

8 Appendices

Appendix A. Consultation Material

Material
Information boards
Route Plan
Typical feature photographs
Brochure
Questionnaire



B3277 TO ST AGNES

B3277

CHIVERTON CROSS

EASTBOUND EXIT SLIP ROAD

EASTBOUND ENTRY SLIP ROAD

EXISTING A30

A3075

FOUR BURROWS SOLAR FARM

A30 TO REDRUTH

WESTBOUND ENTRY SLIP ROAD

CHIVERTON CROSS JUNCTION (UNDERBRIDGE)
















WESTBOUND EXIT SLIP ROAD




PENSTRAZE

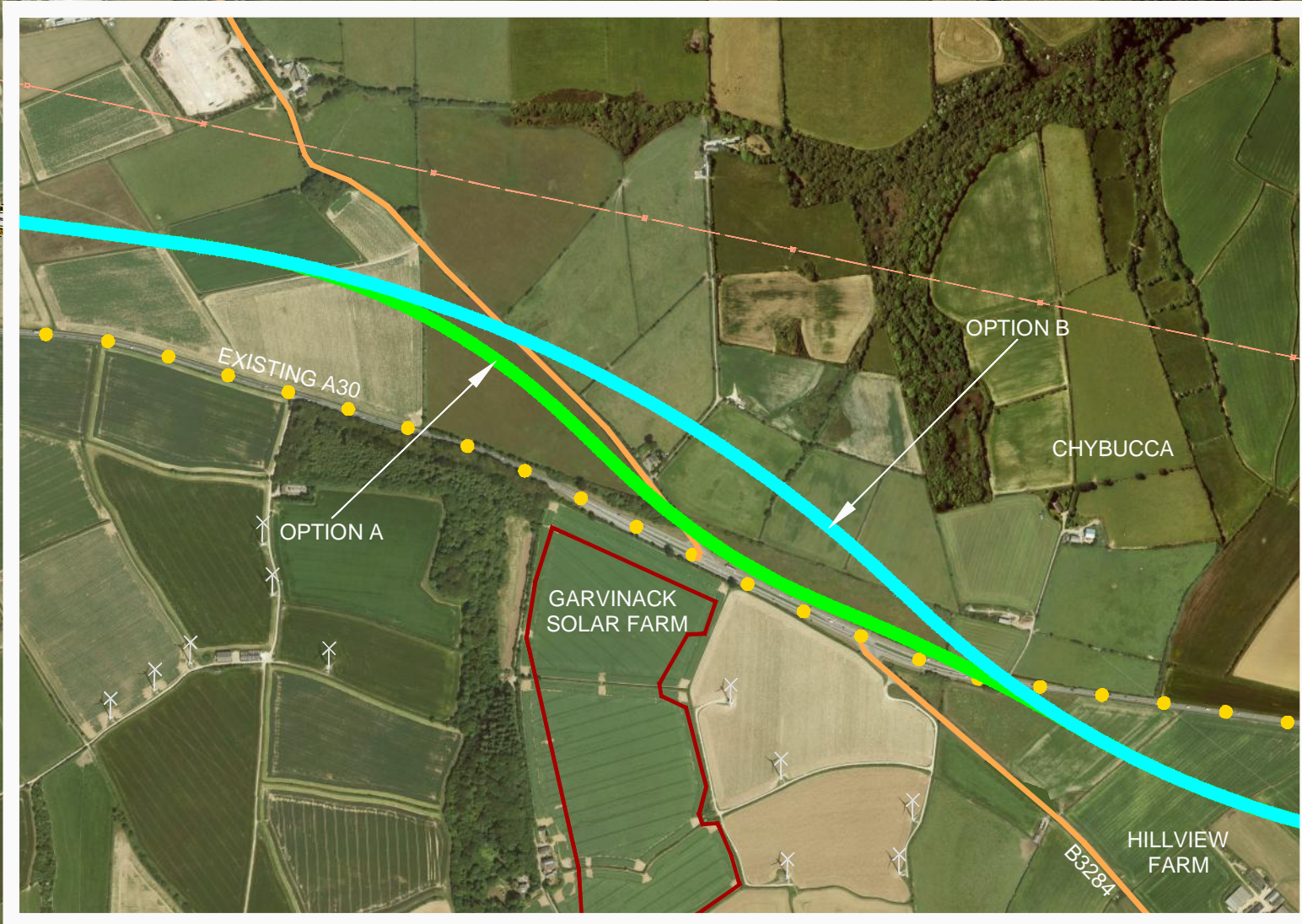
A390

A390 TO TRURO

KEY:

-  PROPOSED CARRIAGEWAY
-  PROPOSED CENTRAL RESERVE
-  PROPOSED VERGE
-  PROPOSED EMBANKMENT
-  PROPOSED CUTTING
-  STOPPING UP / TURNING HEAD
-  PROPOSED STRUCTURE
-  ACCESS TRACK
-  FENCE LINES
-  DRAINAGE FEATURES
-  EXISTING A30 (RETAINED AS A LOCAL ROAD)
-  A CLASS ROAD
-  B CLASS ROAD
-  C CLASS ROAD / UNCLASSIFIED
-  HIGH VOLTAGE POWER LINE

-  PYLON (HIGH VOLTAGE)
-  WIND FARM
-  SOLAR FARM





ESAWSEN

MARAZANVOISE

EXISTING BYPASS
REMAINS AS LOCAL
ROUTE

TOLGROGG
ACCOMMODATION
BRIDGE

NANTEAGUE
FARM

NANTEAGUE
SOLAR FARM

NANCARROW
FARM

TWO BARROWS
UNDERBRIDGE

B3284 TO TRURO

C0089 TO SHORTLANESEND

Ch 6500m

Ch 6500m

Ch 7000m

Ch 7500m

Ch 8000m

Ch 8500m

Ch 9000m



B3285 TO COONHAVEN

SCOTLAND ROAD

HENVVER LANE

BOXHEATER

ZELAH

POLSTAIN FARM

EXISTING A30

PENNY-COME-QUICK

LAY-BY
PENNY-COME-QUICK
UNDERBRIDGE

HONEYCOMBE FARM

JOURNE
END

TREVALSO

ENNIS FARM

A39 TO TRUP



FOUR WINDS

CARLAND CROSS JUNCTION (UNDERBRIDGE)

EASTBOUND ENTRY SLIP ROAD

WESTBOUND ENTRY SLIP ROAD

NEWLYN DOWNS OVERBRIDGE
















CARLAND CROSS




WESTBOUND EXIT SLIP ROAD

A30 TO BODMIN

MITCHELL

KEY:

-  PROPOSED CARRIAGEWAY
-  PROPOSED CENTRAL RESERVE
-  PROPOSED VERGE
-  PROPOSED EMBANKMENT
-  PROPOSED CUTTING
-  STOPPING UP / TURNING HEAD
-  PROPOSED STRUCTURE
-  ACCESS TRACK
-  FENCE LINES
-  DRAINAGE FEATURES
-  EXISTING A30 (RETAINED AS A LOCAL ROAD)
-  A CLASS ROAD
-  B CLASS ROAD
-  C CLASS ROAD / UNCLASSIFIED
-  HIGH VOLTAGE POWER LINE

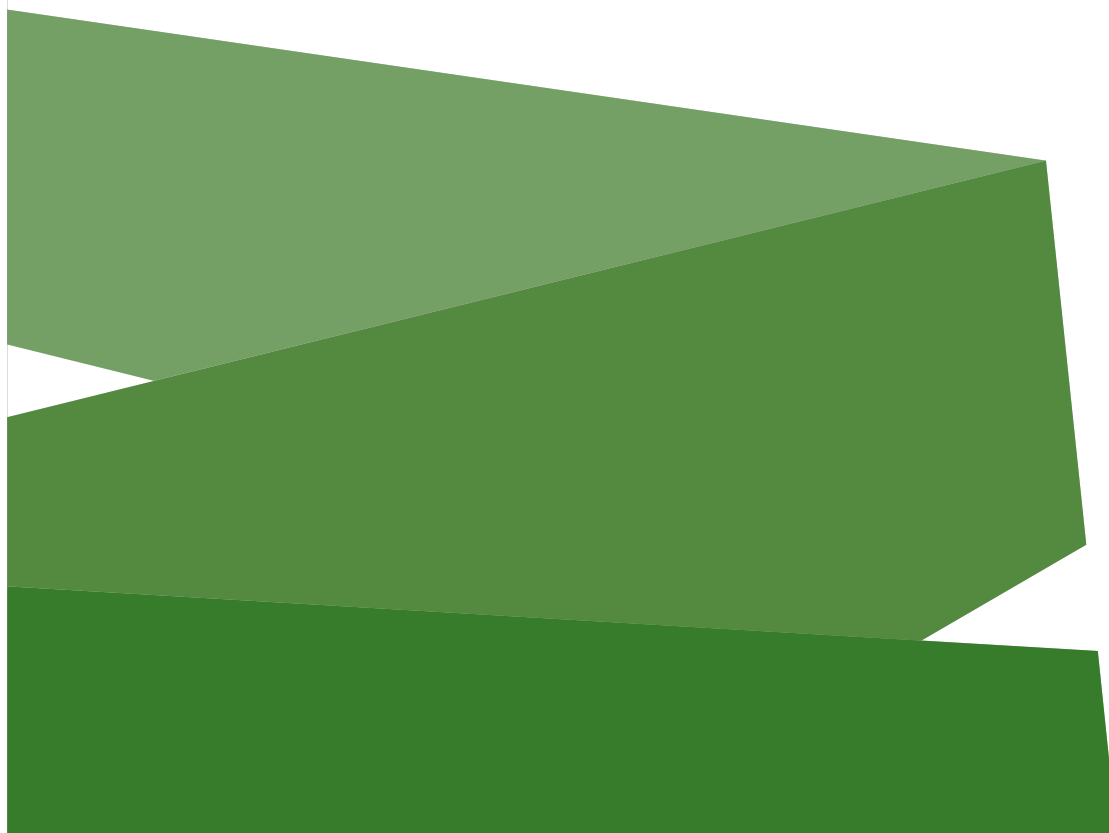
-  PYLON (HIGH VOLTAGE)
-  WIND FARM
-  SOLAR FARM

A30 Chiverton to Carland Cross
Improvement scheme

Public consultation exhibition

October 2016

Welcome



A30 Chiverton to Carland Cross Improvement scheme

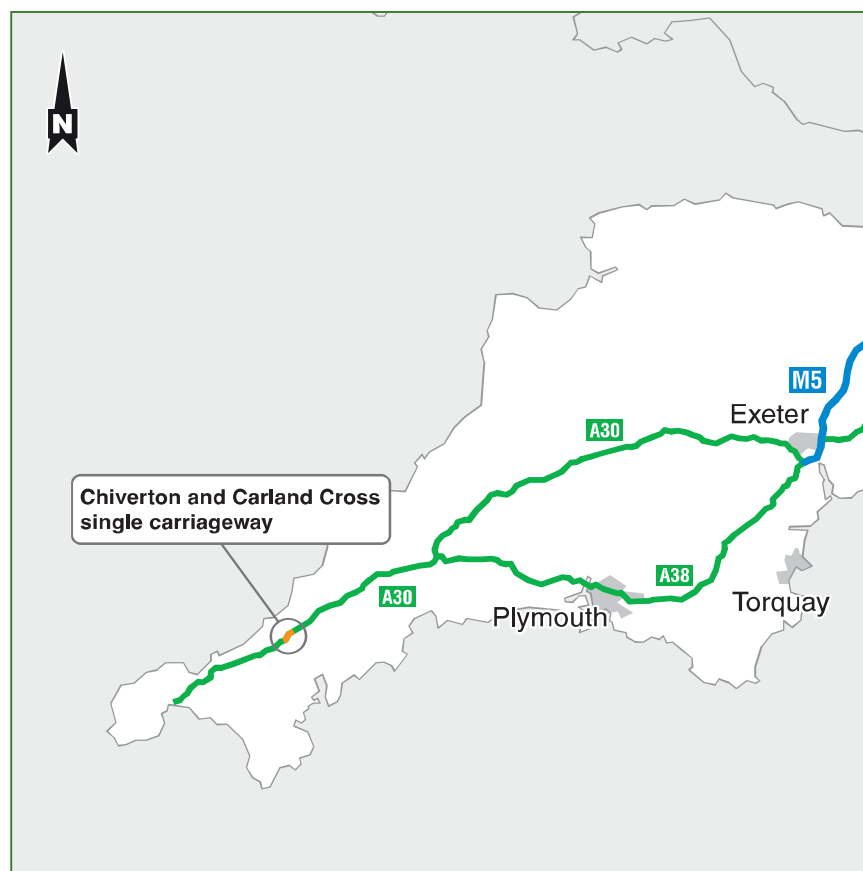
Introduction

Highways England is developing plans to improve the A30 between Chiverton and Carland Cross to dual carriageway standard as part of the Roads Investment Strategy 2015 – 2020.

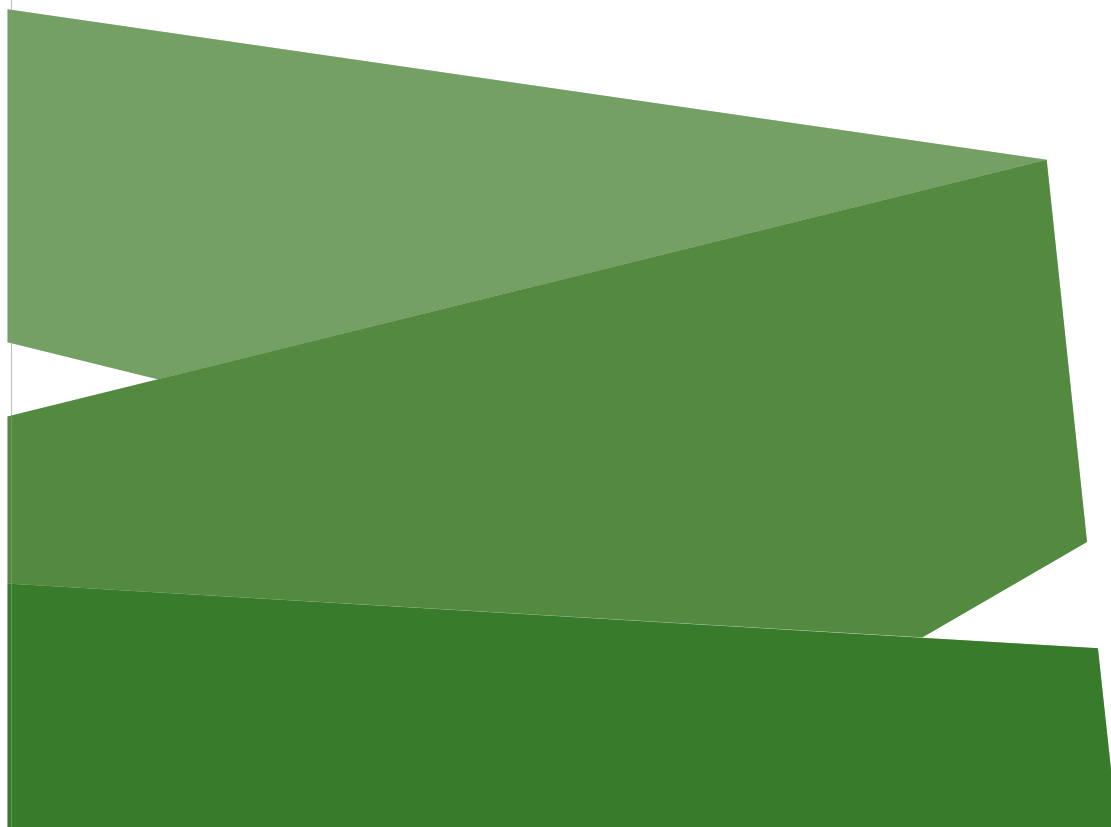
Following on from their engagement event in March 2015, we have worked closely with Cornwall Council to develop proposals that meet community, investment and road users' needs.

We are holding this public consultation to present the current scheme proposals and to seek comments and feedback on them, prior to selecting a preferred route.

The consultation will run from 15 October until 25 November 2016.



© Crown copyright and database rights 2016 OS 100030649



A30 Chiverton to Carland Cross Improvement scheme

Why do we need this scheme?

The A30 provides a vital connection between Penzance and the M5 motorway at Exeter connecting people, businesses and communities. Together with the A38, it is one of the two key roads connecting Cornwall with Devon and the counties to the east.

While the majority of the road is to dual carriageway standard, the section between Chiverton Cross and Carland Cross is still single carriageway. This acts as a bottleneck, resulting in congestion, leading to longer and unreliable journey times. During peak times, journeys often take twice as long, with average journeys taking four times longer in the peak summer season.

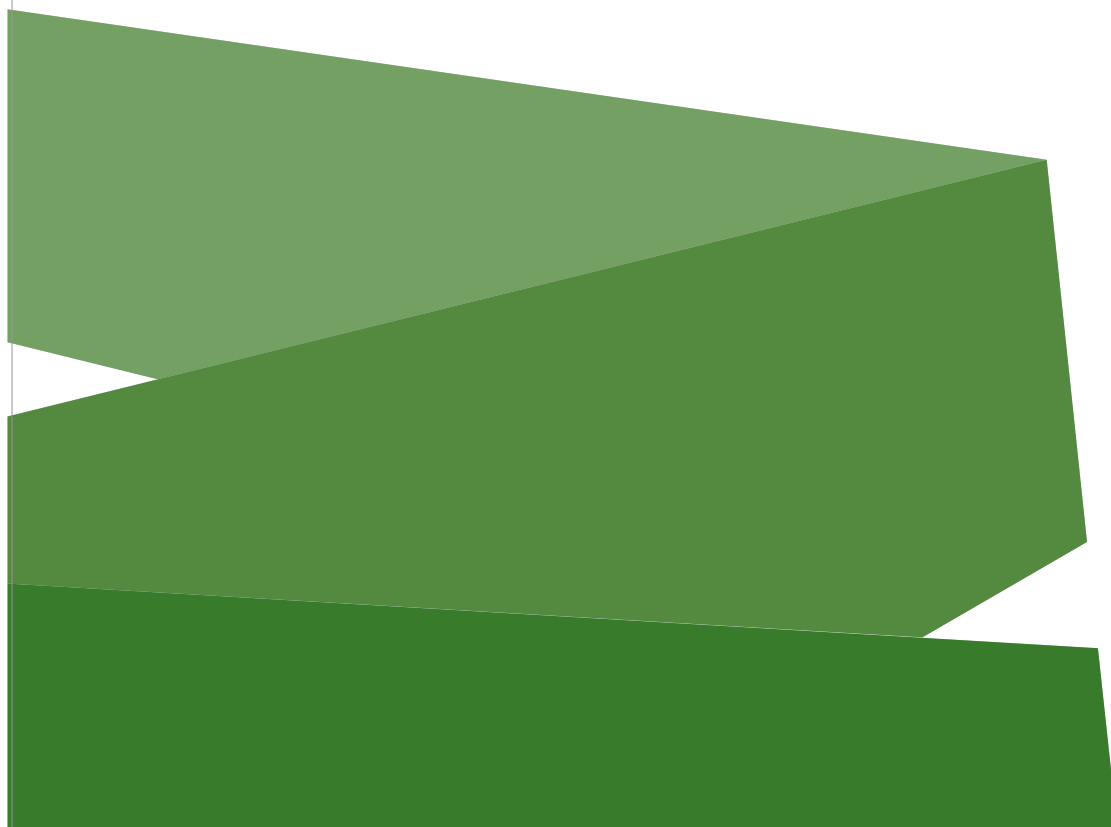
There are several issues which cause these delays. The 2015 public engagement highlighted these issues.

- road layout
- difficulty of accessing and crossing the A30
- standard of the road and junctions
- traffic levels outgrowing the capacity of the road, causing tailbacks and delays
- limited opportunities for overtaking slower moving vehicles.

If nothing is done to improve capacity and connectivity, these delays are forecast to get worse in future years.

In developing this scheme we aim to address these issues by upgrading this section of the A30 to a high quality dual carriageway.

The scheme will support economic growth by making journeys safer and more reliable.



A30 Chiverton to Carland Cross Improvement scheme

Objectives of the scheme

The objectives of the proposed A30 Chiverton to Carland Cross improvement scheme are to:

Reduce congestion: making the route between Chiverton and Carland Cross more reliable, reducing journey times and providing capacity for future traffic growth.

Unlock growth: contributing to regeneration and sustainable economic growth by supporting employment and residential development opportunities.

Connect communities: making journeys easier by separating the strategic road network from local traffic, providing new bridges to cross the A30 and maintaining a route for local traffic and non-motorised users.

Improve safety, operation and efficiency: designing the proposed scheme to modern highway standards which are appropriate for a strategic road.

Protect the environment: by minimising adverse impacts and where possible deliver enhancements to the environment.

Minimise disruption: during construction.



A30 Chiverton to Carland Cross Improvement scheme

Developing the Scheme

A previous scheme to improve this section of road was presented for consultation on in 2004. A preferred route was announced in 2005, but not developed further at that time. The scheme was reintroduced in December 2014 as part of the Government's Road Investment Strategy 2015 – 2020.

It was important to review whether the 2005 route remained the most appropriate solution and to consider if it could be improved.

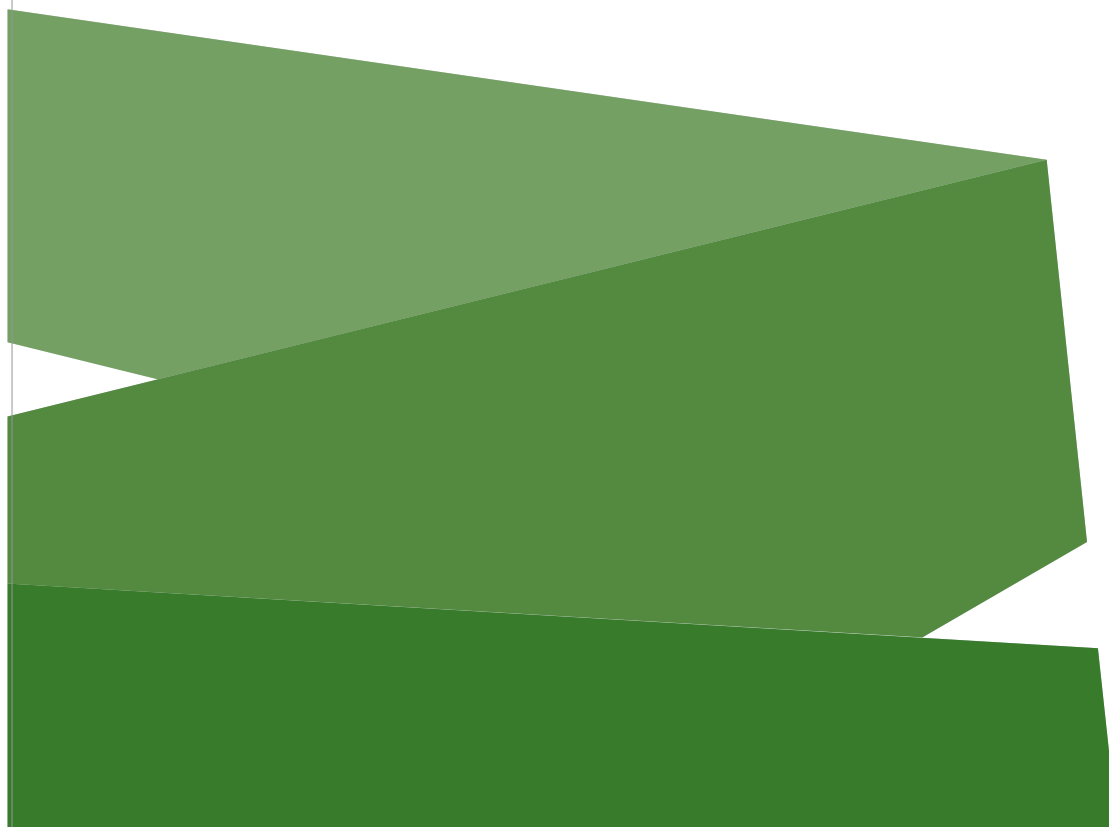
Using the 2005 route as a starting point, and information gathered through the 2015 public engagement, we initially developed two routes.

