

## 8 Appendices



## Appendix A. Consultation Material

Material
Information boards
Route Plan
Typical feature photographs
Brochure
Questionnaire















# Public consultation exhibition

October 2016

Welcome







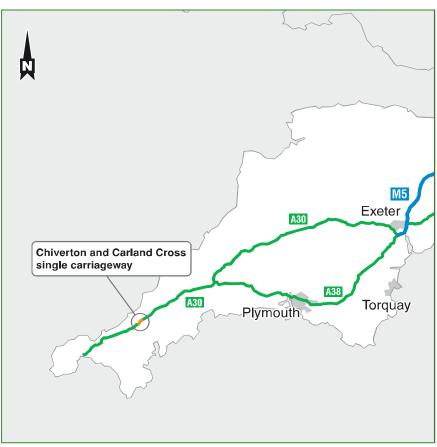
## Introduction

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.

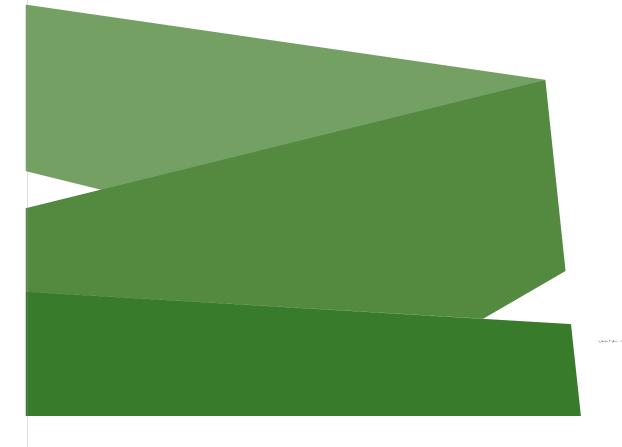
Following on from their engagement event in March 2015, we have worked closely with Cornwall Council to develop proposals that meet community, investment and road users' needs.

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.



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## 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.

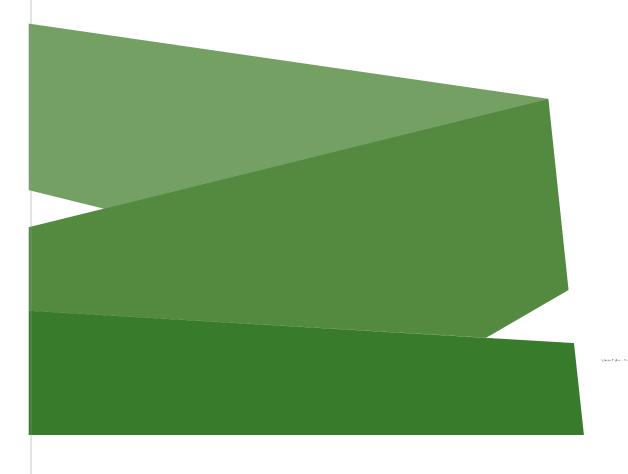
There are several issues which cause these delays. The 2015 public engagement highlighted these issues.

- 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.







## 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.

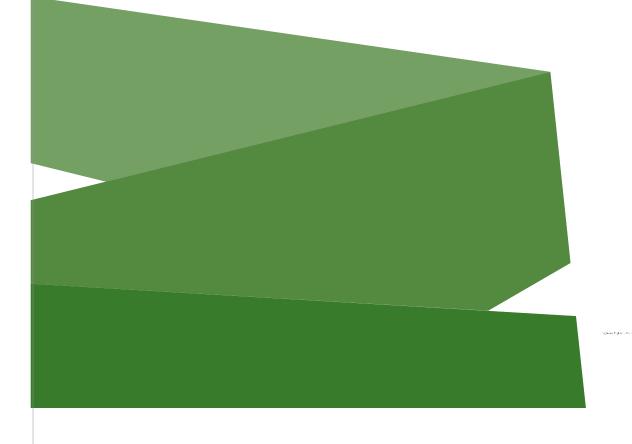
Connect communities: making journeys easier by separating the strategic road network from local traffic, providing new bridges to cross the A30 and maintaining a route for local traffic and non-motorised users.

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.









## 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.

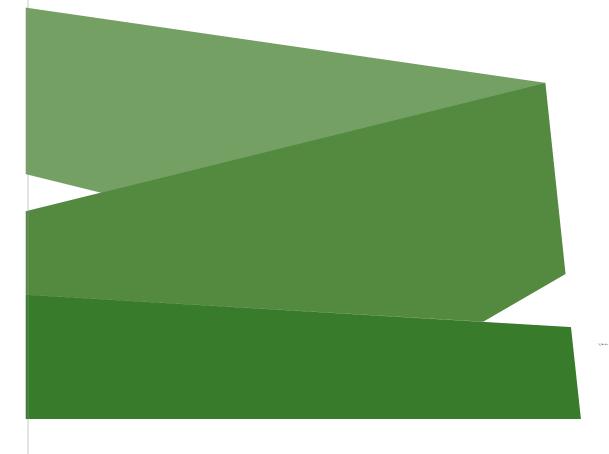
We based one option on the 2005 route, which used parts of the existing A30 at Chybucca and Zelah. The other option we developed did not use the existing road, allowing this to be retained as a route for local traffic and non-motorised users.

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.







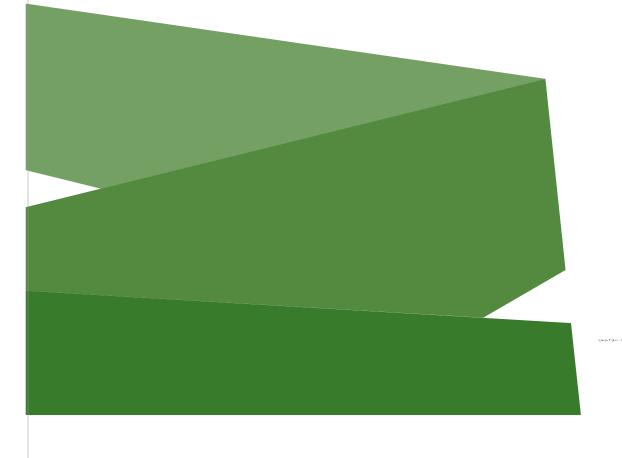


## Improving the 2005 route

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 Marazanvose 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.







## 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.





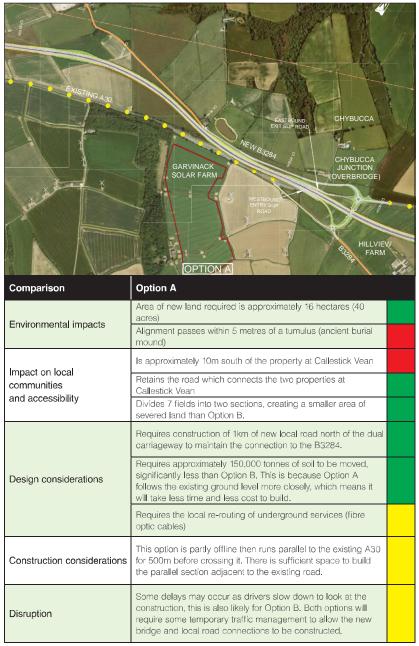




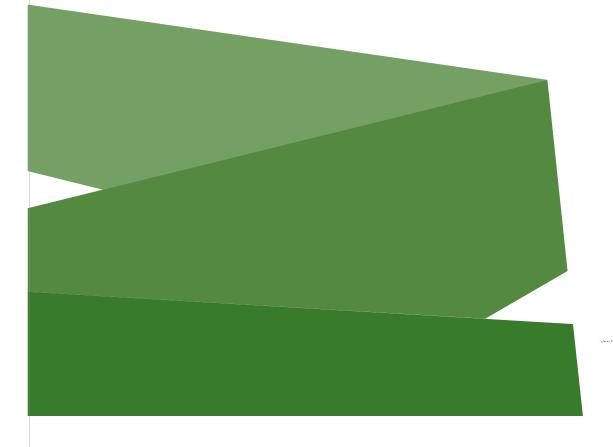
## Options at Chybucca

## 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.



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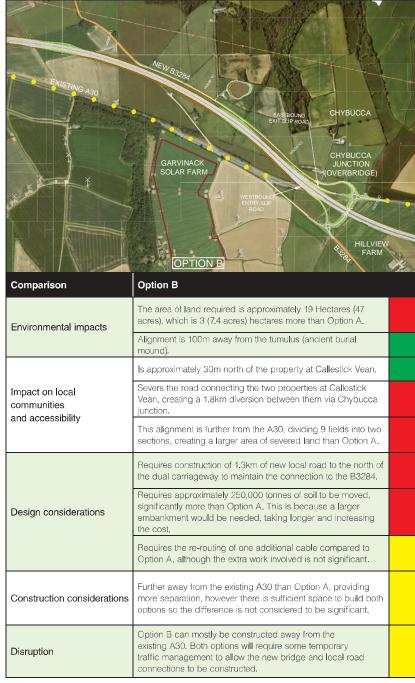




## Options at Chybucca

## 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.



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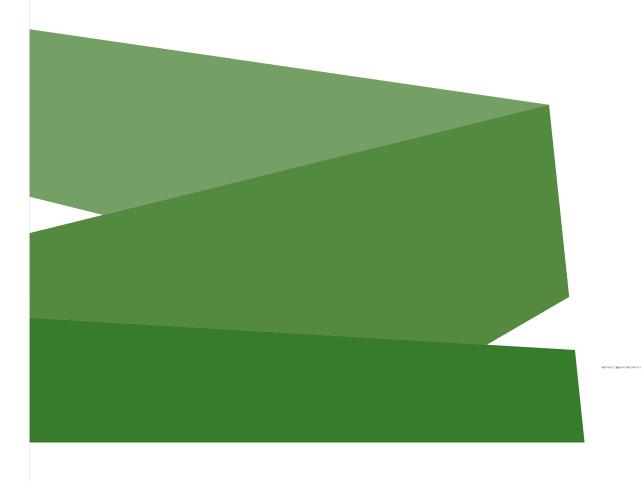
## The environmental impact

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.









## Next steps

### Preferred route announcement

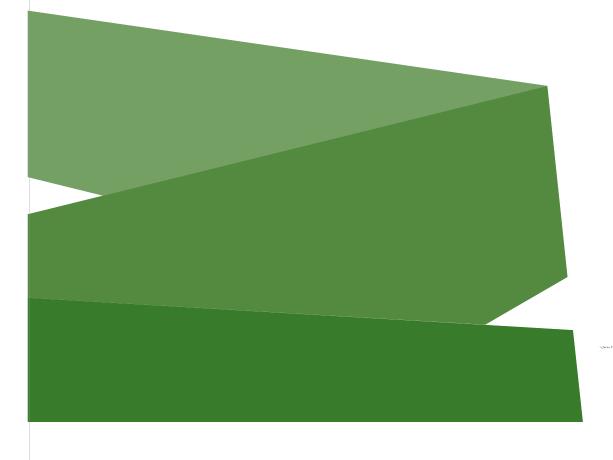
This consultation is your opportunity to express your views on the route options we are proposing ahead of further development and selection of a preferred route. After the consultation ends we will publish a report summarising the responses. From this the project team will make recommendations for further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

Announce preferred route Consultation on proposed 2017 Development Consent Order 0000 Submit Development Consent Spring 2018 Order application **0000** Individuals and organisations Spring 2018 register as interested parties and submit representations 0000Start of DCO hearing Summer 2018 (examination) 0000 Secretary of State Decision Summer **2019** on DCO application 0000 Start of Construction 0000 Winter 2022/23 **End of Construction** 







## 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

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

people, businesses and communities. Together

connecting Cornwall with Devon and counties

to the east. The section between Chiverton and

local traffic movements, particularly the north-

south flow of traffic between communities

Carland Cross has a dual function, providing both

a strategic east-west link and also accommodating

and the M5 motorway at Exeter connecting

with the A38, it is one of the two key roads

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 particulary 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.

at exhibition events where you can discuss the proposals with the project team.

### 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 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. At Chybucca 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 Chybucca.





### 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.

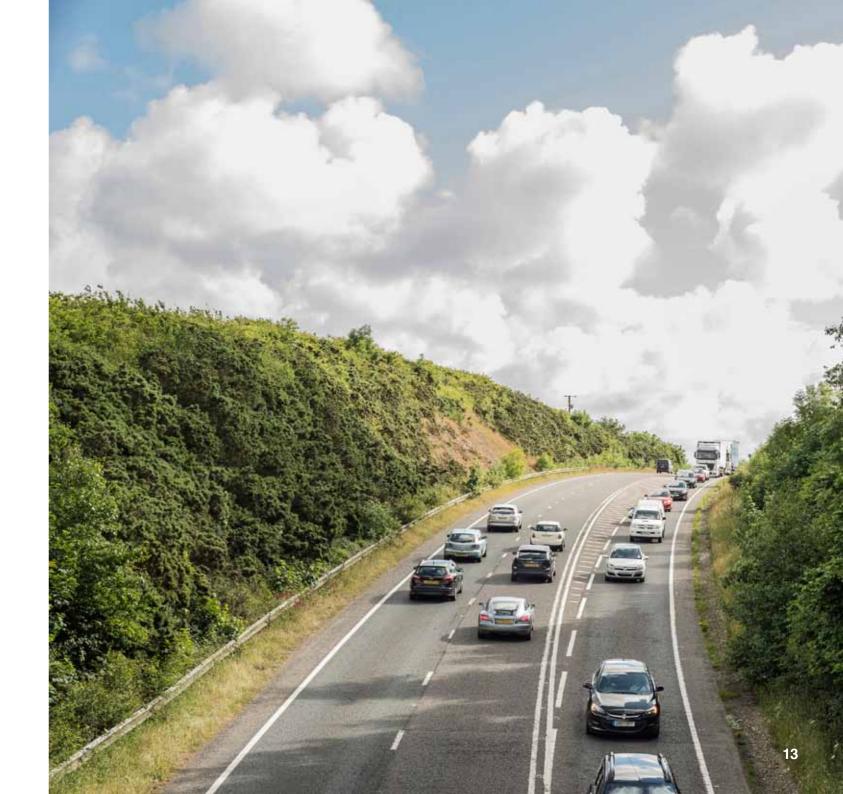
We have identified environmental constraints and used this information to help us develop the scheme proposals.

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.

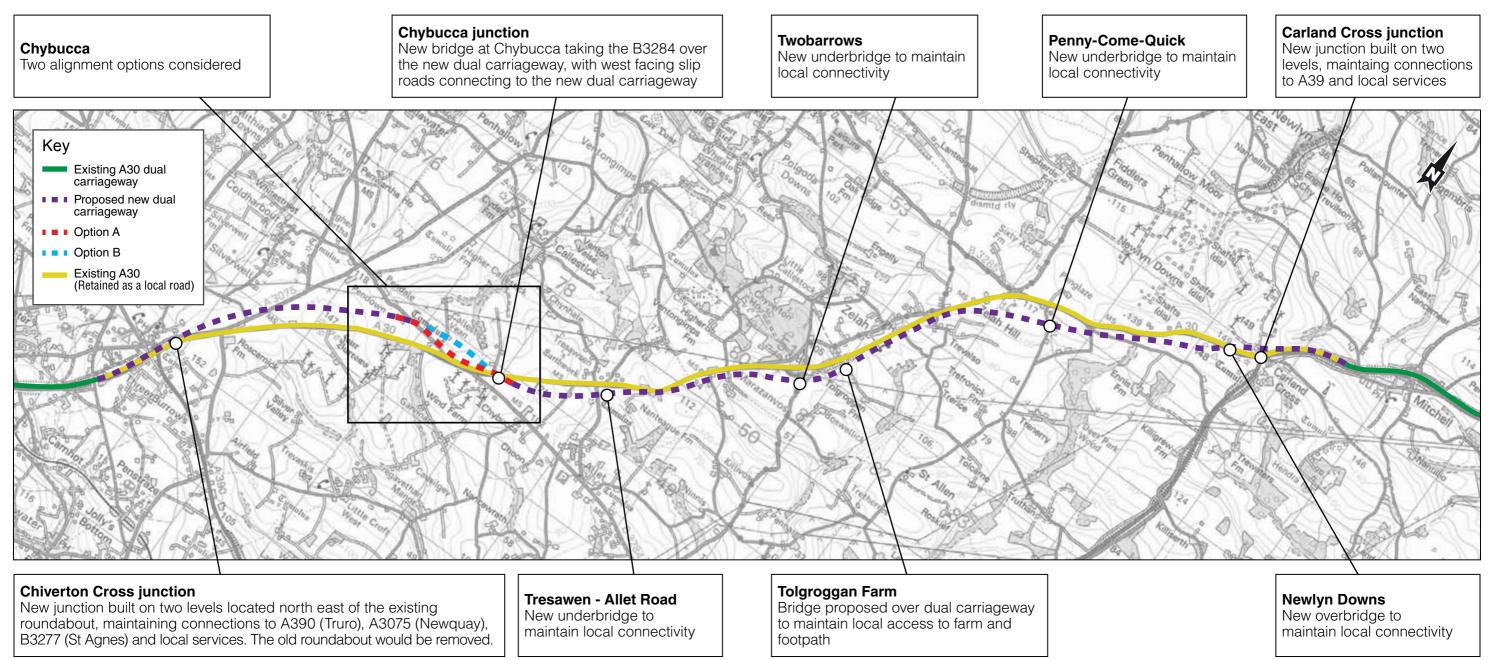
### Features of the scheme

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.



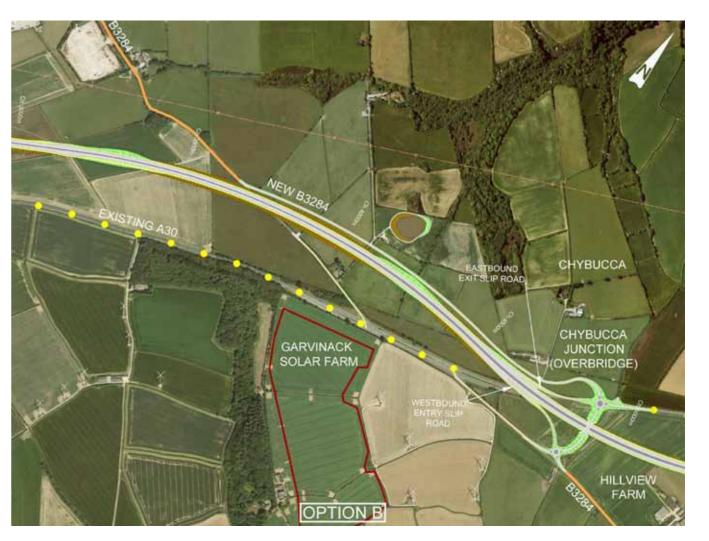
## Options at Chybucca

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

### 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).  Alignment passes within 5m of a tumulus (ancient burial	
	mound).	
Impact on local communities and accessibility	Is approximately 10m south of the property at Callestick Vean.	
	Retains the road which connects the two properties at Callestick Vean.	
	Divides 7 fields into two sections, creating a smaller area of severed land than Option B.	
Design considerations	Requires construction of 1km of new local road north of the dual carriageway to maintain the connection to the B3284.	
	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.	
	Requires the local re-routing of underground services (fibre optic cables).	
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.	
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.	

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.	
	Alignment is 100m away from the tumulus (ancient burial mound).	
Impact on local communities and accessibility	Is approximately 30m north of the property at Callestick Vean.	
	Severs the road connecting the two properties at Callestick Vean, creating a 1.8km diversion between them via Chybucca junction.	
	This alignment is further from the A30, dividing 9 fields into two sections, creating a larger area of severed land than Option A.	
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.	
	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.	
	Requires the re-routing of one additional cable compared to Option A, although the extra work involved is not significant.	
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.	
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.	

## 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.

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### 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.

		Within 1km of the scheme	Elsewhere in Cornwall	Outside Cornwall
1a	I am a resident who lives			
1b	I own land			
1c	I farm land or work in agriculture located			
1d	I own or work for a business located			
1e	I commute along or across this section of A30, my journey begins			
1f	I mostly visit this area for tourism or leisure purposes, I live			
1g	Other (please specify)			
\	where people live and w	code for your home and wo ork in relation to the schem e with the Data Protection A	e. It cannot be used to iden	
Hom	е		Workplace	
<b>3</b> .	n relation to this stretch	of road which type of transp	oort do you use most freque	ently?
Moto	or car/van		Agricultural vehicle	

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

	ultations for this scheme?
Contact of the contac	letails In us to keep you informed of progress on the scheme please provide your contact details.
Name	
Address	
*Email	
LITIAII	
*We gene	rally 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 gene or overlooked?	eral comments or obs	servations, including anything y	ou think we have missed	Motorbike		[	Bicycle			
				Commercial vehicle			Horse			]
<b>10</b> . How did you find out a	about the A30 Chiver	ton Cross to Carland Cross co	nsultation?	Other (please specify)						
Letter through the door		Public notice		4. Have you previously travoften? (please tick all that		across this se	ection of A30 I	oy any of the f	following, and	if so hov
Highways England website		Local newspaper article			Daily	Once a week or more	Once a month or more	Every 6 months or more	Once a year or more	Neve
Direct contact from Highways England		Local community group		4a Walking						
Local radio		Local television		4b Bicycle						
				4c Horse riding						
Other (please specify)				Other non motorised activity (please specify	)					
<b>11</b> . How useful did you fin	d the consultation m	aterial and exhibitions?						1000		
Very useful		Useful to an extent		5. Do you support the need Yes	d for an improv		section of the	A30?		
Useful		Not useful								

**6**. To what extent do you agree with the following statements? Agree, happy No opinion/not with the proposals apply to me Carland Cross appears to be suitable for my needs 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 to get across the new dual carriageway appears to be suitable for my needs 

		Disagree	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				
	If you answered disagree or agreplease explain why.	ee but could be ir	mproved to any o	f the statements	in question 6,
7.	Considering the alternative layou	its at Chybucca, o	do you prefer?		
	Option A	Option	В	No prefe	erence
					]
	Are there any improvements to the equestrians, or any other non-more		-	to see for cyclis	ets, walkers,
Yes			lo		
	s please expand		lo		
			lo		
			lo		
			lo		



### 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

<sup>\*</sup>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 Enoder and Leader Mebyon Kernow

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- 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	RT @CornwallCouncil: Plans to dual A30 Chiverton-
(@GrowthProgramme)	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	RT @CornwallCouncil: Plans to dual A30 Chiverton -
(@HERCornwlScilly)	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	New plans by @HighwaysSWEST show proposed A30
Heart Cornwall News (@HeartCornNews)	<u> </u>

#### 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.u k	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

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Origin	Title	Snippet
		Wednesday 12 October (9am-10.30am
Falmouth Packet	Have your say on plans to create dual carriageway between Chiverton and Carland Cross (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. 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.u k	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.



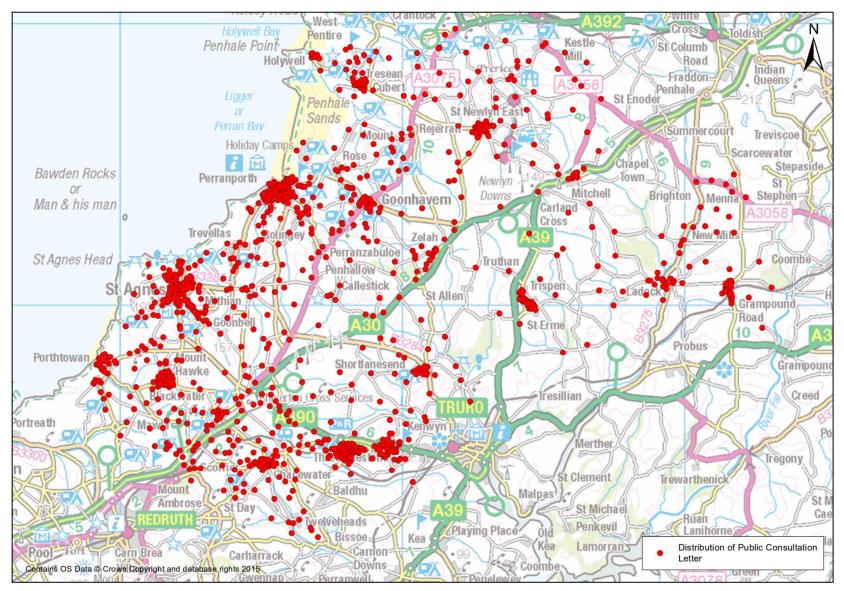


Figure 8-1: Map of Letter Distribution Postcodes



### Appendix E. Consultation Attendance

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



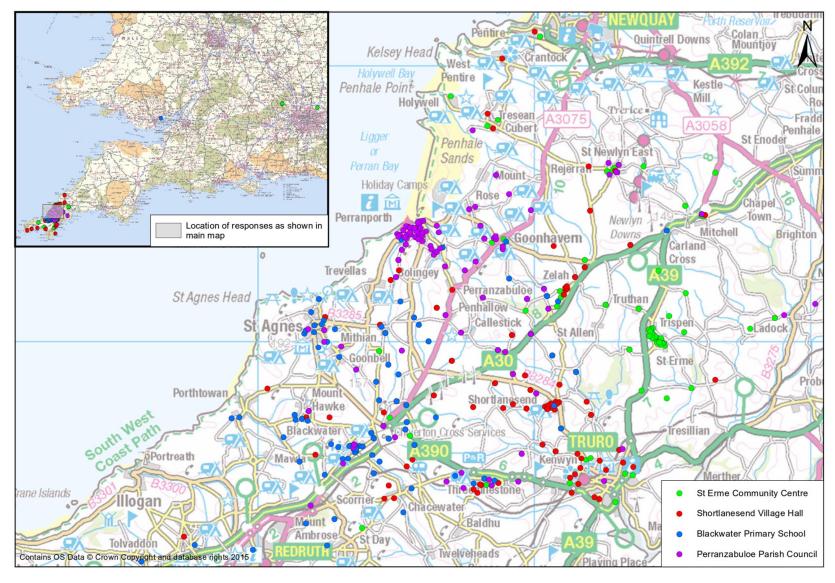


Figure 8-2: Map of Public Event Attendance



### Appendix F. Consultation Responses

#### Material

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

Petition

			Please provide the	e postcode for   Please provide the postco	ode for   In relation to this stretch   In relation to this stretch   Have you previously	Have you previously	ou previously Have you previously	viously Have you previously Have you previously Have you previously	way previous by pr
# I am a resident who lives: - tal   own inact - to   1 farm land of work in agriculture located: - 10 even or work for a b   1 Essenhere in Corrowal   1 Essenhere in Corrowa	Not Answered	Elsewhere in Cornwall	Pl305la	orkplace (this your home and workplace Tr16 3du	e (this of road which type of of road which type of travelled along or Motor carivan Motor carivan	travelled along or savelled al			r wavelet along or wave
	ornwall Not Answered	Not Answered  Elsewhere in Cornwall	TR2 4DT Tr139pf	TR15 3FF Tr153rq	Motor carlvan Motor carlvan	Never Never	Neover Neover	Never Never	Yes Agree, happy with the proposals Agree, happy with the prop
5 Elsewhere in Commail Not Answered Not Answered Not Answered	Elsewhere in Cornwall	Elsewhere in Cornwall			Motor car/van				Yes Agree, happy with the proposals (Agree, happy with the proposa
									OTHERWISE YOU ARE COMPLETELY DESTROYING THE HAMLETIE GONDRITH ALSO MEAN YOU DO NOT NEED TO KNOCK DOWN BORDET HAS ON MEAN YOU DO NOT NEED TO KNOCK DOWN BORD HAS ON MEAN YOU DO NOT NEED TO KNOCK DOWN BORD HAS ON MEAN YOU DO NOT NEED TO KNOCK DOWN BORD HAS ON THE HAS NOT NEED TO KNOCK
									THE QUIRENT SCHEME WOULD MAKE TREABLE PROSE  (ALE QUIRENT SCHEME WOULD MAKE THE RABLE POR ALL THE PROFERES LEFT IN MARZAWNOSE.  YOUTH SETTER OFF MOCKONED DOWN THE WHOLE VILLAGE AS  THE PERSON(S) WHO THOUGHT GOING THROUGH THE
El Outside Comwall Within 1km of the scheme Not Answered Within 1km of the scheme     Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered Not Answered		Not Answered Not Answered	I am part owner of land and property at Marazarvose. DT3 5.JY 949ba	pl277je	Motor car/van Motor car/van	Every 6 months or more Once a month or more Once a	Once a year or more	Never Never	No gininolinot sure/dees not large but could be improved by the me sply to me sply to me and the proposals of large but could be improved by the proposals of large but
Bisewhere in Commail	Not Answered  Within 1km of the scheme	Not Answered Elsewhere in Cornwall	TR2 4EA Tr6 0al	Tr12 7rh	Motor carivan  Motor carivan		Every 6 months or more		Yes Agree, happy with the proposals (Agree, happy with the proposa
10 Elsewhere in Comwall Elsewhere in Commail Not Answered Not Answered	Not Answered	Within 1km of the scheme	Travel to Treliske and Truro. PL26 8UQ		Motor car/van	Never	Never	Never	Yes Agree, happy with the proposals are absolutely excellent. The proposals are absolutely excellent. The proposals agree and a carriageness are the dual level.
									junctions are especially excluded.    Junctions to accompliation of the times-custed from now becomplished on the times-custed from now become the times-custed from now times to time times times to time times times to time times
11 Outside Comwall Outside Cornwall Not Answered Not Answered	Not Answered	Outside Cornwall	WV8 1BD		Motor carivan	Never	Never	Never	Yes Agree, happy with the proposals apply to me Agree, happy with the proposals apply to me apply to m
12 Outside Comwall Outside Comwall Outside Comwall Outside Comwall	III Outside Cornwall	Outside Cornwall	CT17 9QE	CT17 9AJ	Motor carivan	Never	Never	Never	Agree but could be improved a Agree but could be improved
	ornwall Elsewhere in Cornwall	Not Answered		TR15 1LU	Motor carivan		Never	Never	Yes Agree, happy with the proposals Agree, happy with the prop
14 Elsewhere in Cornwall Not Answered Not Answered Not Answered	Not Answered	Elsewhere in Cornwall	TR18 SAW		Motor carivan				Agree, happy with the proposals Agree, happy with the proposal
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									determs the more calculation graining a cycle for food juriprevious for food graining and legislations features for the contraction of the contrac
									comfontable, segretated return things speed, large motorated vehicles when speeds officer that makes of green thing state of green that great states and should office the mixed or green and the sound to the state of the stat
									continuous, with a minimum prospet to the functions. Flow of of continuous, with a minimum prospet to the function of the continuous of th
			Provision of high quality cycle infrastructure as an						quality cycle inflastructure in any votion. On the row of tailedney you to obtain a sile and the provision of the provision o
18 Elsewhere in Comwall Elsewhere in Commail Not Answered Elsewhere in Commun	ornwall Elsewhere in Cornwall	Not Answered	Provision on rigin quarity cycle intrastructure as an integrated element of the scheme PL17.7JS	TR4 9NH	Bicycle	Never Once a week or more		Never	Yes Agree but could be improved Disagree Obsagree of Obsagree Obsagree Obsagree Obsagree of O
									lawe will read the existing, safe programmation for oversiding and result in order to exist and programmation for oversiding and result in order to exist and programmation for oversiding and result in order to exist and programmation of the safe to exist a safe to exist
19 Within 1km of the scheme Not Answered Not		Not Answered  Elsewhere in Cornwall	TR4 9QX	TR4 9QX	Motor carlvan  Motor carlvan	Every 6 months or more	Nerver	Never	Yes Agree, happy with the proposals (Agree, happy with the proposa
									Outprising a west storage of such growth and the common and the co
21 Bsewhere in Cornwall Net Answered Not Answered Bsewhere in Cornwal	ernwall Elsewhere in Cornwall	Not Answered	TR1 3NQ	TR1 2UD	Motor car/van		Orice a year or more		West deprecate the proposals Agree, happy with the proposals Agree but could be improved. Agree but could be improved. Agree but could be improved and provided in the west if Truro to use this road.  We yuseful  Very useful
									The quality of our life will be impacted upon by raised roadshridges, lighting and noise at the Califord Close junction (Lang Close) is practiced. If the property of the one of Newlyn (Last and will see and health free my proposed road from one of Newlyn (Last and will see and health free my proposed road from one of Newlyn (Last and Last and
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28 (Within Mind in the Scriente Within Mind in the Scriente Not Answered Education Communication Com		Elsewhere in Cornwall	To visit any major town other than Newquay my family and 1 have to cross of travel along the A30 eg Truro Bodmin Falmouth Redruth Camborne Penzance. I am also a keen cyclist in the area.		Motor car/van		a month or more	1904	controlled scheme ASAP
ACCOUNTS OF THE PROPERTY OF TH	TOO FED MARCO	Electrical of Contract	Opens in an arcai		THOUGH CART FAIT	5000	10000		Yes Disagree Osagree Osagree Osagree Disagree Osagree Disagree Disagree Disagree Osagree No Plan Tathicity and proceed achievement could be very incrementative the properties around Temperate acquired by incrementative the properties around Temperate advanced they will be added to the properties around Temperate advanced to the propert
									To ease this I was wondering about the possibilities of using a yould slighly to the south, which goes west, and toole like it
									once were first when the first and the first
									given that the roads around Trevals are not suitable for big vertices arrevenue;  There would be a few options for a new access road here:
									1: Into Zelaha, as it looks like it used to. 2: A short length of locial road, probably connecting to Herwer
									late.  3: Lower the vertical alignment of the existing A 30, so it can have a junction with this access road. Since the A30 is already
The Country of the Co	Not Accumand	Catalida Comunall	I haven't actually visited Cornwall, but I have been taking a lot of interest in the Add schemes, and have been following		Not Amounted N/A	Name of the last o	News	Manag	on an embatrament, then lowering it would joint mean fembatrament, then lowering it would joint mean fembatrament and the embatrament and the embatrament and a 200 to be downgraded, it would penhaps be OK if it's vertical.  No opinion/not sureidoes not No opinion/not sureidoes
28) Outside Comwall Not Answered Not Answered Not Answered		Outside Comwall	them Online for several years. CR3 6NQ		Not Answered N/A	Never I	Never	Never	Yes Agree, pappy with the proposals algory to me apply
27 Elsewhere in Cornwall Not Answered Not Answered Outside Cornwall 28 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Not Answered	III Not Answered  Not Answered	Not Answered  Not Answered	I NO SUF	TR8 5LF	Motor carivan  Motor carivan	Never Never	Never Never	Never Never	Yes Agree but could be improved Agree, happy with the proposals Agree, happy with the proposal
									forever with new developphyretest west of the born. It should be considered the wit developphyretest west possible, to be considered the developphyretest was the possible of the developphyretest was the possible of the developphyretest was the developper was the developphyretest was the developper
									You should look at the wildfilling pathways scheme in countries like the countries like t
									traveleties for any method sense much simple between st agrees and struc - By over the existing report and performed in the structure of the s
_29 Elsewhere in Cornwall	ornwall Elsewhere in Cornwall	Not Answered	#5 Opq	PL31 2FR	Motor carivan	Never	Never	Never	movement to clare from me, good crossings along the route, join provision from the good crossings along the route, join provision from the good crossings along the route, join provision from the good crossings along the route, join provision from the good crossings along the route, join provision from the good crossings along the route, join provision from the good crossings along the route, join provision from the good crossings along the route, join provision from the good crossings along the route, join provision from the good crossings along the route, join provision from the good crossings along the route, join provision from the good crossings along the route, join provision from the good point from the good crossings along the route, join provision from the good crossings along the route, join provision from the good point from
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37 Diseafere in Corneal  38 Diseafere in Corneal  39 Diseafere in Corneal  30 Diseafere in Corneal  31 Diseafere in Corneal  32 Diseafere in Corneal  33 Diseafere in Corneal  34 Not Assessed  35 Diseafere in Corneal  36 Diseafere in Corneal  37 Diseafere in Corneal  38 Diseafere in Corneal  39 Diseafere in Corneal  30 Diseafere in Corneal  30 Diseafere in Corneal  30 Diseafere in Corneal  31 Diseafere in Corneal  32 Diseafere in Corneal  33 Diseafere in Corneal  34 Diseafere in Corneal  35 Diseafere in Corneal  36 Diseafere in Corneal  37 Diseafere in Corneal  38 Diseafere in Corneal  39 Diseafere in Corneal  40 Diseafere in Corneal  40 Diseafere in Corneal  41 Diseafere in Corneal  42 Diseafere in Corneal  43 Diseafere in Corneal  44 Diseafere in Corneal  45 Diseafere in Corneal  46 Diseafere in Corneal  47 Willin Tain of the splane  48 Not Assessed  49 Diseafere in Corneal  50 Diseafere in Corneal  50 Diseafere in Corneal  51 Diseafere in Corneal  52 Diseafere in Corneal  53 Diseafere in Corneal  54 Diseafere in Corneal  55 Diseafere in Corneal  56 Diseafere in Corneal  57 Willin Tain of the splane  58 Assessed  58 Assessed  59 Diseafere in Corneal  59 Diseafere in Corneal  50 Diseafere in Corneal  5	within 1km of the scheme  Elsewhere in Cornwall  Within 1km of the scheme  Not Answered  Elsewhere in Cornwall  Within 1km of the scheme  Not Answered  Elsewhere in Cornwall  Rot Answered  Elsewhere in Cornwall  Elsewhere in Cornwall  Elsewhere in Cornwall  Elsewhere in Cornwall  Rot Answered  Elsewhere in Cornwall	Not Answered	THE GPA  Indee family who live and run a business who have land that will be taken by this proposed route  TRA 96B  TRA 96PY  TRA 96PY  TRA 96PY  TRA 96PY	TR1 3AY  TR7 1AF  Tr140nx  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  1893 d  EX2 5AZ  TR15 3RQ  TR1 1XU  AS3 9et  TR1 3AY  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL	Meter cashvan	Never	Never	Never	
31 Essenhere in Corneall  32 Essenhere in Corneall  33 Essenhere in Corneall  34 Within 1 Initial of the scheme  35 Essenhere in Corneall  36 Essenhere in Corneall  37 Outside Commall  38 Essenhere in Corneall  39 Essenhere in Corneall  30 Essenhere in Corneall  30 Essenhere in Corneall  30 Essenhere in Corneall  30 Essenhere in Corneall  31 Essenhere in Corneall  32 Essenhere in Corneall  33 Essenhere in Corneall  36 Essenhere in Corneall  37 Outside Corneall  38 Essenhere in Corneall  39 Essenhere in Corneall  40 Essenhere in Corneall  41 Essenhere in Corneall  42 Essenhere in Corneall  43 Essenhere in Corneall  44 Essenhere in Corneall  45 Essenhere in Corneall  46 Essenhere in Corneall  47 Essenhere in Corneall  48 Essenhere in Corneall  49 Essenhere in Corneall  40 Essenhere in Corneall  40 Essenhere in Corneall  41 Essenhere in Corneall  42 Essenhere in Corneall  43 Essenhere in Corneall  44 Essenhere in Corneall  45 Essenhere in Corneall  46 Essenhere in Corneall  47 Essenhere in Corneall  48 Essenhere in Corneall  49 Essenhere in Corneall  50 Answered  50 Corneall  60 Essenhere in Corn	within 1km of the scheme  Elsewhere in Cornwall  Within 1km of the scheme  Not Answered  Elsewhere in Cornwall  Within 1km of the scheme  Not Answered  Elsewhere in Cornwall  Rot Answered  Elsewhere in Cornwall  Elsewhere in Cornwall  Elsewhere in Cornwall  Elsewhere in Cornwall  Rot Answered  Elsewhere in Cornwall	Not Answered	This is my wifes daily communing route, my childrens bus resolved and first SPA.  This is my wifes daily communing route, my childrens bus read and an artificial resolved and my business community.  This is my wifes daily communing route, my childrens bus read and are first sixtle services and read	TR1 3AY  TR7 1AF  Tr140nx  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  1893 d  EX2 5AZ  TR15 3RQ  TR1 1XU  AS3 9et  TR1 3AY  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL	Motor carlvan	Never	Never Provided of mode Provided October 1981 (1981) (1981	Never	
37   Elsewhere in Commet    December in Co	within 1km of the scheme  Elsewhere in Cornwall  Within 1km of the scheme  Not Answered  Elsewhere in Cornwall  Within 1km of the scheme  Not Answered  Elsewhere in Cornwall  Rot Answered  Elsewhere in Cornwall  Elsewhere in Cornwall  Elsewhere in Cornwall  Elsewhere in Cornwall  Rot Answered  Elsewhere in Cornwall	Not Answered	THE GPA  Indee family who live and run a business who have land that will be taken by this proposed route  TRA 96B  TRA 96PY  TRA 96PY  TRA 96PY  TRA 96PY	TR1 3AY  TR7 1AF  Tr140nx  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  1893 d  EX2 5AZ  TR15 3RQ  TR1 1XU  AS3 9et  TR1 3AY  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL	Meter cashvan	Never	Nover  No	Never	
37 Diseafere in Corneal  38 Diseafere in Corneal  39 Diseafere in Corneal  30 Diseafere in Corneal  31 Diseafere in Corneal  32 Diseafere in Corneal  33 Diseafere in Corneal  34 Not Assessed  35 Diseafere in Corneal  36 Diseafere in Corneal  37 Diseafere in Corneal  38 Diseafere in Corneal  39 Diseafere in Corneal  30 Diseafere in Corneal  30 Diseafere in Corneal  30 Diseafere in Corneal  31 Diseafere in Corneal  32 Diseafere in Corneal  33 Diseafere in Corneal  34 Diseafere in Corneal  35 Diseafere in Corneal  36 Diseafere in Corneal  37 Diseafere in Corneal  38 Diseafere in Corneal  39 Diseafere in Corneal  40 Diseafere in Corneal  40 Diseafere in Corneal  41 Diseafere in Corneal  42 Diseafere in Corneal  43 Diseafere in Corneal  44 Diseafere in Corneal  45 Diseafere in Corneal  46 Diseafere in Corneal  47 Willin Tain of the splane  48 Not Assessed  49 Diseafere in Corneal  50 Diseafere in Corneal  50 Diseafere in Corneal  51 Diseafere in Corneal  52 Diseafere in Corneal  53 Diseafere in Corneal  54 Diseafere in Corneal  55 Diseafere in Corneal  56 Diseafere in Corneal  57 Willin Tain of the splane  58 Assessed  58 Assessed  59 Diseafere in Corneal  59 Diseafere in Corneal  50 Diseafere in Corneal  5	Within 1km of the scheme  Essewhere in Cornwall  Within 1km of the scheme  Not Answered  Essewhere in Cornwall  Not Answered  Essewhere in Cornwall	Not Answered	THE GPA  Indee family who live and run a business who have land that will be taken by this proposed route  TRA 96B  TRA 96PY  TRA 96PY  TRA 96PY  TRA 96PY	TR1 3AY  TR7 1AF  Tr140nx  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  1893 d  EX2 5AZ  TR15 3RQ  TR1 1XU  AS3 9et  TR1 3AY  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL	Meter cashvan	Nover	Note: 1	Never	
25 Diseafers in Commell  26 Diseafers in Commell  27 Diseafers in Commell  28 Diseafers in Commell  29 Diseafers in Commell  20 Diseafers in Commell  21 Diseafers in Commell  22 Diseafers in Commell  23 Diseafers in Commell  24 Diseafers in Commell  25 Diseafers in Commell  26 Diseafers in Commell  27 Diseafers in Commell  28 Diseafers in Commell  29 Diseafers in Commell  20 Diseafers in Commell  20 Diseafers in Commell  20 Diseafers in Commell  20 Diseafers in Commell  21 Diseafers in Commell  22 Diseafers in Commell  23 Diseafers in Commell  24 Diseafers in Commell  25 Diseafers in Commell  26 Diseafers in Commell  27 Diseafers in Commell  28 Diseafers in Commell  29 Diseafers in Commell  20 Diseafers in Commell  20 Diseafers in Commell  20 Diseafers in Commell  20 Diseafers in Commell  21 Diseafers in Commell  22 Diseafers in Commell  23 Diseafers in Commell  24 Diseafers in Commell  25 Diseafers in Commell  26 Diseafers in Commell  27 Diseafers in Commell  28 Diseafers in Commell  29 Diseafers in Commell  20 Diseafers in Commell  21 Diseafers in Commell  22 Diseafers in Commell  23 Diseafers in Commell  24 Diseafers in Commell  25 Diseafers in Commell  26 Diseafers in Commell  27 Diseafers in Commell  28 Diseafers in Commell  29 Diseafers in Commell  20 Diseafers in Comme	Within 1km of the scheme  Elsewhere in Cornwall  Within 1km of the scheme  Not Answered  Flaewhere in Cornwall  Within 1km of the scheme  Not Answered  Elsewhere in Cornwall	Rot Answered  Not Answered	This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  TRE SAZ	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  M49Id  EX2 5AZ  TR1 5 3RQ  TR1 1XU  p355 9et  TR1 5AY  TR1 5AY  TR1 5AY	Meter cashvan	Near Near Near Near Near Near Near Near	Neover	Never	
33 Classhers in Corneal  34 Classhers in Corneal  35 Classhers in Corneal  36 Classhers in Corneal  37 Classhers in Corneal  38 Classhers in Corneal  39 Classhers in Corneal  30 Classhers in Corneal  30 Classhers in Corneal  30 Classhers in Corneal  30 Classhers in Corneal  31 Classhers in Corneal  32 Classhers in Corneal  33 Classhers in Corneal  34 Classhers in Corneal  35 Classhers in Corneal  36 Classhers in Corneal  37 Classhers in Corneal  38 Classhers in Corneal  39 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corne	Within 1km of the scheme  Essewhere in Cornwall  Within 1km of the scheme  Not Answered  Essewhere in Cornwall  Not Answered  Essewhere in Cornwall	Not Answered	THE GPA  Indee family who live and run a business who have land that will be taken by this proposed route  TRA 96B  TRA 96PY  TRA 96PY  TRA 96PY  TRA 96PY	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  M49Id  EX2 5AZ  TR1 5 3RQ  TR1 1XU  p355 9et  TR1 5AY  TR1 5AY  TR1 5AY	Motor carlvan	Near Near Near Near Near Near Near Near	Never	Never Never Never Never Never Never Never Never Never	
33 Classhers in Corneal  34 Standard in Corneal  35 Classhers in Corneal  36 Classhers in Corneal  37 Classhers in Corneal  38 Classhers in Corneal  39 Classhers in Corneal  30 Classhers in Corneal  30 Classhers in Corneal  30 Classhers in Corneal  31 Classhers in Corneal  32 Classhers in Corneal  33 Classhers in Corneal  34 Classhers in Corneal  35 Classhers in Corneal  36 Classhers in Corneal  37 Classhers in Corneal  38 Classhers in Corneal  39 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  50 Classhers in Corneal  51 Classhers in Corneal  52 Classhers in Corneal  53 Classhers in Corneal  54 Corneal  55 Classhers in Corneal  55 Classhers in Corneal  56 Classhers in Corneal  57 Classhers in Corneal  58 Classhe	Within 1km of the scheme  Elsewhere in Cornwall  Within 1km of the scheme  Not Answered  Flaewhere in Cornwall  Within 1km of the scheme  Not Answered  Elsewhere in Cornwall	Rot Answered  Not Answered	This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  TRE SAZ	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  M49Id  EX2 5AZ  TR1 5 3RQ  TR1 1XU  p355 9et  TR1 5AY  TR1 5AY  TR1 5AY	Meter cashvan	Near Near Near Near Near Near Near Near	Neover	Never	
33 Classhers in Corneal  34 Standard in Corneal  35 Classhers in Corneal  36 Classhers in Corneal  37 Classhers in Corneal  38 Classhers in Corneal  39 Classhers in Corneal  30 Classhers in Corneal  30 Classhers in Corneal  30 Classhers in Corneal  31 Classhers in Corneal  32 Classhers in Corneal  33 Classhers in Corneal  34 Classhers in Corneal  35 Classhers in Corneal  36 Classhers in Corneal  37 Classhers in Corneal  38 Classhers in Corneal  39 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  50 Classhers in Corneal  51 Classhers in Corneal  52 Classhers in Corneal  53 Classhers in Corneal  54 Corneal  55 Classhers in Corneal  55 Classhers in Corneal  56 Classhers in Corneal  57 Classhers in Corneal  58 Classhe	Within 1km of the scheme  Elsewhere in Cornwall  Within 1km of the scheme  Not Answered  Flaewhere in Cornwall  Within 1km of the scheme  Not Answered  Elsewhere in Cornwall	Rot Answered  Not Answered	This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  TRE SAZ	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  M49Id  EX2 5AZ  TR1 5 3RQ  TR1 1XU  p355 9et  TR1 5AY  TR1 5AY  TR1 5AY	Meter cashvan	Near Near Near Near Near Near Near Near	Neover	Never  Never  Never  Never  Never  Never  Never  Never	
33 Classhers in Corneal  34 Standard in Corneal  35 Classhers in Corneal  36 Classhers in Corneal  37 Classhers in Corneal  38 Classhers in Corneal  39 Classhers in Corneal  30 Classhers in Corneal  30 Classhers in Corneal  30 Classhers in Corneal  31 Classhers in Corneal  32 Classhers in Corneal  33 Classhers in Corneal  34 Classhers in Corneal  35 Classhers in Corneal  36 Classhers in Corneal  37 Classhers in Corneal  38 Classhers in Corneal  39 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  41 Classhers in Corneal  42 Classhers in Corneal  43 Classhers in Corneal  44 Classhers in Corneal  45 Classhers in Corneal  46 Classhers in Corneal  47 Classhers in Corneal  48 Classhers in Corneal  49 Classhers in Corneal  40 Classhers in Corneal  40 Classhers in Corneal  50 Classhers in Corneal  51 Classhers in Corneal  52 Classhers in Corneal  53 Classhers in Corneal  54 Corneal  55 Classhers in Corneal  55 Classhers in Corneal  56 Classhers in Corneal  57 Classhers in Corneal  58 Classhe	Within fam of the scheme  Essewhere in Cornwall  Within fam of the scheme  Not Answered  Besevhere in Cornwall  Within fam of the scheme  Not Answered  Essewhere in Cornwall	Rot Answered  Not Answered	This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  TRE SAZ	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  M49Id  EX2 5AZ  TR1 5 3RQ  TR1 1XU  p355 9et  TR1 5AY  TR1 5AY  TR1 5AY	Meter cashvan	Near Near Near Near Near Near Near Near	Neover	Never Never Never Never Never Never Never Never Never	
Disorders in Conseal	Within fam of the scheme  Essewhere in Cornwall  Within fam of the scheme  Not Answered  Besevhere in Cornwall  Within fam of the scheme  Not Answered  Essewhere in Cornwall	Not Answered	This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  TRE SAZ	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  M49Id  EX2 5AZ  TR1 5 3RQ  TR1 1XU  p355 9et  TR1 5AY  TR1 5AY  TR1 5AY	Motor cashvan	Near Near Near Near Near Near Near Near	Neover	Never Never Never Never Never Never Never Never Never	
Distance in Command  Distance	Within fum of the scheme  Elsewhere in Cornwall  Within fum of the scheme  Not Answered  Not Answered  Flaewhere in Cornwall  Elsewhere in Cornwall  Not Answered  Not Answered  Elsewhere in Cornwall  Elsewhere in Cornwall  Not Answered  Elsewhere in Cornwall  Not Answered  Elsewhere in Cornwall  Not Answered  Elsewhere in Cornwall	Rot Answered  Not Answered  Not Answered  Not Answered  Not Answered  Not Answered  Not Answered  Selewhere in Cornwall  Elsewhere in Cornwall  Not Answered	This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  TRE SAZ	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  M49Id  EX2 5AZ  TR1 5 3RQ  TR1 1XU  p355 9et  TR1 5AY  TR1 5AY  TR1 5AY	Meter cashvan	Near Near Near Near Near Near Near Near	Neover	Never	
30 Dissertion in Commail  31 Dissertion in Commail  32 Dissertion in Commail  33 Dissertion in Commail  34 Annexed  35 Dissertion in Commail  36 Dissertion in Commail  37 Dissertion in Commail  38 Dissertion in Commail  39 Dissertion in Commail  40 Dissertion in Commail  40 Dissertion in Commail  41 Dissertion in Commail  42 Dissertion in Commail  43 Dissertion in Commail  44 Dissertion in Commail  45 Dissertion in Commail  46 Dissertion in Commail  47 Dissertion in Commail  48 Dissertion in Commail  49 Dissertion in Commail  40 Dissertion in Commail  40 Dissertion in Commail  40 Dissertion in Commail  40 Dissertion in Commail  41 Dissertion in Commail  42 Dissertion in Commail  43 Dissertion in Commail  44 Dissertion in Commail  45 Dissertion in Commail  46 Dissertion in Commail  47 Dissertion in Commail  48 Dissertion in Commail  49 Dissertion in Commail  40 Dis	Within fam of the scheme  Elsewhere in Cornwall  Within fam of the scheme  Not Answered  Elsewhere in Cornwall  Private in Cornwall  Elsewhere in Cornwall	Not Answered	This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  TRE SAZ	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  M49Id  EX2 5AZ  TR1 5 3RQ  TR1 1XU  p355 9et  TR1 5AY  TR1 5AY  TR1 5AY	Meter cashvan	Near Near Near Near Near Near Near Near	Never Never	Never Never Never Never Never Never Never Never	
20 Note to chrosid Severed Not Accessed Standards in Comment Severed S	Within 1km of the scheme  Within 1km of the scheme  Within 1km of the scheme  Not Answered  Beselvere in Cornwall  Answered  Beselvere in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall	Rot Answered  Not Answered	This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  This is my wifes daily commuting route, my childrens bus route and my business commute.  TRE SAZ	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  M49Id  EX2 5AZ  TR1 5 3RQ  TR1 1XU  p355 9et  TR1 5AY  TR1 5AY  TR1 5AY	Motor cashvan		Never Never	Never	
Disasters in Command  State Assessed  State As	Within 1km of the scheme  Within 1km of the scheme  Within 1km of the scheme  Not Answered  Beselvere in Cornwall  Answered  Beselvere in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall	Rot Answered  Not Answered	1	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  1498   EX2 5AZ  TR15 3RQ  TR1 1XU  AS3 Set  TR1 5AY  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL	Motor cashvan		Never Never	Never	
Distriction for comment  See Ontain fails of the scheme  See Ontain fails of the scheme  See Ontain fail of the scheme  See	Within 1km of the scheme  Within 1km of the scheme  Within 1km of the scheme  Not Answered  Beselvere in Cornwall  Answered  Beselvere in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall	Rot Answered  Not Answered	1	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  1498   EX2 5AZ  TR15 3RQ  TR1 1XU  AS3 Set  TR1 5AY  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL	Motor cashvan		Never Never	Never   Neve	
Distriction for comment  See Ontain fails of the scheme  See Ontain fails of the scheme  See Ontain fail of the scheme  See	Within 1km of the scheme  Within 1km of the scheme  Within 1km of the scheme  Not Answered  Beselvere in Cornwall  Answered  Beselvere in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall	Rot Answered  Not Answered	1	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  1498   EX2 5AZ  TR15 3RQ  TR1 1XU  AS3 Set  TR1 5AY  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL	Motor cashvan		Never Never	Never	
Distriction for comment  See Ontain fails of the scheme  See Ontain fails of the scheme  See Ontain fail of the scheme  See	Within 1km of the scheme  Within 1km of the scheme  Within 1km of the scheme  Not Answered  Beselvere in Cornwall  Answered  Beselvere in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall	Rot Answered  Not Answered	1	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  1498   EX2 5AZ  TR15 3RQ  TR1 1XU  AS3 Set  TR1 5AY  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL	Motor cashvan		Never Never	Never   Neve	
3 Clased no. Cornell  3 Standard no. Cornell  4 Standard no. Cornell  5 Standa	Within 1km of the scheme  Within 1km of the scheme  Within 1km of the scheme  Not Answered  Beselvere in Cornwall  Answered  Beselvere in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Beselver in Cornwall  Not Answered  Beselver in Cornwall	Rot Answered  Not Answered	1	TR1 3AY  TR7 1AF  T1460N  TR8 4RQ  TR3 1XX  TR1 2LH  SS11 8PA  1498   EX2 5AZ  TR15 3RQ  TR1 1XU  AS3 Set  TR1 5AY  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL  TR15 3PL	Motor cashvan		Never Never	Never	

