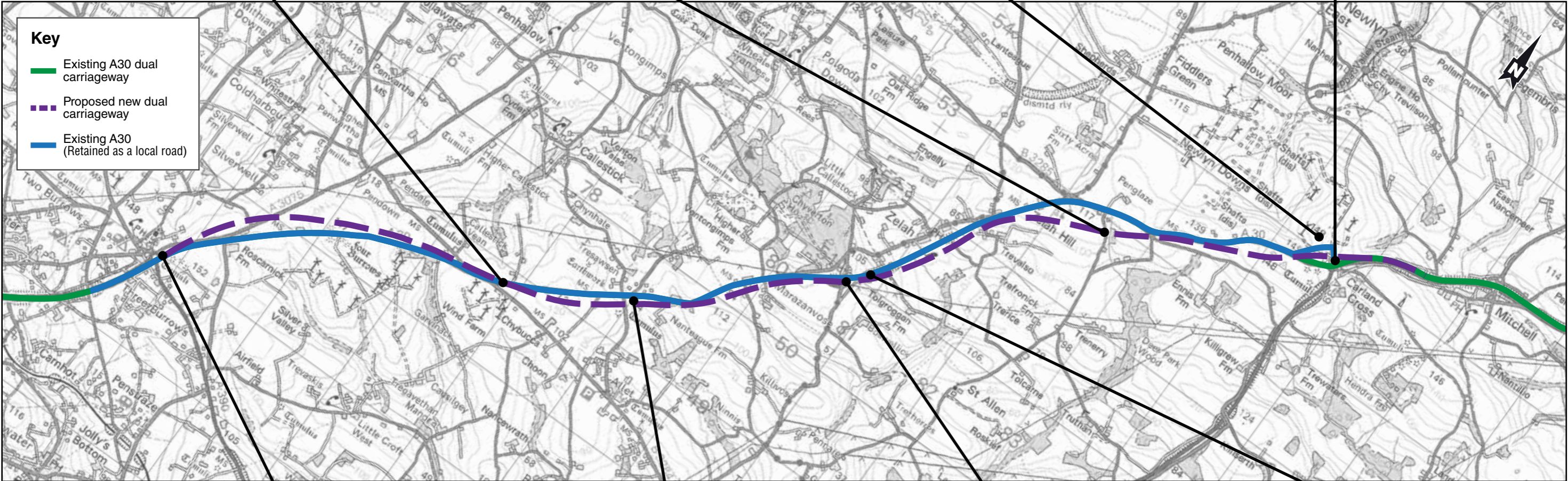
# The preferred route

**Chybuca Junction**  
 New bridge at Chybuca taking the B3284 over the new dual carriageway, with west facing slip roads connecting to the new dual carriageway

**Pennycomequick**  
 Bridge under dual carriageway to maintain local connectivity

**Carland Cross**  
 New section of local road to maintain connectivity

**Carland Cross Junction**  
 New junction built on 2 levels, maintaining connections to A39



**Key**

- Existing A30 dual carriageway
- - - Proposed new dual carriageway
- Existing A30 (Retained as a local road)

**Chiverton Cross Junction**  
 New junction built on 2 levels located north east of the existing roundabout, maintaining connections to A390 (Truro), A3075 (Newquay), B3277 (St Agnes) and local services. The old roundabout would be removed

**Tresawsen - Allet Road**  
 New bridge under dual carriageway to maintain local connectivity

**Twobarrows Bridge**  
 Existing bridge re-used for dual carriageway

**Tolgroggan Farm**  
 Bridge over dual carriageway to maintain local access to farm and footpath

Changes from the route presented at consultation include:

- a large, single roundabout built on 2 levels at Chiverton Cross
- between Chiverton and Chybuca the route has been moved south, closer to the existing A30 to reduce the impact on farmland and dwellings
- between Chybuca and Twobarrows Bridge the route has been moved north and closer to the existing A30 to reduce the impact on farmland
- we now plan to re-use the existing Twobarrows bridge on the Zelah bypass
- alongside the Zelah bypass the route has been moved south to allow the retention of existing and well established tree and shrub planting
- there is an additional roundabout forming part of the junction north of Carland Cross

### What happens next?

This announcement of our preferred route will allow land required for the construction of the scheme to be protected from development.

During the next stage of the project our team will develop the detailed design of the preferred route and confirm the land that will be required to construct the scheme.

The development of the preferred route will include further design of the main dual carriageway, the design of the junction layouts, drainage requirements, pedestrian, cyclist and equestrian access and the environmental mitigation measures which form an integral part of the scheme.

Once the development of the preferred route has been completed we will hold a further round of consultation. This consultation will give the public and stakeholders another opportunity to comment on what will then be more detailed proposals. Following this statutory consultation, we will submit our Development Consent Order application to the Planning Inspectorate.

We aim to start work by March 2020. Construction will be programmed to minimise disruption and could take a phased approach.

### Development Consent Order application

This scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) in order to obtain permission to construct the scheme. We currently intend to make our application by spring 2018. More information about the Development Consent Order process can be found on the Planning Inspectorate's website: <http://infrastructure.planningportal.gov.uk>

### Further information

Copies of the plan showing the preferred route will be provided to Cornwall Council for planning and development purposes. We have also prepared 2 reports:

- Report on the Public Consultation – which summarises the responses to the public consultation
- Scheme Assessment Report - which explains the factors that determined the choice of preferred route

These reports, together with the preferred route plan can be found on the Highways England website at:

[www.highways.gov.uk/A30Chiverton-to-CarlandCross](http://www.highways.gov.uk/A30Chiverton-to-CarlandCross)

Paper copies of the reports and plan are available at County Hall in Truro, and St Agnes, Perranporth and Truro libraries.

The project team can be contacted by:

- emailing us at: [A30ChivertontoCarlandCross@highwaysengland.co.uk](mailto:A30ChivertontoCarlandCross@highwaysengland.co.uk)
- writing to us at: A30 Chiverton to Carland Cross Project Team, Highways England, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS16HA
- calling us on: **0300 123 5000**









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