We based one option on the 2005 route, which used parts of the existing A30 at Chybucca and Zelah. The other option we developed did not use the existing road, allowing this to be retained as a route for local traffic and non-motorised users.

The two routes shared common features and were identical for large parts of their length due to physical constraints.

Through a process of design and engineering, environmental and traffic assessment these two options have been refined into the single route presented at this consultation with two possible alignments at Chybucca.

As part of this consultation we would like to hear your views about the overall proposed route and the two options at Chybucca.



A30 Chiverton to Carland Cross Improvement scheme

Improving the 2005 route

We have reviewed, and where possible improved, the 2005 route to ensure that the route we take forward addresses the current issues and provides a route which is fit for the future.

Some of the improvements include:

- Separating traffic on the local road from the strategic road network by creating a new dual carriageway
- Protecting the village of Zelah by maintaining the Zelah bypass as part of the route for local traffic
- Improved junctions and accesses by removing approximately 90% of traffic from the existing road onto dual carriageway and retaining the existing A30 as a local route
- Minimising disruption during construction by retaining the existing A30 as a local route we can build the majority of the new dual carriageway away from the existing road. This is safer, quicker, less disruptive and a lower cost solution than converting sections of the existing road into a dual carriageway
- Relocating Chiverton Cross junction away from the services, businesses and properties which surround the existing junction to allow us to provide the size of junction which is needed to accommodate current and future traffic levels
- Dual carriageway alignment that does not cross the existing A30 at Marzanvose or join it near Twobarrows. Reducing costs of the scheme and reducing disruption
- The 2005 alignment at Chybucca incorporated the existing A30 into the new dual carriageway. This would require extensive diversions of fibre optic and power cables. Maintaining the route for local traffic would require construction of 2km of new local road. Both these would significantly increase the cost of the scheme.

A30 Chiverton to Carland Cross Improvement scheme

Features of the Scheme

- 70mph high quality dual carriageway
- New junctions at Chiverton and Carland Cross built on two levels to allow traffic to flow freely
- 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
- Retention of the existing A30 for local traffic and non-motorised users
- New road drainage
- Environmental mitigation including planting and species protection.

The details shown on the route proposals plan have been developed to show indicative junction, local road and bridge layouts. These proposals will be developed further, taking account of the views provided to this consultation.



A30 Chiverton to Carland Cross Improvement scheme

Options at Chybucca

Comparison - Option A

This consultation is seeking your views on two options at Chybucca. The following table compares Option A with Option B. The green and red colours indicate better or worse performance relative to the option B, with yellow indicating that there is no significant difference.



Comparison	Option A	
Environmental impacts	Area of new land required is approximately 16 hectares (40 acres)	Green
	Alignment passes within 5 metres of a tumulus (ancient burial mound)	Red
Impact on local communities and accessibility	Is approximately 10m south of the property at Callestick Vean	Red
	Retains the road which connects the two properties at Callestick Vean	Green
	Divides 7 fields into two sections, creating a smaller area of severed land than Option B.	Green
Design considerations	Requires construction of 1km of new local road north of the dual carriageway to maintain the connection to the B3284.	Green
	Requires approximately 150,000 tonnes of soil to be moved, significantly less than Option B. This is because Option A follows the existing ground level more closely, which means it will take less time and less cost to build.	Green
	Requires the local re-routing of underground services (fibre optic cables)	Yellow
Construction considerations	This option is partly offline then runs parallel to the existing A30 for 500m before crossing it. There is sufficient space to build the parallel section adjacent to the existing road.	Yellow
Disruption	Some delays may occur as drivers slow down to look at the construction, this is also likely for Option B. Both options will require some temporary traffic management to allow the new bridge and local road connections to be constructed.	Yellow

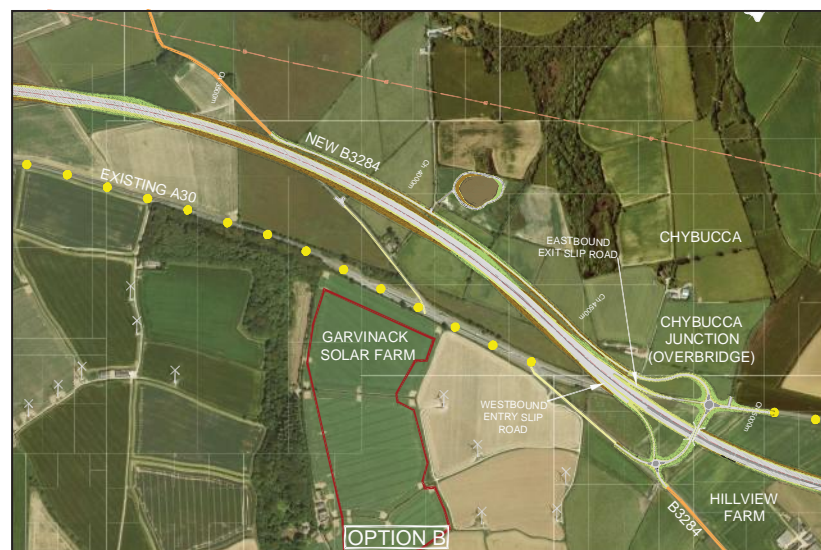
© Crown copyright and database rights 2016 OS 100030649

A30 Chiverton to Carland Cross Improvement scheme

Options at Chybucca

Comparison - Option B

This consultation is seeking your views on two options at Chybucca. The following table compares Option B with Option A. The green and red colours indicate better or worse performance relative to option A, with yellow indicating that there is no significant difference.



Comparison	Option B	
Environmental impacts	The area of land required is approximately 19 Hectares (47 acres), which is 3 (7.4 acres) hectares more than Option A.	Red
	Alignment is 100m away from the tumulus (ancient burial mound).	Green
Impact on local communities and accessibility	Is approximately 30m north of the property at Callestick Vean.	Green
	Severs the road connecting the two properties at Callestick Vean, creating a 1.8km diversion between them via Chybucca junction.	Red
	This alignment is further from the A30, dividing 9 fields into two sections, creating a larger area of severed land than Option A.	Red
Design considerations	Requires construction of 1.3km of new local road to the north of the dual carriageway to maintain the connection to the B3284.	Red
	Requires approximately 250,000 tonnes of soil to be moved, significantly more than Option A. This is because a larger embankment would be needed, taking longer and increasing the cost.	Red
	Requires the re-routing of one additional cable compared to Option A, although the extra work involved is not significant.	Yellow
Construction considerations	Further away from the existing A30 than Option A, providing more separation, however there is sufficient space to build both options so the difference is not considered to be significant.	Yellow
Disruption	Option B can mostly be constructed away from the existing A30. Both options will require some temporary traffic management to allow the new bridge and local road connections to be constructed.	Yellow

© Crown copyright and database rights 2016 OS 100030649

A30 Chiverton to Carland Cross Improvement scheme

The environmental impact

Understanding the impact on the environment and community within the A30 corridor between Chiverton and Carland Cross is very important to us. Our aim is to minimise any adverse effects, while capturing the wider opportunities for improvement created by this scheme.

We have identified environmental constraints and used this information to help us develop the scheme proposals.

Work is underway to collect further environmental information which will help us to select a preferred route and plan how we can mitigate impacts on the environment. This could include planting, habitat creation and species protection.



A30 Chiverton to Carland Cross Improvement scheme

Next steps

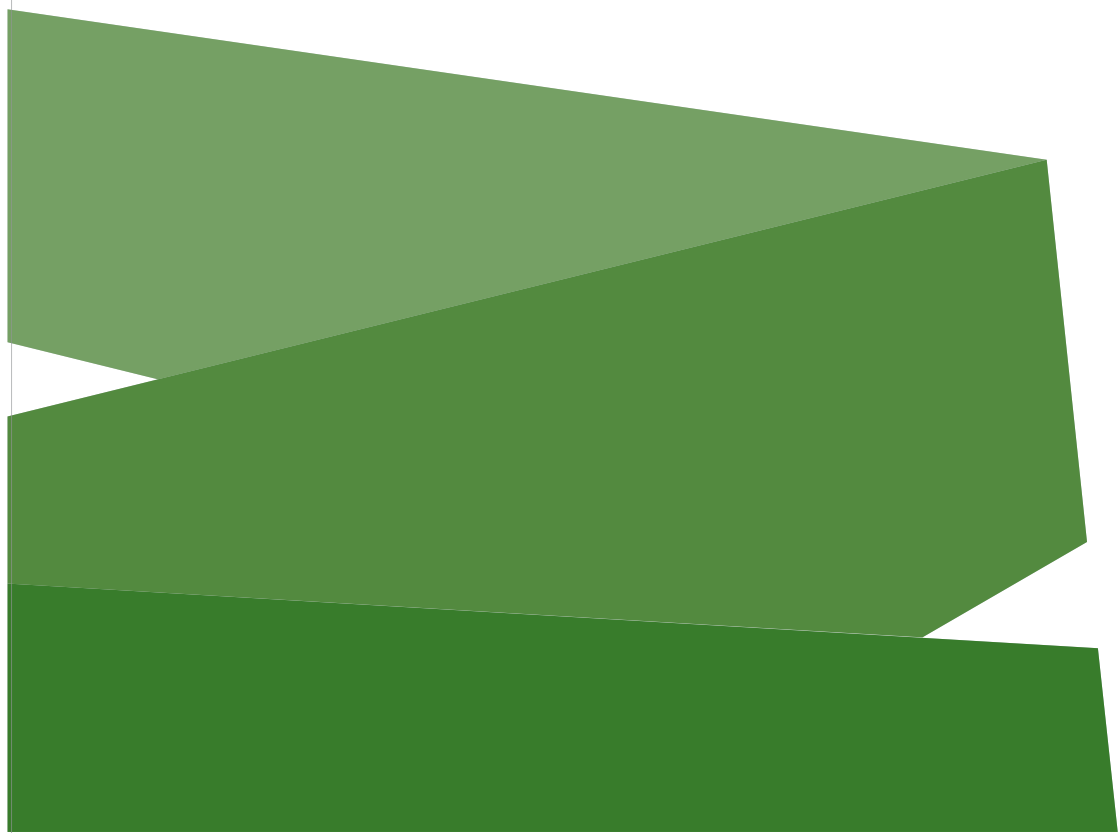
Preferred route announcement

This consultation is your opportunity to express your views on the route options we are proposing ahead of further development and selection of a preferred route. After the consultation ends we will publish a report summarising the responses. From this the project team will make recommendations for further development of the scheme. We plan to announce the preferred route in spring 2017.

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. The application will be made to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport who will decide whether or not the project will go ahead.

We currently intend to make our application by spring 2018. Prior to the application, we will undertake further public consultation on our detailed design proposals.



A30 Chiverton to Carland Cross Improvement scheme

Share your views

This is the first stage in our consultation process. We would like to know what you think about the route and option proposals. We will listen to your views and publish a Consultation Report to inform the selection of a preferred route. To help us with this, please complete the questionnaire, which you can access online at our website:

www.highways.gov.uk/A30Chiverton-to-CarlandCross

Paper copies of the questionnaire will be available at the exhibitions, at local libraries (St Agnes, Perranporth and Truro), at County Hall and can be requested from the project team by:

emailing us at:

A30ChivertontoCarlandCross@highwaysengland.co.uk

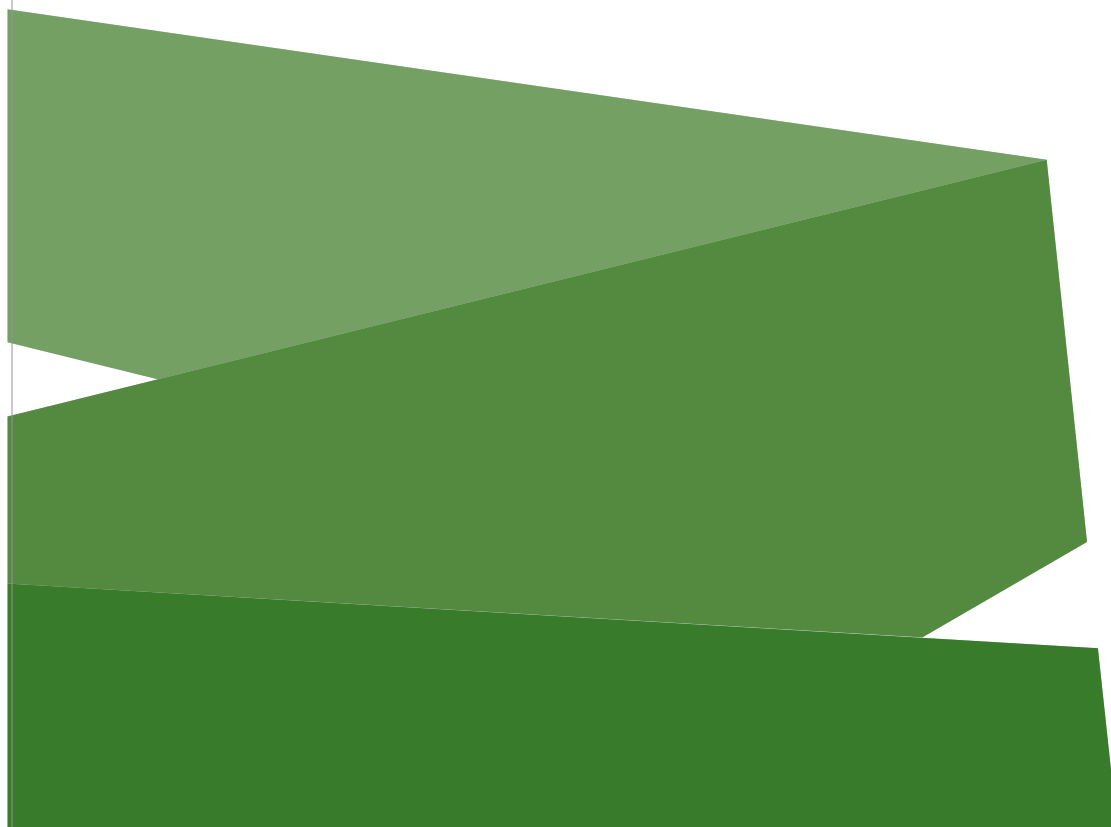
writing to us at: A30 Chiverton to Carland Cross Project Team,
Highways England, Temple Quay House, 2 The Square, Temple
Quay, Bristol, BS1 6HA

calling us at: **0300 123 5000**

The deadline for submitting responses to the consultation is

Friday 25 November 2016.

You can contact the project team using the above details to discuss queries about the scheme.

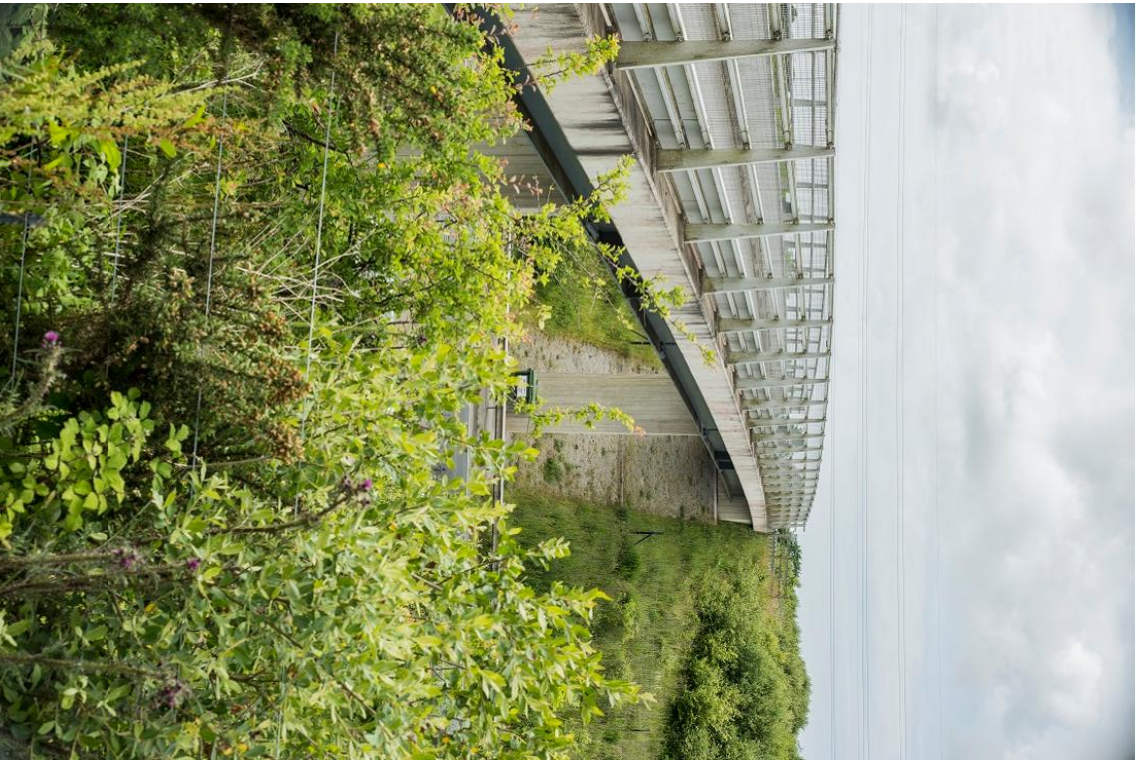












A30 Chiverton to Carland Cross Improvement scheme

Public consultation
October 2016





About us

Highways England, formerly the Highways Agency, is the government-owned company charged with operating, maintaining and improving England's motorways and major A roads. We are responsible for the A30 and A38 in Cornwall.

Summary

In 2014 the Government published its first road investment strategy (RIS) which covers the period 2015 – 2020. The RIS 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.

This section of A30 is the last remaining length of single carriageway between Camborne and the M5 motorway and regularly experiences congestion and delays.

We are consulting on proposals to improve the A30 to the north of Truro, between Chiverton and Carland Cross.

Our proposals will create a new dual carriageway whilst retaining a route for local traffic. This will relieve congestion and improve access between communities, workplaces and local services.

This consultation provides you with an opportunity to view, discuss and help shape the proposals prior to the selection of a preferred route.

The cost of developing this scheme is part funded by an £8m contribution from the European Regional Development Fund.

This brochure provides a summary of the route proposals together with information about the development of the scheme.

Further information is available via our website and at exhibition events where you can discuss the proposals with the project team.

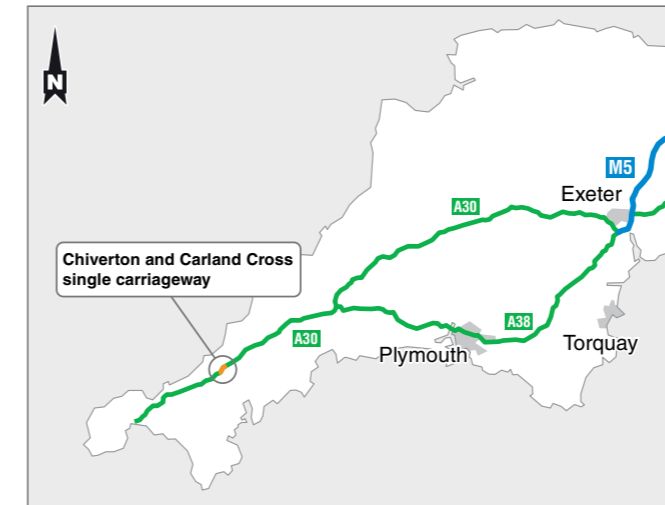
We invite you to read this information, discuss with our team what the proposals mean for you, and complete a short questionnaire to share your views.

The consultation will run from 15 October until 25 November 2016.



Why do we need this scheme?

The A30 provides a vital link between Penzance and the M5 motorway at Exeter connecting people, businesses and communities. Together with the A38, it is one of the two key roads connecting Cornwall with Devon and counties to the east. The section between Chiverton and Carland Cross has a dual function, providing both a strategic east-west link and also accommodating local traffic movements, particularly the north-south flow of traffic between communities and workplaces.



While the majority of the A30 is of dual carriageway standard, the section between Chiverton and Carland Cross is still single carriageway and presents the following issues:

- sections of narrow carriageway
- unsuitable bends and gradients for high speed traffic
- locations with poor forward visibility
- slow moving agricultural vehicles
- limited opportunities for overtaking
- increasing traffic levels outgrowing the capacity of the existing road
- multiple minor roads and junctions where traffic enters, exits or crosses the A30.

The consequences of these issues are:

- congestion and longer journey times particularly during peak times
- unreliable journey times
- queuing at the junctions, due to the interaction between local and strategic traffic, particularly at peak times
- queuing when incidents occur with knock on effects to surrounding local routes.

During busy periods, journeys often take twice as long, with average journeys taking four times longer in the peak summer season. If nothing is done to improve capacity and connectivity, these delays are forecast to get worse in future years. The scheme will support economic growth by making journeys safer and more reliable.

Objectives of the scheme

The objectives of the scheme are to:

- **Reduce congestion:** making the route between Chiverton and Carland Cross more reliable, reducing journey times and providing capacity for future traffic growth
- **Unlock growth:** contributing to regeneration and sustainable economic growth by supporting employment and residential development opportunities
- **Connect communities:** making journeys easier by separating the strategic road network from local traffic, providing new bridges to cross the A30 and maintaining a route for local traffic and non-motorised users
- **Improve safety, operation and efficiency:** designing the proposed scheme to modern highway standards which are appropriate for a strategic road
- **Protect the environment:** by minimising adverse impacts and where possible delivering enhancements to the environment
- **Minimise disruption:** during construction.



Developing the scheme

A previous scheme to improve this section of road was presented for consultation in 2004. A preferred route was announced in 2005, but the scheme was not developed further at that time after being categorised as a longer-term scheme by the South West Regional Assembly.

The scheme was reintroduced in December 2014 as part of the Government's *Road Investment Strategy 2015-2020*.

Cornwall Council arranged public engagement events in March 2015 to seek feedback on issues with the existing A30 and how the road could be improved. The engagement showed overwhelming support, both locally and from across Cornwall, for an improvement to this section of the A30. The majority of comments received indicated a preference to see the road improved to dual carriageway with junctions built on two levels to replace the roundabouts at Chiverton and Carland Cross.

Feedback received supports the issues presented on page 5.

Using the 2005 route as a starting point, and information gathered through the 2015 public engagement, we initially developed two routes.

We based one option on the 2005 route, which used parts of the existing A30 at Chybuca and

Zelah. The other option we developed did not use the existing road, allowing this to be retained as a route for local traffic and non-motorised users. The two routes shared common features and were identical for large parts of their length due to physical constraints.

Through a process of design and engineering, environmental and traffic assessment these two options have been refined into the single route presented at this consultation. At Chybuca there are two possible local alignments. A comparison of these local options is provided on pages 18 and 19 of this brochure.

As part of this consultation we would like to hear your views about the overall proposed route and the two options at Chybuca.





Views from the 2015 public engagement

The March 2015 engagement received 1,301 responses, the full report is available at the scheme website. Below is a summary of the issues raised, which have been taken into account in developing the scheme proposals.

What doesn't work well/do you not like about the existing route?

- The existing roundabouts and junctions
- Congestion, tailbacks and delays
- Difficult access onto, or crossing, the A30
- Slow moving agricultural vehicles.

How could the route be improved through this project?

- Improve journey times and ease congestion
- Provide dual carriageway / faster route
- Improve access / grade separated junctions
- Remove rat running / improve surrounding routes
- Improve non-motorised user routes.