									I would like to state that the survey you have carried and about transform using the main All places in the survey in the same of the same	
									suggests you take a good unit to the before you even think has bood its suggest you take a good unit to the ASO is built. More than the same ASO is built. As the second of the ASO when the ASO were set you are well as the ASO were the year on the ASO they can to move the ASO were the year on the ASO they can to move	
									so please have a reality good time to what you saw typic to considere when building this new Ado. The THAT THE MANAGEMENT OF THE ADO ARE MOT LOCAL THE ADO ARE MOT LOCAL TO THIS AREA.	
									Also why can you not do road improvements to the A30 that we already have already have already and the post of the words and a lot more expensive than just the words. This country which we have been to the pint the words are road. This country when the pint the UK produce there own crops to be able to express but of the pint to	uset think its locals within that
64 Elsewhere in Cornwall Not Answered Not Answered Within 19	xt Answered Not Answered  tithin 1km of the scheme Elsewhere in Cornwall	Not Answered  Not Answered  Finanches in Commell	p114 388	TR1 3AY	Motor car/van	Neover   Neo	Never	Never Yes Never Yes	Agree but could be improved Disagree Option A No non existent. Lask that you reconsider these designs. Letter through the door Not useful area. Here in Comwail the local area is not what you think.  Agree, happy with the proposals Agree, happy with th	THE RESERVE WITH THE
65 Essewhere in Cornwall Not Answered Not An	Answered Not Answered Not Answered Statement Not Answered Statement Not Answered Elsewhere in Cornwall	Elsewhere in Cornwall Not Answered  Not Answered	local resident using this route frequently TRE OHP TRE OHP TRE OHW		Motor carlvan Motor carlvan Motor carlvan	Never   Never	Never Never Never	Never Yes Never Yes	Agree, happy with the proposals Agree, happy with the proposal	
									Personatance makes that our boundary for extended stip of the original Annual read or engined Chivener for extended prices and prices are some the same would prevent the close for where the prices for	
									changed to separate he farmer set transce from the lane.  Whill take westbound slip-roads at the junction will be useful, the lack of eastbound slip-roads at the junction and only at Chiveron Cross and Carlisted Cross will mean that if I wish on head eastbound on the ADS of the east-fact can join it is at the ADS of the east	
									Carriand Cross ureas I head west to Chriveton Cross and then turn around at the function to head sets.  If I use the lane from Allet to Manazarvose on the old A30 the earliest point	
									It can join the new A30 is Caldana Closs. Similarly simple Culet Lave from Similar control of Contr	
									the amount of holiday traffic that will be required to use this from Carland Cross to Bookeder and vice vests heading to one versis heading to an other percaparth, Cubert and fribywell Buy on surrent weekends plant been taken into account. No has the amount of staffic that is generated by Newayara, Cubert Carantock and Chywell Buy on west and flowyell Buy on west and flowed by Newayara, Cubert Carantock and Chywell Buy on west weeken Perhaps have an IT presentation running or a video on a projector with the sit	
68 Eisewhere in Comwall Not Answered Not Answered Eisewher	sewhere in Cornwall Elsewhere in Cornwall	Not Answered	TR4 9DA	TR151LU	Motor carivan	Never	Once a year or more	Never Yes	Agree, happy with the proposals Agree but could be improved.  Agree, happy with the proposals	the venue this presentation resent the information perhaps that everybody gets an
									all the traffic, east and west bound, approaching the junction and travel east for a distance. Is there all cought to create a west bound slip road which could swidd the main junction?	
66 Elsewhere in Cornwall Not Answered Not Answered Not Answered	t Answered Elsewhere in Cornwall	Not Answered	TR36TT		Motor carivan	Never	Never	Never Yes	Current businessees at Chiverton Cross will sure yide.  His thought been given to a part it. Rive side close to the current Chiverton roundsbod (in comment shade) and Also suchesseem?  Agree, happy with the proposals Agree but could be improved. Agree, happy with the proposals Agree happy with the proposals Agre	
									comprises 2 houses, for such with seek and the seek and t	
									We would however like to make the following points:  Proposed route A  Whilst this proposed does limit the amount of farmitand we would lose	
									compared to Option B we are very much against it for the following neasons:  This proposal would effectively create a 6 lane highway just 10 metres from Callestick Vean Bungabow resulting in intolerable distult since	
									particularly as no landscaping is proposed to misigate the effects.  If this proposal is chosen we feet that consideration should be given to re- floration to the burgalow to a given burgalow to a given burgalow to a give	
									The new section of the Tail State seathwards from these appears to be reversed digitally privation that for extraction and is littering because visuability to demonstic and farm traffic turning left from the farm taine onto the result.	
	ithin 1km of the scheme Not Answered	Not Answered	TR4 9NF	TR4 9NF	Motor carlvan	Chora visa or more	Never	Never Yes	The new road would divide our field to the south of the 8.3284 leaving a small field of limited use to the north, and a falled of limited use to the south of the 18.3284 leaving a small field of limited use to the north, and a falled of limited use to the north, and a falled of limited use to the south that can only be accessed with the existing. All rowling a substantial road try urless the stating of the south that can only be accessed with the existing. All rowling is substantial road try urless a gedestrian livestock bridge is constructed.  No opinionhord sureldoes not supply to me apply to me apply to me Disagree Disagree apply to me Disagree Disa	
Within 1s		Not Answered	I Do sife	TR4 9NF	Motor carivan	Once a year or more	190500	Never Yes	This improvements from; the road very close to properly, the said level as the first of the value of the control very close to the value of the control very close to the control very close to the value of value of the value of	
71 Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered	x Answered Not Answered	Not Answered	TR49BE	Tr12AA	Motor carivan			Yes	Disagree Dis	ontact and speak to the
72 Elsewhere in Cornwall Not Answered Not Answered Elsewhere 73 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Outside 1	Sewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall	Not Answered Not Answered	TR16 60F TR10 9AP		Motor carivan Motor carivan	Never Never	Never Never	Never Yes Never Yes	Agree, happy with the proposals Agree, happy with the proposal	please complete the
									questionnaire at www.highways.gov.uk/A30Chiverton-to-Carland/Cross but the form is here - https://highwaysengland.citzenspace.com/heia30-chiverton-to-carland-cross	is .
74 Elsewhere in Cornwall Not Answered Not Answered Elsewhere		Not Answered		TR15 3RQ		Never .	Never	Never Yes	Agree, happy with the proposals Agree, happy with the proposal	
75 Elsewhere in Cornwall Not Answered Not Answered Elsewher	Dewhere in Cornwall Not Answered	Elsewhere in Cornwall	TR7 1GQ	TR1 1XU	Motor carivan			Yes	Agree, happy with the proposals   Agree,	
									offer without belief as significant debour via Blash goverable and on to do; the state of the st	
76 Elsewhere in Comwall Not Answered Not Answered Not Answered	k Answered Not Answered	Elsewhere in Cornwall	For several years (until 2015) I lived in Mount Hawke, within a short distance of Chiverton Roundabout  TR38LE	TR11XU	Motor car/van	Once a month or n	nore	Yes	Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals of the state of the proposal of the	hether walking and cycling
									ASO, we would request what all bridge or turned by a bridge or tur	
			We are a major Landowner between Zelah and Carland		Agricultural tenants use				laginorfultural operations to continue. We see an elegacy concerned at the tes associated and being bases into Therelator Parts and not to the test the second of the see and the second of the second	
	x Answered Not Answered  xt Answered Not Answered	Not Answered Elsewhere in Cornwall	Cross TR2 4DD TR4 8AN	TR2 4DD	Motor carivan agricultural vehicles  Motor carivan	Never Never	Never Never	Never Yes Never Yes	Agree. Nappy with the proposals Agree, Nappy with the proposal	
79 Eisewhere in Cornwall Not Answered Not Answered Not Answered	A Answered Not Answered	Not Answered	TR2 4BU	TR2 4BU	Motor carivan	Never	Never	Never Yes	Some of traffic with its Transport of a grid code of the companies of the proposal of a grid code of the companies of the proposal of a grid code of the companies of the proposal of a grid code of the companies of the proposal of the prop	0000DRZ00100Consultation%2 more pages would be more
80 Within 1km of the scheme Not Answered Not	x Answered Within 1km of the scheme	Not Answered	TR9 6PY	TR15 3RD	Motor car/van	Never	Never	Never Yes	Agree, happy with the proposals Agree, happy with the proposal	
82 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Elsewhere	Elsewhere in Cornwall  Elsewhere in Cornwall  Elsewhere in Cornwall  Elsewhere in Cornwall  Answered  Elsewhere in Cornwall	Not Answered  Elsewhere in Cornwall  Elsewhere in Cornwall	TR8 SLE PL27 7PW TR5 0TF	TR1 1EB	Motor carivan  Motor carivan  Motor carivan	Never Sever	Never Never	Yes Never Yes Never Yes	Agree Local de temporosed Agree, happy with the proposals Agre	
84 Elsewhere in Cornwall Not Answered Not Answered Elsewhere	Elsewhere in Cornwall	Not Answered	tr4 Sph		Motor carivan	Never	Never	Never Yes	Agree, happy with the proposals Agree, happy with the proposal	nputer screen. The different
	Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall	Elsewhere in Cornwall Elsewhere in Cornwall	I have to exit the A30 on this stretch to reach my home in Goonhavern TR4 9.JX		Motor carlvan	Never Never	Never Nacour	Never Yes	Agree happy with the proposals Agree, happy with the proposals	
Societa	Countries in Commun	Columnia of Commun	11000	1111000	Motor car/van		Notes	TO TO THE PARTY OF	Agree, happy with the proposals Agree, happy with the proposal	
									this locate gives area in low ?  If the filler if at All name to have a rear area for when the give in a filling with one compared with the compared with th	
87 Elsewhere in Cornwall Not Answered Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered Elsewhere	tithin 1km of the scheme Elsewhere in Cornwall  Sewhere in Cornwall  Within 1km of the scheme	Not Answered Not Answered	live in Shortlanesend gr4 9dt TR85LX	tr4 9dt PL264DJ	Motor carivan Motor carivan	Never	Never	Yes Never Yes	Disagree Agree but could be improved. Agree b	
									- Will RPOW are Twocharous undertringe be re- will refer the state of the day	
									Tidgoggan accommodation with runs between the A390 and 83277 should be considered (e, b. tridge over the proposed A300 cutting at the location of current junction), to prevent 1.5mm diversion for trys between these two considered considered (exp. tridge over the proposed A300 cutting at the location of current junction), to prevent 1.5mm diversion for trys between these two roots of the scheme.	
88 Outside Comwall Outside Comwall Not Answered Outside C	utside Cornwall Not Answered	Outside Comwall	GU21 8TP	RG21 7PP	Motor carivan	Once a year or more	Never	Never Yes	Severance of PROW which runs north-south Agree, happy with the proposals Agree happy with the	w where severance may
									Re Chiverina counts sensible. Definitely need 2 levels to slaw the ASD through staff ic to continue Westbound. The existing notine out of a Turb delinitely need 2 levels to slaw the ASD through staff ic to continue Westbound. The existing notine out of a Turb delinitely included a direct notine starting from the westbound AND.  No opinion/not sureldoes not  No opinion/not sureldoes not  No opinion/not sureldoes not	
90 Within 1km of the scheme Within 1km of the scheme Not Answered Essewhere In Cornwall Not Answered No	sewhere in Cornwall Not Answered  RArswered Elsewhere in Cornwall	Not Answered Not Answered	lr48pb TR1 3RX	tr138rf	Motor carivan Motor carivan	Never	Never	Yes Never Yes	Agree, Nappy with the proposals Agree, happy with the proposal	
	sewhere in Cornwall Within 1km of the scheme  sewhere in Cornwall Elsewhere in Cornwall  Answered Not Answered	Not Answered  Elsewhere in Cornwall  Not Answered	TR3 6DP  TR1 1PR  Visiting elderly mother TR16 5DT		Motor carivan  Motor carivan  Motor carivan	Never	Never Never Never	Never         Yes           Never         Yes           Never         Yes	Agree, happy with the proposals Agree, happy with the proposal	
95 Elsewhere in Cornwall Not Answered Not Answered Not Answered	kt Answered Elsewhere in Cornwall Answered Not Answered	Not Answered Not Answered	TR13 8DW		Motor carivan Not Answered	Never	Never	Never Yes Not Answered	Agree, happy with the proposals agree happy to me agree to the proposed vehicles will create notice and gift politics for nearby residents. Also the vortex will create trail create only and gift politics for nearby residents. Also the vortex will create trail create a forth and making the disconstructions.	
97 Within 1km of the scheme Elsewhere in Cornwall Not Answered Elsewhere	sewhere in Cornwall Within 1km of the scheme	Not Answered	Tr4 8jq	Tr13lj	Motor carivan		Every 6 months or more	No	See of Local people have been overflooked   See   Se	opie
									Curtained Circes Roundationates egi tourcan crossings are noundationate have an highly note that the promoter of the promote process of the promoter proper personal in the number of crystals in the area seems to be increasing and it would help people willhout a car access employment making it easier for businesses to recruit access the recruit access to recruit access the recruit access the recruit access to recruit access the recruit access to recruit access the recruit access to recruit access the recruit access the recruit access the recruit access the recrui	
									Even though a will be grade separated the new Civiliation countribution of triviation between the supplied from any day assignated priven the propogoded supparation of Timor. This would make it isselser post on the sidner or acts, souther speeds on the civiliation gradingeoway; reduct our failure sidner or dature.	
									accidents and make it easier to install fluctions.  Whill read a sate sequest provision as as service are made arround-abouts, unless separate floorises as sold as as settle provision and arround-abouts, unless separate floorises/ bridgening variety fordisemay was provised allonguised and ongoined and complete which seek separate floorises/ bridgening variety fordisemay services and control and cont	
									allong. It would be efficient by until y providing leaf filled to the providing and content of the content of particular and content of the content of particular and content or the content of particular and content or the content of the content of particular and content or the content of th	
									Retaining the cid road would make it more likely for me to visit local businesses on the road. For example lovation consider visiting the Toylars garage on the road at present as lovation consider it under to turn light into it or right out of it because of the high risk of being involved an accident.  As mentioned previously adequate provision for	
98 Not Answered Not Answered Not Answered Not Answered	A Answered Not Answered	Elsewhere in Cornwall	ItrS Clave		Motor carivan	Never	Nanouer	Never Mas	As well as improving cycle bacilities on the AQI there is a need of Commet Council or improve cycle bacilities on the AQI there is a need of Prosphyou have probably not drawn up detailed plans of the roundabous, pix Agree, happy with the proposals Agree but could be improved. Agree but could be improve	ut, plans of the roundabout.
							- Control Cont	100	The soon take this could be updated by the search of the source has all forms a source from the source has all forms and the source	
99 Elsewhere in Cornwall Net Answered Not Answered Not Answered Not Answered	Answered Not Answered	Elsewhere in Cornwall			Motor carivan	Never	Never	Never Yes	Agree, happy with the proposals Agree, happy with the proposal	
100 Elsewhere in Cornwall Not Answered Not Answered Not Answered Not Answered	t Answered Not Answered	Elsewhere in Cornwall	TRS OTX	TR5 0TX	Motor carivan			Yes	Agree, happy with the proposals Agree, happy with the proposal	.e. highlighling anyted.
									height of new lyours at Cartinal or new road at 2 Easis, impost on barrows with land both sides 2 Easis, impost on barrows with land both sides 4 Easis, impost on barrows with land both sides 4 Easis and the sides 5 Easis and the sides 6 Easi	
.101 Within 1km of the scheme Not Answered Not Answered Not Answered	x Answered Within 1km of the scheme	Within 1km of the scheme	TR8 SDB	TR16 5EH	Motor car/van	Never	Once a year or more	Never Yes	junction at Chiverton will be further awayingt a direct route to Truro  East Bound access should be retained at Chybucca for those that live in  No opinioning sureidoes not  No opinioning su	
104 Within 1km of the scheme Not Answered Not Answered Not Answered	Bewhere in Comwall Elsewhere in Commall Elsewhere in Commall Elsewhere in Commall Answered Within 1km of the scheme	Not Answered  Not Answered	TR16 SDH TR3 6UB TR4 6UD TR4 9UX I use the A30 for access to and from my home for all	PL27 6BU	Metor carivan Metor carivan Metor carivan Metor carivan Metor carivan	Never Never	Never Never	Never Yes Never Yes Never Yes	Agree, happy with the proposals Agree, happy with the proposal	
105 Elsewhere in Cornwall Not Answered Not Answered Not Answered Not Answered	Not Answered Not Answered	Not Answered	purposes east of Chiverton Cross TR3 6EN		Motor canvain	Never	Never	never Yes	Agree, happy with the proposals Agree, happy with the proposal	can download this or ill not have. ie cross-improvement- 000DRZ00100Consultation%2
									chiveman-by-caliand-cross-improvement- scheman-by-caliand-cross-improvement- scheman-by-caliand-cross-improv	what traffic flow options will
									The https://jiphwaysenpland.cit.zeropate.com/bea/5ic.yeb/systenche-carland-c - The eissiling roundabouts and junctions - Congestion, tailbacks and eleaying - Congestion, tailbacks and relaying - Slow moving agricultural vehicles  - Slow moving agricultural vehicles  - The eissiling roundabouts and junctions - Congestion, tailbacks and planting - The thips://jiphwaysenpland.cit.zeropate.com/bea/5ic.yeb/systence-parland-c - Slow moving agricultural vehicles  - The eissiling roundabouts and junctions - Congestion, tailbacks and planting - The chips://jiphwaysenplant cit.zeropate.com/bea/5ic.yeb/systence-parland-cit.	st says that:
106 Elsephere in Cornesill	sewhere in Cornwill	Net Annual	live in Perranporith. I regularly travel, for work, by car to TR6 0GS	TIDE UNIO	Motor captum				This new scheme will reduce the level of access onto the ACO.  The distance, in terms of local use of the ACO.  The distance, in terms of local use of the ACO.  The distance, in terms of local use of the ACO.  The manufacture of local use o	
106 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Elsewhere	you answered	Not Answered	Bristol. So use the A30. TR8 0GS	TR6 0HD	Motor can/van			Yes	Agree but could be improved Ag	
107 Elsewhere in Cornwall Net Answered Not Answered Not Answered Not Answered	Answered Within 1km of the scheme	Not Answered	#12bt	ex2 7hr	Motor carivan	Never	Once a year or more	Never Yes	Agree, happy with the proposals Agree, happy with the proposals Agree but could be improved. Agree but	
									Given that the ide of ASQ will be resinated, believe in in all are covering distances to mile accovering distances to mile accoverin	back of consultation
109 Elsewhere in Corrwall Not Answered Not Answered Elsewher	Answered Not Answered  Not Answered  Within 1km of the scheme	Elsewhere in Cornwall  Not Answered		TR1 2NY	Motor carivan  Motor carivan	Never Never	Never Never	Never Yes Never Yes	Agree, happy with the proposals Agree, happy with the proposal	
110 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Elsewhere  111 Within 1km of the scheme Not Answered No	Sewhere in Cornwall  Elsewhere in Cornwall  Answered  Within 1km of the scheme	Not Answered  Within 1km of the scheme	TR26 2PT	TR26 2PT	Motor carivan  Motor carivan	Never	Once a year or more  Never	Yes Never	Agree, happy with the proposals Agree, happy with the proposal	
112 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Not Answered	x Answered Within 1km of the scheme	Not Answered	TR4 8FE		Motor carivan	Never	Never	Never Yes	We just need to avoid opertifying the pit of Christman (No opinion/hor surelidose not No opinion/hor surelidose not Agree, happy with the proposals Agree, hap	
114 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Elsewhere	A Answered Elsewhere in Cornwall     Not Answered     Sewhere in Cornwall     Sewhere in Cornwall     Stewhere in Cornwall	Elsewhere in Cornwall  Not Answered  Not Answered	TR6 QJB  v4 8nl  TR5 QLA	TR6 0JB	Motor carivan  Motor carivan  Motor carivan	Never  Never  Once a week or more	Never Never	Never Yes Never No Yes	Agree, happy with the proposals Agree, happy with the proposal	
	A Answered Within 1km of the scheme	Not Answered	TR4 9DX		Motor car/van	Never	Never	Never Yes	Agree but could be improved  Agree but could be improved  Agree, happy with the proposals Agre	
	kt Answered Not Answered  Elsewhere in Cornwall Elsewhere in Cornwall	Within 1km of the scheme  Not Answered	TR2 4TD TR5 0ST		Motor carivan  Motor carivan	Every 8 months or more Once a week or more		No Yes	Disagree Agree but could be improved Agree but could be im	
									passing ratific on the A3075 will be reduced and as we have 60% of drive by sades this will fill be reduced.  Also be route of the A30 will cut into my land and therefore will have a negative impact on my value eighyment of my home.	
					and the second s		1 1	1 1		1
115)Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme Within 1km	within 1km of the scheme Within 1km of the scheme	Within 1km of the scheme	TR4 9NE	TR4 9NE	Motor carivan			Yes	Agree but could be improved Agree but could be improved Agree but could be improved. Agree but could be improved Agree but could be improved. Agree but could be improved and be improved. Agree but could be improved. Agree but cou	

													There is currently a cut through/rat run predominately for westbound traffic travelling on the A30 towards Chiverton Cross roundabout that allows straffic to peal off in advance of Chiverton Cross, next to the farm at Perranzabulea and join the A330 Persitazze. With the proposal, there appears to be a strong likelihood that most Trurchound straffic would use this rat run (If left unaffered) as opposed to		Are there proposate to signales any of the junctionability in the proposate to signale any of the junctionability in the proposate to signale and the proposate to signal the proposate to the pr	f ee	
													utilising the proposed new link road that links the new junctions with the essting ASIO next to the existing. Otherhearn Creas Truor mit. If his was to be the case, the amount of traffic utilising this existing rat run would increase expencetility as it is a much more direct route and potentially cause queuing and tailbacks onto the newly proposed junctions for Truo traffic and crint the ASIO. If you was a first of the ASIO westbound carriageway I would also prefer a more direct link to the ASIO westbound carriageway		for many secple who complete the Lands Ent to John O Gross challenge and vice verse, but he may make collisions an John O Gross challenge and vice verse, but the wish to increase health and wellbeing through searcise. this should help somewhat to largor read to slow down, hence the question about searcise, the should help somewhat to largor insignations on the slips set. Would opps configured with and cyclists, walkers et are made aneased of the slammather route. The design must called the file ASP is a stronglet in cyclists are continue to use the new ASD. The design must calter for future ratific rends and volumes.	e e	
. 120 Within 1km of the scheme Within 1km of the scheme Net Answered	Elsewhere in Cornwall	Within 1km of the scheme	Within 1km of the scheme		3 6DT TR16 SEH Motor carivan		Never		Never	Never Yes	Agree, happy with the proposals Agree but could be improved	Agree but could be improved	when headed out of Turu on the A390. The proposal requires me to varied east before threeling back was More of an annoyance rasher than a a show stopper, so happy with your proposals.  1. Chiverion Cross. Moving the roundatout eastwards gives a significant electuar for west bound traffic from Turn O's the may result in additional traffic passing through Chacevater rather than using the A390430, There and all shows he in presents in traffic results in cross from Page-1967.	No preference Yes	proposed route. Hear their safety will not improve this needs to be incorporated into the design. We only have so signage is paramount.  You need to state what your proposals are with respect to rights only. There are several which are cut by the new rout.  With the Nuk of the staffor remove from the	Letter through the door Work	This questionnaire is difficult to use, particularly the first questions. Were we meant to only select one option? I made a mistake and couldn't clear my response from some of the options.
	New Assumption	Not Assuranced	Not forward	75.		Mole				Name of the American	Agree but could be improved  Agree but could be improved  Agree but could be improved	No opinion/not sureidoes not	will also be an increase in traffic using the road from Roscanick. Farm south eathward image he desirable to make his roade a cut de sac. 2. There is no mention in your documents of rights of way other than roads. I use the area nearly as frequently on foot as by road and at is difficult to comment on the effect of the proposals on rights of way without knowing your proposals. In proposals will profit of way without he rights of way retends and prevent way notices not out across the new	No academaca	usisfing main road, there is a droper that vehicle speeds will crosses with a consequent hazard to non motorised travellers. Measure to keep vehicle speeds low are desirable. The An off road pain to Mitchell is desirable. The loading agricultural track is severed but diversion and addition of public indivelvely reliate words be	Direct contact from	The on line map is quite large and time consuming to view. This may be the result of using photolographic background rather than OS plan. A plan to take away would have been height at the
121 Not Answered Not Answered Not Answered  Not Answered Not Answered  122 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered  Elsewhere in Cornwall	Not Answered  Not Answered	Not Answered  Eldewhere in Cornwall		10 SUA Motor casivan  10 SUA Motor casivan  10 SUA Motor casivan	Walk	Every 8 months or more Neoer		Never Never	Never Yes  Never Yes	Agree but could be improved agree but could be improved. Agree, happy with the proposals. Agree but could be improved.  Agree, happy with the proposals. Agree but could be improved.	No obinioninat sureldoes not	Iroad.  There is insufficient information about the road changes at Chiverton Cross for me to be comfortable to agree. I feel that last time changes were made to the roundabout here in made the speed at which vehicles travelled on the roundabout too fast and firs scared every time I currently drive this junction. I would hope that these changes will remove this problem.	No preference Yes  No preference No	wecomes.	Highwaye England  Local community group  Community Network F	Useful preview at County Hall.    Useful to an extent   More information about Chiverton Cross changes
120 Within 1km of the scheme Within 1km of the scheme Not Answered 124 Steenhere in Commail Steenhere in Commail Not Answered 125 Steenhere in Commail Not Answered Not Answered	Not Answered Elsewhere in Cornwall Not Answered	Not Answered Not Answered Not Answered	Not Answered Elsewhere in Cornwall Elsewhere in Cornwall	From Ladock to St Agnes & the West TR2 49 ol268y	9 DX Motor canhan TR2 4AJ Motor canhan P2889x p2889x Motor canhan		Every 6 months or more	Once a year or more.		Yes Yes No	Agree, happy with the proposals   Disagree   Disagr	Agree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals Agree happy with the proposals Agree happy with the proposals Disagree Disagree Disagree	N/a  My main concerns are - why does Chybucca only have west facing slip roads? When travelling east it is usually have that I d jon the A30, Il have to stay on the old road up to Calfand Cross, when returning Il have to	Not Answered Not Answered No preference Not Answered Not Answered Not Answered	tepact on property value when close to extension  Just put traffic lights on Chiverton roundabout	Not Answered sway  Letter through the door  Public notice	Not Answered Useful Use
128 Etsewhere in Cornwall         Not Answered         Not Answered           127 Within 1km of the scheme         Not Answered         Not Answered           128 Etsewhere in Cornwall         Etsewhere in Cornwall         Etsewhere in Cornwall	Not Answered  Within 1km of the scheme  Elsewhere in Cornwall	Elsewhere in Cornwall  Within 1km of the scheme  Elsewhere in Cornwall	Not Answered  Not Answered  Not Answered	#13 #65	14 7BP         TR14 7BP         Motor carlvan           30c         Motor carlvan           jow         1955pw         Motor carlvan		Never Never	Every 6 months or more	Never Never	Never	Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Disagree  Disagree Disagree Disagree Disagree Disagree Agree, happy with the proposals	Agree but could be improved Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals	leave the A30 at Carland Cross to access the B3284 (north)	Option B         No           No preference         No           Not Answered         No	Chybucatin seat facing align reads. Wad a few been rice to know what the scene was before being assisted to fill in the form. The link on the paper questionnian does not work by the year, and the paper paper of the paper and the paper paper of the paper and the paper		Useful to an exister    Issued List is a see much more detail, with better explanation of features and closer more detailed drawings    Not useful   Isnow nothing about the sceme, need a letter box drop.    Useful   Use
129 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Elsewhere in Cornwall	Elsewhere in Cornwall	Elsewhere in Cornwall	TR:	14 OLL TR 15 SRF Motor carvan		Neoer		Never	Never Yes	Agree but could be improved Disagree Agree but could be improved Agree but could be improved.	Agree but could be improved  Agree but could be improved  Agree but could be improved agely to me  No opinion/ind sureldoes not agely to me	Some of the slip roads which will serve other villages will make journeys to Trusp Bodmin, Newquayer can beyond longer in terms of mileage. So more thought needs to be put into the actual location and number of these slip roads and the volume of traffic that will use each slip road at peak times. After spending this amount of money these slip roads and exist need to work whout staffic building onto the ASO. There needs to be more than three routes into Trut to assist this.	No preference Yes	The estimate of price as a ball park figure needs detailing a substitute of price as a ball park figure needs detailing a substitute of price as a ball park figure needs detailing a substitute of price as a white. More companied to the properties of the new road and slip roads.  Would it se with having a second Park and Ride or a	s	Useful to an extent Better answers to questions without getting political.
													I am supportive of the new proposals but am concerned that cycling will still be a dangerous activity near Chiverton roundabout. It is already a "wall of death" which I hope will improve with the new plans. I have to ask, what would be the cost of making a "dedicated" cycling crossing (under		deaccated do as station? Afear face The Curvention cross roundshort School bused can go from here the major School bused can go from here the major Schoolah Roppina (Schoolah Roppina) est from here - school kids and doler kids like me (4) and 112; coold cybe tee to get dropped off to wait for local busses into Turo This would be a great addition in my mind, majele haiving the swould be a great addition in my mind, majele haiving the control of the school of the school of the school of the swood be a great addition in my mind, majele haiving the swood be a great addition in my mind, majele haiving the school of the school of the school of the school of the school of the school of the school of the school of the school of the school of the school of the school of the school of school of scho	to of	Some detailed schematics of the Chiverton cross layouts or I just couldn't find them for which I am
130 Elsewhere in Cornwall Not Answered Not Answered 131 Elsewhere in Cornwall Not Answered Not Answered 132 Elsewhere in Cornwall Not Answered Not Answered	Elsewhere in Cornwall Not Answered Outside Cornwall	Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall	Not Answered Elsewhere in Cornwall Elsewhere in Cornwall	TRS0 TR1;	50TZ. TR1.3LO Blocks 13YL TR1.3LO Motor carivan 15.3AH TR1.5.AH Motor carivan		National Nat	Daily	Never Never	Never	Agree, happy with the proposals   Agree,	Agree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals Agree happy with the proposals Agree, happy with the proposals	3	No preference Yes Option A No No preference No	Dedicated cycling lares —— all the way into Trans expose who needs of other in Truno. People could dop beer claim of all the school sub her rather than must weary loarney, into Truno every morning.	Not Answered Facebook Letter through the door Local newspaper article	Sorry. Vervuseful Otherwise, good luck. Please consider the bus station / area. J. Useful Useful Useful
133 Elsewhere in Cormeall Not Answered Not Answered 134 Within 14m of the scheme Not Answered Not Answered 135 Within 14m of the scheme Not Answered Not Answered Not Answered Not Answered 136 Elsewhere in Cormeall Elsewhere in Cormeall 137 Elsewhere in Cormeall Not Answered Not Answered Not Answered Not Answered	Elsewhere in Cornwall Elsewhere in Cornwall Not Answered  Not Answered  Elsewhere in Cornwall	Elsewhere in Cornwall Within Istin of the scheme Not Answered Not Answered Not Answered Not Answered	Not Answered Not Answered Not Answered Not Answered Elsewhere in Cornwall Not Answered	177 hu 1750d 178 5 48 5 178 4	flu         Tri 38re         Motor cacivan           0al         Tri 5fst         Motor cacivan           5 SLP         Motor cacivan           Motor cacivan         Motor cacivan           5p         Motor cacivan           4 SRW         TR11 4RU         Motor cacivan		Never	Once a year or more	Never Never	Never   Yes     Never   Yes     Never   Yes     Never   Yes     Never   Yes   Never   Yes   Never   Yes   Never   Yes     Ne	Agree. happy with the proposals   Agree.	Agree. happy with the proposals Agree, happy with the proposal	3	No preference         No           No preference         No           No preference         No           No preference         No           No preference         Yes           Option B         No	Changes to the existing AGO should incorporate inessures to improve the separation and protection of non-motorised users.	Local community group Letter through the door Letter through the door  Letter through the door Highways England website	Useful to an extent Vey useful Vey useful The satefilte map of the route available on the website and at the consultation was very impressive. If this could be incorporated into the next consultation booklet spread over several pages this may be begint. Useful Useful
138 Within 1km of the scheme Next Answered Not Answered 139 Elsewhere in Cornwall Not Answered Not Answered Not Answered	Not Answered Not Answered	Within 1km of the scheme Not Answered	Not Answered Not Answered	TRS 0*	5 QUP TRS OUP Motor carlvan 788 Motor carlvan		Once a year or more Never		Never	Never Yes Never Yes	Agree, happy with the proposals	Agree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals apply to me Agree, happy with the proposals  Agree, happy with the proposals	In relation to Chybucca, it's not immediately obvious how one would join the new A30, (as they do now) from the St. Agnes end of the SS244 as if going lowards call and Cross. It might be that this is deliberate and such traffic would be routed sing the old A30, which is fine. However, it would be preferable to have access to the new A301 (going west on the SS244).	No preference No No preference No		Highways England website Not Answered Social media	Useful Very useful
140 Within 1km of the scheme Not Answered Not Answered  141 Steenhere in Cornwall Not Answered Not Answered	Not Answered  Not Answered	Within 1km of the scheme  Not Answered	Not Answered	TRSX	50XN TR11EB Motor car/van  Commercial vehicle		Never Once a month or more	Once a year or more	Never	Never Yes			and looking to join the main road.  Strongly support Option A of the Chybucca proposals as minimises environmental concerns and sterilises less land.  no obvious cycleway over the road?	Option A No	See comments to question 6.  Strongly support this proposal.  powements/desicated access	Letter through the door  Direct contact from Highways England	Very useful Usef
. 142 Outside Comwall Not Answered .	Not Answered Not Answered	Not Answered William 1km of the scheme	Not Answered Not Answered	I was born in Comwall and my family all live there. I have used this stretch of the A30 when used to commute from Summer court to Cambonne TR49R	20070		Never	Once a month or more		wouldn't use the ASD for any non-motorised activity if a too disriperous Yes Newer Yes		No opinionhot sureldoes not apply to me Agree, happy with the proposals Agree, happy with the	with options A or B at chybucca interchange there should be on and off	Option A No Option A Yes	cycle lane (on old A30)	Highways England website Letter through the door	Uselul 30 visualisation Very useful
144 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered  146 Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall	Elsewhere in Cornwall  Elsewhere in Cornwall	Elsewhere in Cornwall  Not Answered	Not Answered  Not Answered		Motor carivan		Neore		Never	Yes Never Yes	Agree but could be improved Agree, happy with the proposals Agree, happy with the proposals  Agree, happy with the proposals  Agree, happy with the proposals  Agree, happy with the proposals  Agree, happy with the proposals	Agree, happy with the proposals   Agree,	opening up the ancient Parish church at St Allen to their parishes of Zelah (this is a must)	Option A No  No preference No	Good that if is to be managed by an organisation with plensy experience. The settled on the existing ASD to local staffic is a very so the section of the existing ASD to local staffic is a very so the contract planning particularly where them vehicles is concerned.	and	Usehil Very usehili
146 Within 1km of the scheme Not Answered Not Answered 147 Within 1km of the scheme 148 (Sewhere in Cormail 1881) Elsewhere in Cormail 189 (Sewhere in Cormail 1894) Elsewhere in Cormail 1894 (Answered Elsewhere in Cormail 1894) (Answ	Not Answered Within 1km of the scheme Elsewhere in Comwall Elsewhere in Comwall	Within 1km of the scheme Within 1km of the scheme Not Answered Elsewhere in Comwall	Not Answered  Not Answered  Elsewhere in Cornwall  Not Answered	TR49 TR4 TR4	49BH Motor can/van 4 9JD TR4 9JD Motor can/van 9BU TR48BJ Motor can/van 9BG TR48BAG Motor can/van		Once a month or more Never Never Never	Once a month or more	Never Never	Yes	Agree but could be improved  Agree, happy with the proposals   Agree but could be improved  Agree, happy with the proposals   Agree, happy wit		s Summer traffic accessing Perranporth		It would be useful for southwest water to run a main to with reach of my property	Letter through the door Public notice Letter through the door	Very useful Useful Useful Useful Very useful excellent
150 Within 1km of the scheme Within 1km of the scheme Not Answered	Not Answered	Within 1km of the scheme	Not Answered	my drive is directly on A30 #49b.	ijb te49jb Motor carivan		Once a year or more			never too dangerous - even to see neighbours. Yes	Agree, happy with the proposals	Agree, happy with the proposals   Agree, happy with the proposals   Agree, happy with the proposals   No consistency surelifies not	The 2 options for the Chybucca junction do not appear to offer a good option for a vehicle joining from Shortlaneserd and wishing to travel East towards Cardan Cross. This needs turber inconvenement for someone	No preference No	concerned funding can be pulled at any time. We were assumed in 2004 world go ahead, so will believe in when fin diagog goes in.  How do Shortfamesend residents access the A30. Chybuco proposals agreed unreasonable if washing to travel East bowards Carland Crises. In the Aller Tarm road still in a Eastwards access roads 1 for An Edit accessed believed.	Letter through the door	Useful to an extent proposed route as per at consolation is not in the leaflet
151 Elsewhere in Cornwall   Elsewhere in Cornwall   152 Elsewhere in Cornwall   Elsewhere in Cornwall   153 Within 1km of the scheme   Elsewhere in Cornwall   153 Within 1km of the scheme   Elsewhere in Cornwall   Elsewhere in Cornwall   154 Within 1km of the scheme   Elsewhere in Cornwall   155 Within 1km of the scheme   156 Within 1km of the scheme   157 Within 1km of the scheme   158 Within 1km		Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered Elsewhere in Cornwall Not Answered	TR4 9f Live 3 miles from Carland Cross. Retired use existing A30 milestly for lessure TR4.99	Motor carivan		Never Never		nveret Never	Never	Agree, happy with the proposals No opinion had surelities not	Agree to cool to emproved. Agree, happy with the proposals. Agree, happy with the proposals gage, happy with the proposals. Agree, happy with the proposals.	who often commutes to Exeter using this junction.	No preference No No preference No Option A Not Answered	Zelah?  The current congestion on the A30 makes movement arous the area officult, these proposals therefore appear to deal	Letter through the door	Useful to an extent   Targetting local communities on access to the A30.  Very useful    Very useful    Very useful
154 Within 1km of the scheme Not Answered Not Answered	Not Answered	Within 1km of the scheme	Eleewhere in Cornwall	TRASE	Motor cashvan					Yes	Agree, happy with the proposals   Agree, happy with the proposals   Agree, happy with the proposals   apply to me		Re- the new position does not address the "rat run" on to the ASIG as the existing road goes on to the new junction - in fact I think this would make more of a rat run, there is no provision for pedestrian as local traffic from Truro side to get to Chiverton crossibalckwater facilities without using the rew viourdatiout, can their not the some form of more direct access across the ASI, alreads to predestimately-class, which would allow some	No preference No	the congestion.  It is very frustrating to see this development not being	Public notice	Very useful
_155 Within 1km of the scheme Within 1km of the scheme Not Answered	Not Answered	Not Answered	Not Answered	TR4 P	8 BHE Motor carivan		Once a year or more	Once a year or more.		Yes	Agree but could be improved   Agree but could be improved   Agree, happy with the proposals   Agree, happy with the proposals	Agree, happy with the proposals   Agree but could be improved   Agree but could be improved   apply to me	restoration of access as there used to be before the current configuration (business of junction will be the same whereas it is placed at present it is dangerous to cross the roundabout. The new junction at Chiverton has been poorly flought through. Traffic will take the easy option of travelling to Truro via the current narrow country Jane that is already a raft run. There is no provision for access to the services by toothise via an underpass cutting the community in half.	No preference Yes	developed alongside Commail council needs - and indeed find that the council are not pro-action making suggested for long term solution to congestion coming of at the ASIX Access for walkers and cyclists under the ASIX	Letter through the door	Useful
156 Within 1km of the scheme Not Answered Not Answered 157 Outside Comwall Outside Comwall Not Answered 158 Elsewhere Comwall Description Comwall 150 Utside to two of the orbitage of the Command Not Answered 150 Utside two of the orbitage of the Command Not Answered	Not Answered Not Answered Elsewhere i Cornwall Not Answered	Not Answered Not Answered Elsewhere in Corrwall	Not Answered Outside Comwall Not Answered Mot Answered	TR4E HPS TR4	18HE Motor car/van Motor car/van Motor car/van Motor car/van Motor car/van Motor car/van		Once a year or more	Once a year or more		Yes Yes Yes Yes New Yes	Agree, happy with the proposals	Disagree Agree, happy with the proposals Agree, happy with the proposals Agree happy with the proposals Agree happy with the proposals Agree, happy with the proposals Agree happy wi	More brought needs to be given to the design and how it will impact on current traffle which is already grid locked each day, ho provision for improved access to Truro will cause further problems under bridge required at Chiverton similar to one names at allet.	No preference Yes Option B No Option B Not Answered Option B Not Answered	surrent roundbout and A30 improvement) to access services from the western side of the A300. More though on to how this will affect the local community.  The council needs to provide a range of alternative proposa alongside those of Highways England.	Letter through the door Local newspaper article Not Answered	Your representative should record comments made at the events to help your thinking. No effort made to take note of the resident views at the event. Alternatively, interactive maps could be provided to enable comments at the event.  Very useful  Very useful  Satisfied with what we saw.  Satisfied with what we saw.
150 Within 1km of the scheme Not Answered Not Answered 160 Elsewhere in Cernwall Not Answered Not Answered 161 Within 1km of the scheme Not Answered Not Answered Not Answered Not Answered	Not Answered Elsewhere in Cornwall Elsewhere in Cornwall	Not Answered Essewhere in Cornwall Within 1km of the scheme	Not Answered  Not Answered  Not Answered  Not Answered	TR8 51	5 NVQ         Motor carivan           4 9AS         PL 14 6HY         Motor carivan           9RE         TR 4 9LD         Motor carivan		Never Never Never		Never Never Never	Never	Agree, happy with the proposals Agree but could be improved:  Agree, happy with the proposals	Agree, happy with the proposals Agree, happy with the proposal	For 6B,6F AND 6H. From the current submitted proposals it is not clear if there is a proposed cycle/foot/other route permitting traffic from Truro to exit the A390 at	Option B No Option B No Option A No	None Probably not no	Letter through the door Letter through the door Letter through the door	Useful Our questions were answered and comments listened to.  Very useful  Very useful
													Chivernia, pass underlover the new A30 dust carriageway utilising a section of the old (1980's) A30. Passing the gangelishtrackies services and joining the B3275 to St Agnes at the existing services Roundabout. Permitting this round or brightlyeithyl limited verbices would separate a sizeable proportion of St Agnes-Porthlowan bound traffic especially light traffic and reduce the amount using the proposed double roundabout new junction. this world particularly improve cycling sallery and local traffic punction. this world particularly improve cycling sallery and local traffic.		no. Hurry up please, this road is interminably slow at peak		
. 162 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered  163 Elsewhere in Cornwall Not Answered Not Answered	Elsewhere in Cornwall  Not Answered	Not Answered  Not Answered	Not Answered  Not Answered	I am refired and live within 3km of the A30. I use the cross at the A30 by car or cycle virtually everyday, any improvement to the road would be welcome.  TR4 9u	88Z TR488Z Motor carlvan  49AZ Motor carlvan			Once a week or more Once a week or more		Yes		Agree, happy with the proposals   Agree but could be improved   Ag	6d The Chybucca junction would be more useful to have East as well as	No preference No	see comments at 6 sme!  I think it is a valuable asset to maintain the existing A50 as useable route once the clutting has taken pike as we all know that is valuable head to maintain the existing has not desired.	Local newspaper article  Letter through the door	Very useful Useful Useful
. 154 Elsewhere in Commall Not Answered Not Answered	Elsewhere in Cornwall	Elsewhere in Cornwall	Not Answered	TR2.4	2 4QA TR15 2TT Motor cae/van					Yes	Agree, happy with the proposals	Agree, happy with the proposals	We would love to cycle more as such limited options currently  The access from SI Agnes to Chiverton is much more of a falf. I am not convinced that I won't be waiting on A3075 junction on a morning still with the Truo traffic.  Currently I free go through Blackwell - this will stop being a viable option		happen. The dust carriage way has to be closed, this will the prevent griddock in Truro.	Letter through the door	Very useful
. 165 Bleeshere in Cornwall Essewhere in Cornwall Not Answered	Not Answered Not Answered	Within 1km of the scheme	Not Answered Not Answered	We live in Goorhavern and use this stretch of the road to get to work and to go virtually any where in Comwall for Lebure TR49C.  I live 2 mintes from Carland Cross roundabout TR4 98	Motor can'van 4 98N Motor can'van		Neore Name		News	Never Not Answered Name Vos	No opinion/not sure/does not		so I think my journeys may no be any better.  It would seem a waste to be doing all this work and not improve the traffic from A3075 especially for morning work traffic and tourist traffic from perran.	Option A Yes	It would be good to know the opinion form. Callestick Vean over the 2 proposals as they have to live with this but one specific decisions on existing AXI opinion decisions are the road where there are public footgasts.	Letter through the door Letter through the door	The Z maps were vital to ensure we could look at the proposals  I was surprised there was no media to record peoples opinions there and then e.g. ipad for this questionnaire to be filled in immediately.  Sorry can't thirk of anything to improve the consolation. All staff were friendly, approachable and efficient.
167 Elsewhere in Comwall  Not Answered  Not Answered  Not Answered  168 Within 14m of the scheme  Within 14m of the scheme	Not Answered	Not Answered  Not Answered  Viribin 15m of the scheme	Not Answered	Reside within 3km of A30. Any improvements to this busy, dangeous road are very welcome.  TR4 9/	99AZ Motor carivan		Never	Once a week or more	NOTE:	Never Yes Yes		Agree, happy with the proposals Agree, happy with the proposals.		No preference No	I would like more walkers & cyclists paths, etc. traffic free areas. Visitors and locals would find this helpful and use	Letter through the door	Very useful (sluces).
			Within 1km of the scheme	we have medical staff and careres three times or more a day every day and local services TR49F	*HF Motor car/van	Mobility scooter or car Daily	ly			Garden mower tractor Yes	Agree, happy with the proposals	Agree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals	3	Option A Yes	the paths in comfort and peace, improving the	Letter through the door	Very useful
169 Elsewhere in Cornwall Elsewhere in Cornwall Within 1km of the scheme 170 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Not Answered Not Answered	Within 1km of the scheme Within 1km of the scheme Not Answered	Within 1km of the scheme Elsewhere in Cornwall Not Answered	Within 1km of the scheme  Within 1km of the scheme  Not Answered  Not Answered	we have medical staff and carenes three times or more a day every day and local services.  TR49*  I share a carer working near Tressweren and use the A30 four times a day, some times more times if I am required off day TR1 11 medical day, some times more times if I am required off day TR1 11 medical day, some times more times if I am required off day.			Once a month or more			Garden mower tractor We would like to have a blocke and disabled routes please Yes Yes	Agree, happy with the proposals   Agree,	Agree, happy with the proposals Agree, happy with the proposal	s proposed routes for the A30 at the Chybucca Junction. Whilst I appreciate	Option A Yes Option A Yes No preference No Option A No	the paths in comfort and peace, improving the environment of all, and validitie.  I levadal like to see a cycle, wishing and socoder locate from the Demangorish. I film it would be the seed to the province of Demangorish. I shall not see the Demangorish is the seed to the Demangorish is the seed to the Demangorish of the Seed of the Demangorish of the Seed of the Demandorish of the Demandor	Letter through the door  Letter through the door  Highways England website Letter through the door	Very useful  Very useful  Very useful  Useful to an extent
169 Elsewhere in Cornwall   Elsewhere in Cornwall   Within 1km of the scheme   170 Elsewhere in Cornwall   Elsewhere in Cornwall   Not Answered   Not Answ	Within 1km of the scheme Within 1km of the scheme Not Answered	Within 1km of the scheme Elsewhere in Cornwall Not Answered	Wilhin 1km of the scheme	day every day and local services TR49F  I am a carer working near Tresawsen and use the A30 four	I 1NH TR49HF Motor car/van					We would like to have a bicycle and disabled	Agree, happy with the proposals   Agree,	Agree, happy with the proposals.	orroposed nodes for the A30 at the Chiphucca Junction. Whilst I appreciate that as echeme is necessary we do not feel that we can indicate a preference for either proposal as to he's lives a deserious effect on our tives. We would however like to make the following points:  Proposed node A  This proposal would effectively create a 6 lane highway just 10 metres	Option A No	the paths in comfort and peace, improving the environment for sill, and wildlife.  I would like to see a cycle, walking and scooter louds from Truro to Perrarporth. I think! It would be lusted by locals and holidigly people, (as the one	Letter through the door	
169 Elsewhere in Cornwall Elsewhere in Cornwall Within fam of the scheme 170 Elsewhere in Cornwall Selwerhere in Cornwall Not Answered Not Answered Not Answered	Within 1km of the scheme Within 1km of the scheme Not Answered	Within 1km of the scheme Elsewhere in Cornwall Not Answered	Wilhin 1km of the scheme	day every day and local services TR49F  I am a carer working near Tresawsen and use the A30 four	I 1NH TR49HF Motor car/van					We would like to have a bicycle and disabled	Agree, happy with the proposals   Agree,	Agree, happy with the proposals Agree, happy with the proposals is Agree, happy with the proposals Agree, happy with the propo	proposed toutes for the ASS at the Cirptures. Auredion. Whilst I appreciate may a softene is recessary we do not feel that we can indicate a preference for either proposal as both will have a determinus effect on our time. We would honever like to make the following points:  Proposed note A	Option A No	the paths in comfort and peace, improving the environment for sill, and wildlife.  I would like to see a cycle, walking and scooter louds from Truro to Perrarporth. I think! It would be lusted by locals and holidigs people, (as the one	Letter through the door	
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172   Within 1km of the scheme   Not Answered   Not Answered   173   Within 1km of the scheme   Within 1km of the scheme   Not Answered   N	Not Answered  Not Answered  Not Answered  Not Answered  Not Answered  Not Answered  Sewhere in Cornwall  Not Answered  Not Answered  Sewhere in Cornwall  Not Answered  Sewhere in Cornwall  Not Answered  Sewhere in Cornwall  Not Answered	Bisewhere in Cornwall  Within 1km of the scheme  Within 1km of the scheme  Within 1km of the scheme  Not Answered  Bisewhere in Cornwall  Within 1km of the scheme  Within 1km of the scheme  Not Answered  Bisewhere in Cornwall  Not Answered	Not Answered	I san a carer working near Trestawen and use the A30 for smee a day, some times more times if I am required off day TR1 11 meets a day, some times more times if I am required off day TR1 11 meets a day, some times more times if I am required off day TR1 11 meets a day, some times more times if I am required off day TR1 11 meets a day, some times a day to the times a day time	1 199F TR12PN Motor carivan Not Arowered  1 99F TR12PN Motor carivan Not Arowered  1 99B Motor carivan Not Arowered  1 19RR Motor carivan Not Arowered Not Arowered Not Arowered  1 19RR Motor carivan Not Arowered Not Arowered  1 19RR Motor carivan Not Arowered Not Arowered  1 19RR Motor carivan Not Arowered	Conse add beautiful St. Aller, crose Add boarded St. Aller, crose Add boarded St. Both cycle routes  Thirde car  Phivate car  St. St. St. St. St. St. St. St. St. St	Once a seed or more  Once a seed or more  Once a seed or more  Never  Never  Never  Never  Never		Never  Never  Never  Never	Never   Yes	Agree. Trappy with the proposate.  Agree. Trappy wi	Pages. Taggy with the proposate.  Agree. Taggy with the proposate.  Disagree	proposed routes for the ASI at the Chiphoco. Junction. Whilst I appreciate may solve the interesting we do not feel that we can indicate a preference for either proposal as both will have a delectious effect on our than. We would have been following points:  Proposed route A  This proposal would effectively create a 6 lians highway just 10 metres from our home requiring in interestable disturbance particularly as no wardowing in proposed to integrities the effects.  The new section of the ESSI44 estatestion from our farm have appears to the resulting in interestable disturbance particularly as no wardowing in proposed to integrities the effects.  The new section of the ESSI44 estatestion from our farm have appears to the resulting in the effects of the effects	Not Answered No preference No preference No preference No preference No N	he parts in conflort and papers, improving the construction of the fact and width.  If am resident of Zeith, Traffic roses is an issue needs to be considered.  If am resident of Zeith, Traffic roses is an issue needs to be considered.  If an investigation access to village Zeith as contentions the beautiful peoples used as the considered.  If an investigation access to village Zeith as contentions the beautiful peoples and the considered.  If an investigation access to village Zeith as contentions the beautiful people and the people access to the content and the village cub. Hereafted and the contentions the content and the village cub. Hereafted and the content	Letter through the door  Letter through the door  Not Answered  Letter through the door  Not Answered  Letter through the door  Not Answered  Not Answered  Not Answered  Letter through the door	Useful to an extent  Cheful to
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172 Within Stim of the scheme 173 Within Stim of the scheme 174 Within Stim of the scheme 175 Elsewhere in Cornwall 176 Elsewhere in Cornwall 177 Within Stim of the scheme 178 Within Stim of the scheme 179 Within Stim of the scheme 170 Within Stim of the scheme 170 Within Stim of the scheme 170 Within Stim of the scheme 171 Within Stim of the scheme 172 Within Stim of the scheme 173 Within Stim of the scheme 174 Not Answered 185 Elsewhere in Cornwall 185 Elsewhere in Cornwall 185 Stimphere in Cornwall 186 Elsewhere in Cornwall 187 Not Answered 188 Elsewhere in Cornwall 188 Elsewhere in Cornwall 189 Elsewhere in Cornwall 180 Elsewhere in Cornwall 180 Elsewhere in Cornwall 180 Elsewhere in Cornwall 180 Elsewhere in Cornwall 181 Elsewhere in Cornwall 182 Elsewhere in Cornwall 183 Elsewhere in Cornwall 184 Elsewhere in Cornwall 185 Elsewhere in Cornwall 186 Elsewhere in Cornwall 187 Elsewhere in Cornwall 188 Elsewhere in Cornwall 189 Elsewhere in Cornwall 180 Elsewhere in Cornwall 180 Elsewhere in Cornwall 180 Elsewhere in Cornwall 180 Elsewhere in Cornwall 181 Elsewhere in Cornwall 182 Elsewhere in Cornwall 183 Elsewhere in Cornwall 184 Elsewhere in Cornwall 185 Elsewhere in Cornwall 186 Elsewhere in Cornwall 187 Elsewhere in Cornwall 188 Elsewhere in Cornwall 188 Elsewhere in Cornwall 188 Elsewhere in Cornwall 189 Elsewhere in Cornwall 180 Elsewhere in Cornwall 18	Not Answered Sesewhere in Commodi Not Answered Sesewhere in Commodi Not Answered Not Answered Sesewhere in Commodi Sesewhere in Commodi Not Answered Sesewhere in Commodi Not Answered Sesewhere in Commodi	Wittin 1km of the scheme Not Answered Eisewhere in Cornwall Wittin 1km of the scheme Wittin 1km of the scheme Wittin 1km of the scheme Not Answered Not Answered Not Answered Not Answered Sesewhere in Cornwall Eisewhere in Cornwall Eisewhere in Cornwall Not Answered Not Answered Not Answered Not Answered Sesewhere in Cornwall Eisewhere in Cornwall Eisewhere in Cornwall Not Answered Not Answered Not Answered Eisewhere in Cornwall	Not Answered  Not Answered  Not Answered  Not Answered  Not Answered  Steewhere in Cornwall  Not Answered  Not Answered	Is an a correct york and and construction of the construction of the course and adv, some times more times if all an required off duly TR1 11 in the course and adv, some times more times if all an required off duly TR1 11 in the course and adv, some times more times if all an required off duly TR1 11 in the course and adv, some times and the course of business (I cown property in Redutuh & Newcycupy) I often travel along this stretch; & I often drive from Perraporth to Truro & back via callested, where i have friends.  It is the course of business (I cown property in Redutuh & Newcycupy) I often travel along this stretch; & I often drive from Perraporth to Truro & back via callested, where i have friends.  It is the course of business (I cown property at Marazanvose.  It is the course of business (I cown property at Marazanvose.  TR6 0.  It is the course of business (I cown property at Marazanvose.  TR6 0.  It is the course of business (I cown property at Marazanvose.  TR6 0.  It is the course of business (I cown property at Marazanvose.  TR6 0.  It is the course of business (I cown property at Marazanvose.  TR6 0.  TR7 0.	1 1997 TR1 2PN Motor canivan  1 1997 TR1 2PN Motor canivan  1 1998 TR1 2PN Motor canivan  1 1998 Motor canivan  1 1998 TR147PP Motor canivan  1 1998 Motor canivan  1 1998 TR147PP Motor canivan  1 1998 Motor canivan  1 1998 TR151DY Motor canivan  1 1998 Motor canivan  1 1998 TR151DY Motor canivan  1 1998 Motor canivan  1 1999 Motor canivan  1 1990 Motor canivan	Cross at 30 towards St Valve, cross A 30 towa	Doce a week or note  Oce a week or note  Oce a week or note  Oce a month or nece  Oce a note or note	Circe a week or more	Never  Never  Never  Never	Never   Yes	Agent Agent with the processes of parts agreed and programmed and the processes of the proc	Diseases  Diseas	progosed routes for the ACR with the Chiptocon Januardona, Whiteir Jappersists as other since statement research were done that were can indicate a preference for either proposal as both will be the can indicate a preference for either proposal as both will be were administrative proposal variety. We would however like to make the following points:  Proposal route A  This proposal variety of the Chiptocon Januardona of the Chiptocon and the can resulting in interserated as fairs inglinery just 10 meters the control to the control of the Chiptocon and control property or the Chiptocon and the Chiptoc	Not Answered No preference No preference No preference No preference No preference No N	The patient controller and papers, recogning the patient controller and papers are proportion in the formation of the patient controller and the patient con	Letter through the door  Not Answered  Letter through the door	Useful to an ordered.  Useful to an ordered.  Useful to an ordered.  Useful to an ordered.  Vision of the second of the second ordered well produced materials and archibits.  Vision ordered.  V
170 Within Stan of Securities 170 Wi	Not Answered Sesewhere in Commodi Not Answered Sesewhere in Commodi Not Answered Not Answered Sesewhere in Commodi Sesewhere in Commodi Not Answered Sesewhere in Commodi Not Answered Sesewhere in Commodi	Wittin 1km of the scheme Not Answered Eisewhere in Cornwall Wittin 1km of the scheme Wittin 1km of the scheme Wittin 1km of the scheme Not Answered Not Answered Not Answered Not Answered Sesewhere in Cornwall Eisewhere in Cornwall Eisewhere in Cornwall Not Answered Not Answered Not Answered Not Answered Sesewhere in Cornwall Eisewhere in Cornwall Eisewhere in Cornwall Not Answered Not Answered Not Answered Eisewhere in Cornwall	Not Answered	Is an a correct york and and construction of the construction of the course and adv, some times more times if all an required off duly TR1 11 in the course and adv, some times more times if all an required off duly TR1 11 in the course and adv, some times more times if all an required off duly TR1 11 in the course and adv, some times and the course of business (I cown property in Redutuh & Newcycupy) I often travel along this stretch; & I often drive from Perraporth to Truro & back via callested, where i have friends.  It is the course of business (I cown property in Redutuh & Newcycupy) I often travel along this stretch; & I often drive from Perraporth to Truro & back via callested, where i have friends.  It is the course of business (I cown property at Marazanvose.  It is the course of business (I cown property at Marazanvose.  TR6 0.  It is the course of business (I cown property at Marazanvose.  TR6 0.  It is the course of business (I cown property at Marazanvose.  TR6 0.  It is the course of business (I cown property at Marazanvose.  TR6 0.  It is the course of business (I cown property at Marazanvose.  TR6 0.  TR7 0.	1.1941 TRASHIP Materials	Cross at 30 towards St Valve, cross A 30 towa	Doce a week or note  Oce a week or note  Oce a week or note  Oce a month or nece  Oce a note or note	Circe a week or more	Never  Never  Never  Never	Never   Yes	Agen. Leggy with the progression.  Agen. Leggy with	Changes  Cha	proposed routes for the ASDI at the Chiptuces Junction. Whelet appreciate proposed routes for the ASDI at the Chiptuces Junction. When it appreciate proposed a professore for either proposed a both will have a chiefencius effect on our service. We would browned the time that the Victiming prints:  Proposed route & Proposed and professore and the ASDI and control and the ASDI and control and the ASDI and control	Not Answered No preference No preference No preference No preference No preference No N	The patients conceiled and papers, recogning the patients of t	Letter through the door  Not Answered  Letter through the door	Contracted   Contract   Contrac