Comments or concerns about the impacts on connecting routes

- Concerns regarding Chiverton Cross and the impact on the A390 to Truro, A39 to Truro and A3075 to Newquay
- Disruption during construction, impacts on surrounding routes
- Environmental concerns on ecology, landscape, agriculture, archaeology
- Impact / conflict with wind / solar farms
- North / south crossing of A30, non-motorised user provision and crossing points.

Why we reviewed the 2005 route

It was important to review whether the 2005 route remained the most appropriate solution and to consider if it could be improved. The aim was to ensure that the route we take forward addresses the current issues, the concerns raised from the previous public engagement and provides a route which is fit for the future.

Adapting to changing circumstances

- Local development changes since 2005 – such as new wind and solar farms which have been constructed along the A30 and add physical constraints
- Cornwall Local Plan (2010 – 2030) – this sets out the vision for growth in Cornwall including new housing, community facilities, shops and employment. This local development will generate extra journeys, which have been accounted for.



Improving the route

Using the 2005 route as a starting point, we identified opportunities to improve it:

Separating the strategic road network from local traffic

One of the issues with the existing road is the mix of local and strategic traffic. We propose to retain the existing A30 as a route for local traffic and non-motorised users, and to create a new dual carriageway for trunk road traffic.

Protecting the village of Zelah

The 2005 proposals converted the Zelah bypass into a dual carriageway, removing the opportunity to provide a continuous alternative local route.



The lack of an alternative local route would increase traffic through Zelah which we do not consider to be acceptable. There are also significant challenges to converting the Zelah bypass into a dual carriageway, so we propose to retain it as part of the route for local traffic, reducing the width to two lanes, and create the new dual carriageway to the south.

Junctions and accesses

The frequent spacing of junctions and accesses results in trunk road traffic slowing down to allow other vehicles to enter or exit the road, contributing to the delays.

The new dual carriageway will remove approximately 90% of traffic from the existing road and provide a high quality link between Chiverton and Carland Cross. By retaining the existing A30 as a local route, we can maintain the connections provided by this road.

Minimising disruption during construction

By retaining the existing A30 as a local route we can build the majority of the new dual carriageway away from the existing road. This is safer, quicker, less disruptive and a lower cost solution than converting sections of the existing road into a dual carriageway.

Relocating Chiverton Cross junction

The 2005 route proposed a new junction on the site of the existing junction at Chiverton. The space available at the existing junction is constrained by the services, businesses and properties which

surround it. Constructing a new junction here would impact upon these and be very disruptive and difficult to build.

We propose to build a new junction to the north east of the existing one, which avoids these constraints, allowing us to provide the size of junction which is needed to accommodate current and future traffic levels.

The dual carriageway alignment at Marazanvose

The 2005 route alignment crossed the existing A30 at Marazanvose and then joined it near Twobarrows. This did not provide for a continuous local route separated from the dual carriageway. Retaining the 2005 route and providing a continuous local route would require an additional 1.2km of local road and a new bridge. Such provision would result in significant impacts to the flow of traffic during construction and add to the cost of the scheme. We propose an alignment that does not cross or make use of the existing A30 to avoid these impacts and costs.

The dual carriageway alignment at Chybucca

The 2005 alignment incorporated the existing A30 into the new dual carriageway. This would require extensive diversions of fibre optic and power cables. Maintaining the route for local traffic would require construction of 2km of new local road. Both of these would significantly increase the cost of the scheme. We have considered two alternatives at Chybucca which are presented on pages 16 -19.



Environmental effects

Understanding the impact on the environment and community within the A30 corridor between Chiverton and Carland Cross is very important to us. Our aim is to minimise any adverse effects, while capturing the wider opportunities for improvement created by this scheme.

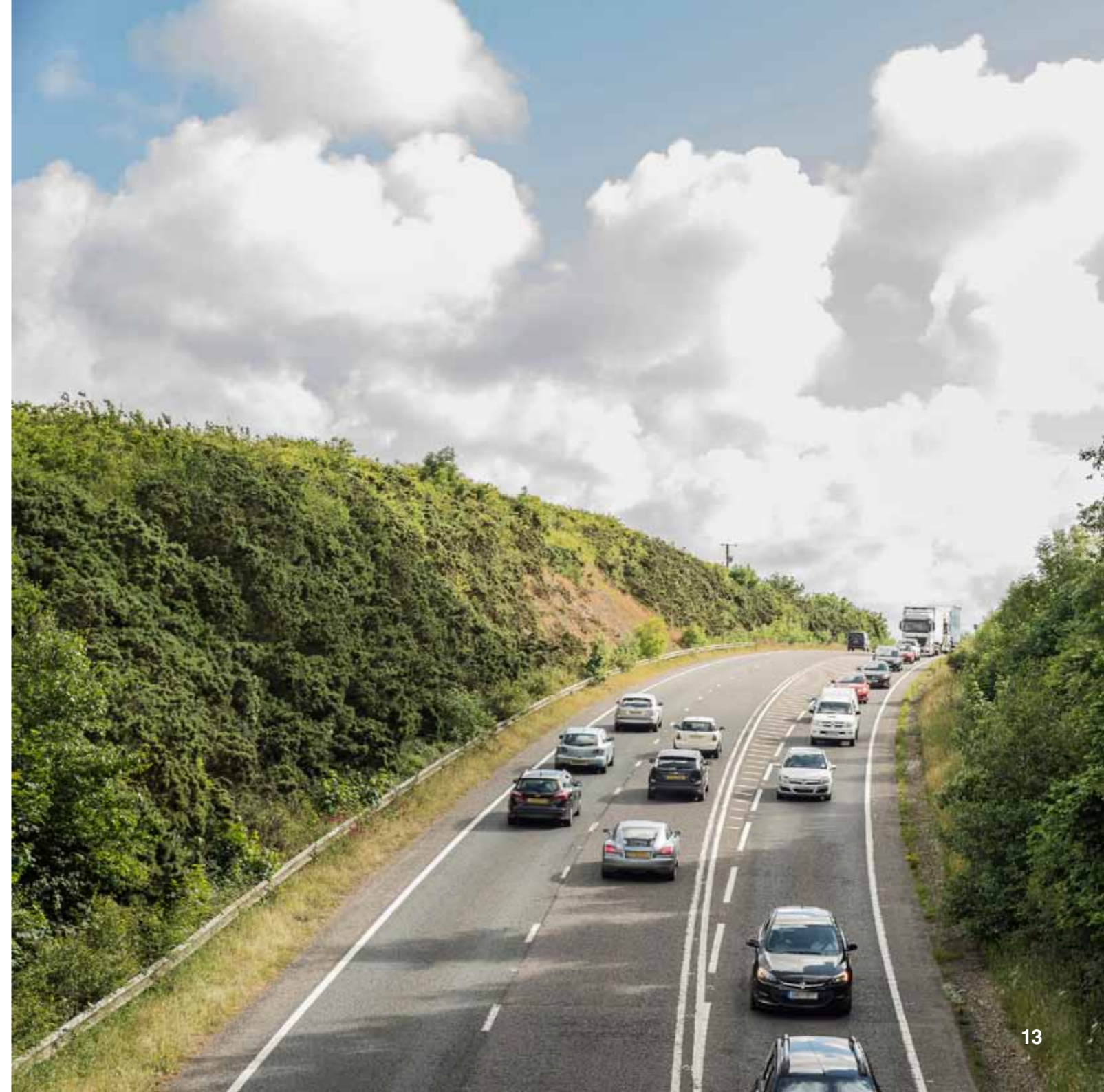
We have identified environmental constraints and used this information to help us develop the scheme proposals.

Work is underway to collect further environmental information which will help us to select a preferred route and plan how we can mitigate impacts on the environment. This could include planting, habitat creation and species protection.

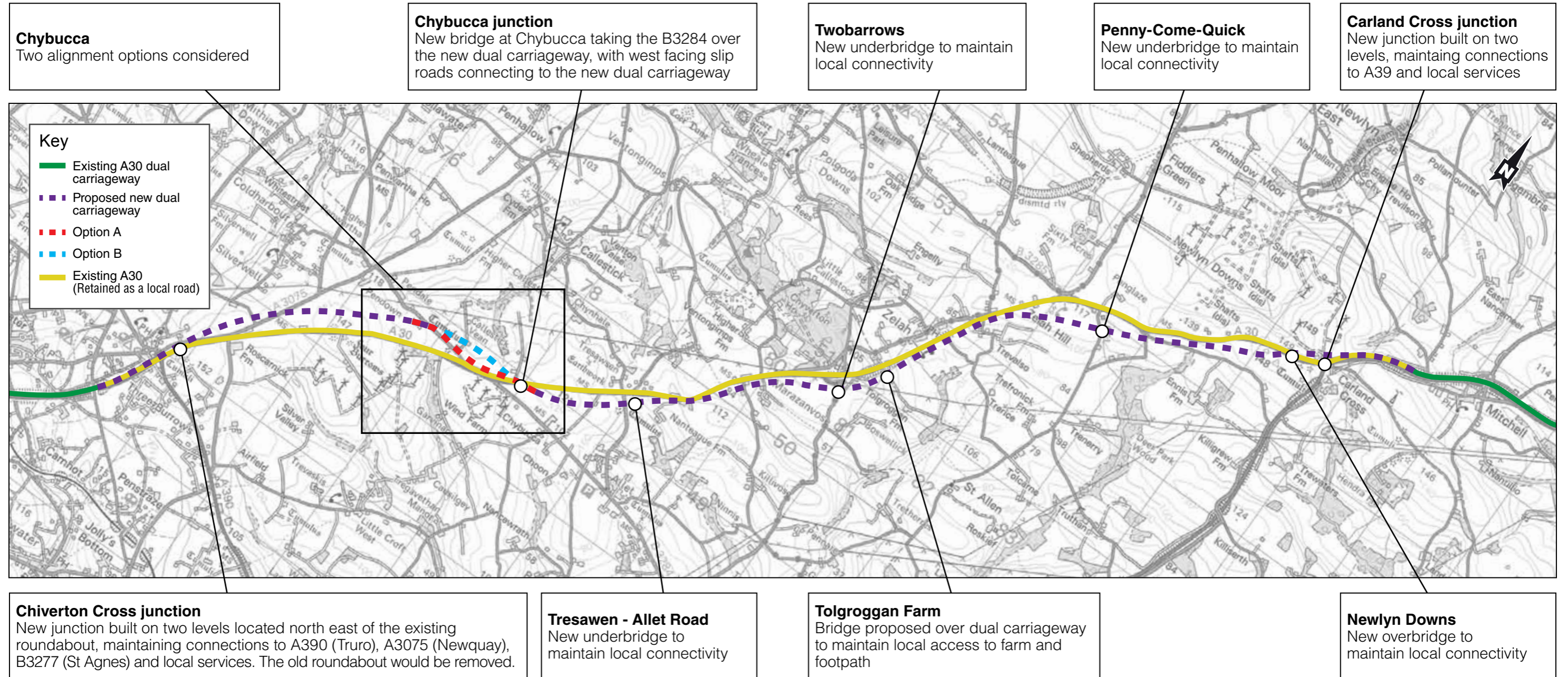
Features of the scheme

Based on the scheme objectives, the issues which currently exist on this section of A30, the feedback provided to the March 2015 engagement, and the improvements we identified to the 2005 route, we have developed a scheme which includes:

- 70mph high quality dual carriageway
- New junctions at Chiverton and Carland Cross built on two levels to allow traffic to flow freely
- 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 or over bridges
- Retention of the existing A30 for local traffic and non-motorised users
- 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.



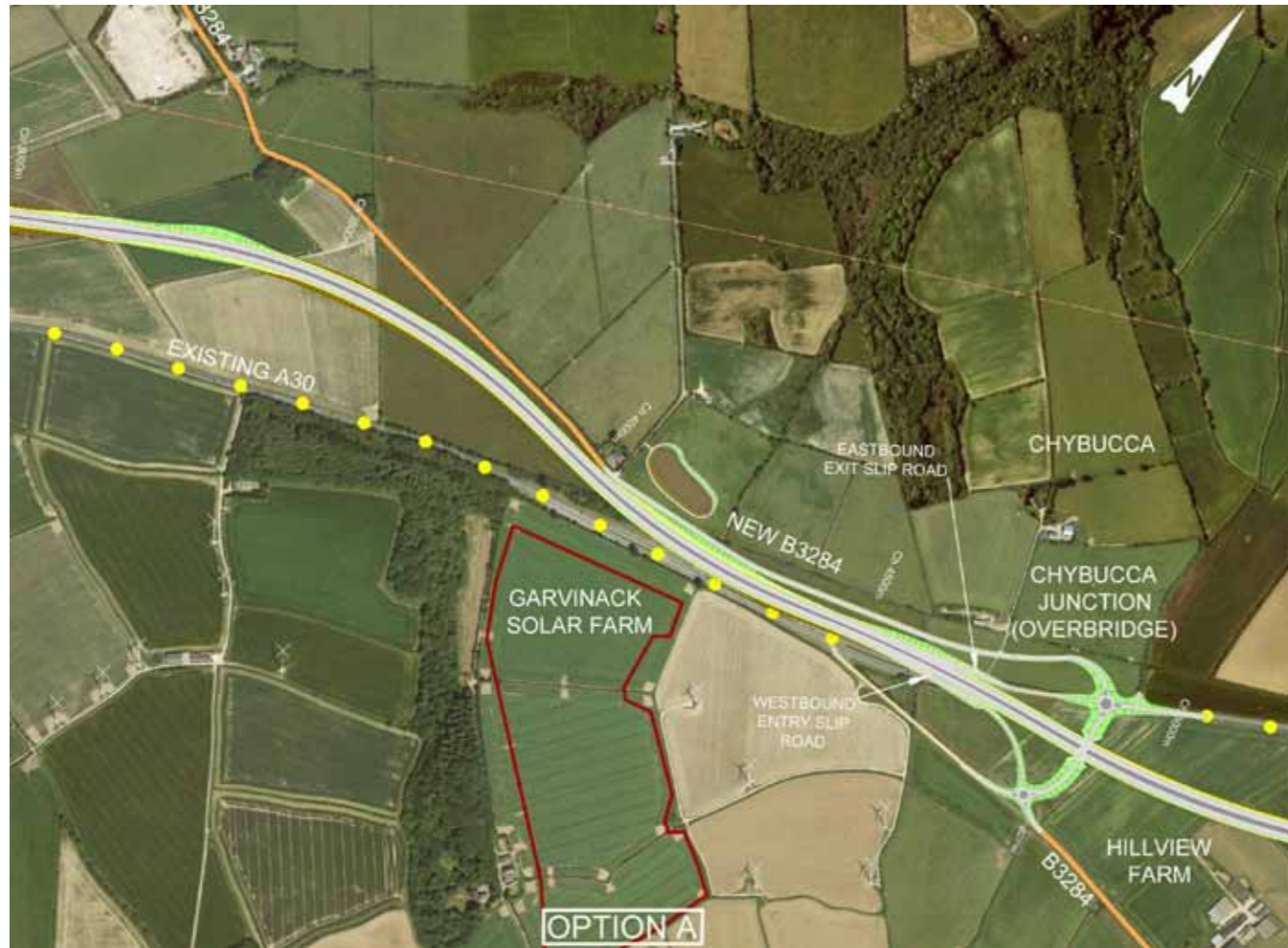
The proposals shown on this plan are presented for comments and will be developed further based on the feedback received.



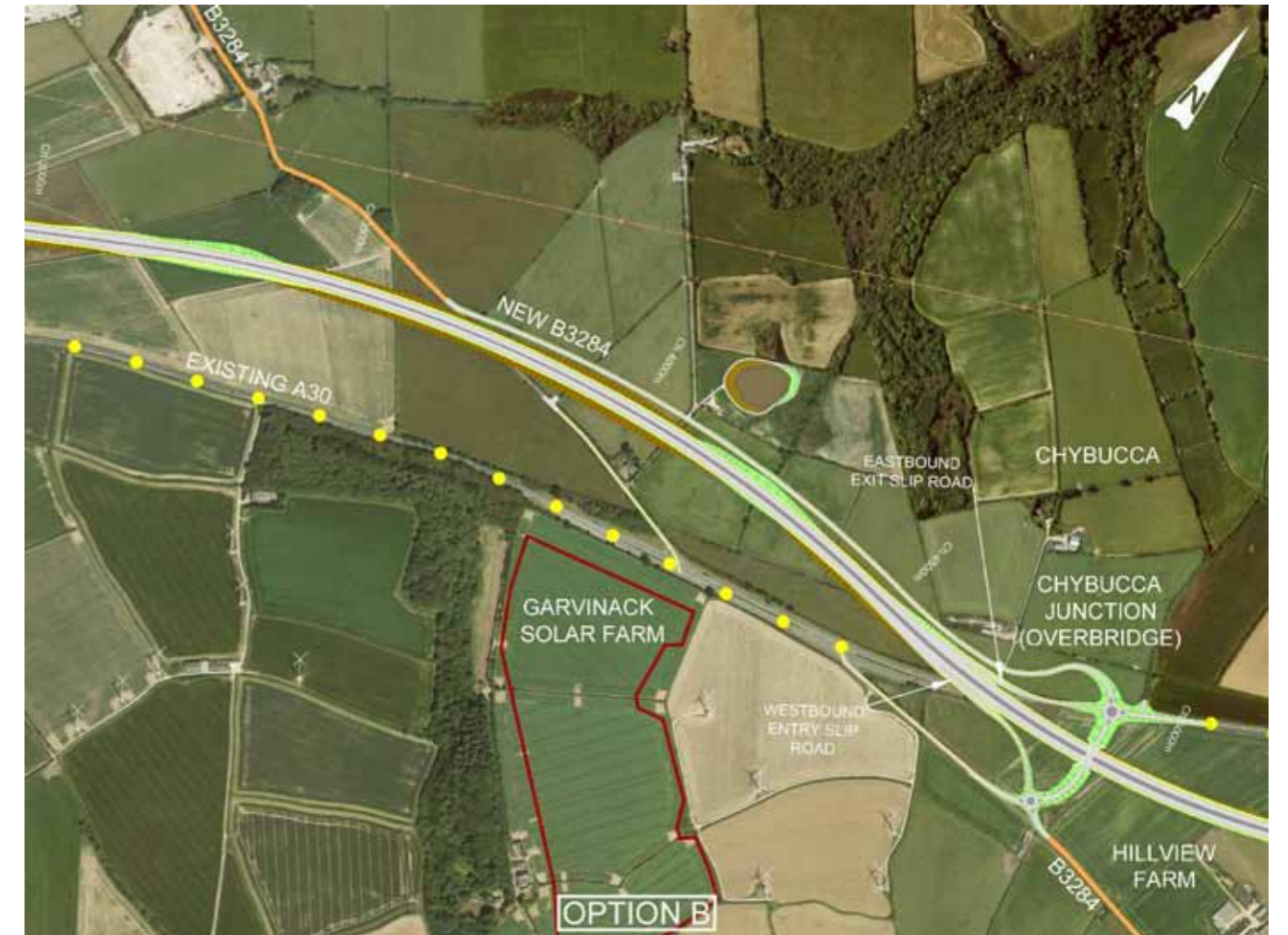
Options at Chybuca

This consultation is seeking your views on two options at Chybuca.

Option A



Option B



The following tables compare the two options. The green and red colours indicate better or worse performance relative to the other option, with yellow indicating that there is no significant difference.

Comparison	Option A	
Environmental impacts	Area of new land required is approximately 16 hectares (40 acres).	Green
	Alignment passes within 5m of a tumulus (ancient burial mound).	Red
Impact on local communities and accessibility	Is approximately 10m south of the property at Callestick Vean.	Red
	Retains the road which connects the two properties at Callestick Vean.	Green
	Divides 7 fields into two sections, creating a smaller area of severed land than Option B.	Green
Design considerations	Requires construction of 1km of new local road north of the dual carriageway to maintain the connection to the B3284.	Green
	Requires approximately 150,000 tonnes of soil to be moved, significantly less than Option B. This is because Option A follows the existing ground level more closely, which means it will take less time and less cost to build.	Green
	Requires the local re-routing of underground services (fibre optic cables).	Yellow
Construction considerations	This option is partly offline then runs parallel to the existing A30 for 500m before crossing it. There is sufficient space to build the parallel section adjacent to the existing road.	Yellow
Disruption	Some delays may occur as drivers slow down to look at the construction, this is also likely for Option B. Both options will require some temporary traffic management to allow the new bridge and local road connections to be constructed.	Yellow

Comparison	Option B	
Environmental impacts	The area of land required is approximately 19 Hectares (47 acres), which is 3 (7.4 acres) hectares more than Option A.	Red
	Alignment is 100m away from the tumulus (ancient burial mound).	Green
Impact on local communities and accessibility	Is approximately 30m north of the property at Callestick Vean.	Green
	Severs the road connecting the two properties at Callestick Vean, creating a 1.8km diversion between them via Chybuca junction.	Red
	This alignment is further from the A30, dividing 9 fields into two sections, creating a larger area of severed land than Option A.	Red
Design considerations	Requires construction of 1.3km of new local road to the north of the dual carriageway to maintain the connection to the B3284.	Red
	Requires approximately 250,000 tonnes of soil to be moved, significantly more than Option A. This is because a larger embankment would be needed, taking longer and increasing the cost.	Red
	Requires the re-routing of one additional cable compared to Option A, although the extra work involved is not significant.	Yellow
Construction considerations	Further away from the existing A30 than Option A, providing more separation, however there is sufficient space to build both options so the difference is not considered to be significant.	Yellow
Disruption	Option B can mostly be constructed away from the existing A30. Both options will require some temporary traffic management to allow the new bridge and local road connections to be constructed.	Yellow

Next steps

Preferred route

This consultation is your opportunity to express your views on the current scheme proposals ahead of further development and selection of a preferred route.

After the consultation ends, we will publish a report summarising the responses. From this the project team will make recommendations for further development of the scheme.

Subject to the findings of the consultation, a preferred route announcement will be made in spring 2017 and the pre-application stage of the development consent process will begin.

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. The application will be made to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport who will decide on whether or not the project will go ahead.

We currently intend to make our application by spring 2018. Prior to the application, we will undertake further public consultation on our detailed design proposals.

More information about the Development Consent Order process can be found on the Planning Inspectorate's website:

<http://infrastructure.planningportal.gov.uk>



Share your views

This is the first stage in our consultation process. We would like to know what you think about the route and option proposals. We will listen to your views, publish a consultation report and use this to inform the selection of a preferred route.

To help us with this, please complete the questionnaire, which you can access online at our website: www.highways.gov.uk/A30Chiverton-to-CarlandCross

Paper copies of the questionnaire will be available at the exhibitions, at local libraries (St Agnes, Perranporth and Truro), and can be requested from the project team by:

emailing us at: 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, BS1 6HA**

calling us at: **0300 123 5000**

You can contact the project team using the above details to discuss queries about the scheme.

The deadline for submitting responses to the consultation is Friday 25 November 2016.



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

© Crown copyright 2016.

Maps used in this document are © Crown copyright and database rights 2016 OS 100030649

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit www.nationalarchives.gov.uk/doc/open-government-licence/

write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**,

or email psi@nationalarchives.gsi.gov.uk.

This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR91/16**.

Highways England creative job number M160224

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 09346363

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

A30 Chiverton to Carland Cross Improvement scheme Consultation questionnaire

We thank you for taking the time to complete this questionnaire.

If at all possible, please complete this questionnaire online at:

www.highways.gov.uk/A30Chiverton-to-CarlandCross

If you complete this questionnaire in paper format please return in the prepaid envelope provided or post to:

A30 Chiverton to Carland Cross

WSP | Parsons Brinckerhoff, The Forum, Barnfield Road, Exeter, Devon, EX1 1QR.