						As a Chacewater resident I have increased concerns that the village will have an even greater into a fair. If only volume simply because this plan shirts Charleston cross to the Earth and State Association of the Charleston and the Charlesto			
200 Within 1km of the scheme Not Answered Not Answered Not Answered Within 1km of the scheme 204 Elsewhere in Comwall Not Answered Not Answered Not Answered Elsewhere in Commall	Not Answered Not Answered	live within about a mile of the scheme & use Chivertoon Cross on an almost daily basis   TR4 BUR   Motor cardvan   TR4 BUP   Motor cardvan		Once a week or more		Tes Agree but could be improved Agree, happy with the proposals Agree, happy with the proposal	in addition to 6i, I think a single roundabout - rather than 2, at the new chiverton x roundabout separated junction would be much easier to use. twin roundabouts cause slow traffic (like arch hill) which we can not afford to do.	Letter through the door Very useful Letter through the door Very useful	
200 Elsewhere in Comwall     Elsewhere in Comwall     Elsewhere in Comwall     Elsewhere in Comwall       200 Within 1km of the scheme     Not Answered     Not Answered     Not Answered	Not Answered Not Answered	TR152/N TR11AA Motor cerivan this is my route into A30 TR13FB Motor cerivan	Never	Never	Never	Yes Agree, happy with the proposals Agree, happy with the prop		Local radio Very useful Not Answered Not Answered	
207 Bleanhere in Comwall Elsewhere in Commell Not Answered Within 1km of the scheme Within 1km of the scheme	Not Answered	98.53 14.6gm Meter cervinn	Neover	Neover	Navore	No Disagree Disagree Disagree apply to me Disagree Obsagree Obsagree Obsagree Apply to me No preference No	why can't the process be processed quicker? Why is 12 months needed between DCO moving start and structure of start decision. turn another 12 months before constructions starts - tenders could be sort and approves	Letter through the door Useful	
208 Elsewhere in Comwall Not Answered Not Answered Not Answered Elsewhere in Comwall 209 Elsewhere in Comwall Not Answered Not Answered Not Answered Elsewhere in Comwall 210 Elsewhere in Comwall Not Answered Not Answered Not Answered Elsewhere in Comwall Elsewhere in Comwall Not Answered Not Answered Elsewhere in Comwall Not Answered Not Answered Not Answered Elsewhere in Comwall	Not Answered Elsewhere in Cornwall Elsewhere in Cornwall	TR60HD TR48HX Motor cerven TR15 2AG Motor cerven  Motor cerven  Motor cerven	Once a year or more Never	Never Never	Never Mever	Yes Agree, happy with the proposals Agree, happy with the prop	much quicker.  In the meanwhile please try to get some of the agriculture traffic off this section of this road, especially at peak times.	Letter through the door Very useful Local newspaper article Useful Local newspaper article Useful Local newspaper article Useful	attended exhibition at blackwater school - excellent with very helpful staff. Little needs improving well done!
211 Elsewhere in Cornwall Not Answered Not Answered Not Answered Not Answered Not Answered	Elsewhere in Cornwall	Motor cervan				Yes Agree, happy with the proposals Agree, happy with the prop		Local newspaper article Useful to an exte	Your improvement schame booklet which will be used as a reference document should I believe in these expanded views of both cartaind cross and chiverbon cross in detail as chybucca option A or B lifet that the entibition was very good, excellent to have so many consultants available to talk to, there overall approach of being open to suggestions with no hint of arrogance or 'we know best' was very referenting and much appreciation.
212   Bleenheer in Cornwall   Elsenheer in Cornwall   Steenheer in Cornwall   Not Answered   N	Not Answered Not Answered	PTicod Not Answered  pt 4 9]  Mator carlvan  Travel along a30 from St Erme to Perrapporth, Redruth etc  Itravel to Truro regularly from St Agnes via the Chiverton	Once a year or more	Once a year or more		Yes Agree happy with the proposals Agree, happy with the propo		Letter through the door Useful Highways England website Useful	
215 Elsewhere in Cornwall Not Answered 216 Elsewhere in Cornwall Not Answered Not A	Not Answered  Not Answered  Not Answered	Junction and sometimes the A30 to Chybucca TR50TF Motor carkvan 1785th Motor carkvan 1784 BEG Motor carkvan 1784 BEG Motor carkvan	Once a year or more	Never	Never	Yes Agree, happy with the proposals Agree but could be improved. Agree, happy with the proposals Agree, happy with the proposa		Letter through the door Useful	They were fine Thought the exhibition was well presented
218 Elsewhere in Comwall  Not Answered Not Answered Risewhere in Comwall  219 Elsewhere in Comwall  Not Answered Risewhere in Comwall  Elsewhere in Comwall  Elsewhere in Comwall  Elsewhere in Comwall	Not Answered  Not Answered	TR48DP   Motor carivan   Mot	Never	Never	Never	Agree, happy with the proposals Agree, happy with the proposal	Emergency access - water supplies - answered?	Letter through the door Very useful Not Answered Small businesses Very useful	
220 Within 1km of the scheme Not Answered Not Answered Elsewhete in Cornwal Within 1km of the scheme  221 Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered Not Answered Not Answered	Not Answered	my customers the better it is for my business . TR1SSRQ Motor carlvan Onc	a week of more			Yes Agree, happy with the proposals Agree, happy with the prop	None I think you have considered everything.  The lack of sliproads to enable easterly access to new road and getting off if heading west is short-sighted, Penny pinching and poses problems for emergency vehicles if there is a problem between Chybucca and Carland Cross. The lack of these two slip roads means residents, businesses etc.	Letter through the door	
222 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Not Answered Not Answered Not Answered Supplies that of the scheme Within 1 km of the scheme Not Answered Not Answered Not Answered Not Answered Not Answered	Elsewhere in Cornwall  Not Answered	TR6 GHB Not Answered	Never sawek or more	Never Once a week or more	Never Once a week or more	Yes Agree, happy with the proposals Agree, happy with the prop	new road should be behind town and country garage not solar	Letter through the door Very useful	nt Speak to landowners directly who will be affected by new road
224 Within 1km of the scheme Not Answered	Not Answered  Not Answered  Not Answered	TR4SDP Motor carvan  tr4 9tp Not Answered  Motor carvan	Never	Never	Never	Yes Agree, happy with the proposals Agree, happy with the prop		Letter through the door Very useful	We have been waiting a long time for this project - It cant come soon enough!
227 Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered Not Answered	Not Answered	irials to doctors. hospitals, shopping TR49HF Mater carrian				Tes Agree, happy with the proposals Agree, happy with the prop	d es	Letter through the door Very useful	I would like to see expanded details of cycle routes trough the junctions at Chiverton cross and Califard cross in particular. To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists turing the A30 for events such as landsend, suitable signipods are essential To discourage cyclists and the A30 for events such as landsend, suitable signipods are experienced.
228 Bisewhere in Cornwall	Not Answered	TR12BZ Boyde	Every 6 months or more	Once a week or more	Nover	been driving all philip speed for rop periods base absenders of the proposals and positive for the proposals and p	have you overlooked all the possible archaeological sites along the new road and will you do a thorough survey before	round of consultation	Io discourage cyclists using the ASI for events sour as tradeend, suitable signiposts are essential when these people usually have little local knowledge,     Stankyout the consultation exercise is excellent!
_229 Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered Not Answered Not Answered	Within 1km of the scheme	TR49BE Molor calvian Ore	a week or more	Once a week or more		Yes spoly to me spoly to me Agree but could be improved apreciated and under the provided appears and and under the provided appears and and under the provided appears and under the prov	many sites will be lost and damaged	Letter through the door Useful to an exte	nt
						heading for Thuro Is am not happy with the new position Is inkn hour position Is inkn hour as known as lands we should only carry staffic lowards Designated cycle lane on Clid A30. this road will			
231 Outside Comwall Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme Not Answered	Within 1km of the scheme  Not Answered	We are retired TR4 SPW Motor car/van Motor car/van TR4 SJA Motor car/van Motor car/van TR4 SJA	Neover	Every 8 months or more		Yes Agree but could be improved of Agree happy with the proposals Agree, happy with the propos	Chybucca the bridge will be more expensive for the new road	Public notice Useful	The Chiverton cross roundabout proposed layout should have been featured property inn the brochure, not just a white dot.
232 Within 1km of the scheme Elsewhere in Cornwall Elsewhere in Comwall Elsewhere in Cornwall Not Answered	Not Answered	TR4 8el Motor carrien	Every 6 months or more			Yes Agree, happy with the proposals Agree, happy with the prop	once the existing A30 on option.  An underpassiflyover at Chiverton Cross for the A30 is long overdue. May dederly friends simply will not drive round it in its present state including myself as it is too fast, dangerous and confusing. Traffic lights should have been installed when it was changed from a two lane to three lane roundshout, the	Not Answered Very useful	
	Elsewhere in Cornwall Elsewhere in Cornwall	Mater carivan TR450U Mater carivan				Yes Agree, happy with the proposals Agree, happy with the prop	sooner the new layout is finalised, the better for all local residents	Letter through the door Very useful Direct contact from Highways England Very useful	
235 Wittin 1km of the scheme Elsewhere in Cornwall Not Answered Not Answered Not Answered	Within 1km of the scheme	TR4 BEL Motor cerivan				cyclists on any 60mph road is a danger.	Dual carriageways - when a car or lorry breaks down or gets a puncture it blocks one lane of a 70mph dual carrigeway lets hope it comes to fruison this time within the proposed	Letter through the door Very useful	Provide the main map over 4 pages instead of 2
228 Elsewhere in Comwall     Not Answered     Not Answered       227 Within 1km of the scheme     Not Answered     Stewhere in Comwall       228 Quaside Comwall     Not Answered     Not Answered       Answered     Outside Comwall     Outside Comwall	Not Answered Not Answered Outside Cornwall	TRSOWF Meter carbon Commercial vehicle  EX1 2DZ EX1 2DZ Meter carbon	Once a month or more Never	Never	Never	Yes Agree, happy with the proposals Agree happy with the propo	timescales  I would like to see Cornish Hedges along some of the new	Letter through the door Very useful Letter through the door Very useful Letter through the door Very useful Very useful	
							A30, and earth bunds to contain engine and road noise, especially on embankments, and near TR4 9HD.  I would appreciate heights of embankments and depths of cuttings around TR4 9HD.		
Z39 Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered Within 1km of the scheme	Not Answered	TR4 9HD TR4 9HD Motor carivan				Yes Agree, happy with the proposals   Ag	Would you inform me of the details?  Where would you foresee the workforces offices and plant storage?	Direct contact from Highways England Very useful	
						Congestion at Chief voter that add pass fact that contained cross roundshousts appears to be the reasons for the chief voter that and pass for the chief voter that the contained that the contained that the chief voter that the voter contained used for the ADD on the left voter that the voter contained used for the ADD on the left voter that the voter contained used for the ADD on the left voter that the voter contained used for the ADD on the left voter that the vot	I think that the proposal is going ahead just because the money is available to say we have a dual carriage way through cornwall. I think the detrimental effect of the proposal		
240 Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered Within 1km of the scheme 241 Within 1km of the scheme Not Answered Not Answered Not Answered Within 1km of the scheme	Not Answered Not Answered	TR4 9EP         TR11 2DA         Motor catrion           Tr48rg         Tr48rg         Commercial vehicle         Onc	Never sa week or more	Never Never	Never Never	No Agree but could be improved Agree but could be improved Agree, happy with the proposals Agr	outweighs the perceived benefits. As stated I agree there are some pinchpoints along the route but bridging or underpassing the 2 roundabouts would address these issues	Letter through the door Useful Public notice Useful	
242 Elsewhere in Comwall Elsewhere in Comwall Not Answered Elsewhere in Comwall Not Answered	Not Answered	TR1 1EN TR1 2PU Métor carivan	Newse	Ninour	Once a vegar or more	I do not accept the three is map enged in more the read of more the first and admissible in a different read in the three is map enged profunding to wide the existing route without fur three encountering the contract of the contract and the encountering the contract and the con	Please see my comments earlier. You have missed the fact that this is a particularly beautiful stretch of land with old established farms and houses on it and this will radically affect it.		
DOLATION OF THE LACTURE OF THE LACTU		(MARIA SAFERITA	) preceding	Present	period great to titude	The junction of Chylocom caned to be changed so that access to and from the new And Control Co		USeful USeful	
						If it is proposed to use the existing A30 for more leisure use is cycling in previously mentioned were done the old A30	This section of road is in desperate need of updating to a dual carriageway and fough it will not please everyone it will help the flow of traffic and also out down on the amount of		
243 Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Comwall Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall	Elsewhere in Cornwall	Work TR4 9ER TR4 9ER Motor carlvan	Every 6 months or more			he faute this will not be affected be the amount of traffic using it to source the will not be dead to be the amount of traffic using it to source the will not be dead to be amount of traffic using it to source the will not be dead to be amount of traffic using it to source the will not be dead to be amount of traffic using it to source the will not be dead to be amount of traffic using it to source the will not be dead to be amount of traffic using it to source the will not be dead on the source the will not be dead to so disagree with the westboard only access the the bear mount of traffic using it to source the will not be dead only and east so disagree with the westboard only access the will like to see eath of the would be improved. Agree but could be improved. Agree but could be improved and provided users.    Note that the will not be dead to so disagree with the westboard only access the will like to see eath of the would be far more suitable be used by not not only access the will not be a source the will not be dead only access the will not be affected users.    Note that the will not be dead on the would be improved and only access the will not be added to the mount of traffic using it to source the will not be affected users.    Note that the will not be affected users the will not be a dead of the would be improved and only access the will not be affected users.   Note that the will not be affected users the will not be a dead of the would be improved and only access the will not be affected users.   Note that the will not be affected users the will not be affected users.   Note that the will not be affected users the will not be affected users.   Note that the will not be affected users the will not be affected users.   Note that the will not be affected users the will not be affected users.   Note that the will not be affected users the will not be affected users.   Note that the will not be affected users the will not be affected users.   Note that the will not be affected users the will not be	accidents on this section of road that currently occur.	Letter through the door Useful	
						involved going to the Chiverton nourablout and then back again.  If think he current blockages occur due to Chiverton Cross. If it were designed property with an under or overpeas so that strallic going to say Rednith/hatsying on the Army of the Chiverton Cross. The Chiverton Chiverton Cross. The Chiverton Cross. The Chiverton Chiverton Cross. The Chiverton Chiven Chiverton Chiverton Chiverton Chiverton Chiverton Chiverton Chi			
244 Within 1km of the scheme Within 1km of the scheme Not Arowered Not Answered Within 1km of the scheme	Not Answered	TR4 9EP Motor cardvan	Never	Never	Never None	No Disagree Disagree Agree but could be improved Disagree Oisagree Oisagree Agree, happy with the proposals Disagree Agree, happy with the proposals Oixerton.  Put in east bound entity to the A30 at Chybucca		Letter through the door Useful	More exhibitions locally with experienced staff to explain and listen. Scale models of parts of the route.
									Comments (continued)  I do not think this is the best solution and will eventually cause further congestion. I would prefer an underpass for the new read and any proposal designed junction with stip roads.  I appreciate the new would be a need for greater traffic devarion, but every incentive should be given
							The existing road, in my opinion, is one of the most dangerous roads in the SW, and the new proposal could not come quick enough. "The alignment" follows well, but I'm concerned about the connecting junctions, especially the Chiverton roundshout,		to the constructor for speed of construction.  [ster all the Saveck Bridge at Creenhottom was closed for 3 months causing the closure of the road leading to Falmouth with little opposition]  The junction at Carland Cross is not so complicated as most of the traffic joining the A30 travels in a Northern direction.
2.45 Within 1km of the scheme Not Answered N	Not Answered	TR4 SGN Not Answered TR4 SED Motor calcular	Once a morth or more			Yes Agree, happy with the proposals Agree but could be improved Agree but could be improved Agree, happy with the proposals Ag	I do not have the traffic figures, but the existing junction carries a large amount of traffic from St Agnes to Truro and return. I understand the new proposals is of divert traffic Partiell to and under the new road with the mini roundabout. The proposal to close some of the minor roads may have to change due to Narrow elementation of their publish.	Letter through the door Useful	Once again do not have the staffic figures, but consideration be given for a junction with the B3285 leading to Permaporth.  I would favour option A, less land and earthwork requirements although I expect these will be more opposition from the local residents.
249 [Within Txm of the scheme Not Answered Stewhere in Cornwall Essewhere in Cornwall Essewhere in Cornwall Not Answered Not Answered Stewhere in Cornwall	Not Answered  Elsewhere in Cornwall	TR4 BER Mator carivan  Loross the A30 at Chiverton (very dangerous) and Chivecoa, also dangerous TR6 0HB Motor carivan Onc	Unce a month of more a week of more	Once a month or more	Once a month or more	Yes Agree, happy with the proposals Agree, happy with the prop	change due to Narrow alternatives not being viable. This is obviously a much needed scheme It appears to be well though out and you should be congradulated  Very positive proposals that will improve traffic flow and safety		What you did was Ace, Welldone
248 Within 1km of the scheme Elsewhere in Cornwall Not Answered Not Answered Not Answered  249 Elsewhere in Cornwall Not Answered Not Answered Elsewhere in Cornwall Not Answered Not Answered Elsewhere in Cornwall	Not Answered  Elsewhere in Cornwall	TRASQU Motor carvan  TRAS.N Not Answered public transport	Every 6 months or more Once a year or more  Once a year or more	Once a year or more		Yes Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree, happy with the proposal	getting into and across the A30. current first bus route 85 Truro - Newquay turns East at Chybucca. The company need to be informed of changes to their route and timetable as the proposed junction will only head west, with the general flow of traffic.		Not sure you can! Hound the brochure and presentation excellent! My questions about certain junctions were answered readily and Jargon free. I also attended the consultation in March 2015
						No opinion/not surelitoes not	Some traffic using the B3284 at Chybucca does want to travel east. You have made no provision for east facing slip roads. The continuous traffic disruptions on the A30 temple duelling are unacceptable. Please ensure these works		Ino longer buy a local newspaper. I knew nothing of previous consultations/sothibitions. Greater use
250 Elsewhere in Commall Not Answered Not Answered Not Answered Elsewhere in Commall	Elsewhere in Cornwall	TR11TT Motor carivan	Never	Never	Never	Yes Agree, happy with the proposals Agree, happy with the prop	(Carland/Chivertor) are trouble-free.  Needs more focus on how environmental impact will affect local flora and fauna. E.g. are there additional plans for replanting hedgerows, woodland or other existing natural plantation? Will there be Cornish hedges to improve the	Not Answered Truro Library Useful	of local tv & radio & libraries.
251 Within 1km of the scheme Not Answered Not Answered Not Answered Not Answered Not Answered	Within 1km of the scheme	TRS OQF Motor catr/on	Never	Never	Never	Yes Agree, happy with the proposals Agree, happy with the prop	aesthetic appearance to the scheme and add value to the environment? Has the Cornwall Wildlife Trust been	National Coastwatch Not Answered Institution network Very useful	
						roads (neasunably by Penny-conne-quick new underside)  2 Local Truro cycle roade booklets uses roade of existing ASI Manazones. Petal effect of existing ASI Manazones. Petal effect of existing ASI Manazones. Petal effect of existing ASI of Manazones. Petal effect of existing ASI of ASI Manazones. Petal effect of existing ASI of A	er w		
						proposals.  3. Another existing cycle-lwak route crosses the existing cycle-lwak route crosses the existing to the company of			
						block his? Detail affect in proposals. (from points 28.3) Bookles that have cycle routes 8 A30 area. A1 Mountain bike rides from Turo	Old A30 is still a main route to new A30 AT Carland Cross for		More detail of access to New A30 and conversely how many minor roads will come to a dead end.
252 Elsewhere in Comwall Elsewhere in Comwall Not Answered Elsewhere in Comwall Not Answered Within 1km of the scheme Within 1km of the scheme	Not Answered  Not Answered	TRISSAU TRISSAU Motor carivan 198dx 198dx Motor carivan	Every 6 months or more	Every 6 months or more		Yes Agree, happy with the proposals Agree, happy with the prop	residents of Perranzablo Parish.	Letter through the door Useful	Give examples of possible routes once new A30 in place. From Perrapporth to Goorhavern to Old A30 and join new A30 a Carland route of carlos. Happy with consultations this year, would initially appear to be a great scheme. Can't walf for it to commence, so very much needed for this was of Comwall. If feel that this will be welcomed by the majority of travelliers and residents.
254 Eisewhere in Comwall Not Answered	Not Answered  Not Answered	TR4 9QU Motor carvan TR4 9QS Motor carvan				Yes Agree, happy with the proposals Agree, happy with the prop	An excellent scheme of which I wholly approve. The sooner it is completed the better!  not at this stage	Letter through the door Very useful	Please do not spend too much public money on expensive brochures - on paper which is not recojuda. Sinchures could have been handed back for re-use as it is not necessary to keep brochure.
256 Within 1km of the scheme Not Answered Not Answered Within 1km of the scheme Within 1km of the scheme	Not Answered	TR4 8DU TR4 8DR Motor carlvan Commercial vehicle	Neveri	Never	Never	Yes Agree, happy with the proposals Agree but could be improved Agree but could be improved Agree, happy with the proposals Ag	Having lived on the A30 at Marazarvose for forty five years, I have found the traffic is getting worse. This road is the most important scheme ever, in needs to start sooner than 2020, is	Letter through the door Useful	
_257 Within 1km of the scheme	Elsewhere in Cornwall	TR49EB Motor carrier	Once a month or more		walking	Issue. The not vote claring person years come source from the proposals Agree, happy with the	there is any way of getting it started sconer? That would be better please try and have an early start date, it this is most important. HURRY UP CAN NOT WAIT, GET IT STARTED SOONER!	Letter through the door Very useful	
258 Within 1km of the scheme Not Answered Not Answered Not Answered Not Answered Within 1km of the scheme Not Answered Sesentee in Commail Sesentee in Commail	Not Answered Not Answered Not Answered Not Answered	TR48EL   Bicycle	Daily Never	Neer	Never	There needs to be accounted with the ASIGN D Trainfell set with the proposals (Agree, happy with the proposals Agree, happy with the proposals (Agree, happy with the	Already noted earlier	Letter through the door Useful Letter through the door Very useful Local newspaper article Very useful	
261 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Not Answered Not Answered	Elsewhere in Cornwall  Not Answered	1/36dd Not Answered TR450L Motor cartvan	Never	Never	Never		There is no way to join new A30 going east at Chybucca junction		I thought it was very good and professional. Cormac & Cornwall council should take note of how to consult. You appreciate that villages (e.g. Zelah in this case) do not want trat running and extra traffic.
263 Elsewhere in Cornwall Not Answered Not Answered Not Answered Not Answered	Not Answered	I regularly use this section of road to access home from the east.  Motor carvan				Yes Agree, happy with the proposals Agree, happy with the prop		Not Answered important!! Not Answered	Let us know that is happening! Particularly if you want support! it's great but no publicity!!  A recent journey from Bristot airport took me 2 hours from Bristol to Chybucca - then 45 minutes to ben off!! Ridiculous!
284 Elsewhere in Comwall Esewhere in Commall Not Answered Esewhere in Commall Elsewhere in Commall Commall Elsewhere in Commall Comma	Not Answered	1783 SNY 1781 SPL Motor certven 149d1 149d1 Motor certven	Never Never	Never Never	Never Never	Yes Agree, happy with the proposals Agree, happy with the prop		Letter through the door Very useful Local newspaper article Useful	Showing traffic flow modelling at peak times on an interactive screen
266 Elsewhere in Commall Not Answered Not Answered Not Answered Within 1km of the scheme	Within 1km of the scheme	I do the school run from home to Truro across this section several limits at day.  TREOUG Motor carivan	Once a year or more	Every 6 months or more	Never	Inteched. Coal and Cross is ok as long as you can still get easily onto old A30 to Bouhease junction to get a deal you can still get easily onto old A30 to Bouhease junction to get a did good have in 8 Perrangenost, finally, I wan to concerned that the lack of all of the A30 between other A30 between other to lack.		Not Answered facebook Very useful	Also a 'journey' along the A30 - so if you wanted you could put in your normal routes and it would show new
267 Elsewhere in Cornwall Not Answered	Not Answered  Outside Comwall	TR4SBP Not Answered TR60.L b761ba Motor carvan	Once a year or more	Every 6 months or more	Mover	Yes Agree, happy with the proposals Agree, happy with the prop		Public notice Useful  Letter through the door Very useful	
269 Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme Bisewhere in Cornwall Within 1km of the scheme 270 Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered Within 1km of the scheme	Not Answered Not Answered	TRASLW Motor carlvan TRA SOJ Not Answered	Once a month or more	Once a week or more	Mover	peter existance the proposals Agree, happy with the proposals		Letter through the door Very useful Local newspaper article Very useful	
27) Within 1km of the scheme	Not Answered	TRASJA Meter certvan	Once a month or more	Never	Never	Yes Agree, happy with the proposals Agree to account on emproved.  Yes Agree happy with the proposals Agree but could be improved.  Yes Agree, happy with the proposals Agree but could be improved.  Yes Agree, happy with the proposals Agree but could be improved.  No opinionhois sureidoes not.  No opinionhois sureidoes not.	As I have said previously, Eastbound slips at Chybucca. I also have concerns about the unclassified road at Roscamick from being increasingly used as a rat run to the A390.	Direct contact from	
272 Outside Comwall Outside Comwall Not Answered Net Answered Not Answered	Outside Cornwall	Meter carriers	Never	Never	Mover	Yes Agree, happy with the proposals Agree, happy with the prop		Highways England website Very useful	
273 Within 1km of the scheme Not Answered Not Answered Within 1km of the scheme Within 1km of the scheme	Not Answered	I also do the school run, the local church pick up, the after school trips to and from Newquay, St. Afer, St. Erme, and TR4 SJA TR13LJ Motor carbon control of the school trips to and from Newquay, St. Afer, St. Erme, and TR4 SJA TR13LJ Motor carbon control of the school trips to an indicate the school trips		Once a week or more	Once a week or more	Isom here use it to get in Turo & A30 west.  Interpretation of the Control of the	I think you need to remember that villagers such as myself, work, so do a daily commute and also do the shipping trip, ct take people to church. hospitals, clubs etc. Sometimes I can go north or west 3 or 4 times a day.	Not Answered Parish Council/heighbours   Useful	Bring it to the village (Zelah) so we can access more easily. As lots of folk have not come nor filled out their forms as too fragile or disabled.
273 Within 1km of the scheme Not Answered Not Answered Within 1km of the scheme Within 1km of the scheme  274 Elsewhere in Cornwall Not Answered Not	Not Answered Not Answered	Truro TR4.9JA TR19_J Motor cardwan curbs) Deally    We 2 millies from Carland Cross and use A30 alot: But in the summer it is a headson'te bying to get onto the A50 alot   We 2 millies from Carland Cross and use A30 alot: But in the summer it is an headson'te bying to get onto the A50 alot   Alot 2 million Carland Cross and Sauthories are impossible. TR4.9BA   Motor cardwan	Never	Never	Never	Yes Agree Lappy with the proposals Agree, happy with the propo	I am saddened by the fact it's taking six years for the road itself to materialise	Not Answered Parish Councilineighbours Useful Public notice Very useful Letter through the door Useful to an extr	nt
2/19 (bit Artiswered No. Artiswered	Elsewhere in Cornwall Not Answered	149 Sept.   149	Once a year or more	Never	Never	Tes Agree, happy with the proposals Agree, happy with the prop	Greatly encouraged.	Letter through the door Useful Local newspaper article Useful	
_278 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Not Answered Not Answered	Not Answered	lilive in Goonhavern TR49QW TR49QW Motor catr/van	Never	Never		Yes Agree, happy with the proposals Agree, happy with the prop	I fully support the scheme, it solves a number of current traffic problems.  Would a new park and ride at chiverton be helpful? with a stop off at the Threemilestone park and ride?  The water supply pipes of three burrows cross under the A30 from Chiverton services approx. 200m west of the junction.	Letter through the door Very useful	Excellent exhibition
						Non-reiningelined suppositional entral place and	from Chiverton services approx. 200m west of the junction. These are not mapped or marked and will need consideration and moving when dropping the level of the existing approach to Chiverton cross. Also, our stoplocks and meters are on the forecourt of the garage, and with the moving of the junction will need to be moved south of the A30, as in an emergency it.		
	Not Answered  Elsewhere in Cornwall  Not Answered	tr48hu   TR1648H   Commercial vehicle	Once a month or more Never	Never Once a year or more	Never	Yes Agree, happy with the proposals Agree, happy with the prop	would take 10 mins to get to turn off our supply.  Perhaps a layby could be provided near the round barrows for those with an interest in pre history to visit the area	L	Provide comments of the houseowners and land owners affected by the scheme
281 Bisenhere in Comwall Not Answered Not Answered Bisenhere in Comwall Bisenhere in Comwall Bisenhere in Comwall Not Answered Not Answered Not Answered Bisenhere in Comwall Bis	Not Answered  Elsewhere in Cornwall  Not Answered	TR165DH Moor carivan  TR165DH Moor carivan  TR50QA TR50QA Meter carivan  TR50QC Moor carivan		Once a month or more		Maybe a cycle route if posible. Also people do	Plan A I feel that whoever lives in the bungalow, the road goes very bear, I wouldn't like it		Eplained very well
285 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Within 1km of the scheme Not Answered	Not Answered	Trequently cross the A30 at Chybucca & Chiverton and other pin it at Chiverton to travel west and Chybucca to Travel east   Tr	Never	Never	Never	set bound carringering visit the proposals Agree, happy with t		Letter through the door Very useful	
286 Outside Comwall Outside Comwall Outside Comwall Outside Comwall Outside Comwall	Outside Cornwall	BS7 90Y BS1 3NX Motor carivan  My home in St Agres is within 3 miles (Skm) of Chiverton  Cross, we use driverton cross junction several times every  leved, we travel dright of a 800 between Chiverton Cross &	Never	Never	Never	No Disagree		Not Answered Not Answered	Provide copies of the "satellite" view of the proposed route and junctions in place of pp 14 & 15 of the
287 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Net Answered Elsewhere in Cornwall	Not Answered	week, we travel along the 830 between Criverton Crioss & California Crioss about crice a week  TRS 0RW  Not Answered motor car				Yes Agree, happy with the proposals Disagree Agree, happy with the proposals Agree, happy with	At the moment, all traffic from the Newquay direction travelling to Truro goes through Zelah, which means there are high		Priorice copies of the "satestie" view of the proposed route and junctions in place of pp14 & 15 of the public consultation document (oct 2016)
288 Within 1km of the scheme Not Answered Not Answered Not Answered Not Answered	Not Answered	Motor carrien	Once a year or more	Never	Never	Yes Agree, happy with the proposals Agree, happy with the prop	volumes of traffic, especially when people are travelling to and from work. It seems that this scheme will mean that this traffic should avoid Zelásh by joining the existing A30. Will there be some provision to ensure that this actually happens and that Newquay traffic does not just continue to come through Zeláh?		
						the our rent direct sign from Trus for west bound stratific to reduce the stratific volume on the proposed mere roundation (ROM) (ROM) and the proposed mere promoted to a TOM's desired (a genera sustainable option).  I send of record and a set of the se	the slip from Truro westbound I believe should be retained as ensuring that a rapid exit of traffic from this area could have a dramatic impact on the overall pressure of traffic within the		
						undergoats connecting the braid and the biological process of the biol	majority of Truro especially considering the proposed increase in population as laid out by the current housing plans  The material doesn't make it clear if the existing a30 will		
289 Elsewhere in Cornwall Not Answered Not Answered Elsewhere in Cornwall Elsewhere in C	Not Answered  Not Answered	ert 3mg TR15 3RD Méter certven TR5 0QA TR4 8HQ Méter certven	Once a year or more	Once a year or more Once a week or more	Naver Street	Yes Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree, happy with the proposals Agree but could be improved Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree but could be improved Agree, happy with the proposals Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree. happy with the proposals Agree but could be improved Agree but could be improved Agree. happy with the proposals Agree but could be improved Agree. happy with the proposals Agree but could be improved Agree. happy with the proposals Agree but could be improved Agree. happy with the proposal	maintain continuity at chybucca or whether it will be split by the duel carriage and be replaced by the roundabout network	Not Answered Through Kemp Engineering Useful Letter through the door Very useful	information on volumes of traffic through the year daily patterns of traffic movements.
Userm ere us comment procuring		Monta carrier			Running	Yes Agree but could be improved Agree, happy with the proposals Agree has could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals of the proposals Agree but could be improved Agree, happy with the proposals agree but could be improved Agree, happy with the proposals of the proposals of the proposals of the proposals of the proposals agree but could be improved Agree, happy with the proposals of the proposals of the proposals of the proposals of the proposals agree but could be improved Agree, happy with the proposals of the		very useful	
291 Elsewhere in Comwall Not Answered Not Answered Not Answered Elsewhere in Comwall Essewhere in Comwall Essewhere in Comwall Not Answered Not Answered Not Answered	Not Answered Not Answered	Regularly travel up and down the A30 and into Truro. Usually join and leave the A30 at Chyloucca TR50QA TR50QA Not Answered  #60thp Motor car/van	Never	Never	Never	Yes Agree but could be improved Agree, happy with the proposals (Agree, happy with the proposals (A	see 6i	Letter through the door Useful Letter through the door Verv useful	A model would have helped me to see height differences and impact of bridges etc. Thinkyou, do sincerely hope the finance will be available, many times difficult to cross at the existing Chybroca junction. The presentation is very good at present. Please take into account the 'upheantif' of work load and 'the presentation is very good at present.
233 Elsewhere in Cornwall Not Answered Not Answered Not Answered Within 1km of the scheme	Not Answered Elsewhere in Cornwall	Commute from Perrangon's to Truro Motor carivan  TR48AH Motor carivan	Never	Once a month or more Never	Mever	Yes Agree, happy with the proposals Agree, happy with the prop	d	Letter through the door Very useful Letter through the door Very useful	now best to reduce displeasant less
285 Within 1km of the scheme Not Answered Not Answered Not Answered Within 1km of the scheme	Not Answered	I travel a lot on the A30 for work both east and west. this will make going west bound fer more complicated. You cannot remove access to the A30 from here.  TR4SEL Motor catr/van	Never	Every 8 months or more	Never	Agree but could be improved Disagree Agree, happy with the proposals Agree. happy with the proposals Disagree Agree but could be improved apply to me    Agree but could be improved by the proposals of the propo	Traffic calming through Blackwater needs to be considered to ensure lorrys, cars and motorbikes do not continue to use Blackwater as a raf un.		Actually have the proposed Chiverton cross layouts in the booklet please.
256 Within 1km of the scheme Not Answered Not Answered Not Answered Not Answered Not Answered	Not Answered	TR4 8HH Motor certran	Once a year or more	Once a year or mone		Yes Agree, happy with the proposals Agree, happy with the prop	Islackwater as a rat run. Also flooding Blackwater with run off water from the new layou needs to be considered.	Public notice Useful	To have the new Chiverton roundsboot scheme in the actual information leaflet. We had to photograph the display panel for this section so that we could review it at home.

237 Within 1sm of the scheme Elsewhere in Cornwall Not Answered 238 Not Answered Not Answered Not Answered 239 Elsewhere in Cornwall Not Answered Not Answered	Not Answered  Not Answered  Elsewhere in Cornwall	Not Answered  Not Answered  Elsewhere in Corrwall	Within 1km of the scheme  Not Answered Not Answered	14 Sqn TR50NU	Not Answered  Not Answered  Not Answered  Not Answered			Nevar		Never		Never	Not Answered Agree, happy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr	ee, happy with the proposals Agree, happy with the proposals A	Option B         Yes           No preference         No           Option A         Not Answered	Separate cycle route	Letter through the door Letter through the door Load community group		was useful but not correctly displayed at Truro Library, which was corrected by myself.  lease bring completion date forward - this was needed 5 years ago
300 Elsewhere in Cornwall Not Answered Not Answered	Not Answered	Elsewhere in Cornwall	Not Answered	TR49JY	Motor car/van			Never		Never		Never	Yes Agree, happy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr	Such take of the existing road (over lard taken by the win and solar farm.  No opinioninot suredoes not	Option A Yes	possible speed limits on old A30	Letter through the door	Very useful S	lightly more detail on how the new road will impact on property nearby
301 Elsewhere in Cornwall Not Answered Not Answered	Elsewhere in Cornwall		Not Answered	913tw	Motor cas/van			Never		Once a year or more		Never	Yes Agree, happy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Dis-	tavel west strill Chiveton. Any residents at the west of Truo will have to wave through Truo centre to get to Cartand cross junction. This will have the strip through Truo centre to get to Cartand cross junction. This will hard congest straffic at Truo. There needs to be east and weet slip most st of Chiveton. Agree, happy with the proposals apply to me	No preference No		Local newspaper article		
302 Within 1km of the scheme Not Answered Not Answered 303 Within 1km of the scheme Not Answered Not Answered	Not Answered  Not Answered	Within 1km of the scheme  Not Answered	Not Answered Within 1km of the scheme	TR48BA TR12GA	Motor carivan Not Answered	Once a r	a month or more						Yes Agree, happy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr	ee, happy with the proposals Agree, happy with the proposals A	No preference Yes  Not Answered Not Answered	Put in cycle lanes  see 6i above Also anvious to retain sufficient routes to cross	Letter through the door Local newspaper article email from m	Very useful we Useful useful y wife's	rry good as they are!
304 Elsewhere in Cornwall Sewhere in Cornwall Not Answered  305 Elsewhere in Cornwall Elsewhere in Cornwall Within 1km of the scheme  306 Elsewhere in Cornwall Not Answered  Not Answered	Not Answered  Within 1km of the scheme  Not Answered	Not Answered Elsewhere in Corrwall Not Answered	Elsewhere in Cornwall  Not Answered Elsewhere in Cornwall	tr48sa   work	Motor carivan  TR4 9DL Motor carivan  Motor carivan				Every 6 mo	ths or more		walked w for work a	en needed		gree, happy with the proposals app	by to me spyly to me Agree, happy with the proposals Agree had by a proposal Agree had be missioned as the proposal Agree, happy with the proposals Agree had be missioned as the proposal Agree, happy with the proposals Agree had be missioned as the proposal Agree had be missioned as the pro	No preference Yes  No preference No Option A No	over the a30 scheme.	Local community group workplace  Local radio  Local newspaper article	Very useful	mescale of each section of work being done
307 Elsewhere in Cornwall Within 1km of the scheme Within 1km of the scheme	Not Answered	Within 1km of the scheme	Not Answered	TR16 SAY	Motor carrivan											ee, happy with the proposals Agree, happy with the proposals A	No preference No	the current to	Local community group pen to the A390 Chiverton to Truro to improve fiftic problems and delays caused by the current	Véry useful	
308 Within 1km of the scheme Within 1km of the scheme Not Answered	Not Answered	Not Answered	Not Answered	TR48JF	Motor car/van car	0.3										ee, happy with the proposals Agree, happy with the proposals Agr	No preference No	Single carriage Only speed restrictions to the existing A30 as life for us locals would be miserable if we then	e way. Letter through the door	Useful to an extent to	o much talking and very little or no action
309 Within 1km of the scheme Within 1km of the scheme Not Answered	Not Answered	NOT ATISWEED	NOT Ariswered		Motor can'van Also walk	Listiy							res Agree, nappy win	the proposals. Agree, happy with the proposals. Agri	gree, nappy with the proposals. Agr	ee, happy with the proposals   Agree, happy with the proposals   Agree but could be improved   Agree, happy with the proposals   support a new dual carriageway.	No preference Yes	of all traffic ro roundabouts.	the existing A30 as access only!  Letter through the door  as a thirventon cross is nor fit for purpose, in view  utes conquering on these 2 single carriageway  the Truto traffic west should have a slip road  se west of Chiverhon and the rest should have an	very userui	
310 Not Answered Within 1km of the scheme Within 1km of the scheme	Within 1km of the scheme	Within 1km of the scheme	Not Answered	TR48HP	Motor carlvan	Once a r	a month or more		Once a month or more		Once a month or more		Yes Agree but could be	e improved Disagree app	to opinion/not sure/does not pply to me Agr	tee but could be improved  Agree, happy with the proposals  But the farm will be negatively impacted	No preference No	llowing.	tueens, Roche etc. as it works well & is free Local newspaper article Local newspaper.	have known igh locoal  Useful to an extent	
311 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered	Elsewhere in Cornwall	Not Answered	TR4 9JY	Motor carlvan			Never		Never		Never	Yes Agree, happy with	the proposals Agree, happy with the proposals Agree	gree, happy with the proposals Agr	ee, happy with the proposals. Agree, happy with the proposals. Agree, happy with the proposals agree, happy with the proposals.	Option B No	affected with have won wh	the property clase by to Chybucca will be both options. Looks like the solar park & turbines ere the road will be located. Whoever owns these bree the road will be located. Whoever owns these bree the road will be located. Whoever owns these where, are laughing all the way to the bank. Highways England cac, cru outstop her tart runners' the bane of the	Very useful	
312 Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall	Not Answered	Elsewhere in Cornwall	Not Answered	tr36ds	Motor carivan commercial	i van		Never		Never		Never	Yes Agree, happy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr		Option B No	local peoples They rate They rate specially m if the new du	lives? This form/for res' make local peoples lives pure hell - This form/for rem's and evening rush hours. Letter through the door lift carriageway is agreed could the road be	ochure came riend of mine! Very useful I I	hink you've got it about right! well done!
313 Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall  314 Elsewhere in Cornwall Not Answered Within 1km of the scheme	Within 1km of the scheme Within 1km of the scheme		Elsewhere in Cornwall  Not Answered	Some of the land we farm is in the 1km zone TR49NB tr49rj	TR49NB Motor car/van tr49hz Motor car/van	Once a week or more			Once a week or more	Once a year or more		Never		e improved Agree but could be improved Agree improved Agree, happy with the proposals Agree.		tee but could be improved Agree but could be improved Agree, happy with the proposals No opinionnois suredices not No opinionnois suredices not No opinionnois suredices not where is no NGV access to farm that includes artics, furnies and trailers.	Option A No	is very long	at concrete, the road between Exster & Honiton Letter through the door Letter through the door xisting A30 as a local route is excellent as it	Useful Ti	he consultation is very clear and good
315 Elsewhere in Cornwall Not Answered Not Answered 316 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered	Not Answered Within 1km of the scheme	Not Answered	TRSOUP	Not Answered tr48pn Not Answered			Never		Never		Never	Yes Agree, happy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr	ee, happy with the proposals Agree, happy with the proposals Agree but could be improved.	Option A No	would be the closed (accid The new cool cost-cutting	diversion in case the new dual carriage way was ent for example).  Inust be dual carriageway - no more dangerous lane sections.  Letter through the door	Very useful Very useful	
_31b Elsewhere in Cornwall   Elsewhere in Cornwall   Not Answered	Within 1km of the scheme	Within 1km of the scheme	Not Answered	er-Sulp.	If48pn Not Answered					Once a year or more			Yes Agree, nappy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr	It think the rationale for the new Chiverton roundabut & it's position are	No preference Yes	more cyclepaths Generally as I have said above, keep the route open from B2377 to A399 without detours to a large commuter roundabout - I regularly cycle this route & there is heavy overinto ratific from the north	Letter through the door	Very useful	
317 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Elsewhere in Comwall	Elsewhere in Cornwall	Not Answered	TRABAJ	Metor carivan				Once a week or more				Yes Agree but could be	s improved Agree but could be improved Agr	gree, happy with the proposals Agr	Use the determination for the local traffic but definitely for cyclic minimates and the proposals of the pro	Option A Yes	the glocalists Thousand That Command This small fall shrough it is, porture origin The farmyone will be desire family see all less som Go	ode it all looks good. but please consider the  witz - left's crack on!!  Letter through the door  pot in a depending of this road on  pot in a depending the specific or  pot in a depending the produce  the provider of every son after high qualify produce  to be econing well known for.  In alleady has a 4 lane carrigeway running  tions go alread if will will have 8 lanes spitting this  land rine 3 alleres of inaccessible parts.  Cardie shed, familing bed and handling area  ged. The plans for a retirement know will be  from the stoor.  In design and the gundfathers home will be  from the stoor.	Usofid	
318 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered	Not Answered	Not Answered	Customer of valued Nancarrow Farm TR11 2ST	Not Answered								Not Answered			While I like the idea of retaining the old A30 as a local road, concerned that due to low number of cars, their speeds will be very high and	Not Answered Not Answered	have diversif	so battled to keep the taminy tarm going. They de as advised but his part of the farm business less desirable with a noisy road closer.  Not Answered  Talking to oth	ner shoppers Useful to an extent	eel the survey questions were highly restrictive for public consultation.
319 Elsewhere in Cornwall Not Answered Not Answered	Within 1km of the scheme	Within 1km of the scheme	Not Answered	TR6 0DA	TR49DJ Bioycle				Once a week or more					No opinion/not sure/does not the proposals apply to me app	pply to me Agr	tee, happy with the proposals Agree, happy with the proposals Agree but could be improved. A30 have a 40mph limit?	No preference Yes	40mph on old a30 The Chybuconot appear to	Letter through the door sjunction is very important and the proposals do all allowed and the proposals do all diversions other works will encourage greater	Useful to an extent m	ore detail on the junctions especially these at Chiverton and Carland Cross
320 Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme  321 [Stewhere in Cornwall   Stewhere in Cornwall   Not Answered   Not Answer	Not Answered  Not Answered  Not Answered	Not Answered  Elsewhere in Cornwall  Not Answered	Not Answered  Not Answered  Elsewhere in Cornwall	TR16 SDU TR13HP	Motor carivan TR1 1QH Motor carivan Motor carivan			Never		Never		Never	Yes Agree, happy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr	thee but could be improved	No preference No  No preference No Option A Not Answered	use of their ju	d diversion, other works will encourage greater Not Answered Local newspaper article Not Answered Truro library	Very useful  Very useful  Very useful	
323 Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme	Within 1km of the scheme		Not Answered	retired campsite owner TR165EB	Not Answered											ree, happy with the proposals Agree, happy with the proposals Ref. although a West facing slip road will enable us local villagers to	No preference Not Answered		Letter through the door	Useful b	y coming back into results of any other suggestions on going from the first consultation
																use at least part of the dual carriage to improve our journey tem, not navy a saimbar size yound your gast seems to be a missed opportunity, were use got East at one you and you gast seems to be a missed opportunity, were use got East at one you gast East East East East East East East E	5	If the old creat inensine it will have a considerable amount of traffic as locate on their common will not really benefit from the dual section, and so it will not be aster to use for any other purpose than As stipulated	AND THE STATE OF T	St	he public consultation papers that were issued at the meeting is good but it does not contain the model registrates that were included in a decipient of the containing that was displayed and easier to decipient than the one or papers 14-15 of the mall grade.  Their issuerded good and found some highway papers, if dis not creation an easity to flow link to
324 Elsewhere in Cornwall Not Answered Not Answered	Not Answered	Elsewhere in Cornwall	Not Answered	TR4 9DX  Often use this route as regularly work on projects in	TR1 3BN Motor car/van			Never		Never		Never				ee, happy with the proposals   Agree, ha	Option A Yes	for motorised traffic. Still cross at your own risk!  I would defer to local users and their views on the	Letter through the door	Useful o	emplete this questionnaire, instead i had to search with questionnaire in the title.
325 Outside Comwall Not Answered Not Answered	Not Answered	Not Answered	Outside Comwall	Cornwall CF14 1HL	CF10 4BZ Motor carivan			Never		Never		Never				ee, happy with the proposals Agree but could be improved apply to me apply to me apply to me hour queues.	Option A Yes	matter.	Highways England website	2/ A	then referring to distance e.g. "1km of the scheme" please include the imperial equivalent as well - 3 of a mile.  significant proportion of the people you are addressing - especially the more elderly are only used
326 Elsewhere in Cornwall Not Answered Not Answered Not Answered Within 18m of the scheme Not Answered 228 Elsewhere in Cornwall Not Answered Not Answered Not Answered	Not Answered Not Answered Elsewhere in Cornwall	Not Answered Within 1km of the scheme Elsewhere in Cornwall	Elsewhere in Cornwall  Not Answered  Elsewhere in Cornwall	TR36DH tr165bx tr36hh	Motor carivan tr2 4hx Motor carivan tr50tj Motor carivan			Never Never		Never Never		Never Never	Yes Agree, happy with Yes Agree but could be Yes Agree, happy with	the proposals Agree, happy with the proposals Agree happy with the proposals Agree the proposals Agree happy with the proposals	gree, happy with the proposals Agr gree, happy with the proposals Agr gree, happy with the proposals Agr		No preference No No preference Yes No preference No	provision of cycle lane	Local newspaper article Letter through the door Local newspaper article	Useful to Very useful	imperial measures and will have no idea as to what a distance in km actually is!
	Not a name	Elsewhere in Cornwall	Elsewhere in Cornwall	live in St Agnes and have to negotiate Chiverton Cross roundabout regularly. It is a rightmare TR50XQ				Mount		Mount		Name				te, happy with the proposals Agree, happy with the proposals A			Letter through the door	0	core publicity  Includes the control what the processor and the control was a control
329 Elsewhere in Cornwall Not Answered Not Answered  330 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered  Not Answered	Not Answered	Elsewhere in Cornwall	roundabout regularly. It is a nightmare IROUXQ  TR49DX	Motor carryan  Not Answered			Never		Never		Never				ee, happy with the proposals. Agree, happy with the proposals.	Option A Not Answered  No preference Not Answered	ary improver works would Chiverton jur	nent to the time scale and completion date for the Letter through the door be extremely welcomed. Letter through the door Letter through the Letter through the door Letter th	Very useful (1) Very useful qu	strongly object to option B ry clear maps and information presentation, very helpful council officials on hand to answer estimates, well done.
331 Elsewhere in Cornwall Outside Cornwall Not Answered  332 Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme	Elsewhere in Cornwall Within 1km of the scheme	Elsewhere in Cornwall  Not Answered	Elsewhere in Cornwall  Not Answered	TR36FG TR48PA	TR15 2QG Motor carivan TR48HY Motor carivan			Never		Never		Never				ee, happy with the proposals Agree, happy with the proposals A	Option A Yes Option B Yes	Cycle & motorised priority along old A30 junction to the	r east. Letter through the door Local newspaper article	Not Answered Very useful	
. 333 Not Answered Not Answered Not Answered . 334 Elsewhere in Cormail Not Answered Not Answered . 335 Elsewhere in Cormail Not Answered Not Answered	Not Answered	Not Answered	Not Answered	TRACINA	Not Answered			Navar		News		Neose	Not Answered Agree, happy with	the proposals. Agree, happy with the proposals. Agree	gree, happy with the proposals. Agr	No opinion/not suredose not agreed, agree, happy with the proposals. Agree, happy with the proposals agreed, now the proposal	to	the main roads by making those routes acceptable, otherwise the narrow back lanes positive - mo become dangerous current A30	at of the construction will not adversely effect the  Letter through the door	Very useful	
335 Elsewhere in Comwall Not Answered Not Answered	Not Answered Elsewhere in Cornwall	Not Answered Elsewhere in Cornwall	Not Answered	TRAGRIG	TR151ST Not Answered			Never		Never		Never	Yes Agree, happy with	the proposals. Agree, happy with the proposals. Agre	gree, happy with the proposals Agr	ee, happy with the proposals. Agree, happy with the proposals.	No preference No	most importa it is more diff	ce that the scheme appears to notice some of the  thisbits  the scheme appears to notice some of the  thisbits  could see how the 3 species (fiton your survey)  modated as the details and reports are not  rele is a very significant population of bats using  fron roundabout. How you are aware f	Very useful	
336 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered	Elsewhere in Cornwall	Not Answered	TROOMF	PL311EB Motor carlvan			Once a year or more		Once a year or more			Yes Agree, happy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr	We feel that the 2005 proposal for Chybucca junction (further west, near	No preference Yes	Difficult to see but a safe cycle route off or on the new road should be a priority given it is a known hopefully you	several other RTA's along this stretch of route so	rc	aspbe add some of the finding of the ecological reports and mark up key habitats etc on the photo use map.  Is also hard to visualise junctions if you are not an engineer, so images would be useful,
																to present junction location ju between them the current processor.  We think east fainting align roads at Chylucus a meeted to lower use of old ASO by local staff. C. Eastboard and without in an own of the control o	'		Direct contact from		
337 Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme	Within 1km of the scheme	Within 1km of the scheme	Not Answered	TR49NF	Not Answered			Once a year or more		Never Never		Never	Yes Agree but could be	e improved Agree, happy with the proposals Agre	gree, happy with the proposals Dis	Agree Agree but could be improved Agree, happy with the proposals apply to me west-own draffic cannot exit and will back up all the way back to Cartano apply to me west-own draffic cannot exit and will back up all the way back to Cartano apply to me	Option A No	2 - Under/ove Over/underpasses for connectivity	r road connection near Ennis Farm (or Carland r bridge at Marazanvoseto maintain local	Very useful	
338 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered	Not Answered	Not Answered	I am retired - but use Chiverton and chybrucca junction regularly TR5 0QD	Motor carivan								Yes Agree but could be	improved Agree but could be improved Agr	gree but could be improved Dis	East and west facing slip roachs to new dual carriageway required at all agree.  Agree but could be improved. Agree but could be improved. Agree but could be improved. No opinioninot suredoes not.	Option A Yes	Social connectivity  Marazanvose (west zelah) for local connectivity  Trevalso (east Zelah) for local connectivity  at Chybucca	rb fridge at Trevalso (East Zelah) to maintain by y sa previously mentioned east facing slip roads Letter through the door Letter through the door	Very useful	
339 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered  340 Within 1km of the scheme Not Answered Not Answered	Not Answered  Not Answered	Not Answered  Not Answered	Elsewhere in Cornwall  Elsewhere in Cornwall	TR11JA  i live more thn one km from the scheme it is nevertheless important to me, chiverton area through which i travel frequently  TR48EL	Motor carlvan  Not Answered			Never Never		Never Never		Never Never	Yes Agree, happy with  Yes Agree, happy with	the proposals Agree, happy with the proposals Agre the proposals Agree, happy with the proposals app	gree, happy with the proposals Agr lo opinion/not sure/does not pply to me app	ee, happy with the proposals   Agree, ha	Option A No Option A Yes	AT LAST!!  Dedicated cyclepaths of sufficient width	Not Answered local library -  Letter through the door	by chance Useful be	atter communication
341 Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme  342 Within 1km of the scheme Not Answered Not Answered	Not Answered Not Answered	Not Answered Within 1km of the scheme	Not Answered  Not Answered	TR49DL TR49JB	Agricultural vehicle TR13LN Motor car/van	Once a r	a month or more	Never		Never Once a year or more		Never	res Agree, nappy win	the proposals Agree but could be improved Agr	gree, nappy with the proposals (Agr	ee, happy with the proposals Agree happy with the proposals Agree. happy with the proposals Agree, happy with the proposals apply to me  No opinionnist survisions not because of agriculture staffic  No opinionnist survisions not survis	Option A res	speed restrictions on B3284	Letter through the door Letter through the door	Very useful Useful	
_ 343 Elsewhere in Cornwall Not Answered Not Answered	Not Answered	Elsewhere in Cornwall	Not Answered	I live in Perranporth and regularly use A30 & A3075, for work and pleasure, Aldo use 53284 frequently TR6 0,U	TR60BH Not Answered								Yes Agree, happy with	the proposals Disagree Agr.	oree, happy with the proposals. Agr	Third the alex of allest access from the Appt to the tax? I have to travel. I have t		business's cu the existing r Chiverton An	riton cross junction will seriously affect the remetly benefiting from the passing trade from sundabout - how will you make up for this? is our local pun and this is going to have a ct on their income.	Very useful	
USE EXECUTION IN CONTRACT PROPERTY IN CONTRACTOR INC. PROPERTY IN CONTRACTOR INC. PROPERTY IN CONTRACTOR IN CONTRA	TWO PHINWOOD	Edemois in Commun	TO PERMICIO	WORK and production, road date dealer medically	TOOLS NO. TOOLS								тусс, парру ин-	rise proposata Prasignos Praga	усс, пару жит ис рефозил гу	we reply that the proposate of specific reply th	Specific 10	some provision for cycle route, even it only 3-4 foot designed 'kerb-side' on existing A30 interested to it would then be safer to cycle into Truro by the old how long. to	know how much disruption there will be and for	very decide	
344 Within 1km of the scheme Not Answered Not Answered		Not Answered	Not Answered	TRSOTH	Motor carivan			Never		Never		Never				ee, happy with the proposals Agree, happy with the proposals No opinion/not sure/does not	Option A Yes	roads in relative safety encouraged as little provision of improved infrastructure in Truro despite new housebuilding	Letter through the door	Useful to an extent ex	etter enlargement of maps at exhibition site, to enable population to appreciate the impact more assity
345 Elsewhere in Cornwall Not Answered Not Answered	Not Answered	Elsewhere in Cornwall	Not Answered		Motor car/van			Never		Never		Never	Yes Agree, happy with	the proposals Agree, happy with the proposals Agree	gree, happy with the proposals Agr	ee, happy with the proposals   Agree, happy with the proposals   Agree, happy with the proposals   apply to me	Option B No	consultation. road should v	options to the points raised by the first The retention of old and building of the new trunk work well. (Similar to outcome across Anglesley where old A Experiment of the control to	Very useful	
.346 Elsewhere in Cornwall Not Answered Not Answered	Elsewhere in Cornwall	Elsewhere in Cornwall	Elsewhere in Cornwall	Regular care visits to elderly patcent in Plymouth TR48AH	TR13XX Motor car/van			Daily								ee, happy with the proposals. Agree, happy with the proposals. Agree, happy with the proposals. Agree, happy with the proposals.  No opinion/not suredoes not.  No opinion/not suredoes not.	Option A No	Holyhead poi The focus sh more attentio	where old AS was retained and new route to Lottler through the door budd perhaps be on Chiverton Cross junction and n could be directed towards landscaping and an area that has been badly touched by poor	Very useful	
347 Within 1km of the scheme Net Answered Not Answered  Not Answered  Stewhere in Cornwall  Stewhere in Cornwall  Stewhere in Cornwall	Not Answered  Elsewhere in Comwall	Not Arowered  Elsewhere in Cornwall	Within 1km of the scheme Elsewhere in Cornwall	TREAS VZ76ez	Not Answered			Never		Nexter		Never		improved Agree but could be improved Disa the proposals Agree, happy with the proposals Agree.		nee but could be improved  Agree, happy with the proposals  Agree,	ie is	planning in the all new road schemes should allow pedestrians and cyclists adequate refuges provided in case of Build in a rou	e recent years Public notice te for the odd occasion when roads are closed for	Very useful  Useful	
349 Elsewhere in Cornwall Not Answered Not Answered	Not Answered	Elsewhere in Cornwall	Elsewhere in Cornwall	r60dh	Motor carivan			Never		Never		Never	Yes Agree, happy with	the proposals Agree, happy with the proposals Agree	gree, happy with the proposals Dis-	A new section of B3264 road and two roundsbouts is really unnecessary.  No opinion/not sure/sioes not apply with the proposals Agree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals	Not Answered No		Letter through the door	Useful	
																		traffic to Perr old A30, 2 - B3284 - I	an porth would leave at Carland Cross and use as no exit to new A30 going east but would have		
350 Within 1km of the scheme Not Answered Not Answered	Not Answered	Not Answered	Not Answered	TROCHZ	Not Answered								Yes Agree, happy with			Agree but could be improved  Agree, happy with the proposals  My business reles on my brown signs and the easy access to Zelah, not lited for my passing stade.  Need to reconnect thurth-chart with a turnel under the existing A30	Option B No	to use old A3 from roundat	I right up to Carland cross. why not a slip road out on to the new duo road Local newspaper article	Very useful	
. 351 Within 1km of the scheme Within 1km of the scheme Not Answered  . 352 Elsewhere in Comwall Essewhere in Comwall Not Answered  . 353 Not Answered Within 1km of the scheme Not Answered	Within 1km of the scheme  Elsewhere in Cornsoll  Within 1km of the scheme	Essewhere in Cornnall	Not Answered  Not Answered  Not Answered  Not Answered	t ≪elhu TRS OAG			Every 6 months or more		Once a week or more  Once a month or more			Never	Yes Agree but could be	e improved Agree, happy with the proposals app	isagree Dis	opinion-had sureldoes not by some  Agree, happy with the proposals Agree happy with the pr	No preference Yes  No preference No	If It's Al Agine and validers' includings (not in aware, but as AL READY to depending o roots surface level of this in proposed root and probably improved se social miles social social miles social so	oxer access to Zellah - reality good signage economy depends havely or respeat toxicity on respect toxicit	g in my poub. Useful to an extent. M  Very useful.  Useful to an extent. M	or exettats on agrage and more detailed visuals of ally roads and roundabouts
358 Not Answered Within 1km of the scheme Not Answered  354 Elsewhere in Cornwall Not Answered Not Answered  355 Within 1km of the scheme Not Answered  355 Within 1km of the scheme Not Answered	Within 1km of the scheme  Not Answered  Not Answered	Not Answered  Not Answered  Within 1km of the scheme	Not Answered  Not Answered  Not Answered	I am refired and use A30 for journeys in the Truro area	### Motor car/van    Motor car/van								Yes Agree but could be	e improved Disagree Agri	gree, happy with the proposals Agr	ee, happy with the proposals Disagree sopily to me apply to me apply to me apply to me oroposed junction will have a significant impact on my business, eee, happy with the proposals Agree, h	No preference No  Option A Not Answered  No preference No	the process needs to be as speedily executed as possible, we need this part of A30 duelled as soon as possible	Highways England  Not Answered  Letter through the door  Direct contact from	Useful to an extent Useful Very useful	
356 Elsewhere in Cornwall Not Answered Not Answered 357 Elsewhere in Cornwall Not Answered Not Answered	Not Answered Not Answered Not Answered	Not Answered Not Answered	Not Answered Not Answered	TRABPN The family regulatify use the A30 to fo tofrom thr S.E to go to Truro and to cross the A30 at chiverton TRSOSP TREGULB	Not Answered Not Answered			Never		Never		Never	Yes Agree but could be Yes Agree, happy with	e improved Agree but could be improved Agree the proposals Agree, happy with the proposals Agree	gree, happy with the proposals Agr gree, happy with the proposals Agr	tee, happy with the proposals Agree, happy with the proposals	Option A No Option A No	NONE I hope the ho	Highways England Letter through the door useholders/landowners significantly affected by	Very useful Useful G	ood effort all around!
SSB   Elsewhere in Comwall   Not Answered   Not Answered	Not Answered  Not Answered  Not Answered	Elsewhere in Cornwall  Not Answered  Within 1km of the scheme	Not Answered  Not Answered  Not Answered	we live in St Agnes TR50XQ TR45DU	Not Answered  Motor car/van TR13LJ Motor car/van				Chook a month or mor-	Once a year or more						ee, happy with the proposals Agree, happy with the proposals A	No Preference Not Answered Option A Not Answered	this scheme	will get adequate compensation  Letter through the door  with Torn Andrews - WSPIPB  Letter through the door  Letter through the door		ound the materials and representatives who answered our queries very informative  the maps in the booklet should show the number of lanes in the proposed roads
361 Within 1km of the scheme Not Answered No	Not Answered  Not Answered  Not Answered	Within 1km of the scheme Within 1km of the scheme Not Answered	Not Answered  Not Answered  Not Answered	TR4SDW TR6 0PA	Motor carvan  Motor carvan  Commercial vehicle			Never	Boon or return	Never		Never	Yes Agree, happy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr	ee, happy with the proposals opinion/indi surel/does not by to me	Option A No	the cases	Letter through the door  Letter through the door  Direct contact from  Highways England	Very useful W Useful to an extent	re thought the whole thing was well organised and the staff were extremely informative and friendly
383 Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme	Within 1km of the scheme	Within 1km of the scheme	Within 1km of the scheme	TR48JA	Not Answered						Once a month or more		Yes Agree but could be	e improved Agree but could be improved Agr	gree, happy with the proposals Agr	The level of traffic and limitation of access to local only traffic serving the large but could be improved.  Agree but could be improved.  Agree but could be improved.  Agree but could be improved.  No opinionhot suredoes not.	No preference Yes	the access to Local roads connecting to the cid and new A30 should be limited to 'Icoal only' traffic and there should be speed and weight restrictions for vehicles using these roads	Letter through the door	Useful to an extent p	tovide more detailed grid references for the proposals
366 Within 1km of the scheme Within 1km of the scheme Not Answered  365 Elsewhere in Commall Elsewhere in Commall Not Answered	Within 1km of the scheme  Not Answered	Within 1km of the scheme  Not Answered	Not Answered	TR16 5DZ  If the in comwalt, refered and use A30 frequently to reach North Comwalt and Devon for pleasure and avoid going enough Truro  TR50SW	TR71RD Motor carlvan  Not Answered			Never Never		Never Never		Never Never				ee, happy with the proposals Agree, happy with the proposals A	Option A Yes Option A No	junction at Cl	Letter through the door  an able to solve problems with the proposal to improve the dangerous plucas (BCSSO) it seems that there is no timing the new ASS establizard.		resure that public are aware of any problems arising which may delay completion, we have waited ng encough and delays seem to be increasing
. 366 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered	Not Answered	Elsewhere in Cornwall	within 3km of the B3280(a30 junction and use it frequently, it is extremely dangerous and i'll be glad to see it improved w49eb	Motor car/van			Never		Never		Never	Not Answered Agree, happy with	the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr		No preference Not Answered	If that is so it commuter tin transition to t	s remarkably short sighted since, particularly at  ese, the B3280 is carrying heavy traffic for  e- A30 in both directions, this will almost certainly  lester through the door  Letter through the door	Very useful	
367 Elsewhere in Cornwall Not Answered Not Answered 368 Elsewhere in Cornwall Not Answered Not Answered	Not Answered  Not Answered	Within 1km of the scheme  Not Answered	Within 1km of the scheme  Not Answered	949rq	Motor carivan  Motor carivan			Never		Never		Never	Yes Agree, happy with	the proposals Agree, happy with the proposals improved Agree, happy with the proposals Agree.	Agr	ree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals apply to me  1 - there is no Eastbound access proposed for Chybucca No opinionind sureldoes not  2 - I would have preferred the Chybucca junction to be further east to	Option B No		Letter through the door concept of a new road rather than partial use of	Very useful  Very useful	
366 Elsewhere in Cornwall No.4 Answered No.4 Answered No.4 Answered Section 1 No.4 Answered No.4 Ans	Not Answered Not Answered	Not Answered Elsewhere in Cornwall Willhin 1km of the scheme	Not Answered Not Answered	TRAGEN TRAGEN	Motor carivan  Motor carivan  Motor carivan			Never		Never		Never				agree Agree but could be improved Agree, happy with the proposals Agree, happy with the propos	No preference No	The existing $\hat{I}$	30 Letter through the door Letter through the door Letter through the door	Very useful Very useful	
																There is no, short route to get to the village church, St. Allen, without travelling through short larses end.		Move the pila	nred A30 at Zelah away from the current A30 to oning from noise and view.		
																I am concerned that Zelah will still be a rist run to Truc for those community from Newayay, there is no clear route for them to take, other than through the village.  My man points are noise reducing armae, visual and sound screens between the planned and original ASD AND further sound screens between the planned and original ASD AND further sound screens		During cons. would be use representativ agreed. Piles	Istion we were told that noise reducing tarmac d in the Zelah section. The environmental the Zelah section. The environmental the back tracked, indicating that it hadn't been the use the nice reducing tarmac. Don't turn out	Im	set with the parish council on a more regular basis. Provide more information of intentions rather
371 Within 1km of the scheme Within 1km of the scheme Not Answered  372 Within 1km of the scheme Not Answered Not Answered	Not Answered  Not Answered	Within 1km of the scheme Within 1km of the scheme	Not Answered  Not Answered	Trd Shn	Tr14 7pp Motor carlvan  Tr4 8QB Motor carlvan	Once a week or more			Once a month or more					a improved Agree, happy with the proposals Agre the proposals Disagree Agree		tee, happy with the proposals blasgree Agree, happy with the proposals blasgree Agree, happy with the proposals blasgree Agree, happy with the proposals by the		Being able to walk to St Allen from Zetah. peaceful villa	Letter through the door	Very useful th	ee will in general coulsed on a nive regular dates. Provide more increment or internation raises an waiting for one large public consultation.
- Para resonancia				The word	, and an analy													junctions at 0 the existing s their busines	generally a consideration for road building, if the hiverton and Carland Cross are built too far from errice areas, it could have a negative effect upon less, and these businesses provide an essential		
373 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered 374 Elsewhere in Cornwall Not Answered Not Answered	Elsewhere in Cornwall Elsewhere in Cornwall		Not Answered Not Answered	TR8 5DG TR14 0NP	TR8 5DR Commercial vehicle TR1 1GT Motor car/van			Never Never		Never Never		Never Never	Yes Agree, happy with Yes Agree, happy with	the proposals Agree, happy with the proposals Agre the proposals Agree, happy with the proposals Agre	gree, happy with the proposals Agr	ee, happy with the proposals Agree, happy with the proposals A	No preference No No preference Not Answered	service for tra	welfers. Aside from that, this can't happen quick e push on with it!  Not Answered  Local MP tol  Not Answered  Work	d me about it Very useful It	s all clear and straightforward
376 Elsewhere in Comwall Elsewhere in Comwall Elsewhere in Comwall	Elsewhere in Cornwall	Within 1km of the scheme	Elsewhere in Cornwall	TR1 telet	TR16 SEH Motor carlvan			Never		Never		Never	Yes Agree, happy with	the proposals Agree but could be improved Agri	gree, happy with the proposals Agr	having to go backleast to the roundatious first  Le. Turu to Redruth bypassing the round about with a west bound sig- road  ee, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals. Agree, happy with the proposals.		trees slongsi control, wind etc	de road? multiple benefits for: drainage, politution sheltering and camouflaging road on landscape Not Answered searching on	line Very useful	
4																					

										Heel you are offering an gold star road for people travelling east and west along the XX e.g., till on our of Commental believe to provided a good extensive the XX e.g., till on our of Commental believe to provided a good extensive the XX end of east to large the till new or control to travel out of Comment.  The in in Strottaneesend, and thank you for the proposed west stip roads		
										that will provide quick and easy access to the ASIO for my husband who communes to Scorier every day and from the taxwel to and from west Communit; I will have to travel over the ASIO and drive alongside the ASIO every time I travel east.  It will not cost an enormous amount more to provide east facing slip roads		
										as well to provide quick and easy access to the A30 east, 1 pay tax and buy four wholf becomes - and feel, as a resident of Shortinessend - a large, and expanding, community alongside the A30, I have not been siken into account in the proposed design of the road and junction. Communities risk numera will still travel through Shortinessend If you		
										provide access onto and off the A30 east or not - all you are doing is penalising hose of who live in the communities that the communiers rat run through every day.  If properties invedore bridge risks with them and introducing junctions cate.	Please provide east facing, as well as west facing, slip roads at Chyloucca.	
										dual carriageways need to be kept to a minimum BUT if you are providing weet stip roads, you should provide east sip roads as well. I droft want to have to come off the A30 to travel shongside it to cross over it every time I travel to and from my home into and out of Cornwall.  Please think off the residents as well as the commuters and olive us a cold	It won't cost a for more and will provide an excellent transport lims for those of us that the either side of Chybucca.  Fast moving staffic and cyclists, watkers and those so not mix. They should not be encouraged that two use making use that cast set will be four.	
378 Within 1km of the scheme Not Answered Not Answered Not Answered Not Answered	Not Answered	Motor car/	Neve Neve	ver Never			Never Yes	Agree but could be improved	s Agree, happy with the proposals Disagree Agree but could be improved apply to me	star junction not a bronze plated junction.  No preference Y The current proposals will have a huge impact on us and our home.  ' The current proposals will have a huge impact on us and our home.	toraces do not mix. They should not be encouraged that you are making use that road as well. I will be stor, onto a dual crangeavey -urieses people-inimals are separated or completely protected.  Letture of the separated or completely protected.	ter through the door Very useful Include both west and east facing slip roads at Chybucca
										land which holds our water tank. We get our water supply from a spring, which is fed to a time and pumped up to our header trank. We also supply water to the house next doze. We will have no water supply.  "The spring is the source of the river. We are concerned about the possible impact on the river, which runs down the edge of our		
										properlyshand.  * The new road will be very close to our house. We are concerned about the noise and air pollution the traffic will cause. We currently do not hear or see any traffic from the A30.		
										*The value of our house will surely depreciate. We have remortgaged our house to raise capital and are concented that where we look for remortgage again when the fixed rate ends, that our house will be valued less than currently, impacting on us firancially.  "We don't like the current proposed location of the large pond. Can it go		
										We don't like the current proposed location of the large pond. Can't go somewhere disce?  "We don't like the embankment. It will cause the noise to travel over to us, as well as being a visual blot on the landscape.		
377 Willin 1km of the scheme Willin 1km of the scheme Not Answered Not Answered Not Answered	Not Answered TR4 SQX	TR1 3BJ Motor can	Neve Neve	ver Never			Never Yes	Disagree		"We are concerned about the impact of the construction works whilst the total is being but let straffic down our quiet fam, mud, noise. Not Answered No needs cast facing sip roads as well storing.  It unfairly disadvantages people travelling from the communities of	Not Arewered Left	ter through the door Not Answered
										Shortsnesend, Kerwyn and Allet.  The proposal favours straight ahead east-west traffic on the A30 and westerly traffic at the Chybucca junction only.		
										I live in Shortfanesend, and the west slip roads will provide quick and easy access to the A30 for my 6 day a week communitie to Scorrier; however you proposal fails to provide a good enough solution for my regular trips out of Comwall to the rest of the UK.		
										The cost of including east sign roads within such a strategic route improvement is minimal and will make a hope difference to boxed us sho will join the ADO at Chybucca to travel out of and back into Commedi.  I regularly drive my 24t camper pulling a 20th trailer with a classic dring car onto and off the ADO at Chybucca. The proposal as it cornerly stands		
										car onto and off the A50 at Chybucca. The proposals air tournerily stands means I will have to expecisive new junctions, an older de thursched radd with rat running commutes and much slower local traffic. Providing east sign roads will allow me to access the A50 quickly and easily at the start of my journey and to get home much quicker and easier without having to regotite additional roundatout juricions and local roads when a slower lengotite additional roundatout juricions and local roads when a slower the provided of the control o		
378 Within 1km of the scheme Not Answered Not Answered Not Answered Within 1km of the scheme	Not Answered I use the A30 to travel out of and back into Comwail TR4 SDU	TR16 5EH Motor car/	ntrian Neve	ver Never			Never Yes	Agree but could be improved   Agree but could be improved	Agree but could be improved Disagree Di	Togother the end of long journeys. Statistics show the first and last 5 to 10 minutes of a journey are the most dangerous - having easier more straightforward access onto and off the -AD Will help drivers, using the Chybucca junction, at the start and end of their journey.  No preference N	There are several farm businesses that egress the A30 at Chybucca that will hinder traffic noted storage the of A30 that will - as they currently do - cause thurstations and encourage risk taking manoeuvers. This can be avoided by including both west and east skip roads on Chybucca. Lett	The maps and detail were very good and explained / presented the proposals well.  We just don't think you have considered the access for the Kenwyn. Shortlanesend, killess and Allen communities well enough.
									No opinion/rot sureldoes not	Access antaloff the new road westerly only at Chybucca is not right. We	west ward seat slip roads at Chylucoca. Lett You pain no encourage cyclins, horser inders and warkers not the clot A30 as well as furnelling east traffic onto the cld A30- with easting single lines seations—will cause held up and with the clot of	Provide titles for the consultation documents on the website that mean something e.g. I wanted to find the options for the note around Chyllucca but had to open them at to find it. But actually I
379 Within 1km of the scheme Not Answered Not Answered Within 1km of the scheme Within 1km of the scheme	Not Answered	Motor carl	Neve Neve	Never Never			Never Yes	Agree but could be improved	s. Agree, happy with the proposals. Disagree Disagree Disagree Disagree apply to me	need a junction access with westerty and easterty.  No preference N Why no road orto and off the new 30 towards Bodmin at Chybucca for people who live that side of Truro?  The people who live in Kenwyn go east as well as west on the A30.	to who use the Chybrucca junction eastbound. Lets	ter through the door  Useful couldn't be bothered so didn't tell you which node I preferred!
380 Within 1km of the scheme Not Answered Not Answered Not Answered Within 1km of the scheme	Not Answered	Motor car/	Neve	Never Never			Never Yes	Agree, happy with the proposals Agree, happy with the proposals	s Agree, happy with the proposals. Disagree Agree but could be improved Disagree apply to me apply to me apply to me	We need to be able to get onto the A30 in both directions! Option A N	onto the new A30 at Chybusca in both directions— east and west  during scheme is completed in 2017, there is a hape risk that  during scheme is completed in 2017, there is a hape risk that  during scheme is completed in 2017, there is a hape risk that  during scheme is completed in 2017, there is a hape risk that  during scheme is completed in 2017, as a femple  some scheme was completed in 2017, as Temple  som became the new bottenice on the A30. The scheme was completed in 2017, as Temple  som became the new bottenice on the A30.	ter through the door  Useful Couldn't find the map of option A or B route - had to go to the West Briton websile to find at
											<ol> <li>The scheme offers huge potential benefits to the local economy by much needed inward investment.</li> <li>As a result of increase traffic volume over the last decade the scheme should innove the outsilve of life for those who</li> </ol>	
											reside along the existing A30 contriots:  4. Now is a good free to base advantage of low inflation and oil prices to build the scheme before construction cost starts escalating and the Government excloses that the scheme does not offer the scheme does not offer been value.  In the contribution of the contribution of the scheme does not offer been value.  In the contribution of the scheme does not offer the scheme does not offer been value.  In the contribution of the scheme does not offer the scheme does not offer been value of the scheme does not offer the	
											local consultants and suppliers during the design and construction phase.  6. All agricultural wholices should be barried from using the new expressions;  7. It is visit that all the local MPs work longered to support this softeness by requiring that all good seathed without but their design.	
											new expressions; 7. It is value that all the local MPs work together to support this softener by enturing that it goes alread without untries delay. 8. The rise round defea is amount a local to the local formation of the local fo	
. 381 Elsewhere in Comwall Not Answered Not Answered Elsewhere in Comwall Elsewhere in Comwall Outside Comwa	Not Answered  Datale Comment	TR15 3TA Motor carl		Never Never			Never Yes	Agree, happy with the proposals Agree but could be improved	Agree, happy with the proposals agree Disagree  Di	als No preference N	No you fall to address the impact on local businesses, importantly	ter through the door Very useful  Not useful  Not useful
S82   Outside Comwall   Outside Comwall   Not Answered   Outside Comwall   Outside	Outside Comwall  att5 6df  I live 2 Km from new scheme and use the A30 frequently Not Answered every week.  TR4 9ED	st15 8df Motor can't		Never Never			No No No Never Yes	Disagree Disagree	Obagree Disagree Disagree Disagree apply to me apply to me apply to me  Agree, happy with the proposals Agree, happy with the	No preference N	so lagriculture This scheme can not happen soon enough I agree a 2 level junction is necessary at Corland Close to they concern in that junction is necessary at Corland Close to they concern in that yousew first on the add extense additionary specialized in yousew first on the add extense additionary specialized in	ter through the door  Not useful  I am often abroad and was unable to come to the public consultation Please email me in good sinesso  I can plan to come to the next
384 Within 1km of the scheme Not Answered Not Answered Not Answered Within 1km of the scheme	Within sten of the scheme tr48uh	tr147dw Motor cash		Never Never			Never Yes	Agree, happy with the proposals   Agree but could be improved	Agree, happy with the proposals	Chiveron Cross needs a Ry over of By under, with eads on either side to Not Answered Not Not Answered Not		ter through the door Useful to an extent
										Also as I work in Treliske the main issue around Chivvy in the mornings is the backup of traffic heading to Truro, creating gridlock on the roundabout. Unless this is addressed the traffic to Truro will still backup		
										onto the slip roads, sill causing blockages. Also concerned about potential flooting risks around our property as some of the rontif from the A3075 drains via disches down through Shevenel. These disches can not cope with the current demand in heavy downpours. We have read that you timed new drainage courses and	Very concerned on the chaos that this work will create during Badly need a cycle route from A30 to Trun. No construction.	A decent plan of the route online so that you can see the key. The one on your plan is blurred. Could not read it.  Rather than all of the useless pictures of cars on roads in the brochure by Highways England why did you not include the averial view showing the route with the appropriate key so it could be viewed by
385 Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered Within 1km of the scheme	Not Answered TR4 8JF	TR1 3LJ Motor car/	Neve Neve	ver Never			Never Yes	Agree but could be improved	Agree, happy with the proposals Agree, happy with the proposals Disagree Disagree Agree but could be improved Disagree	pools for overflow, so hopefully current ditches no longer required. We would like some clarification on this.  Option B Y	point having one on the A30 if not continued to	to the affected so that we know what is planned. It just seemed like a sales brochure rather than ownerhing that should be factual and useful.
										hee bridges above the carriageway in the 2005 proposals but only as a dumbed junction in the new creas with over underfridge. The enablition boards say the new junction has been improved to provide additional possobly, but will by hybring only the out-fright and fravelly to give away leading to the consisting the reconsiderable but the heavy shreak of staffic?	The two sections of bridleway around the	
										Italin Cirplaucia juridion is suitable for most pospis, however some people will have obtive sinopp the of uson to estiglin the A30 satisticand. Also if the section is closed between Cirvlerton and Cirylaucia people will have of orivir all the way to Cartand Cross to region the A30 East-Sound which would cause congestion, avoided if East-board siliproads are build at the juricin Cro are an alternative a junction with vest facing	The two sections of briddeway around the Citylouca rains could be converted by a briddeway (Southeast-Ezdish area with east facing signouts which, when rest to be new 82024, as in the 2005 proposals.  I suggest the T researcen to followsy should be connected to the new 11 researcen to a disclopacy to allow the 2005 and the connected to the new 11 researcen to all underpass to allow the 2005 and the success on all directions. I also think the 2004 they second to the under and over bridges have been tall to show the surface and over bridges have been tall to show the surface and the supplementation of the surface and	
386 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Elsewhere in Cornwall Elsewhere in Cornwall	Elsewhere in Cornwall TR6 GAT	TR3 6LT Motor cash	Neve	Never Never		Once a year or more	Yes	Agree, happy with the proposals Agree but could be improved	Agree, happy with the proposals Agree but could be improved   Agree, happy with the proposals    Agree, happy with the proposals    Agree, happy with the proposals    Agree, happy with the proposals    Agree, happy with the proposals    Agree,	als silproads could be built instead around the Boxheatert/Zelba rare. No preference Y You have only provided access to and from the west at the Shortfamesend Citybucca junction. We need to travel to and from the east as well; if we have to drive on the old road - we will get stuck behind the same slow moving traffic that we do now, so if wort improve anything for us. Lots of	You have overflooked people who live in Shortfainesend, and elekewhere in that direction, and use the A30 every day but	ter through the door Very useful Hold more exhibitions over the duration of the consultation, rather than three in the first week.
387 Within 1km of the scheme Not Answered Not Answered Not Answered Within 1km of the scheme	Not Answered TR4 98Z	Motor car/	Neve	Never Never			Never Yes	Agree but could be improved   Agree, happy with the proposals	s Agree, happy with the proposals Disagree Disagree Disagree Disagree apply to me apply to me	tractors and canavars use that road and we will have the same slow journey to and from Carland that we have now!  We need access in both direction west and east at Chybucca (Shortlaneend. Deposition of Trevalso Farm, Trerice and residents)	travel to Bodmin or beyond. We get stuck behind the pottot far matacris that will be on the old rade with us, not to if you give us access to/from the east at Chybucca mention the extra cyclists, horses and walkers that you're so they will be safer on the old road as the majority of Jeen to get ont the old road. We don't get a better journey at	ter through the door Useful
388 Not Answered Not Answered Not Answered Not Answered Not Answered Not Answered	Not Answered St Erme Parish Council	Not Answe	NA-responding on behalf of St Erme Peter Council				N/A - responding on behalf of St Erme Parish Council Yes	Agree, happy with the proposals Agree, happy with the proposals	s. Agree, happy with the proposals. Agree, happy with the proposals. Agree, happy with the proposals. Disagree  Agree but could be improved. No conscioning surelifies not	to be able to access Zelah. This will open up Zelah to their parish Church of St Allen, whilst also helping farmers that require access to their land both sides of the A30 proposals. This will also give easier access for	Access by underpass as per response in section Ves  O  O  O  O  O  O  O  O  O  O  O  O  O	ect contact from    was England   Useful   Cross section showing the proposed elevated height
389 Bsewhere in Cornwall Not Answered Bsewhere in Comwall Elsewhere in Cornwall Elsewher	Not Answered         TR12 7EA           Not Answered         TR60dn	TR14 8SX Motor can't	Neve	Never Never			Never Yes	Agree, happy with the proposals Agree, happy with the proposals	Agree, happy with the proposals Agree, happy with the proposal	I do not cycle so no opinion No preference N	No  As the main holdups are at Carland and Chiverton, perhaps it	ect contact from Via Development thways England Management Very useful
391 Elsewhere in Cornwall Not Answered	Not Answered TR50SG			Once a month or more			Yes	Agree, happy with the proposals  Agree, happy with the proposals	s Agree, happy with the proposals Agree, happy with the propos	No preference Y	would be best to improve both junctions with two levels before new dual carriageway construction. This would improve traffic	cal newspaper article Very useful
	Not Answered	Motor carl Not Answe	New	Once a month or more Never			Yes Never Yes Yes		s Agree, happy with the proposals Agree, happy with the propos	No preference N	would be best to improve both junctions with two levels before new dual carriageaving control. This would improve staffic.  (res Oycle-Footpath Along old A30 as Soft junctions.  As a frequent user of this section of the A30, the sooner it is improved the better. It's very flustrating sitting in queues or moving slowler. It's very flustrating sitting in queues or moving slowler.  (Not Answered  Why has your booklet only shown the Chybucca Junction? is	cal newspaper article Very useful   Dilic notice Very useful Thought it was very dear   Library Useful Useful   Diseful
393 Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme Not Answered Not Answered 394 Elsewhere in Cornwall Not Answered Not Answered Elsewhere in Cornwall Elsewhere in Cornwall			Neve ed	Orice a month or more.  Never  Never			Yes	Agree, happy with the proposals   Agree, happy with the proposals	s Agree, happy with the proposals	No preference N Option A N	would be best to improve both junctions with two levels before new dual carriageuing control. The would improve stiffs. Los carriageuing control. The would improve stiffs. Los carriageuing control. The would improve stiffs. Los carries section of the ASI, the scores it is improved the better. It is well that the stiff of the section of the ASI, the scores it is improved the better. It is very frustrating sitting in queues or moving abouty.  With less part bodder only shown the Chiphacca Junction 7 is the section of the ASI, the score is the score is the section of the ASI, the score is the s	Answered Ubrary Deald Thought it was very clear  Show all the junctions proposed with height above see level detailed side elevations would also help.  New Stripland website Useful to an extent Need to see what noise restuction measures to be understook.  Need to see what height resudent measures to be understook.
330 Within 1km of the scheme 396 Elsewhere in Comwall 396 Elsewhere in Comwall 397 Elsewhere in Comwall 398 Within 1km of the scheme 399 Within 1km of the scheme 390 Within 1km of the scheme	Not Answered  Not Answered  TRASIG  Not Answered  TRASIG  Not Answered  TRASIT  Not Answered  TRASIT	Motor can't Motor can't	Neve ed	Once a month or more  Never  Never  Never  Once a month or more			Yes	Agree, happy with the proposals  Agree but could be improved  Agree, happy with the proposals  Agree, happy with the proposals	s Agree, happy with the proposals Agree happy with the proposals Agree, happy with the proposa	No preference N Option A N  See attached letter (hardcopy) No preference N	would be best to improve both junctions with two levels before new dual carriageavy control. This would improve strift.  Orciele-Corpsath Along old A30  as 86th junctions.  As 1 the superant user of this section of the A30, the sooner it is not a 85th junctions.  As 1 the superant user of this section of the A30, the sooner it is not set of the A30, the sooner it is not set of the A30, the sooner it is not set of the A30, the sooner it is not set of the A30, the sooner it is not set of the A30, the sooner it is not set of the A30, the sooner it is not set of the A30, the sooner it is not set of the A30, the sooner it is not set of the A30, the sooner it is not set of the A30, the A30, the A30 the A30, the A30 the A30, the A30 the A30 the A30, the A30 the A	Into notice Very useful Thought it was very clear  Answered Ubrary Useful Show all the junctions proposed with height above sea level detailed side elevations would also receive the proposed with the proposed w
394 Elsewhere in Commall Not Answered Not Answered Elsewhere in Commall Elsewhere in Commall Sold Mills Item of the scheme Not Answered	Not Answered TR48JG Not Answered 995al	Motor can't Motor can't	Nerve Nevered Nevered Nevered Nevered Nevered Nevered Nevered Nevered Nevered Never				Yes   Yes	Agree, happy with the proposals  Agree but could be improved  Agree, happy with the proposals  Agree, happy with the proposals	Agree, happy with the proposals Agree, happy with the proposal	No preference N Option A N  See attached letter (hardcopy) No preference N No	would be best to improve both junctions with two levels before new dual carriageavy control. This would improve strift.  OcideFootpath Along old A30  as Both junctions.  As in few junctions.  As a few junction in the A30, the sooner it is work to be a few junctions.  As a few junction in the A30, the sooner it is work junction in the A30, the sooner it is work junction in the A30 of Answered  With years you booked early shown the Chybucca Junction? As the because it is the only one with a choice.  Have the officers already made up their collective minds in the A30, the A30 of Answered  With Answered  Oct Answered  Oct Answered  Jour plan.  Sol Answered  Jour plan.  Lett  Jan concerned along drainage From Chybucca Junction.  Lett  Jan concerned along drainage From Chybucca Junction.  Lett  Where will it load?	Into notice Very useful Thought it was very clear  Answered Ubrary Useful Show all the junctions proposed with height above sea level detailed side elevations would also receive the proposed with the proposed w
394 Elsewhere in Commall Not Answered Not Answered Elsewhere in Commall Elsewhere in Commall Sold Mills Item of the scheme Not Answered	Not Answered TR48JG Not Answered 995al	Motor can't Motor can't	Nerve Nevered Nevered Nevered Nevered Nevered Nevered Nevered Nevered Nevered Never				Yes   Yes	Agree, happy with the proposals  Agree but could be improved  Agree, happy with the proposals  Agree, happy with the proposals	s Agree, happy with the proposals Agree happy with the proposals Agree, happy with the proposa	See attached letter (hardcopy)  See attached letter (hardcopy)  No preference  No	would be best to improve both junctions with two levels before new dual carriagearys control. The woold improve staffs. Control carriagearys control.  So control carriageary control carriageary control carriageary carriageary.  So control carriageary control carriageary control carriageary control carriageary.  So control carriageary control carriageary control carriageary.  So control carriageary carriageary carriageary.  So control carriageary carriageary carriageary.  So control carriageary carriageary carriageary.  So control carriageary.  So co	Into notice Very useful Thought it was very clear  Answered Ubrary Useful Show all the junctions proposed with height above sea level detailed side elevations would also receive the proposed with the proposed w
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Elsewhere in Cornwall Not Answered Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Not Answered Not Answered Not Answered Not Answered Not Answered	Not Answered Use the ASO to commute to work. TRS GAL  Not Answered #55/ng	TR8 4QR Motor car/van Motor car/van	arivan public bus service	Neover Network	Never Never		summer. They Is finish due to make 3 unine but in the summer I have to allow more face to make 5 unine but in the summer I have to allow more face for summer I have to allow more face face for summer I have to allow more face for summer I have to allow more face face for summer I have to allow more face face for summer I have to allow more face face for summer I have to allow more face face face for summer I have to allow more face face face face face	age could go into evening as afternoon difficult with work commitments.
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Not Acquired Not Acquired	Not designation	B( 24 2000	telega				No opinion/not surreldoes not accidents /roadworks to both other road users and the emergency focus and not just added in as standard - we all know how	nd even further the times and places of the exhibitions - as a full time worker who does not work yourn discribe; thave not managed to make it to any of the exhibitions due to their times and/or
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Colomore in Control (Ind.) NOT Addressed	rey work requires the to use this section of road. TR1 26N	Midder carryan					Independent of the need to revoke the Children County for any organization of the county of the Children County organization of the county of the Children County or the Children Children County or the Children C	достронные имень и пом тей сис ASV WOURD DOC.
scheme Within 1km of the scheme Within 1km of	Not Answered TR48HB Not Answered	Commercial v Motor carlvan	rcial vehicle			Every 6 months or more	the or more  Yes  Agree, happy with the proposals  Agree, happy wi	
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meme Not Answered	Not Answered TR4 60R Not Answered TR4 60R Elsewhere in Commail TR4 60F Not Answered TR5 64F Not Answered TR6 6AP	PL31 2QN Motor carkvan PL31 2QN Motor carkvan Motor carkvan TR1 3LP Motor carkvan	anvan	Never Never Never Never Never	Never Never Once a year or more Once a year or more		Never Yes Agree but could be improved Agree but could be i	he exhibition and found the on-line proposals too small to make a proper assessment
	To get to most places in Comwall, I use the A30 because it						For those of an only live the Karmays/Rifferent and so file the All threads are some for the a	
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heme Within 1km of the scheme	Not Arawered TR4 9LJ	TR4 SLL Motor car/van	er/van	Never	Every 6 months or more		will be approached and when leaving our business from the East and when leaving our process of the proposals and when leaving our process of the proposals and when leaving our process of the proposals and the p	
							leaving the editor face leaving to leave the ASI at Chyburca. Most for the Hot's for t	
scheme Within 1km of the scheme	Not Answered TR4 9LJ Within 14m of the scheme		ndivan	Never	Every 6 months or more Once a year or more		Agree but could be improved Agree, happy with the proposals Ag	
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of the scheme Within 1km of the scheme  Commail Bleenfers in Commail Bleenfers in Commail				a week or more Dalay Never	No.		discription for the part of th	more and clearer maps and plans available at the public events and on the website.
Elsewhere in Commail   Not Answered   Outside Commail   Elsewhere in Commail	Not Answered 919 765 Not Answered 17720 6NJ Not Answered 17750 6NJ Not Answered 1775 6PP Not Answered 1775 6PP	Tr14 9dp Motor car/van	arivan	Never	Never		Never Yes Agree, happy with the proposals Agree, happy with th	
Not Answered Not Not Answered Not Not Answered Stewhere in Commail Elsewhere in Commail Not Answered Elsewhere in Commail E	Not Answered TRS 6PP Elsewhere in Corneal TR4 6DH Not Answered TR4 6DH	Motor car/van TR16 5DH Motor car/van TR7 2SX Motor car/van		Never Never	Never Once a year or more		Position A   Position   Positio	
musal Not Arawered Not Answered Not Answered Not Answered	Elsewhere in Cornwall Mount Hawke TR4 8BA	Andre carlvan	an han				Yes Agree, happy with the proposals and bose and possesses agree a	ewing a larger map area so that one can see more easily just what you are talking about.
wered Not Answered Not Answered Within 1km of the scheme Within 1km of the scheme  Within 1km of the scheme Within 1km of the scheme  The in Cornwall Not Answered Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall	Not Answered TR1 3ED  Not Answered TR5 0LA	PL12 4RW Motor carivan PL6 SXX Motor carivan	arivan	Never	Never		Never Yes Agree but could be improved Agree, happy with the proposals Agree, happy with the pr	