The following questions relate to the proposed scheme to improve the A30 between Chiverton Cross and Carland Cross to dual carriageway standard. We recommend that you read the A30 public consultation brochure and supporting documents, or visit one of the consultation events, before completing this questionnaire. Consultation materials and details of the A30 consultation exhibitions can be viewed online at the above mentioned website or may be requested free of charge from Highways England using the following phone number **0300 123 5000**.

The deadline for all responses is 23:59 on Friday 25 November 2016.

Please provide us with your name and address, or, if you would prefer your comments to be anonymous, your postcode only. Personal details will be held securely in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and the development of the project and will not be disclosed to any third parties.

Name:						
Address:						
Postcode:						

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004). If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on Highways England. Highways England will process your personal data in accordance with the DPA and, in the majority of circumstances, this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

© Crown copyright 2016.
You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit www.nationalarchives.gov.uk/doc/open-government-licence/ write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email psi@nationalarchives.gsi.gov.uk.

This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000**.

Highways England creative job number M160249

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

1. About you and your interest in the scheme (please tick the boxes which best describe you).

		Within 1km of the scheme	Elsewhere in Cornwall	Outside Cornwall
1a	I am a resident who lives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1b	I own land	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1c	I farm land or work in agriculture located	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1d	I own or work for a business located	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1e	I commute along or across this section of A30, my journey begins	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1f	I mostly visit this area for tourism or leisure purposes, I live	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1g	Other (please specify)			

2. Please provide the postcode for your home and workplace (this information helps us to understand where people live and work in relation to the scheme. It cannot be used to identify individuals and will be treated in accordance with the Data Protection Act.)

Home		Workplace	
------	--	-----------	--

3. In relation to this stretch of road which type of transport do you use most frequently?

Motor car/van	<input type="checkbox"/>	Agricultural vehicle	<input type="checkbox"/>
---------------	--------------------------	----------------------	--------------------------

12. How could we improve the consultation materials and exhibitions for the next round of consultations for this scheme?

Contact details

If you wish us to keep you informed of progress on the scheme please provide your contact details.

Name	
Address	
*Email	

*We generally correspond via email unless requested otherwise.

To understand what happens once you have returned your completed questionnaire we recommend that you read the What Happens Next section of the A30 public consultation brochure.

Thank you for taking the time to complete this questionnaire.

9. Do you have any general comments or observations, including anything you think we have missed or overlooked?

10. How did you find out about the A30 Chiverton Cross to Carland Cross consultation?

Letter through the door	<input type="checkbox"/>	Public notice	<input type="checkbox"/>
Highways England website	<input type="checkbox"/>	Local newspaper article	<input type="checkbox"/>
Direct contact from Highways England	<input type="checkbox"/>	Local community group	<input type="checkbox"/>
Local radio	<input type="checkbox"/>	Local television	<input type="checkbox"/>

Other (please specify)

11. How useful did you find the consultation material and exhibitions?

Very useful	<input type="checkbox"/>	Useful to an extent	<input type="checkbox"/>
Useful	<input type="checkbox"/>	Not useful	<input type="checkbox"/>

Motorbike	<input type="checkbox"/>	Bicycle	<input type="checkbox"/>
Commercial vehicle	<input type="checkbox"/>	Horse	<input type="checkbox"/>

Other (please specify)

4. Have you previously travelled along or across this section of A30 by any of the following, and if so how often? (please tick all that apply).

		Daily	Once a week or more	Once a month or more	Every 6 months or more	Once a year or more	Never
4a	Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4b	Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4c	Horse riding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4d Other non motorised activity (please specify)

5. Do you support the need for an improvement to this section of the A30?

Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
-----	--------------------------	----	--------------------------

6. To what extent do you agree with the following statements?

		Disagree	Agree but could be improved	Agree, happy with the proposals	No opinion/not sure/does not apply to me
6a	I support the proposals shown for a 70mph dual carriageway with grade separated junctions (junctions built on two levels)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6b	The proposed new junction at Chiverton Cross appears to be suitable for my needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6c	The proposed new junction at Carland Cross appears to be suitable for my needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6d	The proposed new junction at Chybucca (with west facing slip roads) appears to be suitable for my needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6e	Considering the scheme as a whole, the proposals as shown will have a positive impact on me and/or my business	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6f	The proposals for a new dual carriageway and retaining the existing A30 as a local route, will allow me to access the roads, properties and businesses which I need to visit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6g	The provision of bridges to get across the new dual carriageway appears to be suitable for my needs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Disagree	Agree but could be improved	Agree, happy with the proposals	No opinion/not sure/does not apply to me
6h	As someone who cycles, or would like to cycle in this area the retention of the existing A30 as a local route, with reduced traffic levels, will provide a route that I would cycle along	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6i. If you answered disagree or agree but could be improved to any of the statements in question 6, please explain why.

7. Considering the alternative layouts at Chybucca, do you prefer?

Option A	Option B	No preference
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Are there any improvements to these proposals that you would like to see for cyclists, walkers, equestrians, or any other non-motorised types of transport?

Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
-----	--------------------------	----	--------------------------

If yes please expand

Appendix B. Consultation Events

Consultation events and meetings were carried out before, and throughout, the consultation period. Table 8-1 below summarises the consultation carried out.

Table 8-1 Consultation Events

Event	Date	Audience
Land interest meetings	04 October 2016 to 25 November 2016	Affected landowners, affected tenants and then adjacent landowners and tenants.
MP brief*	September 2016	George Eustice And Sarah Newton
Local Enterprise Partnership	11 October 2016	Presentation to the board of the Cornwall and Isles of Silly Local Enterprise Partnership
Environmental briefings*	29 September	Cornwall Council Environment department and Cornwall Wildlife Trust
Council members brief	06 October 2016	Presentation material displayed for information and comment from Cornwall Council members
St Allen Parish Council	17 October 2016	Parish council meeting
Parish Council chairman briefing*	06 October 2016	Parish council representatives
Launch event with stakeholders and press*	12 October 2016	Presentation to stakeholders
Deposit points	15 October 2016	For those unable to attend an exhibition event
Public event Trispen	15 October 2016	Public (east)
Public event Shortlanesend	19 October 2016	Public (centre / south)
Public event Blackwater	20 October 2016	Public (west)
Access forum	12 November 2016	Representatives for walking and equestrian interests
Cycling forum	12 November 2016	Representatives from various cycling bodies
Public event Perranporth	24 November 2016	Public (north)
St Agnes and Perranporth Community network meeting (Perranporth)	24 November 2016	Public and representatives from Parish Councils
Natural England Meeting	15 July 2016	Natural England
National Trust Meeting	13 December 2016	National Trust
Historic England Meeting	07 November 2016	Historic England

*A schedule of those invited is contained in the Appendix C.

Appendix C. Consultees and Event Invitations

C.1 Section 42 Consultee List

- Secretary of State for Transport
- Parliamentary Under Secretary of State for Transport
- Highways England Asset Development and Delivery Teams
- Highways England Managing Agents Area 1 (Kier)
- Regional Control Centre (Customer Operations)
- CLH Pipeline System
- Scottish Power
- Sky
- Vodaphone
- Level 3
- Virgin
- Verizon
- Western Power Distribution
- Wales and West Utilities
- South West Water
- BT Openreach
- Area of Outstanding Natural Beauty Board
- The Equality and Human Rights Commission
- Cornwall and Isles of Scilly LEP
- Design Council
- NHS Kernow Clinical Commissioning Group
- Health and Safety Executive
- Homes and Communities Agency
- Environment Agency
- Natural England
- Historic England
- The Civil Aviation Authority
- The Coal Authority
- Public Health England
- The Crown Estate
- The Forestry Commission
- The Maritime and Coastguard Agency
- The Joint Nature Conservation Committee
- Affected statutory undertakers recorded elsewhere. See separate project files.
- Devon & Cornwall Police
- Cornwall Fire and Rescue Service
- Police and Crime Commissioner
- Chairman of Cornwall Council
- Cornwall Council Member for Truro Boscawen and Portfolio Holder for Transport
- Cornwall Council Member for Mount Hawke and Portreath and Portfolio Holder for Housing and Environment
- Cornwall Council Member for St Agnes
- Cornwall Council Member for Perranporth
- Cornwall Council Member for Newlyn and Goonhavern
- Cornwall Council Member for St Enoher and Leader Mebyon Kernow

- Cornwall Council Member for Ladock, St Clement and St Erme
- Cornwall Council Member for Chacewater, Kenwyn and Baldhu
- Cornwall Council Member for Truro Trehaverne
- Cornwall Council Member for Truro Tregolls
- Cornwall Council Member for Truro Redannick
- Cornwall Council Member for Milestone and Gloweth
- Cornwall Council Member for Probus, Tregony and Grampound
- Cornwall Council Member for Roseland and Portfolio Holder for Economy and Culture
- Cornwall Council Member for Feock and Playing Place
- Other Cornwall Council Ward Councillors
- Strategy, Economy, Enterprise and Environment
- Strategic Transport
- Highway Maintenance
- Strategic Environment and Waste
- Development
- Environmental Protection Officer
- Countryside Access Team
- Integrated Transport Unit
- Community Network Managers
- Cornwall Air Quality Forum
- Historic Environment Service
- Flood Management
- Equality / Diversity Team
- World Heritage Site Co-ordinator
- Natural Environment Team
- Kenwyn Parish Council
- Perranzabuloe Parish Council
- St Allen Parish Council
- St Erme Parish Council
- St Newlyn East Parish Council
- Patricia and Mark Nicholson
- Philip Crewdson
- Frank Chapman
- Daryl and Claire Springall
- Mr Graham
- Foote Family at Chynoweth Farm
- Mr and Mrs Harvey
- John Sweet
- Steve Tythcott
- Peter Sluggett
- Frank Matthews
- Colin Christophers
- Cornwall Council County Farms Service
- Affected landowners

C.2 Event Invite Schedule

A schedule of the consultees invited to the events prior to the public launch is contained on the next page.

Appendix D. Publicity

D.1 Twitter

Table 8-2 below lists the tweets associated with the A30 Chiverton to Carland Cross consultation

Table 8-2: Twitter mentions during the consultation period

User	Snippet
Cornwall Council (@CornwallCouncil)	RT @HighwaysSWEST: Extra public event announced for 24 November on major A30 Chiverton to Carland Cross dualling scheme in Cornwall bit.ly/2fg9RxW
Mark O'Brien (@MOBrienCLO)	RT @CornwallCouncil: Feedback on the proposed A30 Chiverton Cross to Carland Cross Improvement scheme before 25 November @HighwaysEngland bit.ly/2e2cKEX
Cornwall Council (@CornwallCouncil)	Feedback on the proposed A30 Chiverton Cross to Carland Cross Improvement scheme before 25 November @HighwaysEngland bit.ly/2e2cKEX
Growth Programme (@GrowthProgramme)	RT @CornwallCouncil: Plans to dual A30 Chiverton-Carland Cross @HighwaysEngland consultation today from 4.30pm Blackwater Primary School bit.ly/2d9c7Wh
Cornwall Council (@CornwallCouncil)	Plans to dual A30 Chiverton-Carland Cross @HighwaysEngland consultation today from 4.30pm Blackwater Primary School bit.ly/2d9c7Wh
Cornwall&Scilly HER (@HERCornwIscilly)	RT @CornwallCouncil: Plans to dual A30 Chiverton - Carland Cross @HighwaysEngland consultation today until 8pm Shortlanesend Village Hall bit.ly/2d9c7Wh
Cllr Gemma Massey (@MrsMassx)	RT @CornwallCouncil: Plans to dual A30 Chiverton - Carland Cross @HighwaysEngland consultation today until 8pm Shortlanesend Village Hall bit.ly/2d9c7Wh
Cornwall Council (@CornwallCouncil)	Plans to dual A30 Chiverton - Carland Cross @HighwaysEngland consultation today until 8pm Shortlanesend Village Hall bit.ly/2d9c7Wh
William B Barber (@wbbarber)	RT @BBCCornwall: @HighwaysSWEST dualling scheme proposed for A30 has just 1 junction at Chybucca. Roundabouts at Chiverton & Carland Cross would be raised. pic.twitter.com/EtEuUvZu5b
BBC Radio Cornwall (@BBCCornwall)	@HighwaysSWEST dualling scheme proposed for A30 has just 1 junction at Chybucca. Roundabouts at Chiverton & Carland Cross would be raised. pic.twitter.com/EtEuUvZu5b
Heart Cornwall News (@HeartCornNews)	New plans by @HighwaysSWEST show proposed A30 dualling scheme between Carland Cross and Chiverton Cross #HeartNews pic.twitter.com/5AmIFBebKJ

D.2 News stories

Table 8-3 below lists the news stories associated with the A30 Chiverton to Carland Cross consultation

Table 8-3: News story mentions during the consultation period

Origin	Title	Snippet
www.thisisthewestcountry.co.uk	Chiverton to Carland Cross road improvement scheme to be discussed at meeting (From This is The West Country)	Send us your news Have you got a local story, picture or video you would like to send to us? Send it to us now for a chance to get published. Residents of the St Agnes and Perranporth area are being invited to hear about the A30 Chiverton Cross to Carland Cross improvement scheme at the next Community Network panel meeting on Thursday, November...
Falmouth Packet	Chiverton to Carland Cross road improvement scheme to be discussed at meeting (From Falmouth Packet)	Send us your news Have you got a local story, picture or video you would like to send to us? Send it to us now for a chance to get published. Residents of the St Agnes and Perranporth area are being invited to hear about the A30 Chiverton Cross to Carland Cross improvement scheme at the next Community Network panel meeting on Thursday, November...
www.gov.uk	Extra chance to have your say on major A30 scheme in Cornwall - Press releases - GOV.UK	...to the improvement scheme. The upgrade of the Temple to Higher Carblake section of the A30 is due to be completed next year and by improving the A30 between Chiverton and Carland Cross, Highways England will be working in partnership with Cornwall Council on a second joint project. A preferred route will be announced next year. More details...
Plymouth Herald	Pubic consultation on plan for new dual carriageway Plymouth Herald	Residents are urged to have their say on the A30 Chiverton to Carland Cross improvement scheme in Cornwall during a series of consultation events this month. A consultation is being held on plans to transform the single carriageway between Chiverton Cross and Carland Cross – one of the last bottlenecks in Cornwall – into a dual carriageway. The...
www.gov.uk	Public consultation announced for major A30 dual carriageway investment in Cornwall - Press releases - GOV.UK	...will be revealed next spring. During the public consultation, more details and a questionnaire will also be available on the scheme website: Media invite A media briefing will be held with the Highways England project team for the A30 Chiverton to Carland Cross scheme at Cornwall Council's County Hall, Truro, on

Origin	Title	Snippet
Falmouth Packet	Have your say on plans to create dual carriageway between Chiverton and Carland Cross (From Falmouth Packet)	Wednesday 12 October (9am-10.30am... Send us your news Have you got a local story, picture or video you would like to send to us? Send it to us now for a chance to get published. A series of consultation events are planned over the next month to enable people to have their say on the A30 Chiverton to Carland Cross improvement scheme. A consultation is being held on plans to...
www.thisisthewestcountry.co.uk	Have your say on plans to create dual carriageway between Chiverton and Carland Cross (From This is The West Country)	Send us your news Have you got a local story, picture or video you would like to send to us? Send it to us now for a chance to get published. A series of consultation events are planned over the next month to enable people to have their say on the A30 Chiverton to Carland Cross improvement scheme. A consultation is being held on plans to...
Business Cornwall	Public consultation on A30 dualling proposals Business Cornwall	People in Cornwall are being urged to have their say on the A30 Chiverton to Carland Cross improvement scheme during a series of consultation events this month. A consultation is being held on plans to transform the single carriageway between Chiverton Cross and Carland Cross – one of the last bottlenecks in Cornwall – into a dual carriageway...

D.3 Letter Mailout

On the following page is a plan showing the postcodes to which a letter was sent communicating the dates of the consultation events.

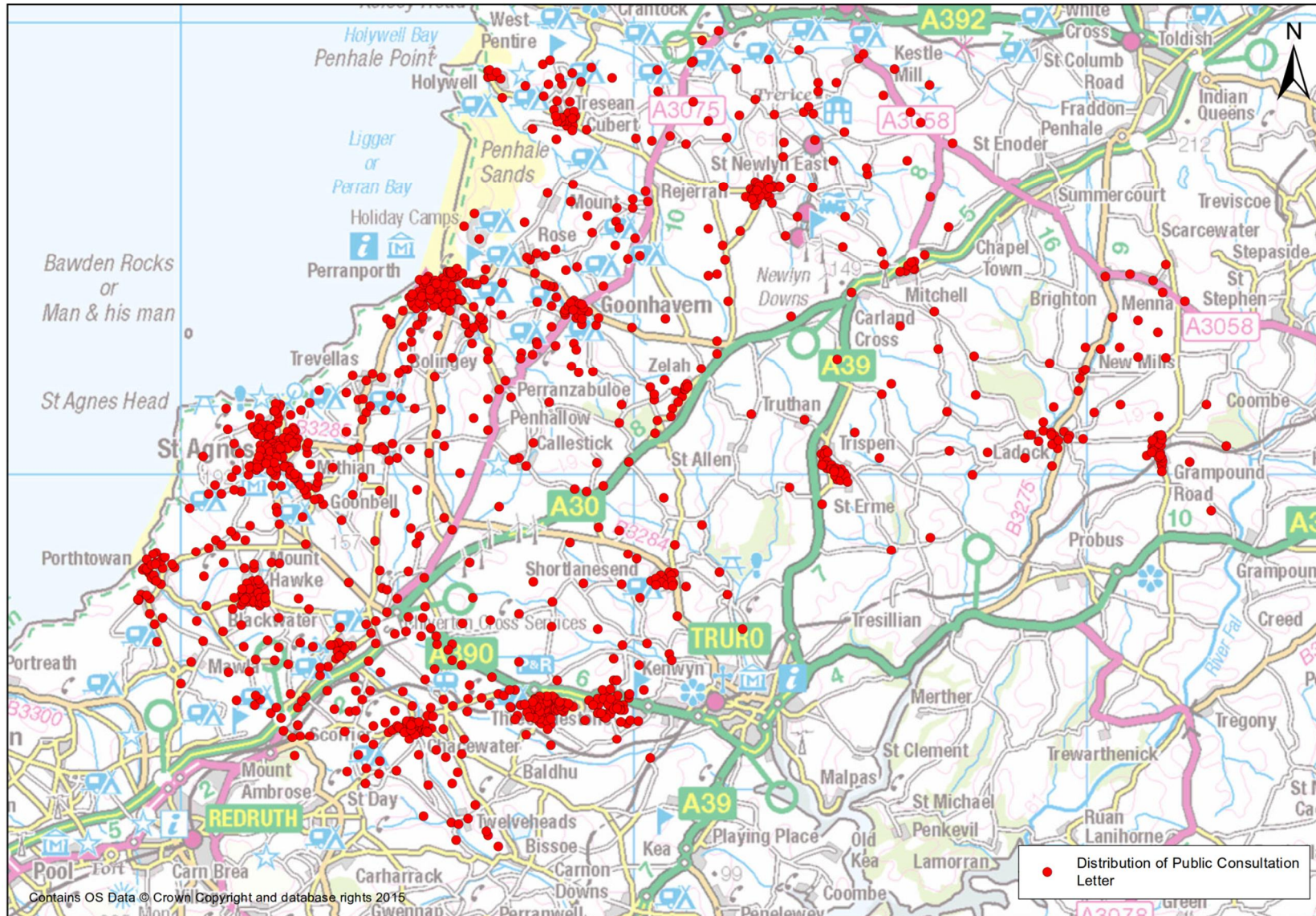


Figure 8-1: Map of Letter Distribution Postcodes

Appendix E. Consultation Attendance

On the next page is a plan showing the postcodes of those who attended the four public consultation events.

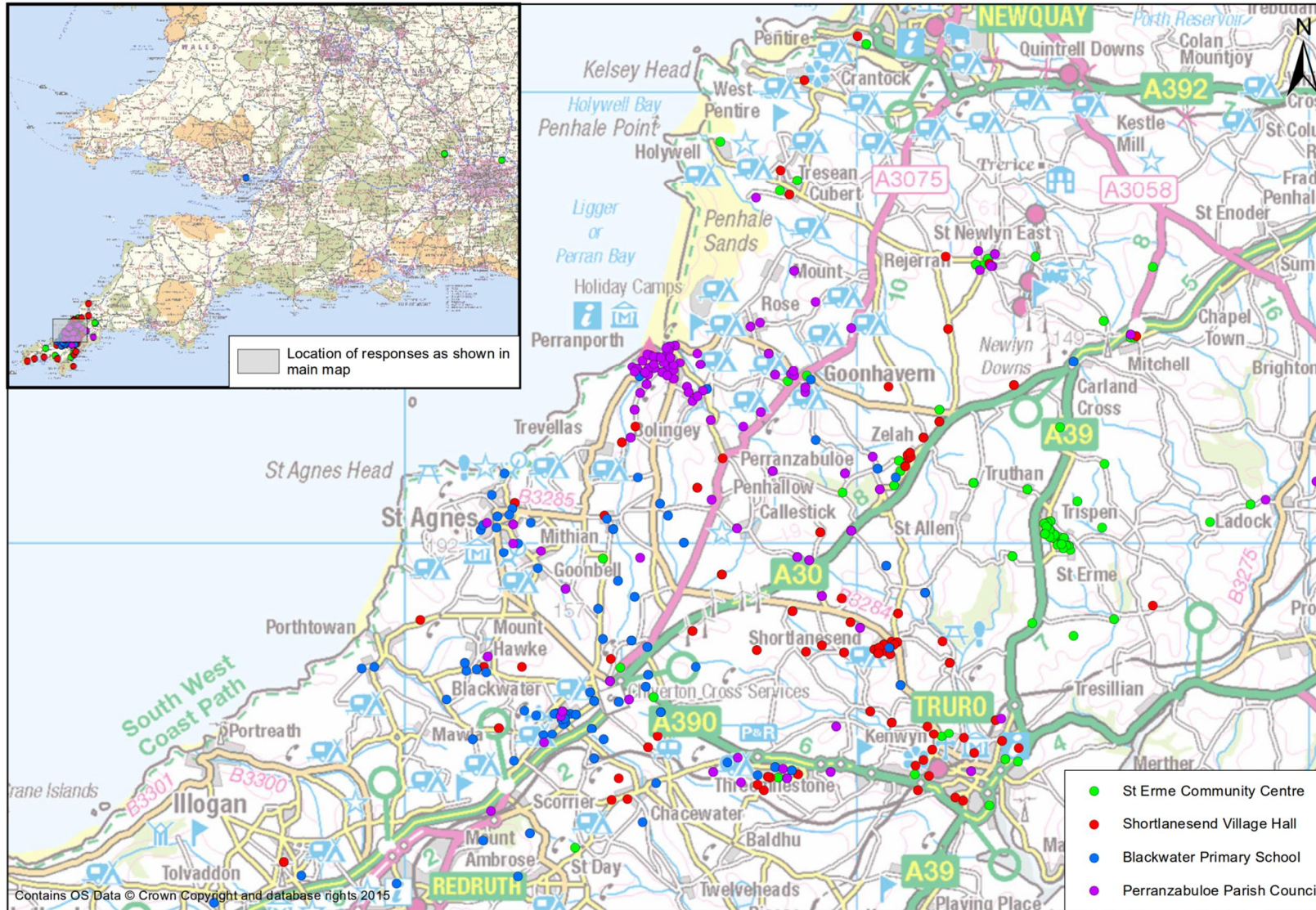


Figure 8-2: Map of Public Event Attendance

Appendix F. Consultation Responses

Material

Questionnaire responses – intended to be viewed electronically due to paper size

Petition

Project ID	Project Name	Project Manager	Project Sponsor	Project Status	Project Start	Project End	Project Budget	Project Risk	Project Complexity	Project Description	Project Objectives	Project Deliverables	Project Milestones	Project Risks	Project Issues	Project Dependencies	Project Resources	Project Stakeholders	Project Communication	Project Reporting	Project Governance	Project Compliance	Project Security	Project Privacy	Project Accessibility	Project Sustainability	Project Innovation	Project Scalability	Project Flexibility	Project Resilience	Project Adaptability	Project Agility	Project Speed	Project Quality	Project Cost	Project Value	Project Impact	Project Legacy
1	Project A	John Doe	Jane Smith	Completed	2023-01-01	2023-03-31	\$1,000,000	Low	Medium	Implement a new software system for the company.	Improve efficiency and reduce costs.	Software system, User manuals, Training materials.	2023-01-15: System requirements defined. 2023-02-15: Development completed. 2023-03-15: Testing completed. 2023-03-31: System deployed.	Scope creep, Budget overruns, Resource shortages.	Minor bugs, User training delays.	Hardware, Software licenses, External consultants.	IT Department, Finance, Marketing, Sales, Customers.	Weekly status reports, Monthly progress reviews.	Project charter, Risk register, Change log.	GDPR, ISO 27001, Industry standards.	Security audits, Penetration testing.	Accessibility compliance, Privacy policy updates.	Sustainability reports, Carbon footprint analysis.	Innovation in user interface design.	Scalability for future growth.	Flexibility to adapt to changing requirements.	Resilience to market fluctuations.	Agility in development process.	Speed to market.	High quality deliverables.	Cost-effective solution.	High value for stakeholders.	Positive impact on business.	Long-term legacy.				
2	Project B	Jane Smith	John Doe	In Progress	2023-04-01	2023-06-30	\$2,500,000	Medium	High	Develop a new product line for the market.	Expand market reach and increase revenue.	New product line, Marketing campaign, Sales channels.	2023-04-15: Market research completed. 2023-05-15: Product development started. 2023-06-15: Marketing campaign launched.	Market competition, Budget constraints, Resource allocation.	Product delays, Marketing budget overruns.	R&D, Marketing, Sales, Finance, Operations.	Quarterly business reviews, Monthly sales reports.	Market analysis, Competitive intelligence.	Intellectual property protection, Data security.	Customer privacy, Environmental impact.	Sustainability initiatives, Social responsibility.	Innovation in product features.	Scalability for global expansion.	Flexibility in pricing strategy.	Resilience to market changes.	Agility in product development.	Speed to market.	High quality product.	Cost-effective production.	High value for customers.	Positive impact on market.	Long-term legacy.						
3	Project C	John Doe	Jane Smith	On Hold	2023-07-01	2023-09-30	\$500,000	Low	Low	Conduct a feasibility study for a new project.	Determine if the project is viable and worth pursuing.	Feasibility study report, Market analysis, Financial projections.	2023-07-15: Study requirements defined. 2023-08-15: Data collection completed. 2023-09-15: Report finalization.	Lack of resources, Unclear objectives, Changing priorities.	None.	Finance, Marketing, Operations.	Weekly status reports, Monthly progress reviews.	Project charter, Risk register, Change log.	GDPR, ISO 27001, Industry standards.	Security audits, Penetration testing.	Accessibility compliance, Privacy policy updates.	Sustainability reports, Carbon footprint analysis.	Innovation in study methodology.	Scalability for future projects.	Flexibility in study design.	Resilience to changing circumstances.	Agility in study execution.	Speed to completion.	High quality report.	Cost-effective study.	High value for decision-makers.	Positive impact on business.	Long-term legacy.					