														Could you all PLEASE just get on with It? That road is a nightnaire for congestion; anything would be better than the current situation. I despair of how long It sixes to get any major road works done in this country. And for opcodness sakes chooses a man contractor that will plicage to do the work as quiddy as possible with a number of workers appropriate to the task. The length of time It has taken to do the relatively	
481 Essewhere in Comwall Essewhere in Comwall Not Answered	Elsewhere in Cornwall	Not Answered	Essewhere in Cornwall	Tr3 6et	Motor co	or carlon	Never		Never	Mever Yes.	Yes Agree, hap	live in Kensyn, Truro	reference Not Answered	short stretch of dualing at Temple is laughder: 1 bet in many countries the would have been finished a long time ago (I've driven through those roadworks many times and seen hardly strong working). If this new studies proceeds at the same rate II be dead and buried before it opens.  Not Answered  Looking myself online	Joseph
												Why do we have to use the old a30, Why can't we use the new a30 to get to waderiding to Bodinion or anythized careful and account of Why don't we get to go on the dutal carriageway?  It will take us just as incop to get to waderiding or Bodinion in when the new road is built as it does now.  No opinion/nut suredoes not			
482 Within 1km of the scheme Not Answered Not Answered 483 Within 1km of the scheme Not Answered Not Answered	Within 1km of the scheme Not Answered	Not Answered  Not Answered	Not Answered Not Answered	TR1 3eb		or carrien	Neover Neover		Never Never	Never Yes Never Yes	Yes Agree but of Agree, hap	be improved Agree, happy with the proposals Agree, happy with the proposals Disagree Disagree Disagree Agree but could be improved spely to me So nothing dets better for ust	on A No No	Nex Answered Told by a Priends Letter through the door	
												When Leopressed my dismay, one of the Highways England officers explained that we would be better off because there would be less traffic on the old AZD with the new design.  I disagree.			
												The majority of traffic using the Chybrocac junction below the sound and eastboom and an eposition with in fruit. They commend from many areas including it pells, 63 Agres, Perrangent, Newquay, New John and the state of the st			
												Shortfanseered to get to the hospital, inclusital estate an college.  I agree that east signorate will record use a signorate will record use a signorate will record use to the forest hospital record record not not not 50 grounds a reviewer in spiring to manage commuter traffic on the A30 - you are excluding SLE and other violages and hamilest form accessing the new quicker, faster and better route eastbounds.	The incommended for these should have		
d84   Within 1km of the scheme   Not Answered   Not Answered   Also Elsewhere in Cornwall   Elsewhere in Cornwall   Not Answered	Not Answered Not Answered	Not Answered Not Answered	Not Answered  1 use this road regularly to go up cou Not Answered enembers, Ian retred			24tt camper towing 20th trailer carrying classes day on the carrying classes day onching carrying classes day onching carrying classes day onching carrying	Nover		Never	Mever Yes.		So we will be in a village, on a communer route for Truo and put up with the proposals Agree, happy with the proposals Agree,	The improvement for them should be all of the disk of the should be all of the	Letter through the door Chiverton Cross definitely needs flyover or under to make the	Very useful
												The section of the new road at Bosheater junction would be better if it was north of the existing A30. This would move in other relatively to used land and wather away from the opportunit Fernin Zome Coulds and honey Combe Barmi, which a present are very clock and honey Combe Barmi, which a present are very clock and honey and the could make a close for the form of the most laber barm and the most laber bar that would not be a formed as the bar that would not be a formed to be formed and the could not be a formed to be a form			
468 Within 1km of the scheme         Within 1km of the scheme         Mod Answered         Mod Answered           467 Not Answered         Not Answered         Not Answered           488 Within 1km of the scheme         Not Answered         Not Answered           489 Within 1km of the scheme         Within 1km of the scheme         Not Answered	Elsewhere in Cornwall Not Answered Elsewhere in Cornwall Elsewhere in Cornwall	Within 1km of the scheme Not Answered Within 1km of the scheme Within 1km of the scheme	Not Answered Not Answered Not Answered Not Answered Not Answered Not Answered	TR4 988 tr48hb TR4 8HB		r carvan travered travered travered carvan cravered travered travered travered travered travered	Neova	Once a year or more	Never Never	Nover Yes  Yes  Nover Yes  Nover Yes  Nover Yes		be improved Agree, happy with the proposals Agree, happy with	A confirmed budget for noise abatemented by the confirmed budget for noise abatemented by the confirmed budget	Lactions   Just every effort to minimise noise impact as sound can travel planning   at long way from such a large and buyer soat. I would like by Direct contact from see this is taken seriously and properly budgeted for. Highways England   Not Answered   Not Answered   Not Pleased to see it's going to be a completely new road.	/eny useful Seemed excellent to me. Perhaps some visual aids with CAD technology may be a helpful addition.  Seemed excellent to me. Perhaps some visual aids with CAD technology may be a helpful addition.  Very useful Pery
												The plan for Chiphocus for west facing sign roads only is flawed. What happens if there is an accident going east? There that is no content of diverting saffic and free will be no means of diverting saffic and free will be very long delays. There is no have of diverting saffic and free will be very long delays. There is no have going and the saffic			
												of the TrutoFamouth area would be forced to travel via Trigoran as at present or out along the all ready congested road of Chivetors. Sip roads at Chybucca flaring east would help all-einke potential traffic delays and reduce the distance and time emergency whether knew to travel in the event of an accident. It seems permy principle as a partial roundsbout is all ready in the proposal. Adding how east facing all proads at the initial stage would not add considerably to the costs. We have seen is so many times that new access roads have to be build latter the main road has been seen to the costs. We have seen is so many times that new access roads have to be build latter the main road has been the seen that the costs are the costs. We have seen is so many times that new access roads have to be build latter the main road has been the costs.	A dedicated and clearly signed lane for required on the old ASI to take them	Two elementary facts overlooked:  1. The actual distance of the proposed road, I could not find reference to it anywhere in the document.  2. No scale on the map or with the sensit photos.  Surely, all maps of this significance and out for consultation from Highways England should indicate scale.	We should be informed about the existing A30. Is it to be downgraded? Who will be responsible for
490 Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme Not Answered Within 1km of the scheme Not Answered	Within 1km of the scheme	Not Answered Within 1km of the scheme	Not Answered  Within 1km of the scheme  Frequent visits to briends and family i	TR4 9ER tr36bs	Motor ca	of cethon  Granton	Neoret Neoret		Never Never	Never Yes Never Yes		Let improved Agree but could be improved Agree but could be improved. Agree but could be improved by the proposals Agree, happy with the proposals Agree, happ	on B Yes from the new road.  On A No  Scrap the expansion of the road. Add.	Letter through the door  Building roads promotes car use, as the Royal Commission on  Transport found over the system ago, We need that like a Noe.  Transport found over the system ago, We need that like a Noe.	Jaied to an eatent to eatent to an eatent to
482 Elsewhere in Commall Not Answered Not Answered 483 Within 1km of the scheme Within 1km of the scheme Not Answered 484 Within 1km of the scheme Not Answered	Outside Cornwall  Not Answered  Elsewhere in Cornwall	Not Answered Within 1km of the scheme Within 1km of the scheme	Not Answered area Within 19m of the scheme Not Answered	PL14 4BL TR4 9PA tr49pa		r carlvan  r carlvan  carlvan	Never		Never	No No Never Yes	No Disagree Yes Agree, hap Yes Agree, hap	Disagree Disagree Disagree Disagree Disagree spply to me spply to	veleterance Yes bodgath / cycleway / bridleway.  on B Yes A separate and safer section would be seleterance Nex Antwered	might take a look at the evidence on global warming too. Not Answered Facebook link	Jackel to an eatent   the costs and benefits respectively accrue).    Prefer to be notified by post
485 Elsewhere in Commail Elsewhere in Commail Not Answered	Not Answered	Not Answered  Elsewhere in Cornwall	Essewhere in Commall I am a retired Civil-highways Engine	TR1 1WE		r catrian	Never		Never	Mever Yes		The notice plane from 100 at Rosemon's Pam Invested Time proposals Agree, happy with the propo	on A No No Neither of the proposed schemes take account the need for an eastbound ent westbound exit.	nto and You have missed the requirement for eastbound entity and	Very useful
486 Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall  497 Elsewhere in Cornwall Not Answered Not Answered	Not Answered  Elsewhere in Cornwall		Stewhere in Comwall	TR8 SLF		r carlvan  // carlvan	Neover Services		Never	Never Not Are		hit the proposals Agree, happy with the proposals Agree, happy	on B No		Seeful to an extent Statut and Seeful to an extent Seeful
456 Within 1km of the scheme Not Answered Not Answered	Not Answered	Not Answered	Not Answered	TR4 9DX	TR4 SDX Motor cr	y carlvan				Yes	Yes Agree but c	Civerton Cross of Carland Cross.  Circ commuter table: the roops in Software-eight das a result of the local Council in institution.  Agree, happy with the proposals   Disagree   Agree but could be improved   Agree to uccould be improved   Agree, happy with the proposals   Disagree   Agree to uccould be improved   Agree to uccould be improved   Agree, happy with the proposals   Agree, happy with the p	on A No	The on-line map at over 14Mb is time consuming to down load (even with so-called Superfixel Broadband) and then actively load at. I am load in the load the load to a simple consumer of the load to a	More detail and representatives who know more about what's going on in the immediate area i.e. Commail Council officers.
459 Elsewhere in Cornwall Not Answered Not Answered  500 Within Tlum of the scheme Not Answered Not Answered	Not Answered  Within 1km of the scheme	Not Answered  Within 1km of the scheme	Not Answered Within 1 tun of the scheme	TR4 88H	Motor ca	or catrion	Never		Never	Yes Never Yes		th the proposals Agree, happy with the proposals Agree, happy	reference No To ensure a safe route for octiets from	basing right own't brayler.  It will hopefully allevide the rush hr and holiday traffic hold ups which plague this current section of single carriageway.  Lipst with his could be as quick apposible, it impacts all of our daily lives with a queue all the time driving between our otermises and externs about in or daily lives.  Letter through the door  Letter through the door	Very useful
501 Elsewhere in Comwall   Elsewhere in Comwall   Not Answered	Elsewhere in Cornwall  Within 1km of the scheme	Elsewhere in Cornwall  Within 1km of the scheme	Not Answered  Essewhere in Cornwall	TR5 0XB		or cardon	Once a week or more  Never		Never	Lost I would cycle that foote if it was made safe.  Never to do so.		No opinionnois sureitises not specific the proposals Agree, happy with the proposals Agree, ha	Agries d'aredion to cross the A30 and to wards Trus  Wherever possible cycle tanes incorpt on A Yes the plans  Was the plans  Bills lanes,  Sale pedestrian routes,  Sale piglinging,	Letter through the door ted into	Jaethil  Wake It more obvious that is going on.
653 Elsewhere in Cornwall Not Answered Not A	Within 1km of the scheme Not Answered Not Answered	Not Answered	Not Answered Not Answered I am concerned about avoidable furth Not Answered working farm	Tr11tt TR4 9FJ er division of a fine TR11 5PX	TR11 5PX Motor ca	mercial vehicle controls contr	Never Never		Never Never	Never   Yes	Yes Agree but o	Ithink that a better solution would be to incorporate the existing Zetah bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another dividing up of Nancarrow and other bypass and so avoid yet another bypass and yet another bypa	reference Yes Street lighting. reference No reference No	Highwaye England website  No Not Answered landowner  No Not Answered landowner	Advertise it more widely Jaedd I ddn't know anything about it until my neighbour told me yesterday.  Jaedd I ddn't know anything about it until my neighbour told me yesterday.  Jaedd to an extent
506 Blowhere in Commall Blowhere in Commall Not Answered  507 Within 1km of the scheme Within 1km of the scheme Blowhere in Commall  508 Not Answered Not Answered Not Answered	Elsewhere in Cornwall  Elsewhere in Cornwall  Not Answered		Not Answered Within 1km of the scheme Not Answered	TR16 SEA	TR15 1SS Comme	Once a week or more  Every 6 months or more  Every 6 months or more	Once a month or more	Once a year or more	Never	Yes Never Yes	Yes Agree, hap		on A No	Letter through the door  Local newspaper article  out of Comwall and although I don't entirely agree that	Very useful  Worked for me. I could see how to use the proposed roads and the slight journey extensions with junctions being moved.  Very useful
														improvements on this scale are required, I understand that the overall population (pairs oursital would probably like to see improvements made to this read.  However, I would very much like the proposal for the section through Manzanmone to be reconsidered. As previously mentioned, I am employed by Manzanor Farm. — a working the properties of the properties of the proposal for the section farm for the properties of the properties of the properties of the farm for the properties of the properties of the section of farming for more considerable and the considerable sections.	
												I am specifically referring to the section which runs through Marazanvose		I feel very proof and privileged to work in such a special place. The ferm is unique in less selling it is entire and it is vision. The family have worked EXTREMENT hard to get the business bit he position it is in lowly making huge personal and financial risks along the very) and its success is solely down to their committent to keep the farm going for future.	
												as this will have a significant impact for my employer. Nancarrow Farm.  The current proposals involve taking a significant acreage of land from Nancarrow which will have a devessating affect on it is future also both a working talm and an events very only and an event service.  It is not not be the compact of the ASO should be a significant acreated to the ASO should be		yen country.  The farm's recent diversification to host a variety of events in the beautifully restored listed farm buildings has provided a number of quality individuals list and part-time jobs. It has also created work for focal confirmer, arrial businesses such as a confirment of the part o	
509 Elsewhere in Cornwall Not Answered Not Answered	Within 1km of the scheme	Elsewhere in Cornwall	Not Answered	TR27 4LL	TR4 9DQ Motor co	Once a year or more			Never	Never Yes	Yes Agree but o	No opinionhot surelidoes not No opinionhot surelidoes not apply to me No opinionhot surelidoes not apply to me Disagree Agree but could be improved apply to me Disagree Agree but could be improved apply to me Thave known the family who farm Nationarrow farm on the A30 for over 40 years. This farm was bisected by the existing A30 and as a result this	on A No	couple's fall in love with and choose to celebrate their wedding day, bringing with them their finds and family to rejoy this starring section of Comish countryside. These weddings do not just benefit the farm but of the color businesses but not as accommodation providers, pubs, restaurants, shops, flood and drink producers, transport firms and equipment suppliers.  Public notice	Not Answered
												makes farming the land catterney difficult and the use of some felds for fivestock improssible.  Nancarrow as a successful divining organic tarm, nor of very few in this area of Cormail. As such, it is ethos appoint the environment and series of Cormail. As such, it is ethos appoint the environment and proposed scheme would, yet again, divide up the land beforeping to the family. Thus at is more then takely the farm would of remain visible and, at the family. Thus at is more than takely the farm would not remain visible and, at the family.			
												worst, would not remain as organic lant. The knock on effect of this could be far more run of firm staticisarily managed lant, the effect on the fast of the could be far more run of firm staticisarily managed lant, the effect on the natural shabitats and conservation of wildlife. This is not no merition the livelifonce to support the existing family and business.  While undestanding a need to improve inflastancture further west in Commail this proposal will have adventating effect on this family of 3 generations who currently work on this family of 3 generations who currently work on this family of a generations who currently work on this family or land and these will be selected to a Nancarron organic land and these will			
			To visit a family I have known for ove	40 years whose farm								be destroyed by this new proposal.  Why not reconsided staking the new roads to the north slightly to avoid such devotable to the control slightly to avoid such devotable to a stamply term, a family, the new road new roads and stample term, a family, the new roads and stample term and will be a stample term. It is a stample term and the stampl	Please read my previous submission on oad to the north and a bicycle route to	ne south You could have made the proposal more public earlier and in the middle of your new	Make them more widely advertised so all the public are aware e.g. Put a notice on the road and a
510 Elsewhere in Comwall Elsewhere in Comwall Not Answered  511 Elsewhere in Comwall Net Answered Not Answered		Not Answered Elsewhere in Corrwall	Elsewhere in Comwall is on this stretch of the A30 Not Arosweed	TR1 1ND PL30 4BQ		once a year or more or cathon	Neiser		Never Never	Never No Never Yes		Agree but could be improved Agree but could be improved by the proposals Agree but could be improved by the proposals Agree, happy with the proposals Agree, h	reference Yes on the existing A30 valence No	consulted more of the public  Something despareely needs doing with this road ungently  What is the process for working with schools in the area whose children get buses to schools? I take it that there will be potential significant delays a romining and in the attemoon. How will you work with schools be ensure we get this right - or to ensure that bus times are moreflies, so there is an earlier	Steld to an extent
S12 Elsewhere in Cornwall Not Answered Not Answered	Elsewhere in Cornwall		Not Answered Lander  Lander	TR11TF		or certain	Never		Never	No. of the control of		It my opinion the makin problem with the easting ASI to the two to noundeconts at Collection Control	No Pediatrian need to he able to cross fine level of the outside to cross fine level of the outside (Devertor norm gain access to the ASS) True road (w stop) and to the filling stations and put \$3277.78 Agrees road, cut see 1999.	ASD at ASD at Botton to Botton at Bo	Jacks .
513 Within 1km of the scheme Within 1km of the scheme Not Answered  514 Within 1km of the scheme Not Answered Within 1km of the scheme	Not Answered  Within 1km of the scheme		Not Answered  Not Answered	tr49hz		or castivan Agricultural vehicle Once a seek or more	Avera		Never	Never Yes	Yes Disagree	Agree, happy with the proposals	on A Yes pedestrian bridge at this point.  A crossing at Henver Lane to Trevalor on A Yes is not suitable.	The new road is very close to Trevalso Cottage. The natural water supply for the higher end of the farm at pasty poor would be lost due no access across the new road.  The entrance to church lane by the Hawkins Arms is most unusuable for farge vehicled writing behind, narrow and after burch lane cars parked in the way set crossing point at Henver Lane would be more suitable.	daehul
S15 Elsewhere in Cornwall Elsewhere in Cornw	Elsewhere in Cornwall	Elsewhere in Cornwall	Not Answered Not Answered Not Answered Vie live about 5 miles from Certand,	TR4 BDN 10 the A39. TR4 BAF	TR1 3LJ Motor ca	v cervan  v cervan	Never Once a week or more Never		Never	Naver Yes Naver Yes		the proposals Agree, happy with the proposals as to the alternative route?		getting onto the A30 at chiverton will prove difficult with traffic	difficult to find the plane on-line, though there is loss of written information. I saw the plane for Chylenton and Cartend a white ago but can't find them now can only see the alternatives for Joseful to an extent. Chylencea
														Boldwersily.  Our excolation of tay rate in teaching global varieting.  Our excolation of tay rate in teaching global varieting.  Our excolation of the control of the cont	
														It is also a family farm that goes back generations. This is a mode of good practice, encominatily, ecologically, and it should not be wiped out at the stroke of a planner's pen.  5) Many people want to move to Cormail and visit Cormail and get to places flast on our roads. And that is completely understandable. But we should not destroy the very land and the management of It that makes our courty so destrable in n conversation with	
517 Elsewhere in Comwall Not Answered Not Answered 518 Elsewhere in Comwall Elsewhere in Comwall 519 Elsewhere in Comwall Not Answered Not Answered	Not Answered  Elsewhere in Cornwall  Not Answered		Essewhere in Commail  Not Answered  We live about 5 miles from Carland,  Not Answered				Never		Never	Yes Yes Yes	No opinion/	No opinion/not sure/does not	Not Answered Not Answered No Not Answered No	the process of upgrading our roads. Not Answered friends I ocal radio and local	Joseful Joseful
												encroaches onto the beautiful Nancarrow farm land ( and other farms and existential homes) and will greatly effect their farming and veeding wenue bosiness. We had our annity engeling there the interming and veeding wenue bosiness. We had our family engeling from the post for, this would be supported to the post for, this would be supported from the post for, this would sit change with a motorway soco close. The Nancarrow family have loving farmed this special subulied organic farm for 10° of y years and to bring car pollution and noise closer is deplorable furthermunity like mere proposal many have an effect on boxings and english with all constraints.			
S20 Elsewhere in Cornwall Not Answered Not Answered	Elsewhere in Cornwall	Elsewhere in Cornwall	Elsewhere in Cornwall	TR11 2QU	Metor ca	Every 6 months or more			Never	Meser No.	No Disagree	finite, faction of filter les a thread of years of construction. Please pleases throw cut this proposal and raid apertier less institute way of easing the great please.	reference No	please refer to my answer in Q 6  Local community group  FARM  Sensible improvements are always welcome as long as they	/ery useful
521 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Elsewhere in Cornwall	Elsewhere in Cornwall	Elsewhere in Cornwall	Tr11 2QU	TR11 2TF Motor ca	or centren	Never		Never	Never Yes	Yes Agree but o	Agree, happy with the proposals Agree but could be improved Disagree apply to me This is all avoidable.	reference No	consider the locate and environment.  We strongly object to this proposal because it will destroy ancient familiand with has been lovely cared for for 10% of years. It will increase noise polition and strams coverage effecting so many homes and businesses. In particular NANCARROW FARM which is deer to so many peoples	Joseful
												I strongly disagree with the 70mph highway and all as add ons and can't see why the entiting road can't see why the residing road can't extended and simplified too pee with the increase in staffic. Also are there funds available to do this or any road project in Commonal without EU more funds and project in Commonal in the fund of the fund		hearts , providing local employment to so many through the organic farm and the wedding ever veruse. The farm has been in this family for 100's of years and has been passed down to caring passiciates generations who have created a wonderful creative business. The proposed road will care up the list and, coming much closer to the farm busilings, increases robe levels and poliution. The mere proposal seed continues and the proposal continues of the continues of the local properties of the proposal continues of the local properties of the proposal continues of local properties of the properties of the local properties of the local properties of local properties of the local properties of the local properties of the local properties of local prope	
S22 Elsewhere in Cornwall Not Answered Not Answered  S23 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Elsewhere in Cornwall  Elsewhere in Cornwall		Elsewhere in Cornwall  Not Answered	TR10 8QT		or cardvan  Orose a year or more	Neover	Once a year or more	Never	Never No No Never No	No Disagree  No Disagree	Disagree Dis		e not the You have missed the opportunity to improve the rail service. I e only am an electronic business owner and strongly object to this indica that building bigger roads helps the economy of	Yery useful
												memories.  I am 25 years old and am on a considerably good salary for someone of my age in Cormisal. As well as that, I am looked after by the family that the that the third that the colorises in a way time in word force the result in my time that the third that the colorises in a way time in great field as o, so As the Event Manager, I see weekly not well as on a many an am an incredible location for weekling, functions, feasing and many incredible location for weekling, functions, feasing and many			
												more. It's a referent hidden in the valleys that people would never imagine it was there.  When the wind is bloowing in the right direction, you can't and right offered no you can't and right offered in the young to the proposal new can you but enough that it is notineable. With the A30 moving so the proposal new course. I believe with linesase the level of noise by 10 times the amount. Considerably more than it is and therefore making it disastically more chan't disastically nore classically four guestine.			
												IREALY do believe that noise aside, or or yestes will be far more aware of the position of the ASB and will therefore once the right image they had no their head of Alvacrarrow's beautiful setting.  This is harn, Inhan or Goldan's will reduce the name in split make the Asia will reduce the name that we have been also and the asia of the Asia will reduce the name that we have the about the asia of the asia which also are the asia of the Asia will be the split will be a similar that we will be the split to still have even that the split that we will be the split to still have even that the split that we will be the split to still have even that the split that we will be the split to still have even that the split that split that we will be the split to still have even that the split that split that the split that split is the split that the split that split is the split that the split that the split is the split is the split is the split in the split is the split is the split is the split is the split in the split is the split is the split is the split is the split in the split is the split is the split is the split is the split in the split is the split is the split is the split is the split in the split is the split is the split is the split is the split in the split is the			
524 Elsewhere in Cornwall Not Answered Not Answered	Within 1km of the scheme		live at the bottom end of the A30, in Bisewhere in Cornwall Marazanvose.	TR20 8RY		y citrivan	Neover		Never	Nover Yes		Ocomences in 2020.  I commences in 2020.  I commences in 2020.  I commence in 2020.  I commen	rreference No	Employed by a business that is being directly As mentioned on Page 3 Not Answered effected,	
S26 Brewhere in Cornwall Not Answered Not Answered  S26 Brewhere in Cornwall Not Answered Not Answered	Not Answered Elsewhere in Cornwall	Not Answered	Not Answered  Not Answered  Cross A30 to work at Hospital	TR8 5PE Tr60pb	Motor ca		Never Once a month or more		Never	Never Yes Yes	Yes Agree, hap	The proposals Agree, happy with the proposals Agree but could be improved.  Agree but co	reference No	Letter through the door	Jackl More detail of existing roads and physical features on maps, e.g. like Ordnance Survey  //ery useful Models of two level junctions with specific locations.
												of an afready congested junction, travel allow give and of the congested o			
527 Elsewhere in Cornwall Elsewhere in Cornw	Not Answered  Within 1km of the scheme	Not Answered  Within Skm of the schwene	Not Answered  Live within 3 miles and frequently use  Within 1km of the scheme	the A30 TR4 9ED		Land Rover + trailer for farm and leisure  farm and leisure  or catrivan  Agriculture Vehicle  Once a year or more	Never		Never Never	Never Yes		be improved Disagree	reference Not Answered	The new road should stay on one side of the old road and not cross over to Chywton Estate and then come back again. At Chybucca option A is the best one, but should confirms a bit further past the B3234 before crossing to the otherside.	/ery useful   I think you are doing the right things
S29 Within 1km of the scheme   Within 1km of t	Within 1km of the scheme Within 1km of the scheme		Within 1km of the scheme Within 1km of the scheme	184 9LU TR4 8JG		r cativan Agriculture Vehicle Once a year or more or cativan Once a year or more Once a year or more		Once a year or more		Once a year or more Yes  Never Yes		be improved Agree but could be improved Agree but could be improved Disagree Agree but could be improved Agree, happy with the proposals. Agree but could be improved Agree, happy with the proposals. Agree but could be improved Agree, happy with the proposals. A bridge for local trailir. Si Agree - Truro at	on A No	New road should stay on one side of the old road. At Chybucca option A is the best one but should cross over old A30 untre up four burnow hill past the B2358 desiving the	Proguetid Pought it was airight  Jiselid NIA
S30 Within 1km of the scheme Within 1km of the scheme Not Answered  S31 Elsewhere in Cornwall Not Answered Not Answered	Not Answered  Not Answered	Within 1km of the scheme  Not Answered	Not Answered  Elsewhere in Cornwall Promoting cycling as a means of tran	tr48pn TR13NJ	tr71ru Motor ci	de	Never Orice a month or more		Never	Never Yes No		Agree but could be improved Agree, happy with the proposals laply to me with the proposals laply the me with the pro		If the development is to go ahead anyway, it's generally a good plan. But I think it will lead to concestion elsewhere in	Jaeful to an extent Over-emphasis on Chybucca option which have less impact on local users than Chiventon proposals outdn't be improved!  Satisfaction of the improved outdn't be improved to control of the proposals outdn't be improved to control ou

											We are a small local business and as such we work closely with other small local businesses. One of our major local customers is Nancarrow farm which will be directly affected by the scheme. Nancarrow farm which will be directly affected by the scheme. Sharcarrow farm which will be directly affected by the scheme. Sharcarrow farm which will be directly affected by the scheme of
SSD Elsewhere in Cornwall Not Answered Not Answered	Elsewhere in Cornwall		Not Answered TR600Q	TR4 9QL Motor carivan	New	Never Never		Naver No	No opinioninat sure/stoes nat	(Fir - no access for formies, compleme site to Tervelation (EET - Carland cross sery prior access for Entire Stationard small for out ASA 10 to join the Data durring-energy at Carland (EET) are the sets particular the server of the server o	Not Answered business. Local community group Useful
S3S Within 1tm of the scheme Not Answered Within 1sm of the scheme  S3s Steenhere in Committed Etsewhere in Committed Not Answered			Regular car and cycle trips between property or Newquay  Regular car and cycle trips between property or Newquay  and Flushing, Regular cycling days out.  TR11STR	Motor carivan					Disagree Agree but could be improved apply to me 0	Disagree Disagree Disagree Disagree Disagree Disagree Some state of the control o	Costing points at Herwer Libe > lowards St Allex, and possibly Manazamore.  Definimental effect in taking of land that can never be replaced. Letter through the door  The following points from my Q & answers relate to spicing.  1. Provide a good syde note across the A30 - eg. from St Agnets to Truo requires a significant diversion and responding the new double mourtabload. Would like to see a crossing under mountabload. Would like to see a crossing under mountabload. Would like to see a crossing under mountabload. Would like to see a crossing of the first of A300 to this Stabutocks.  2. East of the Carland Cross and of the scheme extend cycling provision to like to me to eye to the Manazamore in the Carland Cross and of the scheme extend cycling provision to like to me to eye to the Manazamore in the Carland Cross and a crossing of the new A30 to make a proper connection between the law systems. Visit of the Carland Cross and a crossing of the new A30 to make a proper connection between the law systems. Visit and well presented information, expicially face-to-face consultation listended at Shortlands in the Carland Cross and of the scheme extend cycling provisions to link the management of the scheme extend to control cross and scheme there were the systems North Management of the scheme extend to control cross the A30 to the scheme extend to the scheme there were the systems North Management of the scheme extended to the scheme extended to the scheme there were the sequence to the scheme the scheme that the current A30, when retained as a condition is a single and distinctive for on-vision at large most to the scheme that the current A30, when retained as a condition of the scheme that the current A30, when retained as a condition of the scheme that the current A30, when retained as a condition of the scheme that the current A30, when retained as a condition of the scheme that the current A30, when retained as a condition of the scheme that the current A30, when retained as a condition of the scheme that the c
SSS Within 1km of the scheme Not Answered Not Answered	Not Answered	Within 1km of the scheme	Not Answered #49kz	Motor carrien	Daily	Daily		Yes	Agree but could be improved	yee but could be improved  Agree but could be improved  No political but could be	Newquay etcl using the laire and the village. We have been in the late living to over 20 years and seen the volume of traffic using it quadruple or more.  Yes  Local newspaper article coardor  Useful to an extent  Useful to an extent
SSI Within turn of the scheme Not Answered Not Answered  SSI* Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered  Not Answered	Not Answered  Elsewhere in Cornwall	Not Answered TR4 SLN Elsewhere in Cornwall TR6 DAY	TR4 9LN Motor carivan  Motor carivan		Never Never		Never Yes Yes		Agree, happy with the proposals Agree, happy with the proposal	No Letter through the door Very useful  No Public notice Very useful  the existing dust carriageway restarts), extend the
_ 538 [Ssewhere in Cornwall   Not Answered   Not Answered								No.	Agree but could be improved Disagree Disagree 0	At the Carland Cross end of the scheme (where the existing dual carriageway restarts), estend the cycle route to Mitchell, coles to the line of the det AOO which to now a lams track. The swood make a real existing the det AOO which to now a lams track. The swood make a real existing the control of the con	oyde route to Michell, close to the line of the old ACM which is now a farm such. This would neste a serious to the close of the close
. S59 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered  . S40 Elsewhere in Cornwall Not Answered Not Answered	Elsewhere in Cornwall  Not Answered  Not Answered	Elsewhere in Cornwall  Not Answered	Elsewhere in Cornwall 9r1 30e  Not Answered TR6 0J8  Elsewhere in Cornwall	ir11 2ax Bryde Mator carlvan  Mator carlvan	Nev Nev	Once a month or more Never Never		Never Yes	Agree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals A	sagree Disagree Disagree Disagree Disagree Agree but could be improved No preference N	Tes Oyce route and all junctions including roundsboots with other routes and not serve us strainded at major junctions. Local ratio    Very useful   Cost the Options or show hybrical current costs of similar schemes or layouts.
								Name		No opinion/indi surfelose not	Costs could be identified (even estimates) showing how much funding has already been approved.  Possibly the traffic from Truro to present Chiverton Cross could do with a separate/additional entry point to the A30 South as this new case could become congested at peak periods especially with the Housing new project along from Britania Removals  What objections have already been received.
541 Elsewhere in Cornwall Not Answered Not Answered  Not A	Within 1km of the scheme	Elsewhere in Cornwall	Elsewhere in Cornwall  Elsewhere in Cornwall  TR3.7AJ	Motor carvan  TR4 SOQ Commercial vehicle	New New	Never Never Never		Never Yes Never No	Disagree Disagree 0	Agree, happy with the proposals agree agree, happy with the proposals agree apply to me  If an a Cornish business counter. I am subcontracted by Nancarrow Farm friere days a week permanently. This is a massive part of my business would suffer now. If the proposal plans go shed, my business would suffer apply to me.  No opinion/not surelidoes not oppose firectly.  Be also roads at carfand cross into the shell garage need widening, as its a dangerous corner, exemptally with a businer van their & cars & varies.	No Letter through the door Very useful   No Letter through the door Nancarrow Farm Not useful
543 Elsewhere in Commail Elsewhere in Commail Elsewhere in Commail	Within 1km of the scheme		Elsewhere in Cornwall #4 Sign	18 Say Motor carlvan	None	Once a year or more		Neover Yes		Agree, happy with the proposals. Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy with the proposals). Agree, happy with the proposals (Agree, happy) with the before (Agree), happy with the proposals (Agree, happy) with the before (Agree), happy with the proposals (Agree, happy) with the before (Agree), happy with the proposals (Agree, happy) with the before (Agree), happy with the proposals (Agree, happy) with the proposals (Agree, happy with the proposals (Agree, happy) with the proposal (Agree, happy) with the proposal (Agree, happy with the proposal was not the proposal (Agree, happy with the proposal was not the proposal (Agree, happy with the proposal was not the proposal (Agree, happy with the proposal was not the proposal (Agree, happy with the proposal was not the proposal (Agree, happy with the proposal was not the proposal (Agree, happy with the proposal was not the proposal (Agree, happy with the proposal was not the proposal (Agree	Provide a long section and large photos on the junctions as you did for Chybucca.  Provide a long section and large photos on the junctions as you did for Chybucca.  In Section 1, you rater to people hirdy an the immediate vicinity just beyond tax.  No the Chybucca section somewhere you refer to a burial  In the Chybucca section somewhere you refer to a burial
. 544 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered	Elsewhere in Cornwall	Elsewhere in Cornwall TRS OTF	Motor cardvan				Yes	Agree but could be improved   Agree but could be improved   Agree, happy with the proposals A	Agree but could be improved Agree but could be improved Agree but could be improved apply to me    Commute along the A30 between Carland Cross and your proposal that	No ground, but it's not shown on the plans.  Letter through the door  Useful
Sets Within 1km of the scheme Not Answered Not Answered	Not Answered	Within 1km of the scheme	Not Answered TR4 SDU	TR4 9AA Motor car/van	Nev	ver Never		Never Yes	Agree but could be improved apply to me Agree, happy with the proposals. O	Please rethink the junction proposal for Chybuccs and give us an improvement bofrom the east as well.  No opinion/not surelidoes not apply to me and apply to me a	No Not Answered Told by a triend Not Answered
. 548 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered . 547 Within 1km of the scheme Not Answered Not Answered	Elsewhere in Cornwall  Not Answered	Elsewhere in Cornwall Not Answered	Not Answered TR5 0SW Not Answered TR4 9RG	PL311EB Motor carivan TR13ey Motor carivan		Never Never Never		Never Yes Nover Yes		an thrive economically and it is really good for residents and visitors well being. It is also at Inter-Currently Three given economic and visitors well being. It is also at Inter-Currently Three given economic and visitors well being. It is also at Inter-Currently Three given economic and visitors well being. It is also at Inter-Currently Three given economic and visitors well being. It is also at Inter-Currently Three given economic and visitors well being the proposal of the Real Prop	If think the is a brilliant idea and highly comment Commal Council, Highways and all else involved in promoting this scheme.  No Well done and thank you.  Letter through the door  Useful to an extent  No Useful to an extent
											MRH (GB) Limited own both the existing Euro service stations is. Chiverton Cross and Three Brunney, at the junction of the ASIOASIONADYS, Chiverton Cross Roundidout.  MRH (GB) Limited objects to the proposed Chiverton Cross Junction improvements.  The proposed Chiverton Cross Junction would result in the service area becoming precision from the ASIOASIONADE of Statistics and therefore would have a significant impact on the overall function of the service area which is a serve the modrists on the reformation of the service area which is a serve the modrists on the ASIO.  In view of the above, it is imperative that the scheme should take into account the needs of modrists on the ASIO. Therefore, detailed consideration loads but be given to providing good and conversent access to and from Criventon Cross Service.  Direct contact from
548 Not Answered Vithin 1xm of the scheme Not Answered  549 Elsewhere in Cornwall Sewhere in Cornwall Elsewhere in Cornwall Not Answered  550 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Within 1km of the scheme  Elsewhere in Cornwall  Not Answered	Eisewhere in Cornwall Eisewhere in Cornwall	Not Answered PL25 SDN Not Answered	TR4 8HS Not Answered  PL25 3DN Metor carlvan  Metor carlvan	New New	ver Never Never		Never Yes Never Yes		yee, happy with the proposals Agree, happy with the proposals	No Answered Highways England Useful FSB - Federation of Small Businesses Comvail No No No Letter through the door Useful Very useful where possible dedicated cycle lanes on the old
SSI Elsewhere in Cornwall Not Answered Not Answered      SSI Elsewhere in Cornwall Not Answered Not Answered      Mod Answered Not Answered Not Answered	Not Answered  Elsewhere in Cornwall	Elsewhere in Cornwall  Elsewhere in Cornwall	Elsewhere in Cornwall TR4 8BU Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Cornwall	TR1 3XX Meter carlvan  Meter carlvan	Choc a year or mote	Once a month or more  Every 6 months or more		Never Yes	Agree, happy with the proposals   Agree but could be improved   Agree, happy with the proposals   Agree, hap	Agree, happy with the proposals Agree, happy with the proposal	Yes road future dualling of the A390 towards Truro Not Answered letter from my MP Very useful Perhaps more detail in the local nevepaper with web also better advertised    Perhaps more detail in the local nevepaper with web also better advertised
Still Elsewhere in Commati Elsewhere in Commati Not Answered     Stoll Elsewhere in Commati Not Answered Not Answered	Elsewhere in Cornwall  Not Answered			TR11 2DJ Motor carlvan		ver Never - Ne		Never No	Disagree Disagree Disagree D		No such a long way easy tester through the door Useful I would like to see the scheme in more detail next time  I am objecting to the jor opposal as I am a outstomer of Nancarrow. I highly value this organic, locally produced meat, and I am concerned that the new road proposed will have a detrimental effect on their land and business.  Not Answered  Not Answered  Not Answered  Not Answered  Not Answered  Very useful  Very useful  Very useful  Very useful
. 555 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered . 556 Elsewhere in Cornwall Not Answered Not Answered .	Elsewhere in Comwall Elsewhere in Comwall	Elsewhere in Corrwall Not Avowered		TRYIRQ Mater carlvan Mater carlvan				Nea No		The proposals are poorly planned. The number of lance planned and eligible of the County planned. The number of lance planned and eligible of the County planned is unacceptable and will be planned to the County planned t	Note crossing points including those accessible to serious information from the content of the c
. SST Within 1km of the scheme Not Answered Not Answered . SSS Esewhere in Cornwall . Elsewhere in Cornwall . Not Answered	Elsewhere in Cornwall  Elsewhere in Cornwall	Within 1km of the scheme  Not Answered	Elsewhere in Cornwall I shop and go to meetings using this road TR16 5DB  Elsewhere in Cornwall TR12LD	Motor carivan  TR1 3XL Motor carivan	New	ver Never Never		Never No	Disagree Disagree D	Iterated this road on numerous occasions but never have any officially sail do not go during the rath but and when I could be held up by paramer staffic. I have disagree do because outside of the nuth hour and when I could be held up by paramer staffic. I have disagreed because outside of the nuth hour and visitors it is every acceptable so this minney should be spent on hours and visitors it is every acceptable so this minney should be spent on hours up the present osal infrastructure.  No opinionind sureldoes not lyoud widen existing (newly constructed) Zefait hyposar staffer than bypassing the bypassal Shouling waster departual land.  No preference	I do believe that these consultations you are holding mean nothing as it has all been decided and nothing anyone says will make any difference.  No will make any difference.  No when will section of A3D from Camborne West junction strough to 3E this nouridatious (Si Nes turn off) be widered ats parts it where the current toolienteek will move to?  Useful Council Useful Council Singer advertisement in local papers (Western Moning News/West Briton etc) for areas nearest to start is where the current toolienteek will move to?  Useful Useful Useful Useful Singer advertisement in local papers (Western Moning News/West Briton etc) for areas nearest to start in the start of the s
569 Elsewhere in Cornwall Not Answered Not Answered	Not Answered			TR11BE Metor carlvan				Yes	Disagree Disagree Disagree D	Iam very unhappy about the huge loss of farmitand. I do not see why the said control of the said of th	I would welcome any improvements to routes for cyclists and walkers, but idon't see any reference possible? I finit most people would be happy to put up with to cycle route contained in the plans. Have I makes contained in the plans an alternative of order to proceed through makes contained in the plans. Have I makes contained in the plans in the plans are alternative. One of the questions in this questionnaire asked for my views on the few possible? I finit most people would be happy to put up with to cycle route contained in the plans. Have I makes contained in the plans. Have I makes contained in the plans are alternative. One of the questionnaire asked for my views on the few possible? I finit most people would be happy to put up with the disripation as an alternative to driving processed one or contained in the plans. Have I makes concrete through material termaind.  Not Answered
										and the committee of th	
. 560 Elsewhere in Cornwall Not Answered Not Answered	Within 1km of the scheme	Not Answered	Not Answered TR1 1RT	TR4 SOQ Motor catrists	New York	Never Never		Neser Yes	Disagree Agree, happy with the proposals Agree, happy with the proposals: D	close i would have no work for my employees. I myself would have to go and get a full time employed jib which would be difficult as I live alone No opinion/not surelédoes not: with my three childrighen and this would have a massive impact on their	No Not Answered I work at Nancarrow Farm Useful upon my basiness.  Nancarrow Farm based on force a regulative impact upon my basiness.  Nancarrow Farm has managed to force a resultation as one of
	Wilhin 1km of the scheme Wilkin 1km of the scheme	Not Arewered Within stan of the scheme	Not Answered Not Answered In 12 July Not Answered In 12 July Not Answered	TR1 1EX Mater carlvan If 1 3) Bicyde	New Association of the Associati	ver Once a week or more Never		Necer Ves Necer Ves	Agree but could be improved: Agree, happy with the proposals. Agree, happy with the proposals. Encovariance.	o opinion/hot surelidoes not plus one Disagree Nor phrincin/hot surelidoes not agoly to me Disagree Agree but could be improved Opision B	sport my functiones.  Incommal to premier working venues that care not put to the people of Commal to premier working venues and carefully ward and no from outside the LVK. As common who recently got another than the control of the LVK and also from outside the LVK. As common who recently got another were not called to find a venue in Commal than dark and the work and the control of the contro
Soci vitati sini ul tre scriente Noi Answered Noi Antiwered  563 Bleeshere in Comwall Noi Answered Elsewhere in Comwall			Not Answered Trider	T113ed Motor castvan				Yes	Agree but could be improved. Agree, happy with the proposals. Agree, happy with the proposals.	The section of ASD that comprises the Zeith bipsass should be incorporated into the new root artifater than him; a) roads in parallel. Zeith is already used as a local route to avoid the bottleneck formed by the lames merging on hot heat and vest extra road will also give the lames merging on both east and vest extra road will also give that also give the strain and lakely reduce flow of saffic through Zeith in preference and the point will have developed as the point will have developed and saffic and lakely reduce flow of saffic through Zeith in preference and all the point will have developed as a saffic and saffic a	As stated in question 6, the damage to the adjoining farmland and businesses needs to be strongly considered - particularly to some.  The focal access has gone from being a laine every few haudred yeards going for the goal of the strong of the some.  The focal access has gone from being a laine every few haudred yeards going for the place of the strong of the stro
	Within 1km of the scheme	Within 1km of the scheme	Not Answered TR49LL	TR49LL Motor carlvan	Agriculture/commerical vehicle New	ver Never		Never Yes	Agree, happy with the proposals. Agree, happy with the proposals. Agree, happy with the proposals. D	Agree but could be improved Agree but could be improved Agree but could be improved by the country of the country of the connectivity of	If think that option A at Chybucca and east facing slip roads, added to the junction will have a missalve benefit to vehicles using and crossing the ASS. Marinaring the old ASI for local using it is externedly benefited.  No useful is externedly benefited.  Letter through the door Very useful.
. 565 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered	Not Answered	Il live in comwalt, refred and use ASD frequently to reach nonth commalt, refred and use ASD frequently to reach nonth commal and Devon for pleasure and avoid going Not Answered  TRSOSW	Motor carrivan	New	Never Never		Never Yes		Agree, happy with the proposals Agree, happy with the proposal	Proposals seem able to solve problems  Very useful  Very
566 Within 1km of the scheme Within 1km of the scheme Not Answered  567 Within 1km of the scheme Not Answered Within 1km of the scheme			Not Answered r49hr  Not Answered 10 on property in St Erme, i used to work in Waldebridge & Bodmin travelling was very difficult until the new road was built. The ostra piace of road improvement will make a big difference to largic congestion has moved from here to	Motor cashvan Motor cashvan	Once a year or more	Never Never		Never No. Never Yes	Usagree Disagree Disagree O Disagree Disagree O Disagree Disagree O	sagree Disagree Disagree Disagree apply to me make a living from the farm. No preference	No onto our moors therefore saving farmland? Letter through the door Useful to an extent  No Ido not agree with so much farmland being taken. Letter through the door Not useful Are these consultations necessary? Don't do them and save money.  This improvement has been long needed. Drives travelling west come off the dual carriageway at Carland Cross to poor road. A30 until chivening gets very congested no passing places and drives
568 Within 1km of the scheme Not Answered Not Answered  Not Answered Not Answered  569 Not Answered Bleenhere in Commail Not Answered  570 [Sewhere in Commail Not Answered Not Answered	Not Answered  Not Answered  Not Answered	Not Answered  Not Answered  Elsewhere in Cornwall	Not Answered Chiverton this will be reviewed TR49RG  Not Answered Inspect Insp	Motor carivan  Not Answered  Motor carivan	New York	Never Never		Never   Yes   Ye	Agree, happy with the proposals. Agree but could be improved   Agree, happy with the proposals la	grily to me Agree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals apply to me No preference  Not Answered  Option A  Option A	No  My relatives live at Nancarrow Farm, Manzarrowse and we feel the impact of this, new planned route will mightly effect for the feel the impact of this, new planned route will mightly effect feel the impact of the feel that the control man and the feel that the relatives the feel that the relation route should be used and the feel that the relation route should be used and the feel that the relation route should be used and the feel that the relation route should be used and the feel that the relation route should be used and the feel that the relation route should be used and the feel that the relation route should be used and the feel that the relation route should be used and the relation route should be used and the relation route should be used and the relation route feel the relation route should be used and the relation route feel the relation route should be used and the relation route feel the relation route feel the relation router feel the relation
1											

																We are very concerned about the bild plans to bring the A30 into the valley at Nancarrow Farm, nr Zelah. Approximately 60% of our wedding business comes from Nancarrow clients to provide wedding flowers. People choose th			
. 571 Elsewhere in Comwall Not Answered Not Answered	Elsewhere in Cornwall	Not Answered	Not Answered	We travel this part of the road to supply flowers to clients ( Nancarrow Farm	of PL22 0EP PL23 1JZ	Motor car/van			Never		,	Never	Never Yes	s	Disagree Disagree Disagree Disagree Disagree Disagree	businesses. In bringing the road so close to this besulful spot would create a less desirable place to many and in-turn would have a knock or effect to weddings we would would provide flowers too. Sufy it makes more sense to expand the road from the opposite side of this very successful, resourceful and forward thinking business which Comwall should encourage and want to maintain for future. No need for undergrass.	No preference No	It is so important that we maintain profitable businesses in  Commail for future generations. This new proposal will have  such damning influences on what is a wonderful business at  Nancarrow Farm and the businesses that pather with them,  like outs, to maintain a high level of service to clients withing  to marry in this part of Corwald.  Local community group	Uselu
572 Within 1km of the scheme Within 1km of the scheme Not Answered	Not Answered	Not Answered	Not Answered		TR49LW TR152BY				Never		,	Never	Never Yes	s		Expensive work at Chiverton largely wasted in Park and ride not moved to Chiverton.  Need traffic slowing arrangements in Callestick and weight limit between	No preference No		Very useful point out more clearly on the plans the callestick vean properties and how they are affected
S73 Within 1km of the scheme Within 1km of the scheme Not Answered	Within 1km of the scheme	Within 1km of the scheme	Not Answered		tr49dq tr49dq	Motor car/van	Daily			Once a week or more			Yes	S	Agree, happy with the proposals	I would like to raise my objection to the proposed route for the above road development.  I live at Hill House St Allen Truro TR4 9DG (OS Ref SW 808510)	Option A Yes	way Highwaye England  I would like to relerate my objection to the proposed route for the above road development as stated in section 6	Useful
																Living as I have done for almost 30 years on the outskirts of Zelah, very close to the previous by pass, which was built 26 years ago, I appreciate that the road infrastructure can no longer manage the traffic load. However, I was lead to believe that the proposal for the upgraded road		live at Hill House St Allen Truro TR4 9DG (OS Ref SW 808510) Living as I have done for almost 30 years I am heantbroken by the plain to destory my home!	
																system was most likely to take a route not dissimilar to the current road. When the current bypass was constructed, 26 years ago, the bridges were made wide enough to take 2 lanes of traffic in either direction. This forward planning has now been ignored.		I am in my 60's and would not wish to be facing such upbeaud in the very reset future. This has been my faminy upbeaud in the very reset future. This has been my faminy upbeaud in set of the set of	
																I was absolutely horrified to learn recently from representatives of highways England that the proposed route is to blough straight through miles of beaufulul Corrish countryside. The plan is for this countryside to be blighted with a four lane highway!  I have lived in my home for nearly 30 years and am devastated by this		staying is not one that I could consider, having lived through the building of one by pass, another would be unacceptable. The noise, dirt, having water, electricity and steephone serviced sciononceded almost daily in addition the der cacks which started to appear in my house dating from 1800's cannot be endured. By each segart set of the confirmed that	
																proposal. I do not wish to stop progress and if there was no other reasonable alternative I would not be trying to change the proposed route However, I can see no reason and indeed feel that it would be a cheaper option, to look in full at widening the existing A30 highway around Zelah.		Islawing the construction of the road, our home would be effectively unsable.  It honestly believe that the highways England representatives were shocked at their plans to deathry such a beautiful vista were shocked at their plans to deathry such a beautiful vista	
S74 Within 1km of the scheme Within 1km of the scheme Not Answered	Not Answered	Within 1km of the scheme	Not Answered	My house is to be ruined by this scheme	TR4 9DG TR1 3LJ	Motor car/van			Never		,	Never	Never Yes	s	Agree but could be improved  Agree, happy with the proposals  Agree, happy with the proposals  Agree, happy with the proposals  Disagree  Disagree	Needless to say I have experienced every emotion imaginable since this plan was amounced. I am in my 60°s and would not wish to be facing such upheaval in the very near future. This has been my family home, where my children graw up and to be forced to move is an extremely stressful concept. However, the alternative of staying is not one that I	No preference No	The only part you could improve from the work at Temple is	Not useful Answered not useful as was unable to attend any of the meetings.
575 Not Answered Not Answered Not Answered	Not Answered	Elsewhere in Cornwall	Not Answered		tr60jh	Not Answered			Never		,	Never	Never Yes	s	Agree, happy with the proposals apply to me  No opinionnots sureidoes not Agree, happy with the proposals apply to me  Agree, happy with the proposals apply to me		Option B No	communication, and sign with an essay on it passing at 60mph is not afficient.  Although no part of this consultation, the current Carland Cross junction is disappeau, Because if the heavy westbound AJD stiff. Le Ha JB from Truro is very busy heading eastbound onto the AJD office, the west of how have heading eastbound onto the AJD office, the west of how how have in busy heading eastbound	Useful None
576 Eisewhere in Cornwall Not Answered Not Answered	Elsewhere in Cornwall	Elsewhere in Cornwall	Not Answered		tr4 9ay TR12 7RH	Motor car/van			Never		,	Never	Never Yes	s	Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Ag	I would have a slip road onto the A30 Westbound from the A390 (from 1 Truro) to remove more traffic from the new junction	No preference No	driven brying to bypass the queue by using the wrong lane then culting into the roundabout, once the temples section of the ASO opens in apring this is gring to allow more diarregrous as imposited of threes by to queue jump and out up drivers	Uselu
577 Within 1km of the scheme Not Answered Not Answered	Not Answered	Within 1km of the scheme	Not Answered			Motor carivan	Daily			Once a week or more			Never No.	1	No opinion/ind surelidoes not apply to me	than once a day) to access buses and the village, all access has been severed, Vehicle access means significantly longer times and added expense.  would be interested in seeing proposal for Chiverton Cross - sounds ver	No preference Yes	Access to the existing A30 for those lotally cut off by the new proposals  1. see previous comments 2. side laybys with separate pull in space set well back from	Not Answered
578   Blasehee in Cornwall   Blasehee in Cornwall   Not Answered   579   Blasehee in Cornwall   Blasehee in Cornwall   Not Answered   580   Within 1km of the scheme   Not Answered   Not Answered	Elsewhere in Cornwall Not Answered Not Answered	Elsewhere in Corrwall  Not Answered  Not Answered	Not Answered Elsewhere in Cornwall  Not Answered	visiting/shopping/pleasure	tr49hw	Motor car/van Motor car/van Motor car/van		Every 6 months or more	Never Never		,	Never Never	Never	s s	Agree, happy with the proposals Disagree and Agree, happy with the proposals Agree, happy with	initusive an eye sore underpass and road profiling at Trevissome should not go shead. Block the existing road. The proposal would make Callestick a rat run. The proposal regarding Chiverton Cross seems to be cutting off a direct St Agnes to 387 Truor road - a was explained to us at the consultation	No preference No Option A No Option A No	dual carriageway B essential No. A reserved word of mouth Letter through the door see 6i Letter through the door	Useful  Very useful  can't think of anything  Very useful  You're reps were also very knowledgabe  The material seemed to focus on the 2 options under consideration for Chybucca junction - given our
S81 Within 1km of the scheme Not Answered Not Answered	Not Answered	Not Answered	Within 1km of the scheme			Motor car/van			Never		,	Never	Never Yes	8	Agree but could be improved Disagree Agree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals apply to me Agree, happy with the proposals Agree but could be improved. Agree but could be improved.	venue. This surely will impact on the time for commuters and emergency vehicles using his route.  I would like to relerate my objection to the proposed route for the above road development as stated in section 6.  I live at Hill House St Allen Truro TR4 9DG (OS Ref SW 808510)	No preference No	Letter through the door	One address we are naturally and obviously more interested in planned proposals for the chiverton unction and information on this was scarce – please keep up is informed.
																Living as I have done for almost 30 years I am heartbroken by the plan to destroy my home!  I am in my 60's and would not wish to be facing such upheaval in the ver near future. This has been my family home, where my children grew up			
																near future. Inis has been my tamey nome, where my chairten grew up and to be forced to move is an extremely stressful concept. However, the alternative of staying is not one that I could consider, having lived firrough the building of one by pass, and the most consceptable. The noise, dirt, having water, electricity and telephone services disconnected almos daily in addition to the cracks which started to appear in my house dating daily my distinct the construction of the co			
																from 1800's cannot be endured. My estate agent has confirmed that following the construction of the road, our home would be effectively unsalable.  I honestly believe that the highways England representatives were		Bridatways and toopaths are being destroyed in this scheme and there is no indication there will be. The cutting behind my house can easily be incorporated into a	
S82 Within 1km of the scheme Within 1km of the scheme Not Answered	Not Answered	Within 1km of the scheme	Not Answered		TR4 9DG TR1 3LJ	Motor car/van			Never		,	Never	Never Yes	S	Agree but could be improved Agree but could be improved by to me Agree Disagree	shocked at their plans to destroy such a beautiful vista when they visited, but to them on paper it made sense.  The new junction at chiverton would involve a long detour for me when I cycle S rignes to Truro - a separate direct route under the new road is needed for cyclists.	No preference Yes	replaced. Especially the one by which I access my 70mph dual carraigeway with a little widening as per the 2005 Direct contact from	Not useful Unable to attend any of the consultations as they all occurred whilst i was away in Scotland.
. S83 Elsewhere in Cornwall Not Answered Not Answered	Not Answered	Elsewhere in Cornwall	Not Answered		tr60dq tr11xu	Bicycle				Once a week or more			Yes	s	Agree, happy with the proposals Disagree Agree, happy with the proposals Agree, happy with the proposals Agree but could be improved Agree but could be improved Agree but could be improved Agree but could be improved.	the bridge at Chybucca would be positive as long as there is a segregated lane for cyclists as ratific will be fast. A bridgehunnel is required at Ventongimps - my main cycle route to s Truro from Perranporth	Option A Yes	segregated tane should be provided for cyclists will allow fast driving unless there is some treatment to reduce (or even better, a ped/cyclist bridge on the desire	Very useful
																I think a dual carriageway is excessive. The levels of traffic do not justify the cost or destruction of agricultural land. A single carriageway with two lanes, and on the approach to junctions would be more than adequate to years to come. The building of overbridges and two level junctions is good and will further facilitate smooth traffic flow. The current A30 delays are only a serious problem during the peak holidary oricin. Six weeks! as		and streetine does for use trains street in trains.  A non road type of facility should be constructed to general trains as they will be blighted, they may aswell be keep these right off the highway. This will save lives. Therefore should be considered much more for the whole Chiventon Consociational common more for the whole Chiventon Consociational common for Google Special Buildings and Special Speci	
S86 Elsewhere in Comwall S86 Elsewhere in Comwall S86 Elsewhere in Comwall Elsewhere in Comwall S87 Elsewhere in Comwall S87 Elsewhere in Comwall S87 Elsewhere in Commall S88 Elsewhere in Commall	Elsewhere in Cornwall Not Answered Not Answered Not Answered	Elsewhere in Corriwall Not Answered  Not Answered	Not Answered Elsewhere in Cornwall Not Answered	Medical, disabled/Blue Badge	TR36EQ	Motor carivan Motor carivan Motor carivan							Yes Yes Vanta Market Ma	s s	Agree but could be improved  Agree. Nappy with the proposals  Agre	are only a serious problem during the peak holiday period. Six weeks1 a single well designed carriageway would cope, even with that.	Option A Yes No preference Not Answered No preference Not Answered No preference Not Answered No preference Not Answered	development and reduce noise pollution. Local newspaper article to the surricular that this was not more widely known. I found the papers ticked away in odd comer of Truso library by	Very useful Not Answered  Useful to an extent   see opposite
SSI   Elsewhere in Cormusil Not Answered Not Answered	Not Answered Elsewhere in Cornwall  Not Answered	Not Answered Not Answered Elsewhere in Cornwall	Not Answered Elsewhere in Cornwall  Not Answered		#13se #36e #36eq TR6 0DN TR13AY	Motor carivan Motor carivan Motor carivan			Never		Every 6 months or more	- भव भवा	Never Yes Nes Novar	s	Agree, happy with the proposals Agree, happy with the proposal		No preference No No preference Not Answered  No preference No	Not Areasered Ubrisry - Truro Letter through the door I seld the most imported parts of this are the Oliverino Coop and Collated College Change I help under an a registrate at the montest. The Data carriageousy in between as a bonus in the montest. The Data carriageousy in between as a bonus in the Areasered Data College Col	
590 Within 1km of the scheme Within 1km of the scheme Not Answered  591 Within 1km of the scheme Within 1km of the scheme Not Answered	Within 1km of the scheme  Not Answered	Within 1km of the scheme Within 1km of the scheme	Not Answered Within 1km of the scheme		tr49dq tr11eb TR4.8JF	Motor car/van  Motor car/van			Never		,	Never	Never Not Are	s It Answered	Agree, happy with the proposals Agree, happy with the proposal	5	Option A No Option A Not Answered	Highways England Letter through the door Library	Useful to an extent Useful to an extent
500 (Steenhere in Cornwall Steenhere in Cornwall Not Answered Steenhere in Cornwall Steenhere Not Answered No	Elsewhere in Cornwall Not Answered Not Answered Not Answered Not Answered Not Answered	Elsewhere in Cornwall Not Answered Not Answered Not Answered Not Answered Not Answered	Elsewhere in Cornwall  Not Answered  Elsewhere in Cornwall  Elsewhere in Cornwall  Elsewhere in Cornwall		1274dy TR4 8EH 150ub	Motor carlvan Not Answered Motor carlvan Motor carlvan Not Answered			Never Never		,	Never	Never	\$ \$	Agree, happy with the proposals Agree, happy with the proposal		No preference         No           Option A         Not Answered           Option A         Yes           Option A         Not Answered	Cycle path (for safety)  Letter through the door	Very useful  Very useful  Very useful   Very useful   a man of the proposed driverton junction would have helped - in the manner the Chybucca proposals  were presented  Very useful   Very useful
. 596 Elsewhere in Cornwall Not Answered Not Answered  S97 Elsewhere in Cornwall Not Answered Not Answered		Not Answered  Elsewhere in Cornwall	Elsewhere in Cornwall  Not Answered		tr6 0dh	Not Answered  Motor car/van			Never		,	Never	Yes Never Yes	8	Agree, happy with the proposals Agree, happy with the proposal	6d - I regularly use the A30 heading east for work and also leisure so would prefer to include east facing slip roads as well as west. Any visitor (regular events) from upcountry would also benefit from preferto have s	Option A No No preference No		Very useful
598 Elsewhere in Cornwall Not Answered Not Answered	Within 1km of the scheme	Within 1km of the scheme	Not Answered		TRS0AZ	Motor car/van				Once a week or more			Yes	s	Agree but could be improved Disagree Agree, happy with the proposals Agree but could be improved Disagree Agree, happy with the proposals Disagree	Chiverton roundabout can be maintained in it's current position by using by over mehior. This will maintain reasonable levels of skyline locals have been asking for a flyover for years. This is non cycle friendly.		Locals who use the road only cultiming parishes consulted. No linked consultation with CCC, it will not pugrade to A390 which will only get busier given the proposed industrial/housing	people slore.  You consulted 360 people.  Useful Refer to hardcopy for road drawing
																		of the proposal with regard to Nancarrow Farm. This is a popular weeding very, in the least 12 months our company slore has provided taut, minibus, or coach transport to no from Nancarrow no 480 cossision. We would consider that this demonstrates how Nancarrow Farm is a significant contributor to the local economy, and if this project (which we support in	
_ 559] Not Answered Not Answered Not Answered	Elsewhere in Cornwall	Not Assurand	Not however		TOTAL TRANSI	Commonial unhista	Taxi, minibus, coach		Novor			Nouse	Name Van		Agree, happy with the proposals.		No preference No	portropie) is destinementa to the future of this popular venue, it would have a significant impact or visitors as well as focal would have a significant impact or visitors as well as focal with the significant impact of visitors as well as focal with the significant impact of the significant impact impact of the significant impact of the significant impact imp	l today
				it is my outlet to rest of Comwall. I am disbaled & have to I	be		a to b special transport vehicles for disabled									From top of hill near Marazanvose where there is already a section of du		the boostion of this popular versus.  Public motion  My fairn so 22 are fair be been taken it and unable to firsh this  My fairn so 22 are fair be been taken it and unable to firsh this  fairn the fairning Nancarrow for 43 years) would be within 30  meters of this proposed expressure, it has would dissistrationly determined his quality of life & blight his properly value. The  stress caused by this rope of his leapour pay have combituded	
. 500 Within 1km of the scheme Within 1km of the scheme Not Answered . 501 Elsewhere in Cornwall Not Answered Not Answered . 502 Elsewhere in Cornwall Not Answered Not Answered . 500 Within 1km of the scheme . 500 Wit	Not Answered Not Answered Not Answered Not Answered	Not Answered Not Answered Not Answered Not Answered Not Answered	Not Answered Elsewhere in Cornwall Within 1km of the scheme	taken in special transport	TR49DQ tr85lq tr72lu tr85lq	Motor carivan Motor carivan Not Answered Motor carivan	people Daily		Daily		Once a year or more		Yes Yes Yes Yes Yes	\$ \$ \$	Disagree Agree, happy with the proposals Agree, happy with the	carriageway the road should continue North of Marazanvose & not south		to his lines. Mod Answered  I possible make a good cycle way se eventent subulan and keepine A30 local is brilliant.  We need to get on any office and a Chybucus travelling by Public notice.  We need to get on and off road all Chybucus travelling by Public notice  way. Proposed scheme not helpful to open between to helpful to open between to be	Nex Asserted Very useful Very useful Very useful Possibly aflow for more time for local exhibitions
																		Roseband, SS Aussell.  Letter through the door  Living within 50/100 meters from Chiverton roundatious we are extremely concenned about the noise levels during a construction routified our house expecially during the right construction routified our house expecially during the right last of years we cannot obtain the same expectation of house  last of years we cannot obtain the same expectation of house	
																		vibrating, dust, drifty windows, noise levels and parking of heavy goods and construction vehicles still coulding our properly this purity as contributed in inconvenience entering properly this purity as contributed in inconvenience entering with us so the works on the roundstood will affect them aswell.	
																		It would be nice to be kept up to date with what is happening rather than finding out as and when they start work (en night work or access to our house). When chiveron is done, would be nice to have some form of trees to look a intended of cars and road. Lighting to be kept to minimum as at present youndabout light shares from our bederone. Parking	
_ 604 Within 1km of the scheme	Not Answered	Not Answered	Not Answered		TR4 8HS TR1 2RN	Motor car/van			Never	Once a month	n or more		Never Yes	s	Agree, happy with the proposals Agree, happy with the proposal		No preference No	immediately outside our house SHOULD 8E DOUBLE YELLOW LINES as it is supposed to be used by emergency verbices NOT for public parking who leave cars at times 2-3 days (Comish Parter), if not notice enough to accommodate cars parking there as we have tractors and emergency verbicles accessing opporteries down Vincringe Lane. Letter through the door	Very useful
																Chiverton Cross: A prime aim should be to reduce traffic at the junctionand not to increase journey distance. A bridge or similar directly over the A30tron Truro to St. Agnes is needed.  To make the Truro to Redruth travel further to the new junction will make matters worse. A direct slip roar from the A390 truro on to the A30 near		verticles accessing properties down Vicanage Lane. Letter through the door The impotance of the scheme for focals in travelling across the A30 is just as important as through traffic on the A30. A large road weekstered at the Chybocca proteon from the Shortameened direction will remove some of the congression that happens at the Chybocca proteon from the University of the Chybocca proteon from the Shortameened direction will remove some of the congression that happens are for Chybocca proteon to the Chybocca proteon of the Chybocca proteon that the Chybocca proteon of the Chybocca proteon the Chybocca proteon of the Chybocca proteon that the Chybocca proteon of the Chybocca proteon the Chybocca pr	
605 Bisewhere in Comwall Bisewhere in Comwall Not Answered	Not Answered	Not Answered	Not Answered			Motor can/van			Never		,	Never	Never Yes	s	Agree, happy with the proposals Agree but could be improved Agree, happy with the proposals Agree but could be improved apply to me	the existing slip road should be included and to remove the slip road from the planned new junction.  I support the proposals for the new dual carriage way, however I am in total objection to the route via Marazanvose. The proposed route will be directly through Nancarrow Farm! Ninety percent of my income is	No preference No	The grown of Truro and consequent increase in hraffic must lead to a compleherbarish road pals not from the consequence and the consequence and the consequence article.  It is extremely important that the new proposals consider the impact is will have on businesses that will be effected.  Nancarror Farm will be tably trinied if the proposal succeeds	Very useful More local advertising
																generated from the carpentry work I carry out on their unique Events Barns. A new highway passing frough this hidden, Cornish Gem will utterly ruin the organic farmland, completely destroy recent barn conversions, all of which bring housands of visitors to Cornwall on an annual basis. The future of yet another Cornish Business will be ruined if the new proposal ques ahead. Alternative routed have been suggested		and my own personal income will be significantly reduced. My carpentry skills will not longer be required because the Events Barns will no longer be a peacetal, hidden teasure. The farm will be destroyed by JANF WHIGHWAY truming directly through the middle of the farm, causing recent barn conversions and other living quarters to be nimical. Please	
600 Essewhere in Cornwall Not Answered Within 1km of the scheme	Within 1km of the scheme	Not Answered	Not Answered		TR6 0HN TR4 9DQ	Commercial vehicle			Never		,	Never	Never Yes	s	No opinion/not sureldoes not Agree but could be improved apply to me Disagree Agree but could be improved apply to me Disagree Agree but could be improved apply to me Disagree Agree but could be improved apply to me Disagree Agree but could be improved apply to me apply to me	that will have no impact on other businesses or lively hoods. Please keep the Comish strong and keep the highway far from Nancarrow Farm! I (ar many others) will then keep our jobs to provide for our families.  In my opinion, there is no necessity for a higher speed - therefore founder carrianeous, tips this trips at face at dime a work and how never carrianeous.	d l	listen to the alternative routes that have been suggested. Protect the unique, comforth Business and the large number of jobs that are created by Nancarrow Farm.  Letter through the door	Useful
																carriagnessy. Luse this route at least 4 times a week and have never experienced congestion. I have however, experienced Grifficially leaving work at Nancarrow farm due to the already fast and encroaching road. It a dire shame that Commal County Council have proposed such contradictory measures to those at the heart of the Durty's establishmen in as much that they jeopardise the organic lifestyle of many. I firmly believe in this case that one must consider the expression if it ain though the contradictory many than the contradictory of the contradictory many.	5	istine with current global efforts for sustainability and energy conservations, it is valid that dush a detertuctive proposal considers safe alternative route for the variat variety people affected including home riders, cyclists and validers whilst considering the welfare of local businesses and connection that is mismatched by considering the welfare of local businesses and connected home in mismatched surrounding. This level of	Providing an unbiased catalogue of materials should be a priority. Putting the community at a
607 Essewhere in Comwall Essewhere in Comwall Essewhere in Comwall	Within 1km of the scheme	Elsewhere in Cornwall	Elsewhere in Cornwall		TR2 4RY TR4 9DQ	Motor canvan			Never		,	Never	Never No.	1	Disagree Dis	don't fix if and rather focus efforts on sustainability and support for those already contributing positively to Comwall's economy and reputation.	Option B Yes	widdle - inevitably affected by these controversial neglect code potentially destruct key members of the plans.    Description	Useful to an extent conductive to protection and concentration including genuine reasons for improvement is not Useful to an extent conductive to protectivity and cooperation between authority, and community,  The area of the reasonate is important at these area no many meetions to which the answers are
608 Elsewhere in Commail Elsewhere in Commail Not Answered	Not Answered	Not Answered	Elsewhere in Cornwall		TR5 0ND TR5 0ND	Motor car/van					Once a year or more		Yes	s	Agree, happy with the proposals Agree, happy with the proposal	s	Option A No	With regards to connecting vitages with local traffic and safe walking and cycling routed. Futurch Lane in Zeigh was blocked off when the existing A30 was constructed. This divided the Parisrish	Skely to differ. There seems no room for any thing but personal needs. Don't you think any of us are capable of altruistic views (probably not many but).
																		vitages and Zeibn residents no longer have screes to their Church in \$5 Allon. The AGO project team visited this lare when they displayed their projected plane settler this year in ny Pullar this year in the pullar this year than the pullar assential that families with children walking and quiring down Church Lane to longer risk their a gick route from Newayay to Trun. This will continue to be a	
																My Bar/Restaurant business is centrally located between Carland Cross junction and Chiverton Cross junction. The passing traffic on the new A3 will need to be directed onto the old A30 by means of good visible signage at Carland Cross and Chiverton Cross to access the amenities we provide as the only public stopping point within a 6 mile radius. Either this, or a well signed slip most will need to be added at Zefah to access.		lives crossing the existing A30. It was discussed to that Chutch Lane will have be underthright; with a unable to the as said and dish-friendly sillage. However, we promised to results the villages again. To support opting and encourage this as a positive County fixers, the existing A30 could sallow for a said and direct opic route also or existing A30 could sallow for a said and direct opic route also.	
609 Within 1km of the scheme Within 1km of the scheme Not Answered	Within 1km of the scheme	Within 1km of the scheme	Not Answered	I also supply teach at Pool Academy TR15 3PZ	TR4 9HU TR4 9HU	Motor car/van	0	a week or more		Once a week or more			Yes	S	Agree but could be improved   Agree but could be improved   Agree but could be improved   Agree, happy with the proposals: Disagree	our public services.	Option A Yes		Very useful   Thave only read the consultation materials not been to any exhibition,  the booklet is excellent setting out the alternatives very clearly without getting bogged down in detail,  the comparisons between the schemes and (pages 1881 also the mapsulserial news) are very clear  and unambiguous. The questionnairs is very persistent.
610 Elsewhere in Cornwall Not Answered Not Answered 611 Elsewhere in Cornwall Not Answered Not Answered		Elsewhere in Cornwall  Not Answered	Elsewhere in Cornwall  Not Answered	I regularly use this stretch of road between Carland Cross and Chiverton visiting friends	TR49AA	Motor car/van Not Answered			Never		Every 6 months or more	Never	Never Yes Yes	s s	Agree, happy with the proposals Agree, happy with the proposal		No preference Not Answered  Option A Not Answered	between them via Chylucca jurisorily this seems very destructive to the occupants of the 2 properties Nori Answered Truro library  Letter through the door Improvement shout the bridges at each end being higher than	
612 Blsewhere in Cornwall Elsewhere in Cornwall Not Answered 613 Blsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered Not Answered	Not Answered Not Answered	Not Answered Not Answered		tr49jr TR49QU	Motor car/van Motor car/van			Never			Never	Yes Never Yes	8	Agree but could be improved Agree, happy with the proposals Agree, happy with the proposal	6c the same goes for Carland cross the road layout could be clearer 6d From carland Cros to Chybucca, no slip roads and from Chybucca to Carland Cross no sliproads	No preference Yes Option A No	the existing roundabouts we get biply winds from the Affance.  If the be bridges was closered and ground welfed out then their wouldn't be as much problems with winter diving their desent seem to be enough stip roads for the local villages around the a30.  Letter through the door Letter through the door	Useful to an extent Make the road maps more clearer. More detailed information on everything.  Useful
_614 Elsewhere in Comwall Not Answered Not Answered			Not Answered		trRdin tr71re	Motor car/van						Never	Have used and crossed is section to connect with larees on quite roads on horseback in the near one possible of the road up to 2013. Yes	ę.	Agree, happy with the proposals Agree, happy with the proposal		Ontion A Yes	If I could be cooperated the non motioned user needs clare definition & I deposite separated in the read clare definition & I deposite separated in the read sheed any not increase much other future need should be accommodated as much as gapes to have much benefit for non motioned users in this speep to have much benefit for non motioned users in this	Very useful
																		practice possible within budget More catterly on inking up with pedestrian access e.g will access to loid A30 be available via underpass at furmets a.g. opin or howest osedion The passes the day rigions shooting a loit and could be developed for yolitatis a walkers. I have	
615 Essewhere in Cornwall Essewhere in Cornwall Not Answered	Not Answered	Elsewhere in Cornwall	Not Answered		tr60pe	Motor car/van		Once a )	year or more		,	Never	Never Yes	\$	Agree, happy with the proposals Agree, happy with the proposal	The scheme as a whole looks good, but I am seriously worried about Chiverton Cross junction.  Chiverton Cross looks to be of a substandard design, for the following	Not Answered Yes	cleared this footpath in the past but the need to Option A looks like a winner to us.	Appreciated into being in paper format not merely references to links for online material.  Very useful Indicates as the road to inform everyone not just those how are I.T users.
																reasons:  1. With a pair of dumbbell roundabouts with a single carriageway link road under the new A30, this junction will seize up from the day of opening. All traffic from A30 eb, Blackwater and S1 Agnes that wishes to head to Truro or the A30 wb will need to negotiate all flour sides of this			
																junction.  2. The location is questionable? Why is it not located at the existing Chiverton Cross, where the land is already owned, and the footprint of a GSJ won't be much greater. Given the levels of the A30 west of the junction, the A30 could flow underneath the junction and thus be hidden			
																from view.  3. Rat-running. All local traffic from Truro will simply take local routes through Chaoewater et to avoid looping back to the A30. You do not have to be Einstein to realise that the A30 looping back east does not make	ė	Please re-design and relocate Chiverton Cross to its current location.	
616 Outside Comwall Not Answered Not Answered  617 Within 1 km of the scheme Within 1 km of the scheme Elsewhere in Comwall	Not Answered  Within 1km of the scheme	Not Answered  Within 1km of the scheme	Outside Comwall  Within 1km of the scheme		KT23 4AJ UB7 0GB	Motor car/van	motor bike		Never Never	Once a month	or more	Never	Never Yes Never Yes	s	Agree, happy with the proposals  Agree but could be improved  Agree, happy with the proposals	traffic trying to access Truro every morning 7:30-9:30 traffic even today	No preference No	A two-bridge roundshout GSJ is the only feasible solution here. The current proposal will lead to chronic congestion. Highways England website Letter through the door	Uselul Ali clear and good Uselul questions answered
618 Within 1km of the scheme Not Answered Not Answered 619 Elsewhere in Cornwall Not Answered Not Answered Not Answered	Not Answered Not Answered	Within 1km of the scheme  Not Answered	Within 1km of the scheme  Elsewhere in Cornwall	As the Cornwall Councillor ajoining this road my concerns are for. Trevissome, Nancarrow, Trevalso, Hill View Farm	16.	Motor carivan  Motor carivan			rever			rvever	Ves	8	Agree but could be improved Ag	Worried about the development fund of European Union after Brexit where does the money come from?		I don't know Letter through the door	Useful Useful
620 Within 1km of the scheme Within 1km of the scheme Within 1km of the scheme 621 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Within 1km of the scheme  Elsewhere in Cornwall		Within 1km of the scheme  Not Answered	Please look at the implications for penny-come-quick, you proposals are most unifair to this proprity and its occupant	r	Motor car/van			Never		Once a year or more		Yes Never Yes	s	Agree but could be improved Disagree Agree but could be improved Disagree Agree but could be improved Agree but co		Option A Yes Option A Yes	consider providing a cyclefequestrian rout linking Truro to St agnes across the exiting Chiverton Cross junction & create a to ensure equatrians and non-motorised vehicles leded from new X30 at Chiverton to the St Agnes coad	If think everyone accepts that this needs to be done but please listen and act on the locals peoples  Very useful  Very useful  Very useful
622 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Elsewhere in Cornwall	Within 1km of the scheme	Not Answered		TR49JY TR48HL	Motor carivan			Never			Never	Never Yes	s	Agree, happy with the proposals Agree, happy with the proposal		Option A No	A feeder road from the SA Agrees road to the Newquay roads to take off pressure from the new plans or resp. table the elding level of train.  There will be many responses concerning Chiverton. Chybicos etc. I am particularly concerned with the disastrous impact this will have on hisracrored time. Alwazarwork. The Direct contact from	Very useful
Essewhere in Comwall     Elsewhere in Comwall     Elsewhere in Comwall     Essewhere in Comwall     Essewhere in Comwall     Essewhere in Comwall     Not Answered     Not Answered	Elsewhere in Cornwall  Not Answered  Not Answered		Not Answered Elsewhere in Cornwall Not Answered	I use the route alof for wok and visiting fmaily etc.  TR48EH		Motor carivan Motor carivan Motor carivan			Never Never		,	Never Never	Ves         Never         Yes           Never         Yes           Never         Yes	s s	Agree, happy with the proposals Agree, happy with the proposal		Not Answered Not Answered  Option A No  Option A Not Answered	new ASD must not go south of the of road at this point in significant states of the control of t	Useful Very useful Very useful Very useful
GZI  Elsewhere in Cornwall   Not Answered Not Answered	Not Answered Not Answered Not Answered	Not Answered Not Answered Not Answered Not Answered	Elsewhere in Cornwall Not Answered Not Answered		TRSONL TRSOPB	Motor carlvan Motor carlvan Motor carlvan			Never			Never	Never Yes Pres	8 8	Agree, happy with the proposals Agree, happy with the proposal		No preference No Option A No	Access from SI Agnes to Trust must be separate from Northhiscult mains revocal, Undergase or tridge, Local traffic should be kept apart from major routes. Access by roundablosis in routsuibled, ceen orth wates	Useful Very Very Very Very Very Very Very Very
628 Essewhere in Cornwall Not Answered Not Answered 629 Essewhere in Cornwall Not Answered Not Answered Not Answered	Not Answered Not Answered	Not Answered Not Answered	Not Answered Elsewhere in Cornwall		TR1 3RX	Motor carivan Motor carivan			Never		,	Never	Never Yes	- s	Agree, happy with the proposals Agree, happy with the proposal	There should be a junction at the Goonhavern, Perranporth, at boxheate junction at Penny-come-quick		Letter through the door	Very useful  At the existing road dimensions on the roads are imperial (miles etc.) the detail proposals would be
630 Elsewhere in Cornwall Not Answered Not Answered 631 Elsewhere in Cornwall Elsewhere in Cornwall Not Answered	Not Answered Not Answered	Within 1km of the scheme  Not Answered	Not Answered Elsewhere in Cornwall		TR2 4NW TR115NP TR115NP	Motor car/van Motor car/van			Never		,	Never	Ves Never Yes	s	Agree but could be improved Agree but could be improved Agree happy with the proposals Agree but could be improved	The new route should be as close to and use some of the existing A30 to avoid the destruture of good farm land. The existing 4 lane Zelah bypass should be included in the upgrade to minimize the impact on homes, farmland and businesses.	Option A Not Answered	The Nancierrow organic farm business could be decimated if the Zeideh bypass in on included in the plant or included in the plant of the Nort Answered Naricarrow Farm As already noted, the worsening congestion from Chiverton Circus to Trut on the ASIO, especially when here housing and	Useful to an extent There are existing sign posts within distanes given in miles.
. 632 Elsewhere in Commail Not Answered Not Answered	Not Answered	Not Answered	Not Answered	I use this section of the A30 for part-time business purposes well as leisure, and also vary the route into Trurt between Chiverton and Chybucca depending on traffic density	0 TR4 8BX TR4 8BX	Motor car/van			Never			Never	Never Yes	s	Agree but could be improved Disagree Agree, happy with the proposals Agree, happy with the proposals Agree but could be improved Agree but could be improved Agree but could be improved apply to me	The proposed scheme does not address the current and worsening congestion from Chiverton Cross to and from Truro on the A390.  I believe the changes put forward will drastically effect local business, the economy and surrounding willdiff. Noncarrow brinos in a vest amount of	No preference Not Answered	addressed. Unless it is, there will inevitably be tailbacks both into and out of Truto around the new Chiverton Cross junction. Given the scale of the proposed ingrovement surely the	Uselul
633 Elsewhere in Cornwall Not Arewered Not Answered	Within 1km of the scheme	Within 1km of the scheme	Not Answered		Tr2 dry Tr4 9lg	Motor can/van	Daily						No No	1	Osagree Disagree Disagree Disagree Disagree Disagree Disagree Disagree	economy and surrounding wildlife. Nancarrow brings in a vast amount of revenue in to the surrounding area and thus route would have devastain effects on that business, jobs and surrounding businesses which are tinked to Nancarrow.	Option B No	I work at Nancarrow as Not Answered  The new dual carriaceway seems to promise improvements	
																The proposals for the new junction at Chiverton do not seem to take second of the first control of the first contr		but it seems only in a narrow serie. All the traffic that will move be able to drive all the way to helpfer contribution on dual carriage way will have to get off convenience. When it does the congression on the single carriageway will be when the congression on the single carriageway will be when the deservine the congression on the single carriageway will be white diseasehere.	
634 Elsewhere in Cornwall Not Answered Not Answered	Not Answered	Not Answered	Not Answered	I live within approximately 2km of the scheme which interms of the impact of the finished scheme is no differen than living within 1 km	it TR4 8BX	Motor car/van							Yes	s	Agree but could be improved Disagree IDisagree	acount of traffic volume to and from the villages served by the B3227. Existing Vaffic congestion seems likely to be shifted not resolved. Acces from the B3227 to the A390 into Truro seems to be more difficult. There i no provision for dealing with the congestion on the A390.	No preference Not Answered	An argument can be made for the existing single lane being useful in straffic calming lemm. That's a lost case. The owerall negation impact (which we are not asked to comment on is on the character of Commell as a rural county and the quality of life for those living there .   Not Answered St Agnes public library.	Useful to an extent   Perhaps by substantiating claim that 10 miles of dual carriageway can "unlock growth"