Case ID	Case Name	Case Type	Case Status	Case Category	Case Description	Case Date	Case Location	Case Assignee	Case Priority	Case Resolution	Case Notes	Case Status	Case Date	Case Location	Case Assignee	Case Priority	Case Resolution	Case Notes	Case Status	Case Date	Case Location	Case Assignee	Case Priority	Case Resolution	Case Notes
000001	Case 000001	Case Type 1	Case Status 1	Case Category 1	Case Description 000001	Case Date 000001	Case Location 000001	Case Assignee 000001	Case Priority 000001	Case Resolution 000001	Case Notes 000001	Case Status 000001	Case Date 000001	Case Location 000001	Case Assignee 000001	Case Priority 000001	Case Resolution 000001	Case Notes 000001	Case Status 000001	Case Date 000001	Case Location 000001	Case Assignee 000001	Case Priority 000001	Case Resolution 000001	Case Notes 000001
000002	Case 000002	Case Type 1	Case Status 1	Case Category 1	Case Description 000002	Case Date 000002	Case Location 000002	Case Assignee 000002	Case Priority 000002	Case Resolution 000002	Case Notes 000002	Case Status 000002	Case Date 000002	Case Location 000002	Case Assignee 000002	Case Priority 000002	Case Resolution 000002	Case Notes 000002	Case Status 000002	Case Date 000002	Case Location 000002	Case Assignee 000002	Case Priority 000002	Case Resolution 000002	Case Notes 000002
000003	Case 000003	Case Type 1	Case Status 1	Case Category 1	Case Description 000003	Case Date 000003	Case Location 000003	Case Assignee 000003	Case Priority 000003	Case Resolution 000003	Case Notes 000003	Case Status 000003	Case Date 000003	Case Location 000003	Case Assignee 000003	Case Priority 000003	Case Resolution 000003	Case Notes 000003	Case Status 000003	Case Date 000003	Case Location 000003	Case Assignee 000003	Case Priority 000003	Case Resolution 000003	Case Notes 000003
000004	Case 000004	Case Type 1	Case Status 1	Case Category 1	Case Description 000004	Case Date 000004	Case Location 000004	Case Assignee 000004	Case Priority 000004	Case Resolution 000004	Case Notes 000004	Case Status 000004	Case Date 000004	Case Location 000004	Case Assignee 000004	Case Priority 000004	Case Resolution 000004	Case Notes 000004	Case Status 000004	Case Date 000004	Case Location 000004	Case Assignee 000004	Case Priority 000004	Case Resolution 000004	Case Notes 000004

Year	Month	Day	Event	Location	Time	Participants	Activities	Notes
2018	Jan	15	Annual Meeting	San Francisco	10:00 AM	John Doe, Jane Smith	Keynote, Lunch	Successful meeting with all attendees.
2018	Jan	22	Workshop	San Francisco	9:00 AM	John Doe, Jane Smith	Hands-on training	Participants showed high engagement.
2018	Jan	29	Networking	San Francisco	5:00 PM	John Doe, Jane Smith	Happy hour	Relaxed atmosphere, good connections.
2018	Feb	5	Conference	San Francisco	8:00 AM	John Doe, Jane Smith	Panel discussion	Insightful insights from industry experts.
2018	Feb	12	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Interactive session	Great feedback on the practical exercises.
2018	Feb	19	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met several new contacts.
2018	Feb	26	Conference	San Francisco	9:00 AM	John Doe, Jane Smith	Keynote	Inspiring message from the speaker.
2018	Mar	5	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Hands-on training	Participants enjoyed the practical aspects.
2018	Mar	12	Networking	San Francisco	5:00 PM	John Doe, Jane Smith	Happy hour	Good networking opportunities.
2018	Mar	19	Conference	San Francisco	8:00 AM	John Doe, Jane Smith	Panel discussion	Panelists provided valuable insights.
2018	Mar	26	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Interactive session	Engaging and informative workshop.
2018	Apr	2	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some interesting people.
2018	Apr	9	Conference	San Francisco	9:00 AM	John Doe, Jane Smith	Keynote	Keynote speaker was very motivating.
2018	Apr	16	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Hands-on training	Workshop was well-organized.
2018	Apr	23	Networking	San Francisco	5:00 PM	John Doe, Jane Smith	Happy hour	Enjoyable evening with colleagues.
2018	Apr	30	Conference	San Francisco	8:00 AM	John Doe, Jane Smith	Panel discussion	Panel discussion was highly relevant.
2018	May	7	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Interactive session	Workshop provided practical takeaways.
2018	May	14	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some old friends.
2018	May	21	Conference	San Francisco	9:00 AM	John Doe, Jane Smith	Keynote	Keynote was a great start to the day.
2018	May	28	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Hands-on training	Workshop was very interactive.
2018	Jun	4	Networking	San Francisco	5:00 PM	John Doe, Jane Smith	Happy hour	Met some new people.
2018	Jun	11	Conference	San Francisco	8:00 AM	John Doe, Jane Smith	Panel discussion	Panelists shared great experiences.
2018	Jun	18	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Interactive session	Workshop was very informative.
2018	Jun	25	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some interesting people.
2018	Jun	2	Conference	San Francisco	9:00 AM	John Doe, Jane Smith	Keynote	Keynote was very inspiring.
2018	Jun	9	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Hands-on training	Workshop was well-organized.
2018	Jun	16	Networking	San Francisco	5:00 PM	John Doe, Jane Smith	Happy hour	Met some old friends.
2018	Jun	23	Conference	San Francisco	8:00 AM	John Doe, Jane Smith	Panel discussion	Panel discussion was highly relevant.
2018	Jun	30	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Interactive session	Workshop provided practical takeaways.
2018	Jul	7	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some new people.
2018	Jul	14	Conference	San Francisco	9:00 AM	John Doe, Jane Smith	Keynote	Keynote was very inspiring.
2018	Jul	21	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Hands-on training	Workshop was well-organized.
2018	Jul	28	Networking	San Francisco	5:00 PM	John Doe, Jane Smith	Happy hour	Met some old friends.
2018	Aug	4	Conference	San Francisco	8:00 AM	John Doe, Jane Smith	Panel discussion	Panel discussion was highly relevant.
2018	Aug	11	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Interactive session	Workshop provided practical takeaways.
2018	Aug	18	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some interesting people.
2018	Aug	25	Conference	San Francisco	9:00 AM	John Doe, Jane Smith	Keynote	Keynote was very inspiring.
2018	Aug	31	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Hands-on training	Workshop was well-organized.
2018	Sep	7	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some old friends.
2018	Sep	14	Conference	San Francisco	9:00 AM	John Doe, Jane Smith	Panel discussion	Panel discussion was highly relevant.
2018	Sep	21	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Interactive session	Workshop provided practical takeaways.
2018	Sep	28	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some interesting people.
2018	Oct	5	Conference	San Francisco	9:00 AM	John Doe, Jane Smith	Keynote	Keynote was very inspiring.
2018	Oct	12	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Hands-on training	Workshop was well-organized.
2018	Oct	19	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some old friends.
2018	Oct	26	Conference	San Francisco	8:00 AM	John Doe, Jane Smith	Panel discussion	Panel discussion was highly relevant.
2018	Oct	31	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Interactive session	Workshop provided practical takeaways.
2018	Nov	7	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some interesting people.
2018	Nov	14	Conference	San Francisco	9:00 AM	John Doe, Jane Smith	Keynote	Keynote was very inspiring.
2018	Nov	21	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Hands-on training	Workshop was well-organized.
2018	Nov	28	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some old friends.
2018	Dec	5	Conference	San Francisco	8:00 AM	John Doe, Jane Smith	Panel discussion	Panel discussion was highly relevant.
2018	Dec	12	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Interactive session	Workshop provided practical takeaways.
2018	Dec	19	Networking	San Francisco	6:00 PM	John Doe, Jane Smith	Happy hour	Met some interesting people.
2018	Dec	26	Conference	San Francisco	9:00 AM	John Doe, Jane Smith	Keynote	Keynote was very inspiring.
2018	Dec	31	Workshop	San Francisco	10:00 AM	John Doe, Jane Smith	Hands-on training	Workshop was well-organized.

Highways England consultation for road improvements to A30 between Carland and Chiverton Cross; proposed alterations for Tresawson and Chybucca Junctions

Introduction

Following the consultation process by Highways England for the road improvement plans to the A30 between Carland and Chiverton Cross, there have been concerns raised by some village residents in Callestick that the changes to the junction at Tresawson. There are several routes between the two points, but the main options are via Callestick or Chybucca, which are 3 miles and 4.5 miles respectively. With a safer junction at Tresawson, this will create a short-cut for road users between Perranzabuloe and Allet Common and therefore Callestick will become a short-cut.

Josh Parker has collated opinion from a number of residents in Callestick and Tresawson.

Approach

Josh circulated an information sheet, (Appendix 2) which detailed the plans, the justification and three alternative proposals. These are the following;

1. Removal of the underpass at Tresawson
2. Upgrading the junction at Chybucca to a full entry and exit junction for east and west bound traffic.
3. Moving the bus stop (on the road between Tresawson and Allet Common) to the existing Tresawson Junction.

This was included as an alternative mode of transport and remaining the access to those in Tresawson and Callestick with the removal of the under-pass.

Josh then visited each property to collate responses. There were 4 responses via email which have been included and 1 which did not support the proposals and didn't want to detail their response.

Feedback

The below table outlines the general responses from Callestick and Tresawson residents.

Proposal	Supported	Do not support	Not sure
1. Remove Tresawson under-pass	18	2	
2. Upgrade Chybucca Junction	20		
3. Move bus-stop	18	1	1

Conclusion

From the results above, it clearly shows that there is an over-whelming majority in support of removing the under-pass at Tresawson. There is also unanimous support for upgrading the junction at Chybucca to include east-facing slip-roads as well as west. Appendix 1 details those who responded and their feedback.

Appendix 2

Carland Cross to Chiverton Cross; implications for residents and businesses surrounding Tresawson and Chybucca junctions

INTRODUCTION

Highways England recently announced detailed plans for the road improvements between Carland Cross and Chiverton Cross which passes through Marazanvose, Tresawson and Chybucca junctions. The plans are to join the existing sections of dual-carriageway by creating an express-way standard road. The project would reduce congestion, improve connectivity and safety and protect the environment.

A detailed overview and the proposed routes can be found at:

<https://highwaysengland.citizenspace.com/he/a30-chiverton-to-carland-cross-improvement-scheme/>

PROPOSED PLANS

Much of the proposed route will move away from the existing A30 and this is the case at Tresawson and Chybucca.

Tresawson junction

The diagram shows the existing road as yellow dots.

The proposed road in grey / red.

The latest plan includes building a new road with an under-pass highlighted at the centre of the diagram. This would maintain the direct road link between Callestick / Ventongimps and Allet Common.

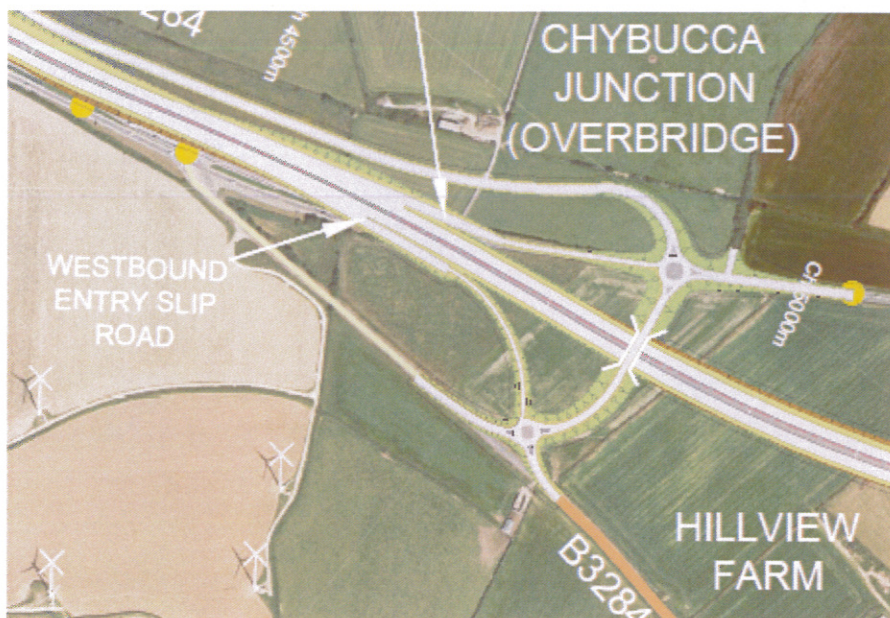


Chybucca junction

The latest plans at Chybucca include two possibilities. Option A follows close to the existing A30 and Option B which cuts through Creegmeor Farm and Callestick Vean Farm. This is not shown in the diagram.

With both options, the proposed junction only has west facing slip roads, thus no entry for east-bound travel or exit for west-bound traffic turning for Perranporth or Shortlanesend.

The screen-shot shows no east-facing slip roads.



POSSIBLE CONSEQUENCES

The planned underpass at Tresawson would improve safety at the junction. However, some residents have raised concerns that Callestick and Ventongimps could become a short-cut between Shortlanesend and Bolingey / Perranporth. The road between the B3284 at Allet (Cornwall Wildlife Trust HQ) and the existing Tresawson crossing would also continue as a high speed road section. Table 1.1 shows the road distances;

Table 1.1 – Road distances between Perranzabuloe Church and Allet Common

Route	Distance miles
Via Callestick	3.0
Via Ventongimps	3.4
Via Pendown & Chybucca	4.5

With the route via Pendown Cross and Chybucca Junction up to 50% longer than travelling via Callestick or Ventongimps, it is likely we would see increased traffic levels. With over 150 properties between Perranzabuloe Church, Cocks Hill and Bolingey, all with a shorter route via Callestick (compared to travelling via Perranporth and the B3284) the levels of traffic are highly likely to increase. It could also be assumed that drivers using Callestick as a 'rat-run' are less considerate and tend to drive faster.



Improving the plans at Chybucca

The current proposal at Chybucca Junction are for an exit slip road for east-bound traffic and entry for west-bound, as shown on the diagram above. This would mean all traffic for Perranporth and surrounding villages would have to continue using the existing A30 or travel to Chiverton Cross. This would also include all heavy business traffic.

PROPOSED ALTERATIONS

1. At Tresawson – removal of under-pass

Propose the complete removal of the under-pass from the plans at Tresawson. With the existing A30 connected to the junction at Chybucca, this will therefore remain as a route for local traffic, residents of Callestick, Ventongimps, Higher Ventongimps and Tresawson. Therefore, residents would travel to an improved junction at Chybucca, shown on the map below to then travel along the B3284 to Truro.

This would add an additional 1.2 miles to the journey.



2. At Chybucca – upgrade to full East / West access

Propose changing the junction at Chybucca to full entry / exit junction for both east and west bound traffic to relieve traffic from Pendown Cross and the A3075.

3. Relocate Bus Stop

There is an unmarked bus stop on the route, (marked by green arrow, close to Nijhuis H2OK Ltd shown on the map above) and these can be notoriously difficult to relocate or remove completely.

As there is a second stop very close, (at the Cornwall Wildlife Trust HQ – close to the red marker on the map) the proposal would be to relocate the bus stop to the existing junction of the A30. This would then mean it is accessible for residents of Tresawson and Higher Ventongimps. Buses would then take in the Chybucca Junction to then travel towards Shortlanesend similar to other road traffic. These changes are shown on the map below.

- The red curve shows the planned route.
- The blue arrow denotes the relocation of the bus stop.



REQUIRED ACTION

The current public consultation on the new road closes on Friday 25th November 2016, so any feedback needs to be submitted before this date.

Josh Parker, from Callestick Farm is planning to coordinate a collective response and submit to Highways England. A digital copy of this document has been circulated on the Yahoo! Callestick Residents Group and any feedback is welcome. Following this, a follow-up with a list of signatories will be collated.

If you have any questions or comments, please email or phone.

Josh Parker

Mobile: 07970 481620

Email: josh@cornishicecream.co.uk

Address: Callestick Farm
Callestick
Truro
TR4 9LL

Thanks for your support.

Appendix G. Initial Assessment of Alternatives

G.1 Description of alternatives

G.1.1 Chiverton Cross Junction

The consultation location of the Chiverton Cross Junction raised concerns regarding vehicles travelling between the north coast of Cornwall and Truro and possible rat running through minor roads to avoid the detour to the relocated junction location.

Expanding the existing Chiverton Cross Junction to accommodate a dual carriageway grade separated junction would result in the shortest diversion when compared to the existing arrangement. However, the improvements would be extremely difficult and disruptive to construct and would require a number of retaining structures to provide a functional junction in a small footprint, constrained by adjacent properties. Improvements to the existing at grade junction were briefly considered, however the arrangement would not provide adequate capacity. Consequently both of these alternatives were discarded.

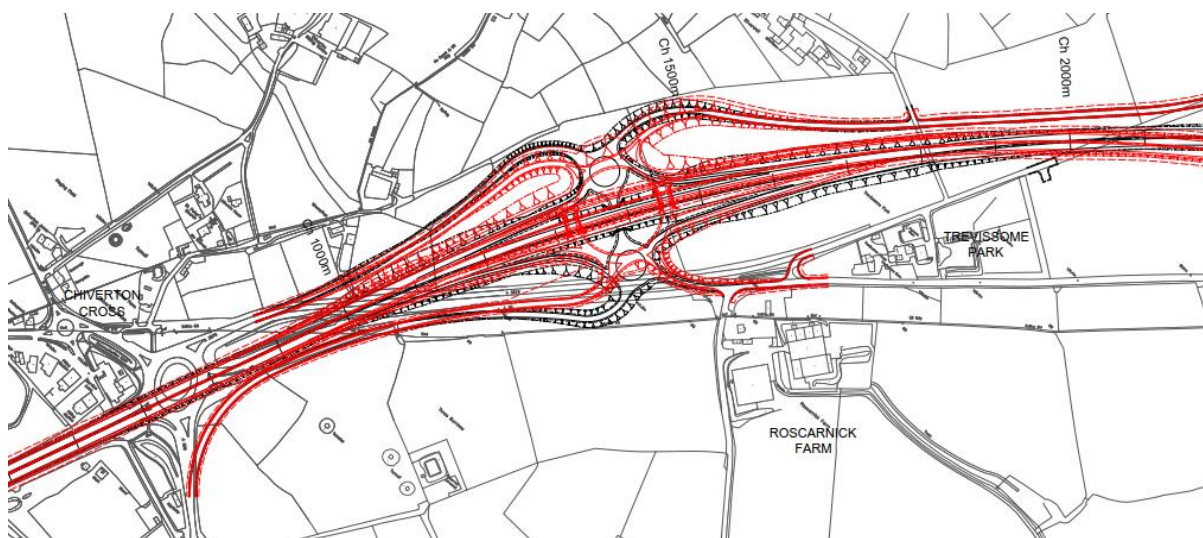


Figure 8-3: Red shows gyratory junction at the location of the consultation junction

The proposed dumbbell roundabout arrangement at Chiverton Cross was raised as a concern, with some saying it looked overly complicated, and others not convinced it would cope with the anticipated volume of traffic. Cornwall Council raised concerns about the capacity of this style of junction, requested further evidence to demonstrate how it would function, and gave their preference to see a larger gyratory junction which would have greater capacity, see Figure 8-3 above.

Consequently, the dumbbell arrangement is recommended for further assessment together with the suggested gyratory alternative.

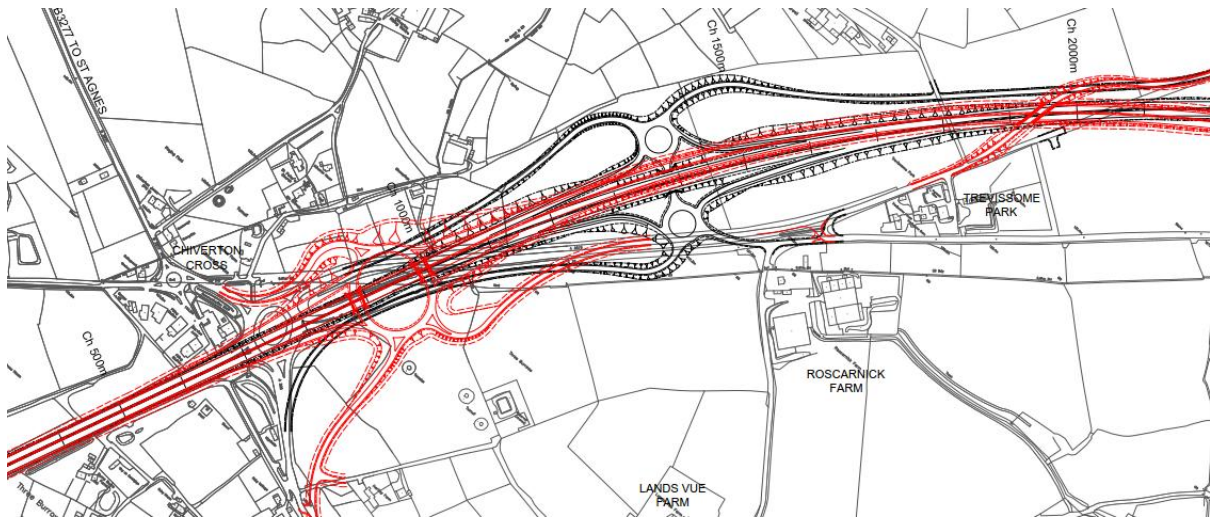


Figure 8-4: Red shows gyratory junction closer to the existing Chiverton Cross junction

There are alternatives that locate the junction closer to the existing roundabout than the layout presented at consultation, see Figure 8-4 above. A gyratory junction was designed, combining the A3075 and new local route, which could be located closer to the existing junction. This was also taken forward for further assessment. However a dumbbell arrangement at this location and an alternative 6 arm gyratory layout were not taken forward, given concerns expressed about the dumbbell arrangement elsewhere and accommodating a 6th arm on the gyratory was judged to be overly complex.

A further junction location was investigated between the closest possible to the existing junction, and the junction in the consultation layout, but was discarded because it held no advantages over the consultation or alternative location.

A “through-about” has also been considered to address the detour between the north coast of Cornwall and Truro and to minimise impact on the surrounding environment. This removes the grade separated aspect of the junction and introduces traffic light control creating a very large, multi-lane roundabout with a signal controlled dual carriageway through the middle. This arrangement provides a solution without structures but does require complex traffic management, both during construction and during operation and is required to be a considerable size to provide capacity for predicted traffic flows. The arrangement is complicated, not intuitive and would not integrate well with the surrounding trunk roads or local routes. It also does not meet the requirement of Highways England’s national Road Investment Strategy, which envisages grade separated terminal junctions at Chiverton Cross and Carland Cross. The alternative was consequently discarded.

Given that the location of the proposed Chiverton Cross junction at consultation is north of the existing junction, it was felt by non-motorised users that this would result in a lengthy diversion. A crossing point closer to a desire line between St. Agnes and Truro would be preferable. A provision in several alternative locations was investigated, looking at going under or over the dual carriageway, namely on the historic A390/B3277 alignment, the centre of the existing Chiverton Cross roundabout and just to the north in the area currently separating A30 and A3075. After assessing typical layouts at each location, it was concluded that businesses would be affected by using the historic A390 route, and a location in the centre of the roundabout would be difficult to build as getting construction materials in and out of the isolated area would be difficult. The area separating the A30 and A3075 is the most suitable location as it is close to the existing junction and in an area where it can be constructed with relatively few restrictions.

Due to the elevated location of Chiverton Cross, an overbridge solution was considered to have greater visual impact than an underpass solution, although the former would be less expensive to build.

It is appropriate that a decision on non-motorised user crossing provision at this location should follow further work and therefore this alternative is taken forward as an opportunity.

G.1.2 Chiverton Cross Junction to Tresawsen and Chybucca Junction

Between Chiverton Cross and Tresawsen, it was identified there were large areas of land that would be inefficient to farm once the scheme was completed as such land would be severed from the main farm. To minimise the land affected, the dual carriageway alignment could be kept closer to the existing A30.

Opportunity as also been taken to revise the vertical alignment between Chiverton Cross and Tresawsen to lessen the length of dual carriageway on embankment, reducing impact on the surrounding environment and exposure of high-sided vehicles to cross winds.

Option A and Option B presented at the consultation both had a negative effect on the southern property of Callestick Vean. Option A passed very close to the property and Option B severed it from the main farm; the area south of Callestick Vean is also constrained by a Bronze Age burial barrow, which is protected as a Scheduled Ancient Monument. A dual carriageway alignment between the existing A30 and the burial barrow would reduce the impact on the property, reduce land take and still allow side roads to maintain a local route, see Figure 8-5 below. Consequently, this alternative alignment, which also maximises the use of the existing A30 through the Chybucca junction, is recommended for further assessment together with the consultation layout Option A, Option B having been discarded (see section 3.3.3).

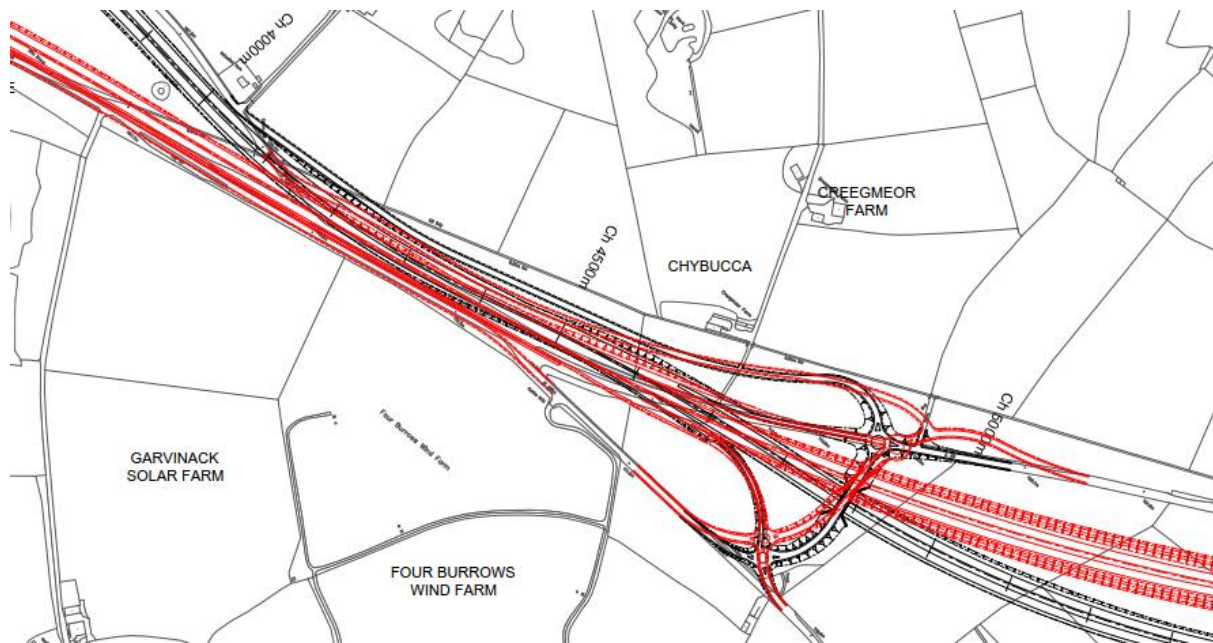


Figure 8-5: Red shows alternative alignment at Chybuca junction

G.1.3 Tresawsen

Residents of Callestick, concerned about the rat running through the hamlet, signed a petition to see the removal of the proposed underbridge, removing the connection between Tresawsen and Allet and removing the appeal of a rat run between the A3075, Callestick and Tresawsen to get to Allet, Shortlanesend and Truro.

It is unlikely that rat running along this route will take place, as the A3075 and B3284 will run more efficiently than they do at present. Vehicles are more likely to stay on a higher category route if it is running efficiently; this alternative was therefore discarded.

G.1.4 Marazanvose to Zelah

From Marazanvose to the existing Zelah bypass the consultation alignment followed an arc south of the existing A30 to go south of Hill House and retain the existing Tolgroggan accommodation bridge. This alignment cut through productive farmland, severing field systems, resulting in potential negative impacts on the farm and adjacent properties. Alternative routes were suggested, utilising the existing Twobarrows underbridge, which are described below.

South

A route which remains south of Marazanvose, but closer to the existing A30, forms an alternative that creates the least amount of segregation to farmland. This alternative is shown in Appendix H and in Figure 8-6 below. This alternative would reduce impacts on some of the properties located close to the A30, however, in common with the consultation layout, this alternative would affect Marazan Farm and Nancarrow Farm. The proximity to the events business and impacts on the operation of the farmyard and a planned dwelling were raised as significant concerns during consultation.

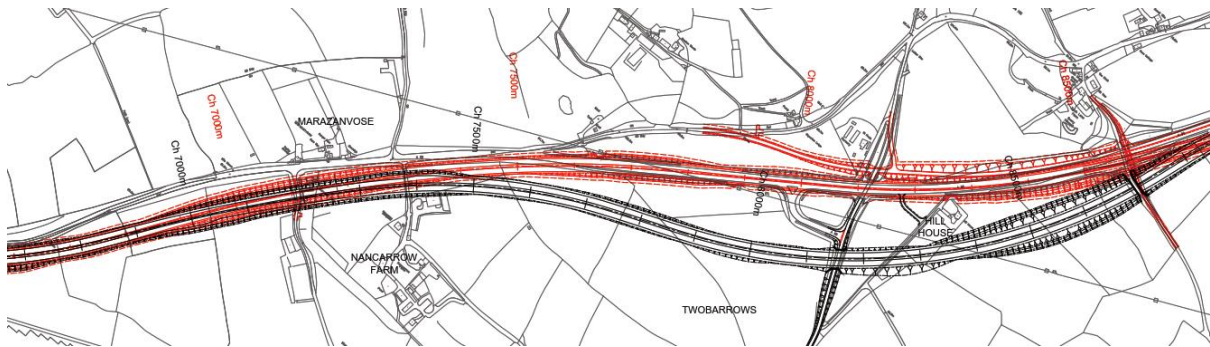


Figure 8-6: Red shows alternative south of Marazanvoise

North Option 1

This alternative was developed from the 2005 route, to bring the dual carriageway to the north of Marazanvoise and tie into the Zelah bypass near Twobarrows bridge, see Figure 8-7 below. This would reduce impacts on properties and businesses south of the A30 in this area, notably Marazan Farm and Nancarrow Farm, however it would impact on landowners and properties to the north, including Chyverton Park estate and the Registered Park and Gardens. The arrangement would require additional lengths of side road to connect the existing A30 through Marazanvoise to the Allet road to the west and to the Shortlanesend road to the west; this will maintain the local route, albeit a torturous path through several priority junctions. Between the village of Marazanvoise and the existing Twobarrows bridge, the dual carriageway alignment would run through a large field currently used by Chyverton Park as an equestrian events venue.

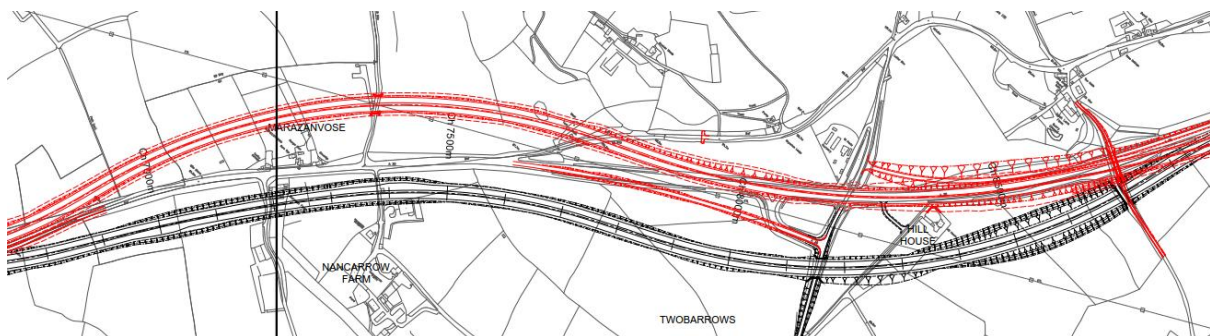


Figure 8-7: Red shows alternative option 1 north of Marazanvoise

North Option 2

Another solution using the northern alignment for the dual carriageway was also considered, see Figure 8-8 below. Instead of maintaining the local route on the existing A30, this alternative arrangement includes a new link road, adjacent to the dual carriageway, from Town and Country Motors to Zelah bypass. The isolated stretch of the existing A30 through Marazanvoise would be connected to the Shortlanesend road to the east via a new length of side road. This option would effectively create a cul-de-sac of the existing A30 to Marazanvoise.



Figure 8-8: Red shows alternative option 2 north of Marazanvose

G.1.5 Alternatives at Zelah

Reusing Zelah bypass

With this alternative the dual carriageway would use the existing Zelah bypass between Twobarrows bridge and Trevalso Farm; a new side road would then be built to the south. Whilst providing connections to the properties of Hill House, Tolgroggan Farm and Trevalso Farm, this route does not assist with improving the east/west connections between Zelah and the parish Church in St. Allen. The existing Tolgroggan accommodation bridge would remain, but a more expensive structure would be required to carry the local route across the new A30 near Boxheater. The local route would impact further on land to the north east of Zelah and farmland on the south side of Zelah bypass; consequently this alternative is discarded.

Junctions at Twobarrows and Boxheater

Intermediate junctions at Twobarrows and Boxheater would provide local road access to the dual carriageway for locations in and around Zelah and allow Perranporth traffic to remain on the dual carriageway for a longer period. However, the design philosophy is to separate local and strategic traffic and reduce the number of junctions onto the A30, which are currently sources of congestion. Intermediate junctions are not proposed as they are likely to encourage, “hop on hop off” journeys, with risks of weaving traffic and reduced efficiency of the road network. The existing A30 is proposed to become a high quality local route with far less traffic, which reduces the advantages of junctions at Twobarrows and Boxheater and therefore this alternative was discarded.

Church Lane

Church Lane forms a connection between the larger area of St. Allen parish to the east and Zelah to the west. The construction of the Zelah bypass severed this lane for vehicular use, but a pedestrian connection was provided via steps up each side of an embankment to the bypass and an at grade crossing point.

The consultation layout severed this pedestrian connection as an at grade crossing of the new A30 would not be permitted. Given the level difference between the existing ground level and the higher bypass on embankment, it was suggested by a number of local residents that an underpass would be an appropriate solution to provide a height restricted vehicle connection or a non-motorised user (NMU) route.

A nearby water course will need to be diverted into a culvert to pass under the new A30. This presents an opportunity to enlarge the culvert for use by NMU's. The pedestrian steps and at grade crossing of the existing A30, which becomes the local route, could be retained and, with a slight

detour, a crossing option under the new A30 in a multi-use underpass could be provided. It is appropriate that a decision on this should follow further work and therefore this alternative is taken forward as an opportunity.

Trevalso

Currently, the main access to Trevalso, and several other properties east of Zelah, is to the north of Trevalso Farm connecting directly onto the existing A30. This access would be cut by the consultation proposals resulting in a diversion of 5 km; the current minor roads are not suitable for the large vehicles which need access to this farm. To address this, an underpass to connect Trevalso with the north end of Zelah has been considered. Whilst this is a costly solution requiring extensive excavation and construction of an additional structure, it would also help to address concerns raised over the severance of the St Allen parish. The consultation layout envisaged use of the local roads to the south of Trevalso for access. It is recognised that it would be necessary to widen the local roads to the south of Trevalso to facilitate access of larger vehicles. Although this would not address concerns raised regarding parish severance and would result in a diversion of 5.5 km from Trevalso to Zelah compared an existing distance of 0.6 km, an additional structure would not be required. However, it is appropriate that a decision on this should follow further work and therefore this alternative is taken forward as an opportunity.

G.1.6 Carland Cross Junction

The Carland Cross area is heavily constrained by a number of different features, the wind farm to the north, protected burial barrows to the west, the existing service station, bed and breakfast and a car dealership to the east and the existing alignment of the dual carriageway towards Mitchell. Concern was expressed about the impacts on heritage of this proposed junction arrangement therefore an alternative layout has been developed that removes traffic from the existing A30 west of the existing roundabout. Two options were considered, the first to retain the existing A30 as a westbound onslip, the second to relocation the westbound onslip to the east of Warren's Barrow. Both options require a roundabout to the north of the junction, creating a dumbbell layout similar to the consultation layout at Chiverton, and a local road connection back to the existing A30, to the north of the dual carriageway. However both result in the avoiding the need for a bridge to carry the local traffic on the old A30. With the second option the initial 300m of the existing single carriageway A30 would then only be required for agricultural access, improving the setting of the tumuli, see Figure 8-9 below.

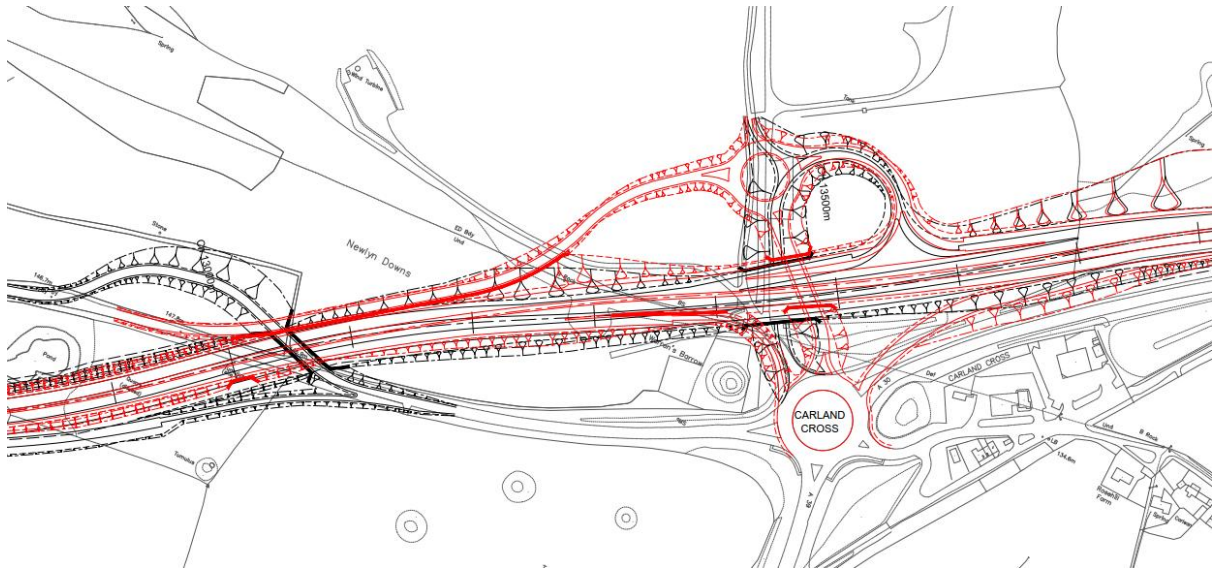


Figure 8-9: Red shows alternative side road and junction arrangement at Carland Cross

Option 1 would not have the same positive impact on the setting of the tumuli, as it necessarily has to remain as highway, whereas Option 2 has potential to greatly improve the setting of the tumuli. Consequently Option 1 is discarded and Option 2 taken forward for further assessment.

G.2 Initial Assessment Table

A table containing to outcome of the initial assessment is below.

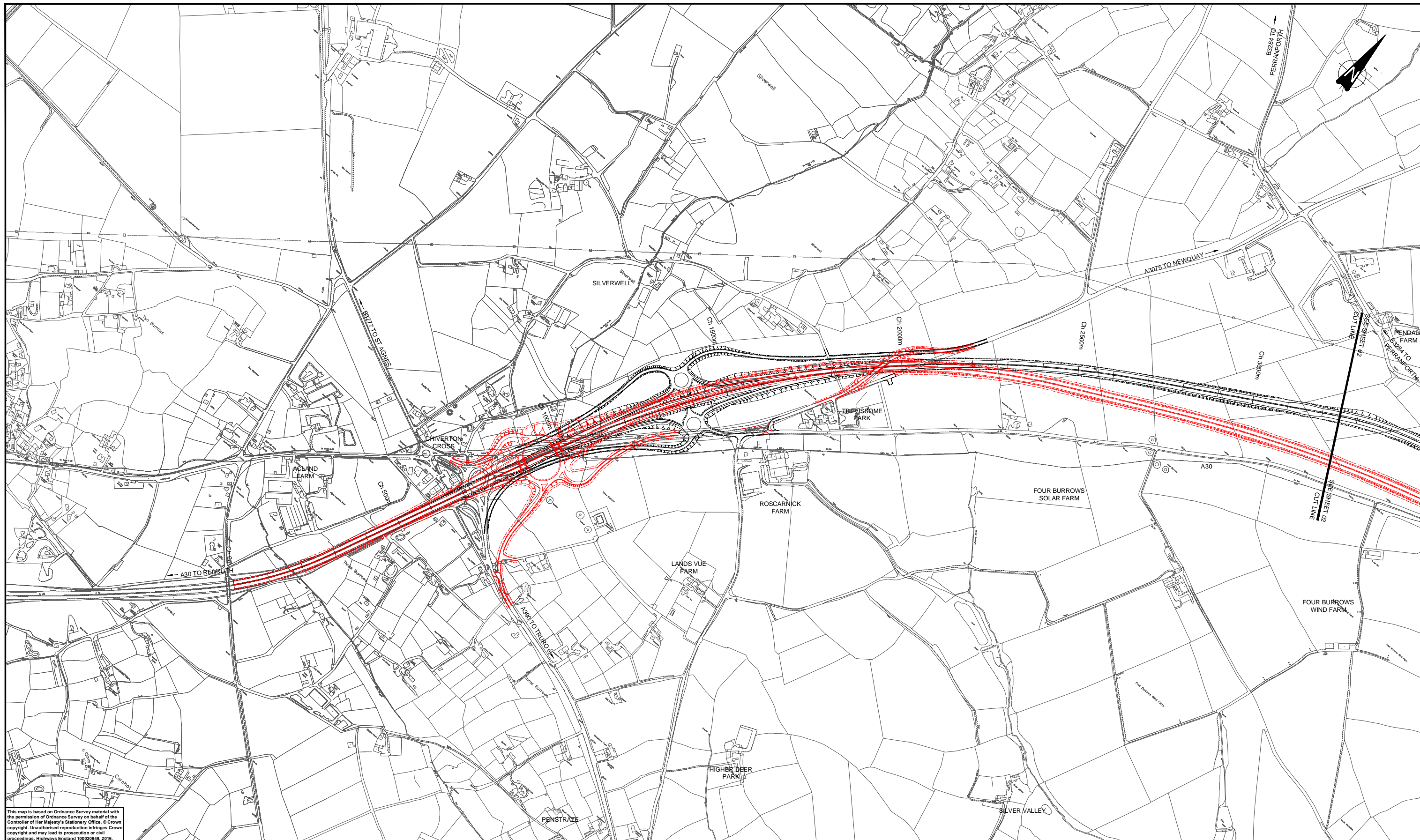
Table 8-4: Consultee Proposals

Location	Alternative	Initial Assessment	Further Assessment Required
Chiverton Cross	Grade separated at existing location	Insufficient space and unbuildable without major disruption	No
	Improvements to existing at grade junction	Capacity concerns and difficult to build without major disruption Reduced land take	No
	Through-about at existing junction	Capacity concerns and difficult to build without major disruption (see Table 6.2) Reduced land take	No
	Dumbbell close to existing junction	Concerns of prominence in landscape and time consuming to build without significant disruption (see Table 6.2) Reduced detour from existing junction	No
	Gyratory between consultation dumbbell and existing roundabout	Offered no comparable benefit over dumbbell at consultation location	No
	5 arm single gyratory close to existing junction	Concerns of prominence in landscape and time consuming to build without significant disruption (see Table 6.2) Reduced detour from existing junction and increased capacity	Yes
	6 arm single gyratory close to existing junction	Location likely to be near consultation location and difficult to build without major disruption Increased capacity	No
	6 arm single gyratory replacing dumbbell at consultation location	Increase cost of second bridge and detour from existing junction location Increased capacity and minimal disruption during construction	Yes
	NMU Crossing	Increase in cost of structure under or over the dual carriageway. Landscape impact from overbridge Increased connectivity for NMUs	Opportunity
Chybucca	More online, making better use of existing carriageway	Possible increase in disruption during construction Reduced land take and severance	Yes
	East facing slip-roads	Predicted traffic flows do not justify provision	No
Tresawsen	Remove underbridge to avoid risk of forming rat run	Reduce connectivity of local routes Reduce structure requirements	No
Marazanvose	South of Boswellick Farm	Increased land take, difficult topography and rural location (see Table 6.2) Increased separation from existing route	No
	South	Close proximity to Nancarrow Farm and no reduction in impact to Marazan Barn Reduction in severance of farmland, reduced land take and reduced structure requirements	Yes

	North Option 1 with side road connections east and west to maintain local route on existing A30	Increased land take, increased side road requirements and additional stakeholders affected Reduced impact to Nancarrow Farm and no impact on Marazan Barn	Yes
	North Option 2 with extended side road connection east and west to maintain local route on existing A30. Existing A30 at Marazanvose severed	Increased land take, large increased side road requirements and additional stakeholders affected Reduced impact to Nancarrow Farm, no impact on Marazan Barn and improvements to setting of Marazanvose	Yes
Zelah	Reusing Zelah bypass	Increased side road requirements and increased impact on Zelah village Improved connection to properties southeast of Zelah (see Table 6.2)	No
	Church Lane underpass	Increased cost and limited current use or demand Increase connectivity and support sustainable travel / leisure pursuits	Opportunity
	Intermediate junction at Twobarrows and Boxheater	Increased land take, increased "hop on hop off" mentality and increase in construction cost (see Table 6.2) Further reduction in traffic through Zelah	No
	Trevalso Underbridge	Increased cost, time-consuming to construct and limited use Increase connectivity reduce impact on Trevalso Farm	Opportunity
Carland Cross	Split junction with Boxheater	Poor junction performance and increase in traffic on local route Addresses seasonal journeys between A30 and north coast.	No
	Remove proposed bridge. Convert the loop to a dumbbell with new local A30 route to the north. Existing A30 used as westbound on slip	Increase land take and increase side road requirements Reduction in structure requirements and improved setting of tumuli	No
	Remove existing A30 and proposed bridge. Convert the loop to a dumbbell with new local A30 route to the north	Increased land take and increased side road requirements Reduction in structure requirements and greatly improved setting of tumuli	Yes

Appendix H. Drawings of Alternatives

Material
Chiverton Cross Single Gyratory Close to Existing Junction - West
Chiverton Cross Single Gyratory at Consultation Location - East
Chybucca – Online to Tresawsen
Marazanvose South with Local Route on Existing A30
Marazanvose North Option 1 with Local Route on Existing A30 Through Marazanvose
Marazanvose North Option 2 with Diverted Local Route to the North
Carland Cross North Removing Existing A30



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 10002049, 2016.

- Notes
1. Do not scale from this drawing. Use figured dimensions only.
 2. All dimensions are metres unless otherwise stated.
 3. All levels are in metres above ordnance datum unless otherwise stated.

- KEY:
- POST CONSULTATION ALTERNATIVE
 - CONSULTATION LAYOUT
 - PROPOSED STRUCTURE (CONSULTATION)
 - PROPOSED STRUCTURE (ALTERNATIVE)

Rev.	Date	Description	By	Chkd	App'd
	16/12/16				
P01	16/12/16	FOR INFORMATION	DE	MH	CB
P02.1	20/01/17				

Drawing Status: INITIAL STATUS OR WIP

Subsidiary: S0

Project Title: A30 CHIVERTON TO CARLAND CROSS

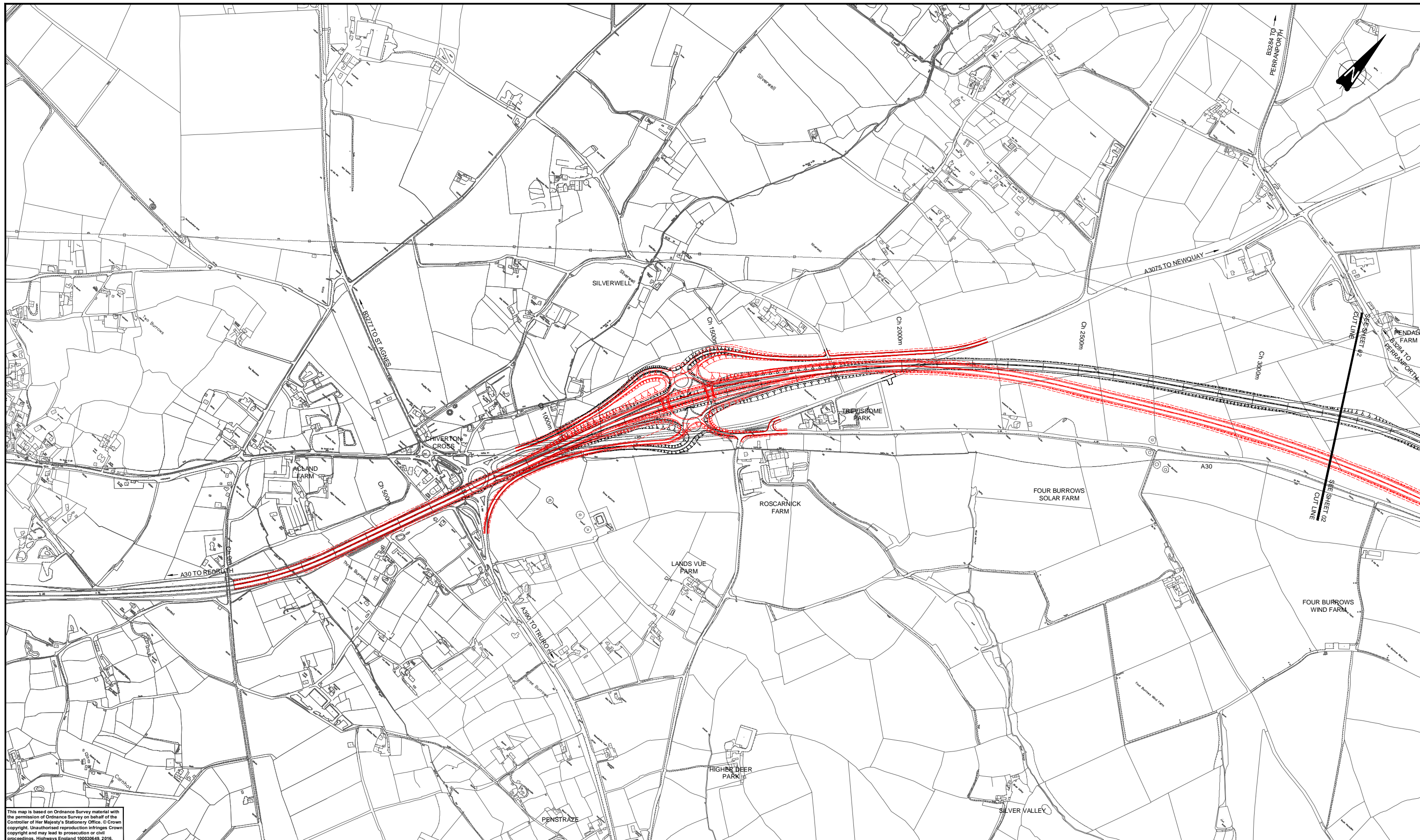
WSP
PARSONS BRINCKERHOFF

The Forum
 Barnfield Road
 Exeter
 Devon
 EX1 1QR
 Tel: +44 (0)1392 229 700

© 2016 WSP | Parsons Brinckerhoff www.wsp-pb.co.uk

Client: **highways england**

Scale	Drawn	Checked	Approved	Authorised
1:5000	---	---	---	---
Original Size	Date	Date	Date	Date
A1	---	---	---	---
Drawing Number	Project	Originator	Volume	Project Ref. No.
HA551502	0000	WSP	HGN	
0000	DR	D	00041	P02.1
Location	Type	Role	Number	Revision



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 10002049, 2016.

- Notes
1. Do not scale from this drawing. Use figured dimensions only.
 2. All dimensions are metres unless otherwise stated.
 3. All levels are in metres above ordnance datum unless otherwise stated.

- KEY:
- POST CONSULTATION ALTERNATIVE
 - CONSULTATION LAYOUT
 - PROPOSED STRUCTURE (CONSULTATION)
 - PROPOSED STRUCTURE (ALTERNATIVE)

Rev.	Date	Description	By	Chkd	Appd
	16/12/16				
P01	16/12/16	FOR INFORMATION	DE	MH	CB
P02.1	26/01/17				

Drawing Status: INITIAL STATUS OR WIP

Subsidiary: S0

Project Title: A30 CHIVERTON TO CARLAND CROSS

Drawing Title: PROPOSED ALTERNATIVE ROUTE CHIVERTON CROSS SINGLE GYRATORY OPTION B SHEET 1 OF 1

Scale: 1:5000

Client: Working on behalf of highways england

© 2016 WSP | Parsons Brinckerhoff www.wsp-pb.co.uk

The Forum
Barnfield Road
Exeter
Devon
EX1 1QR
Tel: +44 (0)1392 229 700

Scale	Drawn	Checked	Approved	Authorised
1:5000	---	---	---	---
Original Size	Date	Date	Date	Date
A1	---	---	---	---
Drawing Number	Project	Originator	Volume	Project Ref. No.
0000	HA551502	WSP	HGN	P02.1
Location	Type	Role	Number	Revision
0000	DR	D	00042	



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 10002049, 2016.

- Notes
1. Do not scale from this drawing. Use figured dimensions only.
 2. All dimensions are metres unless otherwise stated.
 3. All levels are in metres above ordnance datum unless otherwise stated.

- KEY:
- POST CONSULTATION ALTERNATIVE
 - CONSULTATION LAYOUT
 - PROPOSED STRUCTURE (CONSULTATION)
 - PROPOSED STRUCTURE (ALTERNATIVE)

Rev.	Date	Description	By	Chkd	App'd
	16/12/16				
P01	16/12/16	FOR INFORMATION	DE	MH	CB
P02.1	20/01/17				

Drawing Status: INITIAL STATUS OR WIP

Subsidiary: S0

WSP
PARSONS BRINCKERHOFF

The Forum
 Barnfield Road
 Exeter
 Devon
 EX1 1QR
 Tel: +44 (0)1392 229 700

© 2016 WSP | Parsons Brinckerhoff www.wsp-pb.co.uk

Client: **highways england**

Project Title: A30 CHIVERTON TO CARLAND CROSS

Drawing Title: PROPOSED ALTERNATIVE ROUTE
 CHYBUCCA ONLINE
 SHEET 1 OF 4

Scale	Drawn	Checked	Approved	Authorised
1:5000	---	---	---	---
Original Size	Date	Date	Date	Date
A1	---	---	---	---

Drawing Number	Project	Originator	Volume	Project Ref. No.
0000	HA551502	WSP	HGN	
Location	Type	Role	Number	Revision
0000	DR	D	00046	P02.1



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Highways England 10002649, 2016.

- Notes
1. Do not scale from this drawing. Use figured dimensions only.
 2. All dimensions are metres unless otherwise stated.
 3. All levels are in metres above ordnance datum unless otherwise stated.

- KEY:
- POST CONSULTATION ALTERNATIVE
 - CONSULTATION LAYOUT
 - - - PROPOSED STRUCTURE (ALTERNATIVE)
 - - - PROPOSED STRUCTURE (CONSULTATION)
 - - - PROPOSED ACCESS TRACK (ALTERNATIVE)
 - - - PROPOSED ACCESS TRACK (CONSULTATION)

Rev.	Date	Description	By	Chk'd	App'd
	16/12/16				
PD1	16/12/16	FOR INFORMATION	DE	MH	CB
PD2.1	24/01/17				

Drawing Status: INITIAL STATUS OR WIP

Subsidiary: S0

Project Title: A30 CHIVERTON TO CARLAND CROSS

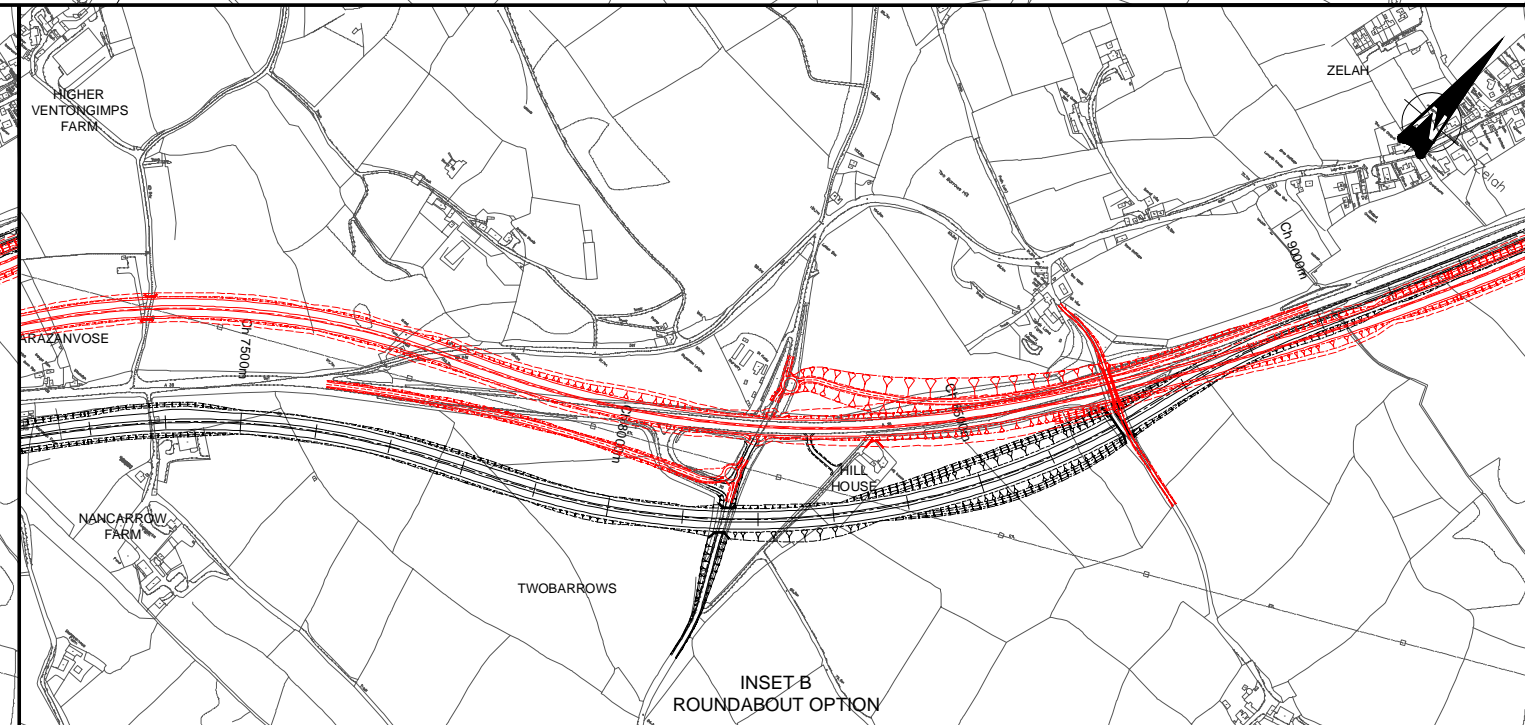
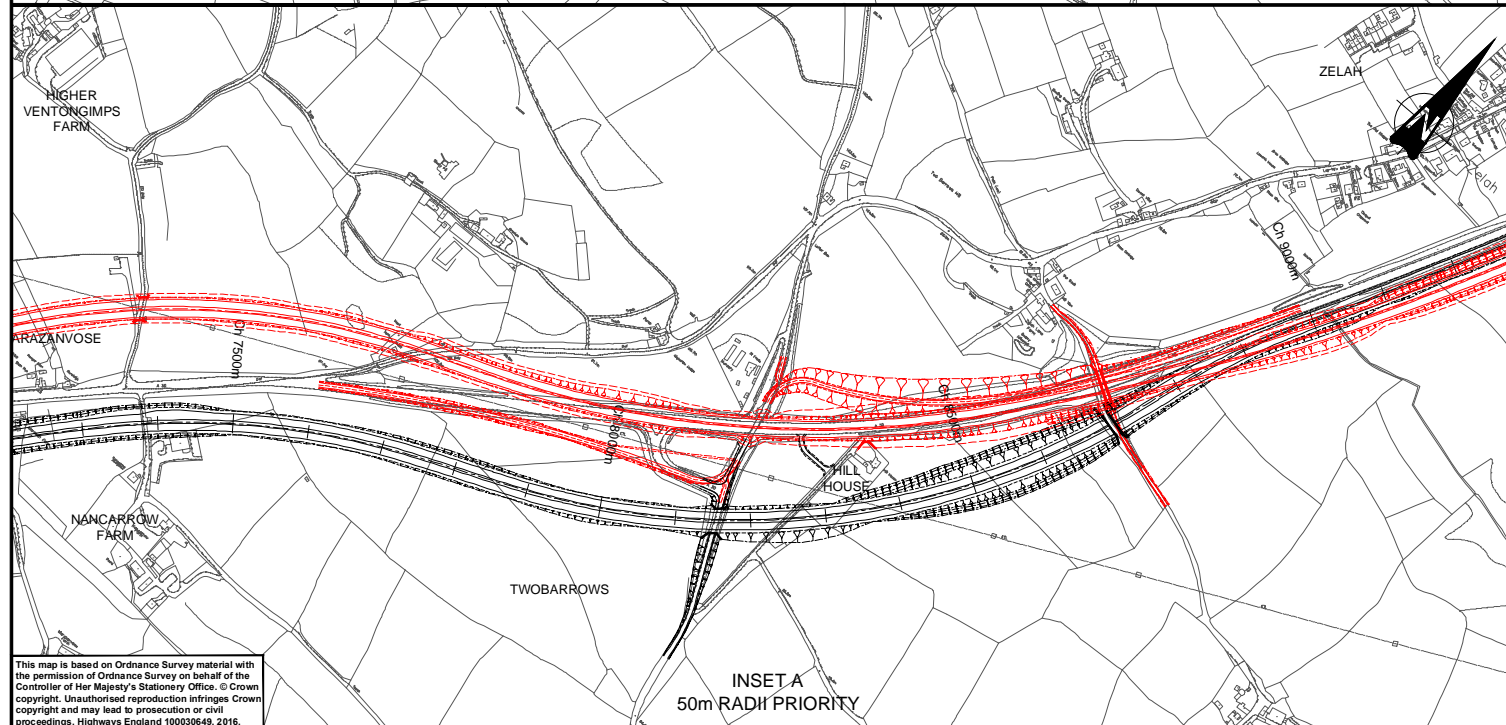
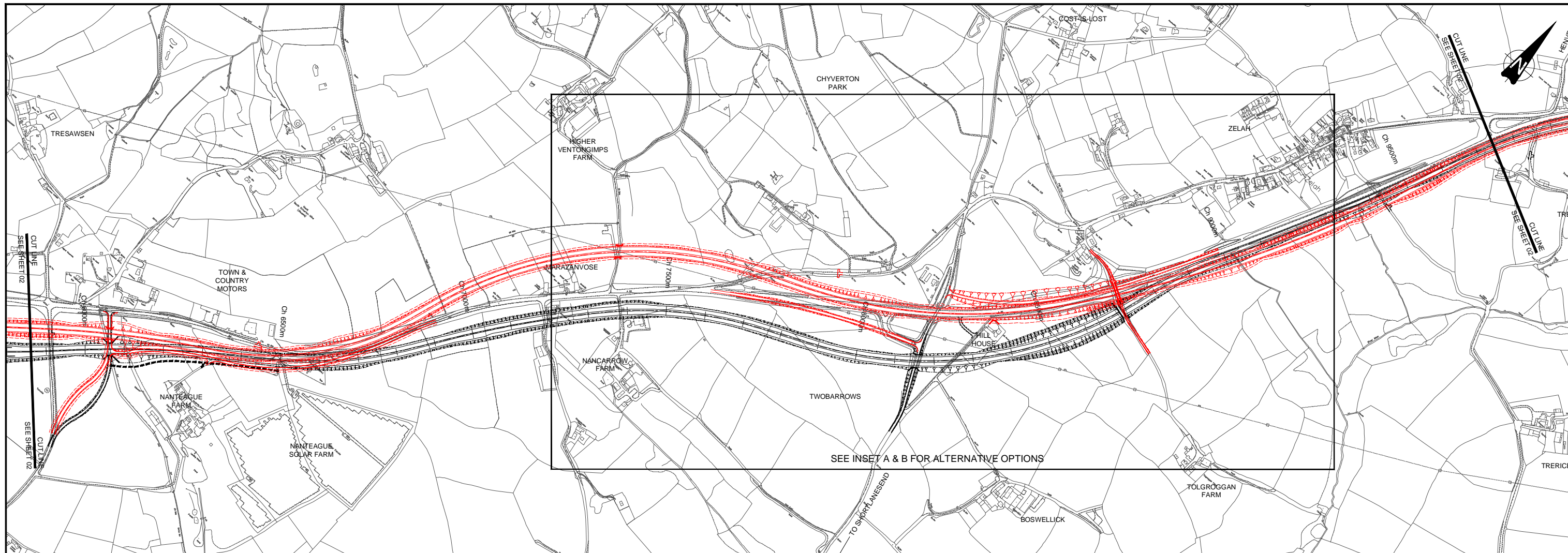
Drawing Title: PROPOSED ALTERNATIVE ROUTE MARAZANVOISE SOUTH SHEET 1 OF 1

Scale: 1:5000

Client: Working on behalf of highways england

© 2016 WSP | Parsons Brinckerhoff www.wsp-pb.co.uk

Drawn	Checked	Approved	Authorised
---	---	---	---
Date	Date	Date	Date
---	---	---	---
Drawing Number	Project	Originator	Volume
0000	HA551502	WSP	HGN
Location	Type	Role	Number
	DR	D	00048
Project Ref. No.			
P02.1			



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 10002049, 2016.

Notes
 1. Do not scale from this drawing. Use figured dimensions only.
 2. All dimensions are metres unless otherwise stated.
 3. All levels are in metres above ordnance datum unless otherwise stated.

KEY:

- POST CONSULTATION ALTERNATIVE
- CONSULTATION LAYOUT
- ⌘ PROPOSED STRUCTURE (ALTERNATIVE)
- ⌘ PROPOSED STRUCTURE (CONSULTATION)
- - - PROPOSED ACCESS TRACK (ALTERNATIVE)
- - - PROPOSED ACCESS TRACK (CONSULTATION)

Rev.	Date	Description	By	Chkd	App'd
	16/12/16				
P01	16/12/16	FOR INFORMATION	DE	MH	CB
P02.1	24/01/17	INITIAL			

Drawing Status: INITIAL STATUS OR WIP

Subsidiary: S0

Project Title: A30 CHIVERTON TO CARLAND CROSS

WSP
PARSONS BRINCKERHOFF

The Forum
 Barnfield Road
 Exeter
 Devon
 EX1 1QR
 Tel: +44 (0)1392 229 700

© 2016 WSP | Parsons Brinckerhoff www.wsp-pb.co.uk

Client: **highways england**

Scale	Drawn	Checked	Approved	Authorised
1:5000	---	---	---	---
Original Size	Date	Date	Date	Date
A1	---	---	---	---
Drawing Number	Project	Originator	Volume	Project Ref. No.
HA551502	0000	WSP	HGN	
Location	Type	Role	Number	Revision
	DR	D	00047	P02.1



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 100020649, 2016.

- Notes
1. Do not scale from this drawing. Use figured dimensions only.
 2. All dimensions are metres unless otherwise stated.
 3. All levels are in metres above ordnance datum unless otherwise stated.

- KEY:
- POST CONSULTATION ALTERNATIVE
 - CONSULTATION LAYOUT
 - () PROPOSED STRUCTURE (ALTERNATIVE)
 - () PROPOSED STRUCTURE (CONSULTATION)
 - - - PROPOSED ACCESS TRACK (ALTERNATIVE)
 - - - PROPOSED ACCESS TRACK (CONSULTATION)

Rev.	Date	Description	By	Chk'd	App'd
P01.1	23/01/17	INITIAL			

Drawing Status: Initial Status or WIP

Subsidiary: S0

Project Title: A30 CHIVERTON TO CARLAND CROSS

Drawing Title: PROPOSED ALTERNATIVE ROUTE MARAZANVOSE NORTH (OPTION 2) SHEET 1 OF 1

Scale: 1:5000

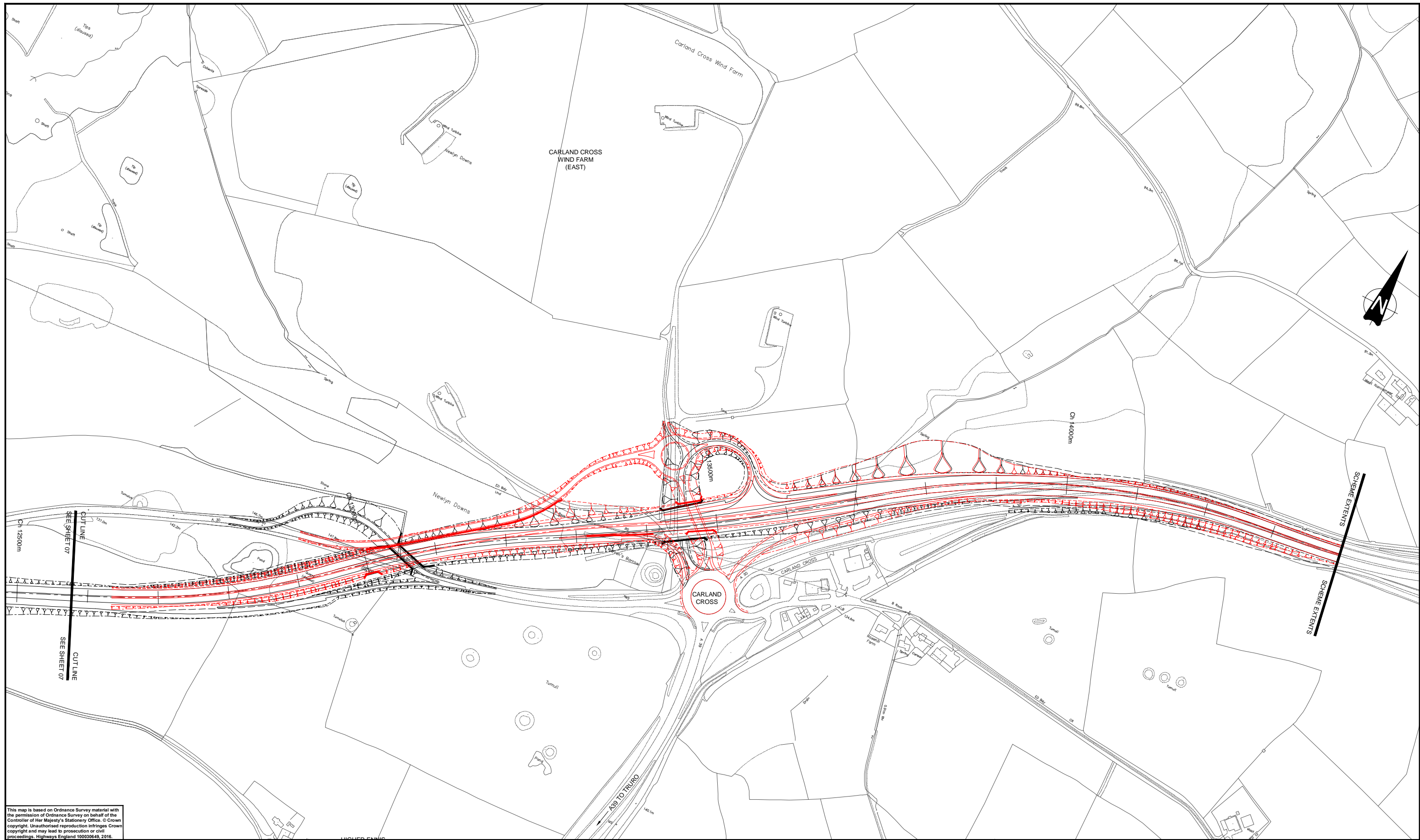
Original Size: A1

Client: Working on behalf of highways england

© 2016 WSP | Parsons Brinckerhoff www.wsp-pb.co.uk

The Forum
Barnfield Road
Exeter
Devon
EX1 1QR
Tel: +44 (0)1392 229 700

Scale	Drawn	Checked	Approved	Authorised
1:5000	---	---	---	---
Original Size	Date	Date	Date	Date
A1	---	---	---	---
Drawing Number	Project	Originator	Volume	Project Ref. No.
0000	HA551502	WSP	HGN	P01.1
Location	Type	Role	Number	Revision
0000	DR	D	00052	P01.1



This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Highways England 10002049, 2016.

- Notes
1. Do not scale from this drawing. Use figured dimensions only.
 2. All dimensions are metres unless otherwise stated.
 3. All levels are in metres above ordnance datum unless otherwise stated.

KEY:

	POST CONSULTATION ALTERNATIVE
	CONSULTATION LAYOUT
	PROPOSED STRUCTURE (CONSULTATION)
	PROPOSED STRUCTURE (ALTERNATIVE)

Rev.	Date	Description	By	Chkd	App'd
	16/12/16				
P01	16/12/16	FOR INFORMATION	DE	MH	CB
P02.1	20/01/17				

Drawing Status: INITIAL STATUS OR WIP

Subsidiary: S0

Project Title: A30 CHIVERTON TO CARLAND CROSS

Drawing Title: PROPOSED ALTERNATIVE ROUTE CARLAND CROSS SHEET 1 OF 1

Scale: 1:2500

Original Size: A1

Client: Working on behalf of highways england

© 2016 WSP | Parsons Brinckerhoff www.wsp-pb.co.uk

Scale	Drawn	Checked	Approved	Authorised
1:2500	---	---	---	---
Original Size	Date	Date	Date	Date
A1	---	---	---	---
Drawing Number	Project	Originator	Volume	Project Ref. No.
0000	HA551502	WSP	HGN	P02.1
Location	Type	Role	Number	Revision
0000	DR	D	00051	P02.1

Addendum Information Gathering Event



A30 Chiverton to Carland Cross

Addendum To Report On Public Consultation

HA551502-WSP-GEN-0000-RE-Z-00031 P03

April 2017

Contents

Chapter	Title	Page
1	Introduction	2
1.1	Why is more information needed _____	2
1.2	How was the information gathered _____	2
1.3	Who was contacted _____	3
2	Results	4
2.1	Who attended and responded _____	4
2.2	What did they think _____	4
3	Summary	8

The A30 Chiverton to Carland Cross Improvement scheme is part of the Department for Transport Road Investment Programme, being delivered by Highways England, and is receiving a funding contribution of up to £8m from the European Regional Development Fund to support the development phase of the scheme.



This document has been prepared on behalf of Highways England by WSP.

1 Introduction

The aim of this addendum is to report on the engagement with local stakeholders that followed the A30 Chiverton to Carland Cross public consultation, which took place at the end of 2016. It is intended to be read in conjunction with the main consultation report, providing further information on a specific section of the proposed route.

1.1 Why is more information needed

Following the assessment of alternative alignments, it became apparent there were three alternative routes between Town and Country Motors and Zelah bypass that were feasible but each would affect a number of local stakeholders in different ways, see Figure 1-1 below. Discussing these routes with the locally affected community would provide additional information, which could help inform selection of the dual carriageway alignment and side road arrangement.

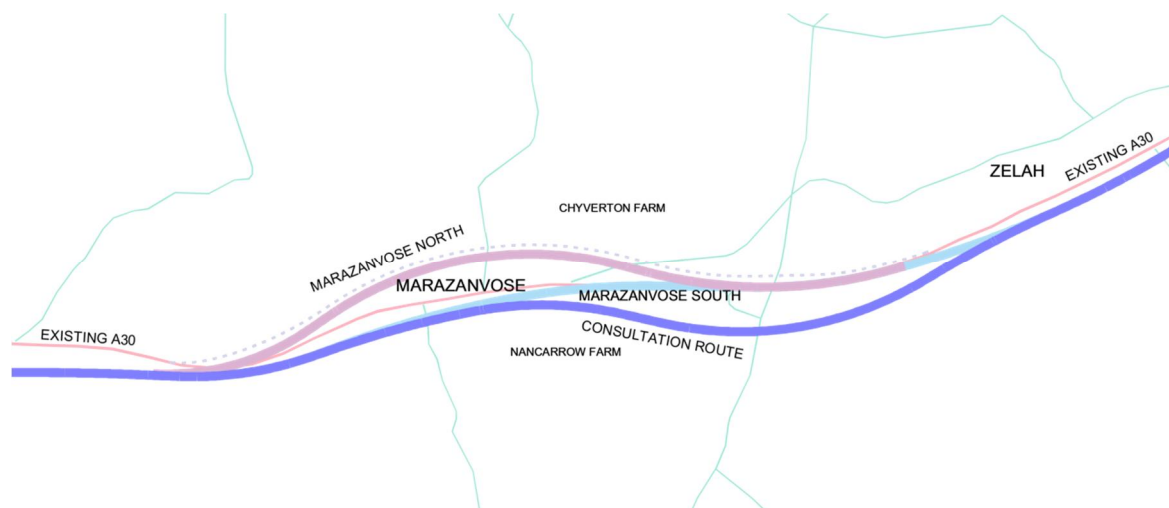


Figure 1-1: Alternatives between Town and Country Motors and Zelah bypass

1.2 How was the information gathered

Those with affected land interests were met separately, generally in the convenience of their own home, to discuss alternative options. An afternoon and evening drop in session was then arranged in Shortlanesend Village Hall on 08 February 2017 to allow the local community to review the alternative arrangements in this area, discuss them with members of the project team who staffed the event and to provide feedback in writing.

In addition to the consultation layout, the three alternative alignments presented were:

- Marazanvoise South – remaining south of the existing A30 past Marazan Farm campsite the dual carriageway alignment would sweep north of Nancarrow Farm, utilise the existing Twobarrows bridge and then run adjacent to the existing Zelah bypass. Connection of the local route would be maintained with a section of new side road past Twobarrows bridge.
- Marazanvoise North Option 1 – east of Town and Country Motors the dual carriageway alignment would sweep north, crossing the existing A30, then passing north of Marazanvoise and before curving south towards the existing A30 to utilise the existing Twobarrows bridge.

New lengths of side road to the east and west would maintain the local route on the existing A30 through Marazanvose.

- Marazanvose North Option 2 – the dual carriageway alignment would be the same as North Option 1 however the local route would be maintained by an additional side road from Town and Country Motors, north of and parallel to the proposed alignment, and tie in with the existing Zelah bypass east of Tolgroggan Farm. The existing A30 through Marazanvose would only provide access to the hamlet and farms to the south.

1.3 Who was contacted

Communication about the alternatives was targeted to the properties and landowners in the central section of the overall route, including:

- Those with affected land interests
- Those living in Zelah, Marazanvose, Callestick and Tresawsen

Letters were delivered to approximately 150 properties in these areas. The aim of this targeted approach was to have an open discussion with the local community who will be most affected by the choice of route in this area, providing an opportunity to express their views on the alternatives being considered. The alternatives were considered to have little to differentiate them for stakeholders beyond the immediate area. Although publicity was targeted to the local area, the event was open to any member of the public who wished to attend.

2 Results

2.1 Who attended and responded

86 people attended the event and these came from Truro, Chiverton Cross, Tresawsen, Callestick, Marazanvose, Zelah and Goonhavern. Approximately 80% were within 500m of the alternative alignments.

30 responses were received using the form available at the event, 5 direct representations in the form of letters or emails and a petition. Attendance postcodes of those who attended and responded are shown on Figure 2-1 below.

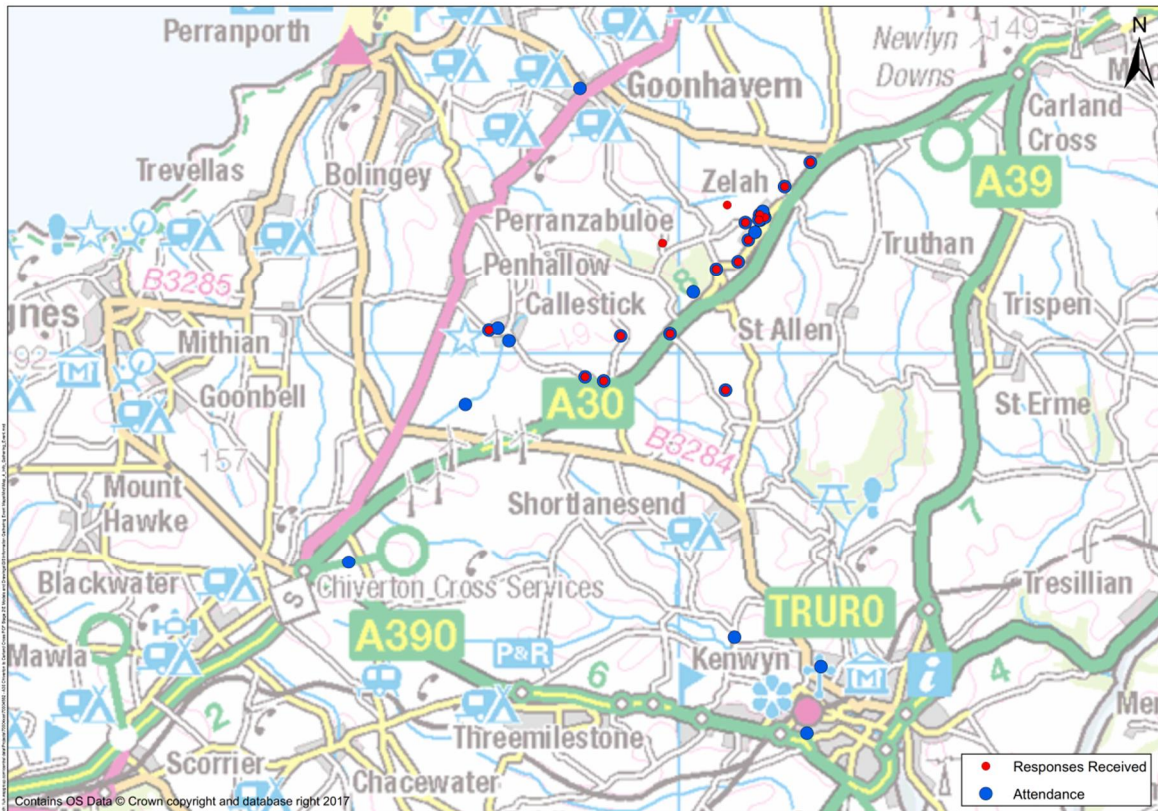


Figure 2-1: Information Gathering Event Attendance and Responses

2.2 What did they think

2.2.1 General preferences

After analysing responses, where individuals expressed a preference it was recorded against the layouts considered, the results are shown in Figure 2-2 below. Initially many people were unclear about whether the original consultation route was still an option, the apparent omission of this route was raised as a concern. With hindsight the letter could have been clearer that this option was still

being considered, and that the alternatives were being considered in comparison to this. The majority of local residents said they were happy with the consultation route and did not see the need to consider alternatives.

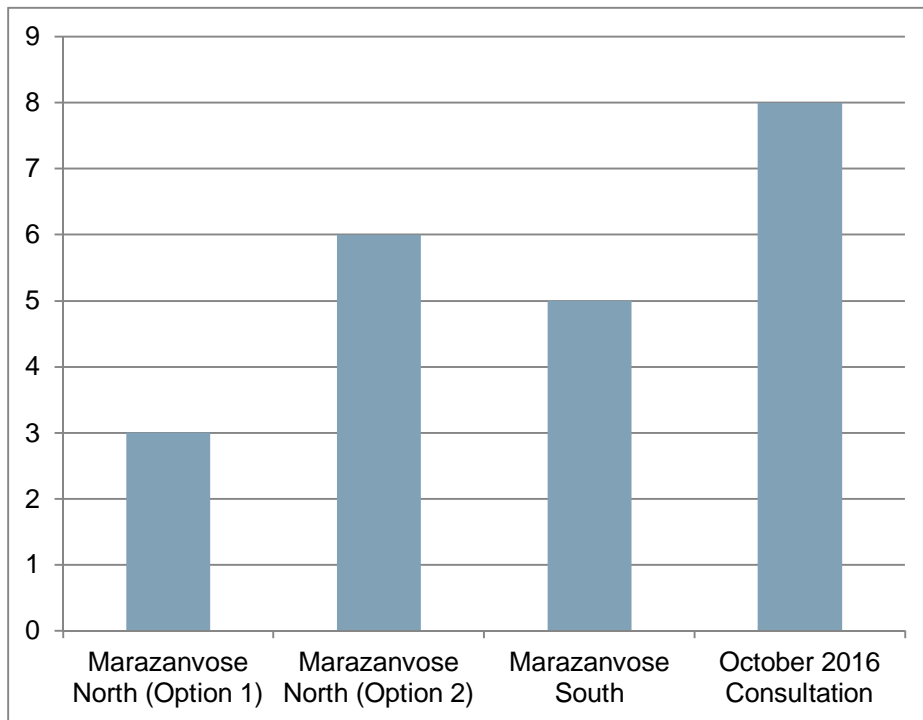


Figure 2-2: Local community preference

Residents from the Zelah area expressed concern about the alternatives placing the new dual carriageway closer to them, passing northwest of Hill House and over the existing Twobarrows underbridge, with concerns that this might increase the level of noise and pollution they experience. Those living alongside the existing A30, particularly at Marazanvose, were concerned about the difficulty in managing the speed of vehicles using the local route for the southern alternative and the North Option 1 alternative. Others were concerned about the need to maintain the local route as an uninterrupted side road from Chybucca to Carland Cross. Residents also did not favour the slightly tortuous path of the local route through Marazanvose presented in the North Option 1 alternative.

Since the alternatives sit on the existing Zelah bypass to the west, residents were concerned that disruption during the construction period would be higher, potentially leading to more vehicles running through Zelah village.

2.2.2 Petition

During the information gathering event, a petition signed by 45 people was received. It read:

“We the undersigned think that the original 2016 proposal to dual the Chiverton to Carland A30 provides the most elegant solution which provides a free flowing local road and the best solution to reduce Zelah rat run.”

The postcode locations of people who signed the petition indicate that they all reside within the village of Zelah. At present, residents of Zelah perceive high levels of rat running as vehicles pass through

the village to travel between Henvver Lane and Twobarrows bridge during morning and afternoon commuter periods.

2.2.3 Marazanvose South

The alternative option, which most closely resembled the initial consultation layout, is the Marazanvose South route. Residents recognised that this option results in the minimum land take and a reduction in the number of new structures required. However many felt that it was too close to Zelah and not as favourable as the original offline proposal.

Residents of Marazanvose felt that the uninterrupted local route would result in high vehicle speeds past their properties, as with the initial consultation layout, and pose a safety risk.

2.2.4 Marazanvose North Option 1

This alternative has the dual carriageway to the north of Marazanvose, and the local route on the existing A30, with local road junctions either side of Marazanvose. Feedback from the local community was what they felt the junctions in the proposed local route take away some of its appeal, making this a more disjointed and tortuous route, which could in turn encourage traffic to rat run onto other less suitable routes. A concern was also raised about whether this arrangement could function effectively as a diversion route if the dual carriageway was closed due to an incident.

Residents of Marazanvose felt that although traffic on the existing A30 might possibly be travelling more slowly due to the introduction of the junctions on the local route, they would be surrounded by roads with the dual carriageway to the north and the local route to the south.

2.2.5 Marazanvose North Option 2

This alternative aligns the local route with the dual carriageway, both curving to the north of Marazanvose, providing a length of new local road parallel and to the north of the new dual carriageway. The existing A30 through Marazanvose would then only provide access to the hamlet and farms to the south. This option was favoured by most of those living in Marazanvose as it will almost eliminate vehicles passing the front of their properties.

Residents not living as close to the existing, or proposed A30, felt that this option involved too much new road construction and still severed large areas of farmland.

2.2.6 Impacts on Local Businesses

Marazan Farm Campsite lies in Marazanvose, on the south side of the existing A30. Both the consultation layout and the Marazanvose South option result in the demolition of the house and toilet/shower block serving the campsite. The northern options do not affect the property directly and maintain access to it.

Nancarrow Farm has diversified from farming to host weddings, banquets and other events. Produce from the organic farm is used at the events, which focuses on small, local suppliers. The farm is affected by the consultation layout and the southern alternative route, which passes through a derelict coach house with planning permission granted for conversion into a dwelling. The farm is in the region of 110 acres, the loss of land required to site the new dual carriageway for North Option 1 would reduce the size of the farm by approximately 4%, North Option 2 and the Southern Option would reduce the size of the farm by approximately 6%, all of which is less than the consultation layout

which reduced the size of the farm by approximately 14%. The two southern proposals, the consultation layout and the southern alternative, would place the new A30 closer to the wedding and banqueting barn than the existing situation. In their response, the owners felt that increased noise levels, and prominence in the landscape, would have a severe detrimental impact on the rural setting of their business and result in a large reduction in bookings, potentially affecting the viability of both the farm and the venue

The two options to the north of Marazanvose would both impact on Chyverton Park, which has diversified to host equestrian events in fields between the existing A30 and the principle building of the Park. Feedback provided indicates the inter-connecting fields in this area of the farm are suited to use as an equestrian events facility but would be severed by both northern options and the estate does not have similar field layouts in their ownership; much of their holdings are protected park and gardens, restricting any alterations that can be made. It is felt by the owners that the northern options would have a severe detrimental impact on the equestrian events business, which would impact on the viability of the wider business of the estate.

2.2.7 Impacts on Other Properties

Responses indicated further impacts on other properties in the area, Ranger Barn is a smallholding in Marazanvose of just over 3 acres, it is unaffected by the Consultation and Southern layout. However, both the North Option 1 and North Option 2 will split the land holding in two, the severed piece of land would not be accessible from the house. Access could be provided alongside the dual carriageway for North Option 1, but it would be a considerable diversion route to access a small piece of land.

The consultation layout resulted in Hill House being surrounded by roads on all sides. All three of the alternative proposals reviewed as part of the information-gathering event have a lesser impact on Hill House by remaining north of the property. Impacts are also reduced for Boswellick as the route of the new A30 does not sweep so far south.

All three of the alternative proposals also have a lesser impact on Tolgroggan Farm as the route of the A30 does not pass closer to their farm building than the existing A30, and the effect on the farmland is likely to be negligible.

Other nearby farms and properties are affected by land severance and increased noise levels, particularly for the northern options, these are not discussed individually as the effects are not as severe as those listed above.

2.2.8 Direct Representations

A number of direct communications were received, the views expressed have been described in section 2.

3 Summary

The majority of local feeling was that the consultation route should remain as the chosen route through this section. This route does have a significant impact on two businesses to the south of the existing A30, which is partially reduced by the Marazanvose South alternative. Alternatives to the north of Marazanvose are supported by those in the hamlet and Nancarrow Farm, but were generally not preferred by the remainder of the local population.

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