							Whilet we agree with the need for a datal carriage way for this section of the ASQ, we are shocked at the proposed creal shops at Manzamores and the complete lack of appreciation for the impact on Nancamore Farm and the worderful Wedding and Events facility. Nancamore Farm has been farmed by the same family for Joyses, and considerable flamacial investment has been made during the last 5 years to secure this Nature for generations to some. It would seems that the exhibition for the ASQ scheme for the A		
635 Bleewhere in Cornwall Elsewhere in Cornwall Elsewhere in Commail Not Answered Elsewhere in Cornwall Elsewh	We travel frequently from to Manazanvose and to TR4 68D	Motor certvan	rec	Never	Never Yes	Disagree Agree, happy with the proposals Agree, happy with the proposals Agree, happy with the proposals Disagree Disa	remaining fleds. Local access to the Farmhouse and Villa has also not been considered. Earn ad access to the Farmhouse and Villa has also not been considered.  Destroying an organic form and an award winning wedding and events facility is completely at olds with the stated objectives of the A30 migrovement programme.  Why does that arrandous need a new 4 lane road sitting in close proximity to an existing 34 larear settled of the A307 Why has the 2005 proposed to storeate a tarmazcace digit on the isolatioupe? No preference double-been submissed for close also tarmazcace digit on the isolatioupe? No preference	Including westbound access to the A30 at Scornier would be a Nuga improvement that would ease staffic flows at the Local Library followed by Coverent junction.  No. Not Answered letter through the door Very	y useful
							that the route A is preferred. But I arm concerned about the junction at Perhalse being justified for with maniping ame want straight without some a direct note from here is Truto I am concerned that this (underpass) may generate each straight or straight charged, before a traight of the contract o		
636 Within 1km of the scheme Not Answers	red Programme Pr	Motor carivan			Yes	Agree but could be improved Agree, happy with the proposals Agree, happy with the proposals Disagree Agree but could be improved Agree.	to massive seria volume in traffic which will compromise safety of motorists pedestrians children adults and animate.  Obsignee  Obsignee  Option A	Ves East and West slip roads and cycle tracks  road on Nancarrow farm and the wedding venue there. It seems as though the new road is considerably closer, and I would be writed about the affect this would have on their would have on their and the wedding which would have on their and the wedding for the seems as though the road of the seems	y useful
637 Elsewhere in Cornwall Elsewhere in Cornwall Elsewhere in Commall Within 1km of the scheme Elsewhere in Cornwall Not Answer	red Tri8 def Tri4 Sigh	Motor certran Daily		Neoer	Never Yes	Agree, happy with the proposals Disagree Agree	The but could be improved apply to me Agree, happy with the proposals.  No preference	home raised produce. I can see that bringing the road closer inconcisions the poet on adjusted the setting lifequently inconcisions the poet on adjusted of the setting. Helpusted in the product of the setting life, and the product of the setting life inconcisions the product of the setting, they don't hirry in ruly a and reich the setting pleasance of natural notices, which the the essential the setting of catella. It is intrinsic to the charm of the place. It would ure power to encoulate this section and maintain the original route here to avoid any possibility of maintains the original route here to avoid any possibility of the place. It is the setting of	eful to an extent. More detailed maps to a greater scale. Passenger eye views of junctions
. GSB Willim 1km of the scheme Willim 1km of the scheme Not Answered Willim 1km of the scheme Willim 1km of the scheme Not Answered	red TRASLIN TRASLIN	Motor canhan Every 6 months or more		Every 6 months or more	Never Yes	Agree, happy with the proposals.	No opinion/hot surelides not type, happy with the proposals Agries, happy with the proposals Agries	The general view is that the staff circlest will increase due to the new AD underpose has a faculated in your pairs on the direct roade from Callestick to Truz. This they believe will making access to Truz oneside and there increase the staffic. There is therefore a view that the underposes should be lemonated us top the visiligate acting as an art.  It disagree with index completely. The roade from Callestick into Truz will be made easile as there won't be the difficulty in crossing the ADI, however all the offer roades will have similar consisting the ADI, however all the offer roades will have similar consisting the ADI, however all the offer roades will have similar consisting the ADI, however all the offer roades will have similar consisting the ADI, however all the offer roades will have similar consisting the ADI, however all the offer roades will have similar consisting the ADI, however all the offer roades will have similar consisting the ADI of	etu i
	reed years treed			Once a month or more	Yes	Agree, happy with the proposals   Agree,	No opinion/not surefidees not  Agree, happy with the proposals apply to me.  Option A	If leet very strongly about the change of route to incorporate laking oven more land of annial businesses expendally and land to the company of the certification of international quests from Land route the world has visited and their in turn with the employment of local staff as well as the local business contained and their in turn with the employment of local staff as well as the local business contained and staff and and their in turn with the employment of local staff as well as the local business contained and an arrange trans or members to a certification of the contained of th	fin not sure at this time but fin sure there could be a lot of improvement in regard to how it is approached and how the opinions of those it affects are actually heard and not just ignored yuestful.
64] Elsewhere in Cornwall Elsewhere in Cornwall Not Answered Elsewhere in Cornwall Elsewhere in Cornwall Not Answered			ver	Never	Yes Never Yes	Agree, happy with the proposals   Disagree   Agree, happy with the proposals   Agree, happy with the proposals   Agree but could be improved   Agree	The proposed rew road signout at Oriverton across will cause significant subsidies to the ASIOT Revenue, which approximately assume months.  Have the ASIOT Revenue, which approximately assume the ASIO Revenue, which approximately a significant substances of the ASIO Revenue, which are also assume that the ASIO Revenue, which are the ASIO Revenue, which are the ASIO Revenue and the ASI	No See 6 Letter through the door Ven	Between Carland across and Criverton cross the most significant feature is the proposed layout at Criverton but this not depoted in the distributed booklet as is the cylinder layout at Chiphoca.
	in Conwall #50ul #13ay	Motor carivan  Meter carivan  Nel  Motor carivan	ver ver ver	Never   Never   Never   Never	Never Yes Never Yes Never Yes Never Yes	Agree, happy with the proposals Agree, happy with the proposals agely to me Agree, happy with the proposals Agree, happy w	yee, happy with the proposals   Agree, h	No Not Answered  By putting the new A30 into a cutting at th point of the current (roundabout, it should by possible to introduce a giratory Cost at should a formative are except with the waster anyway in a	y useful  y useful  stid  Information on the west bruton website is far more comprehensive.
665 Steenhere in Cornwall Not Answered Not Answered Not Answered Not Answered Not Answered Steenhere in Cornwall Not Answered Not Answered Not Answered Not Answered Steenhere in Cornwall Not Answered	in Connwall Tri1db in Connwall Tri0bb	Mode carkan  Medic carkan  Medic carkan  Medic carkan  Medic carkan  Medic carkan	Once a month or mon		Never Yes Never Yes Yes Yes	Agree, happy with the proposals. Agree, happy with the proposals and proposals are proposals and proposals and proposals. Agree happy with the proposals and proposals are proposals. Agree happy with the proposals are proposals. Agree happy with the proposals are proposals. Agree happy with the proposals. Agree happy	opinicanities sureities not No opinioninot su	I disagnee with the glast to reade a new road those reading the present ASD belows in the beaution.  Nancarrow farm has deviced in control of the present and the government has adviced increase the salvive and has diversified—purifying in an entranceframy amount of voice and energy to make the farm encoromically valide and ethically secoletist. If the encoromically valide and ethically secoletist. If the desire the present the present the present that the present the present that the valid of the present that the present the present that the present the present that the present tha	Civienton has been omitted from brochure and websites, I wonder why the did not been omitted from brochure and websites, I wonder why work of the civient of
650 Elsewhere in Comwall Elsew	In Cornwall T-50pw T-50pw  T-60ps  T-60ps	Motor carlvan  Motor carlvan  Ne	reci	Never	Never Yes	Agree, happy with the proposals Agree, happy with the proposal	opinionnint survivoes not  pply to me Agree, happy with the proposals Agree, happy with the proposals Option A  Option A	No Letter through the door Ven	y useful
652 Elsewhere in Cornwall Within 1km of the scheme Elsewhere in Cornwall Within 1km of the scheme Elsewhere in Cornwall Not Answered	I have restal properly and land in Zellah. I live appras 2 miles from the scheme and I use the A30 for both leisure and business TR490L TR49HH	Motor cer/an Net Answered	ver	Never	Never Yes Not Answered	No opinion/not sure/does not sayly to me Agree but could be improved Agree but could be improved Disa	The details shown do not give sufficencent information to make a decision	Word of mouth - I received No Not Answered no notification by post Ven	Better publicity about spcoming publishes and more consultants available at the exhibitions - it was somewhat crowded and difficult to speak to a consultant
	Myself and mry wife travel regularly from st Agnes to Truro on the SXXTP and a SSIO onasts, including on the buy and in summerime other very dispressor, self-witten to roundatious.					Agree but could be improved	gree, happy with the proposals   Agree, happy with the proposals   Agree but could be improved   or answer the question   Option A	Nocoation of the neebbt ridge could be repositioned further west to reduce third part land by Why has the existing bridge last Span a dual carriageway.  Yes purchase	ful to an extent.  Please ensure a public consultation event is held in at games as part of the next round of consultation.
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### 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 concerned 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
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 &	4.5
Chybucca	

With the route via Pendown Cross and Chybucca Junction up to 50% longer than travelling via Callestick 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

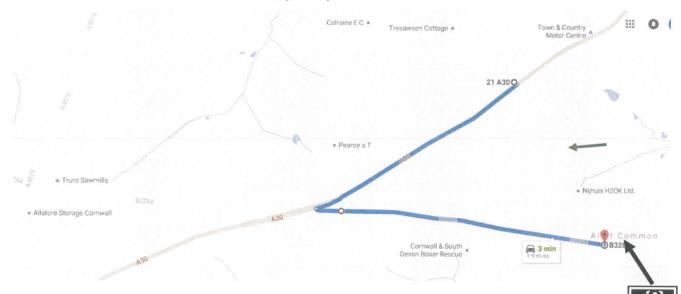
The current proposal at Chybucca Junction are for an exit slip road for east-bound traffic and entry for west-bound, as shown on the diagram above. This would mean all traffic for Perranporth and surrounding villages would have to continue using the existing A30 or travel to Chiverton Cross. This would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

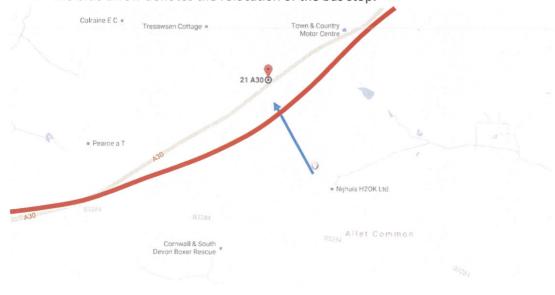
Propose changing the junction at Chybucca to full entry / exit junction for both east and west bound traffic to relieve traffic from Pendown Cross and the A3075.

#### 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 25<sup>th</sup> 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

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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.

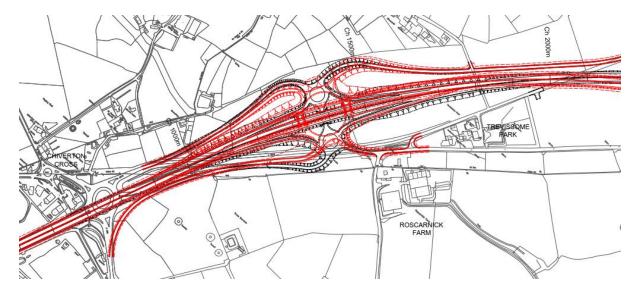


Figure 8-3: Red shows gyratory junction at the location of the consultation junction

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.



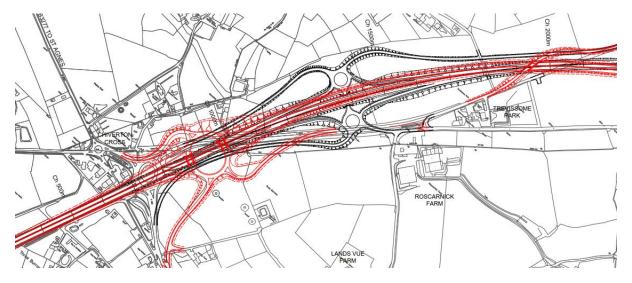


Figure 8-4: Red shows gyratory junction closer to the existing Chiverton Cross junction

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 6<sup>th</sup> 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.

#### A30 Chiverton to Carland Cross

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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).



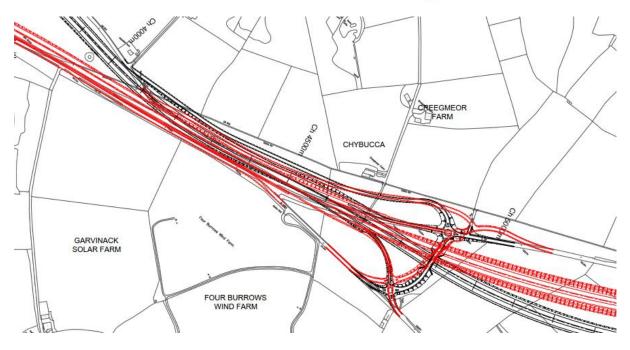


Figure 8-5: Red shows alternative alignment at Chybucca junction

#### 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.



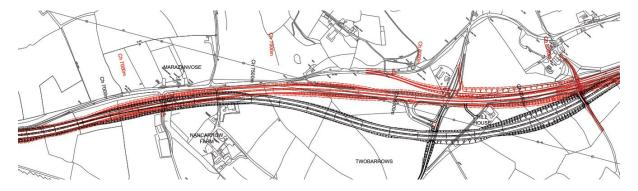


Figure 8-6: Red shows alternative south of Marazanvose

#### North Option 1

This alternative was developed from the 2005 route, to bring the dual carriageway to the north of Marazanvose 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 Marazanvose 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 Marazanvose 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.

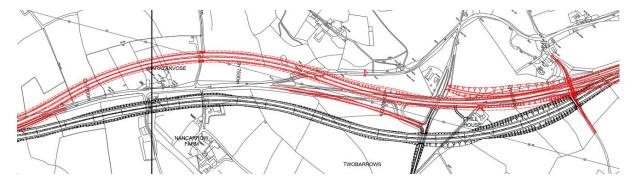


Figure 8-7: Red shows alternative option 1 north of Marazanvose

#### 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 Marazanvose 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 Marazanvose.





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

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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.



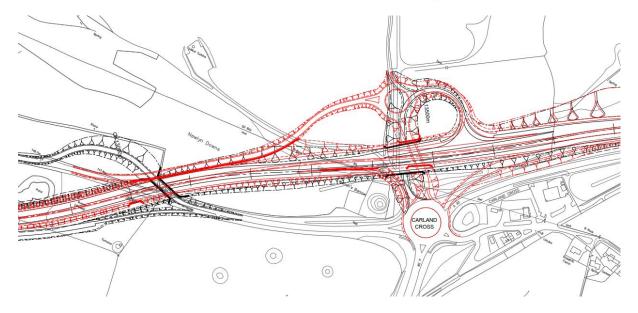


Figure 8-9: Red shows alternative side road and junction arrangement at Carland Cross

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

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			

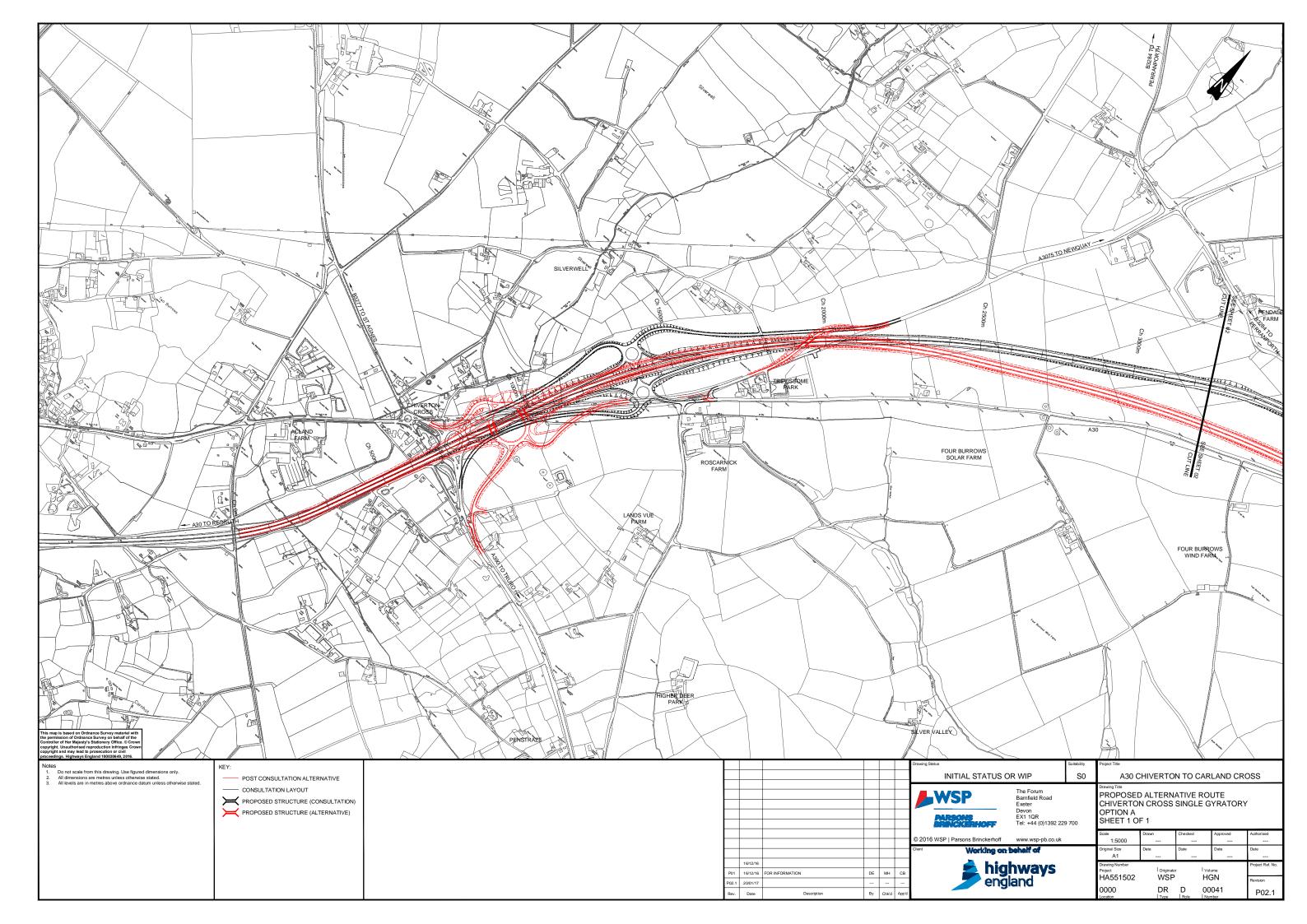


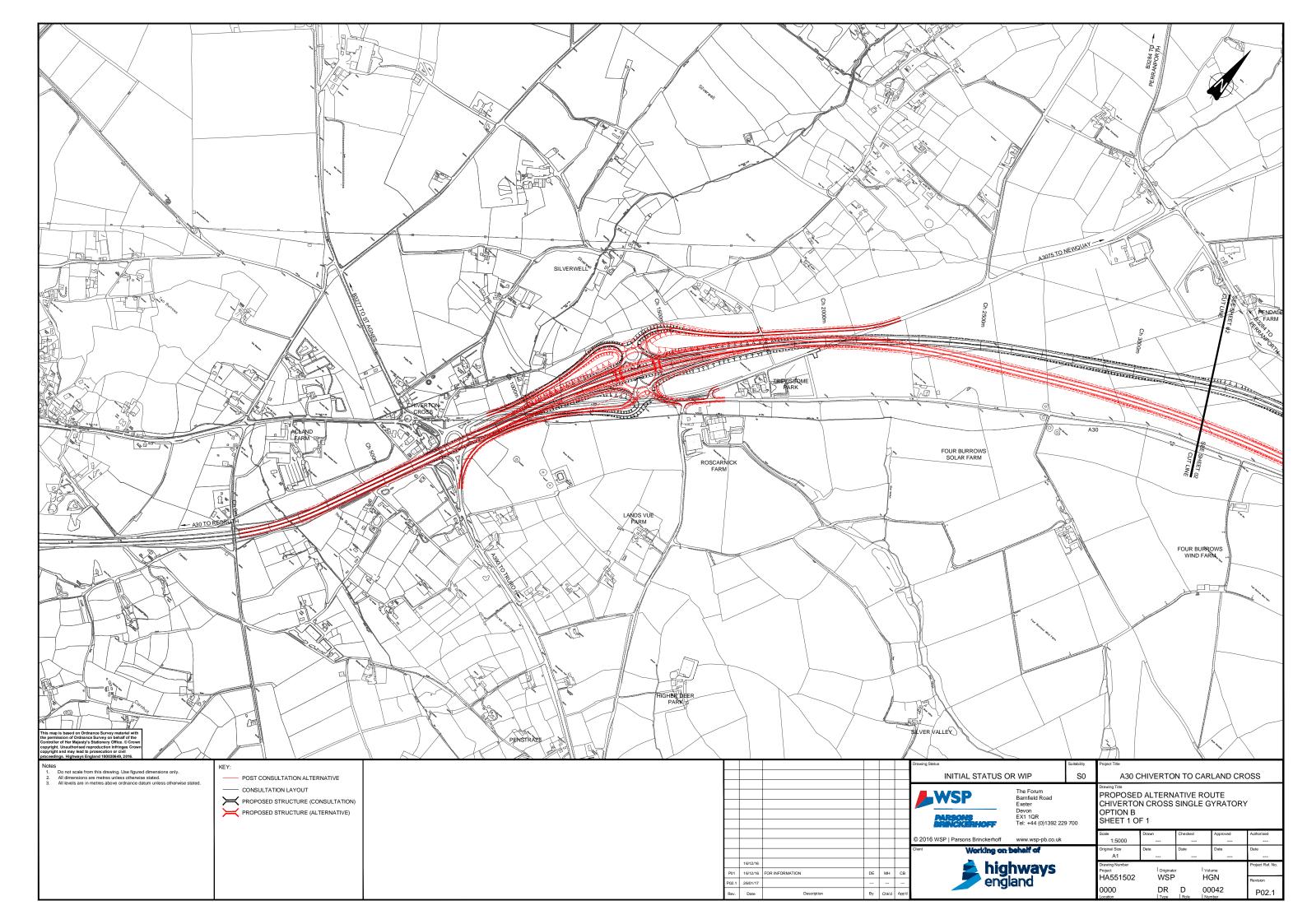
	North Option 1 with side road connections east and west to maintain	Increased land take, increased side road requirements and additional stakeholders affected	Yes
	local route on existing A30 North Option 2 with	Reduced impact to Nancarrow Farm and no impact on Marazan Barn Increased land take, large increased side	Yes
	extended side road connection east and west to maintain local route on existing A30. Existing A30 at Marazanvose severed	road requirements and additional stakeholders affected Reduced impact to Nancarrow Farm, no impact on Marazan Barn and improvements to setting of Marazanvose	
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

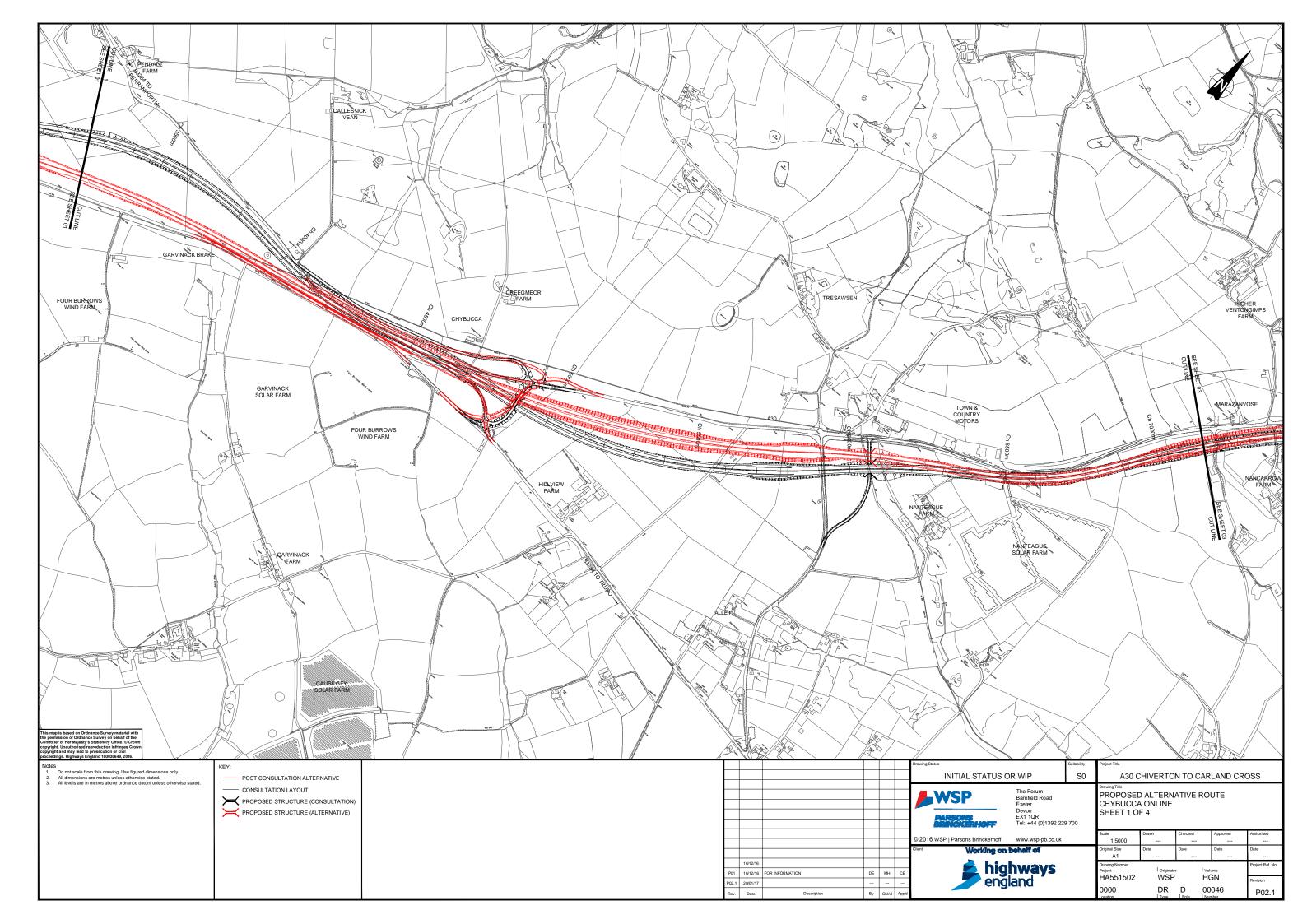


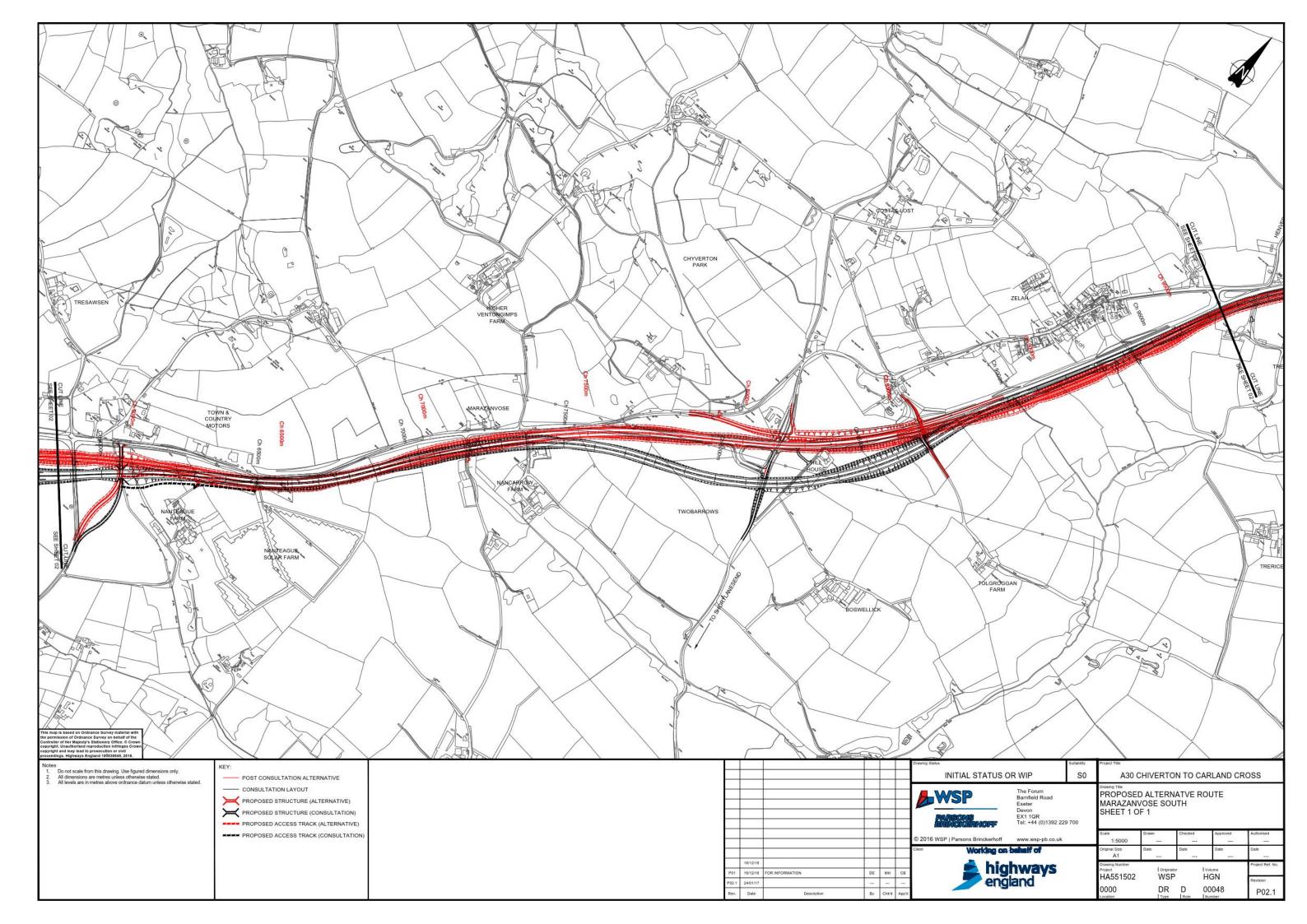
## Appendix H. Drawings of Alternatives

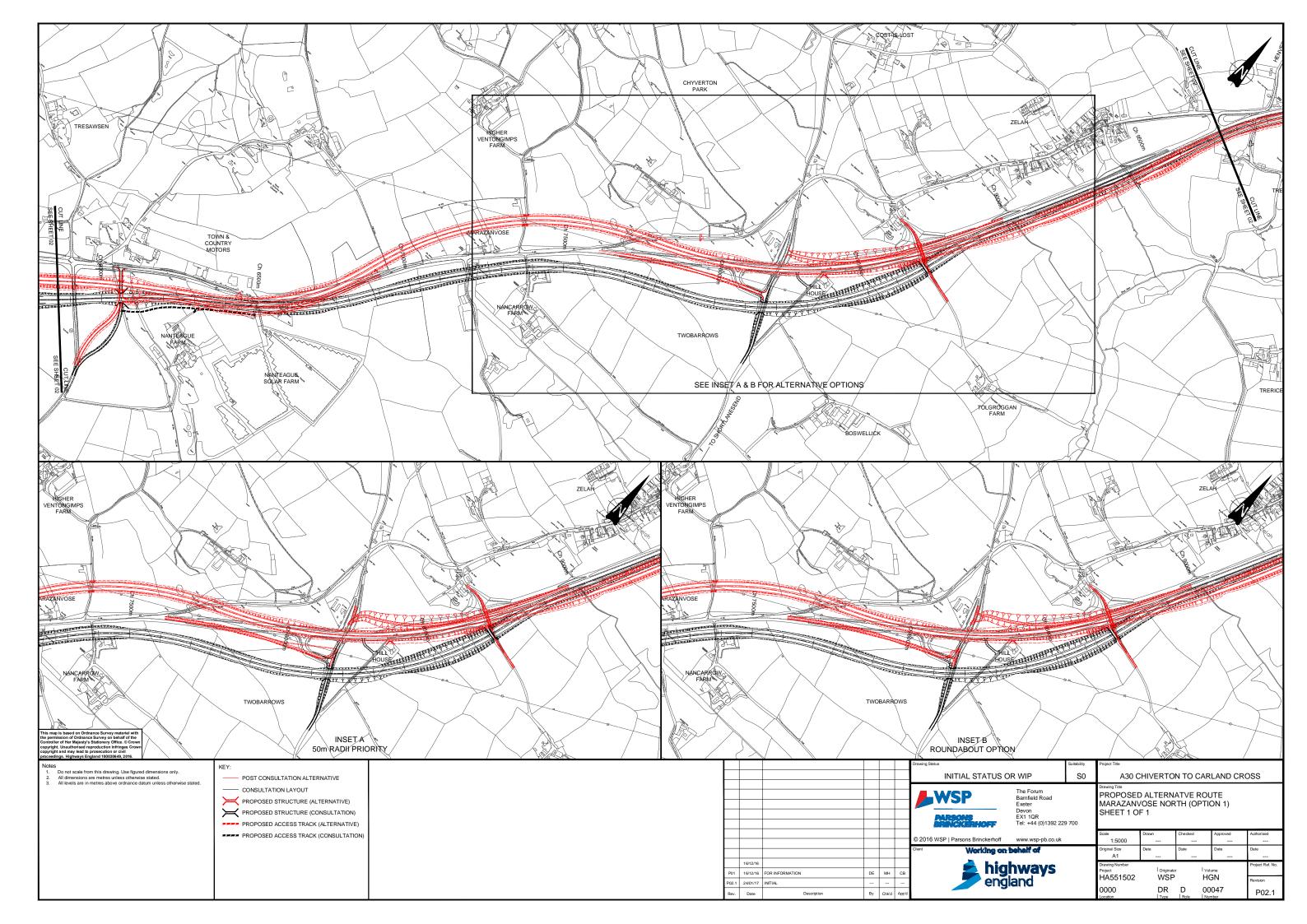
Material				
Chiverton Cross Single Gyratory Close to Existing Junction - West				
Chiverton Cross Single Gyratory at Consultation Location - East				
Chybucca – Online to Tresawsen				
Marazanvose South with Local Route on Existing A30				
Marazanvose North Option 1 with Local Route on Existing A30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

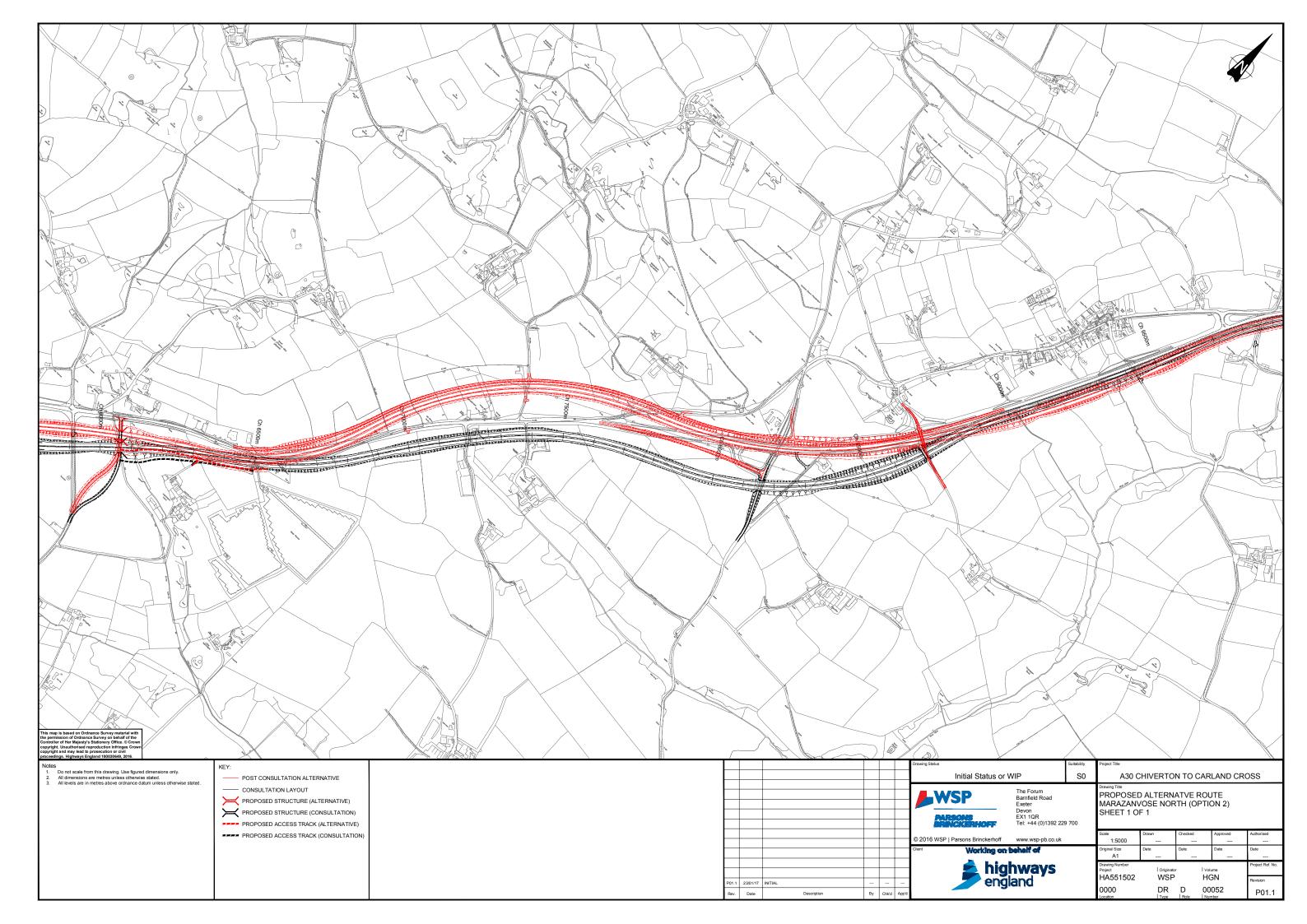


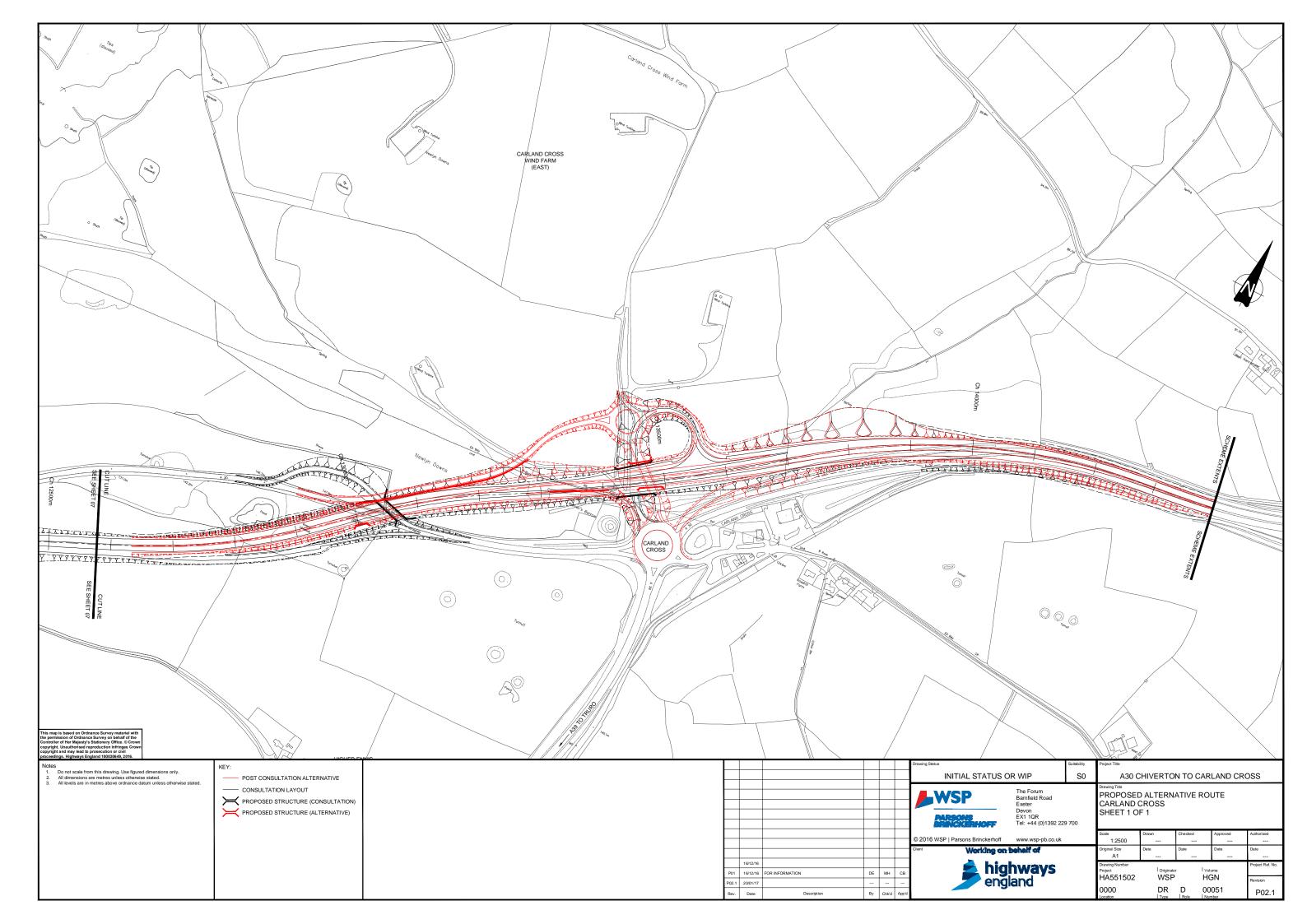














# Addendum Information Gathering Event











Addendum To Report On Public Consultation

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

April 2017



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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.

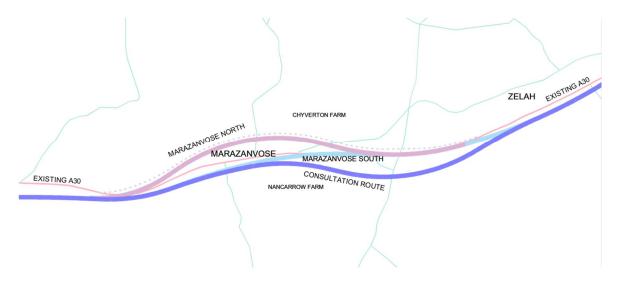


Figure 1-1: Alternatives between Town and Country Motors and Zelah bypass

#### 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:

- Marazanvose 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.
- Marazanvose North Option 1 east of Town and Country Motors the dual carriageway alignment would sweep north, crossing the existing A30, then passing north of Marazanvose and before curving south towards the existing A30 to utilise the existing Twobarrows bridge.

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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.

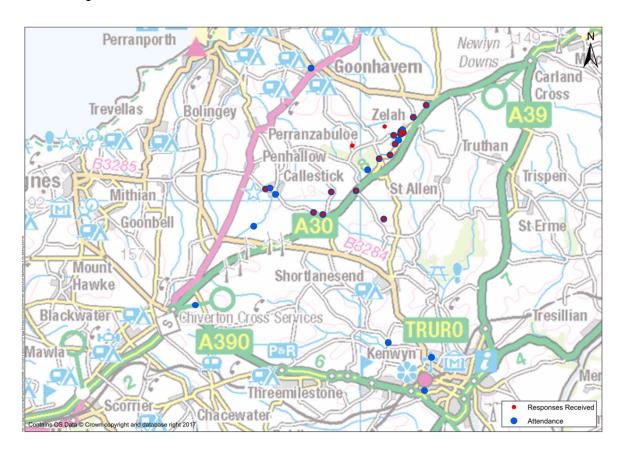


Figure 2-1: Information Gathering Event Attendance and Responses

#### 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.

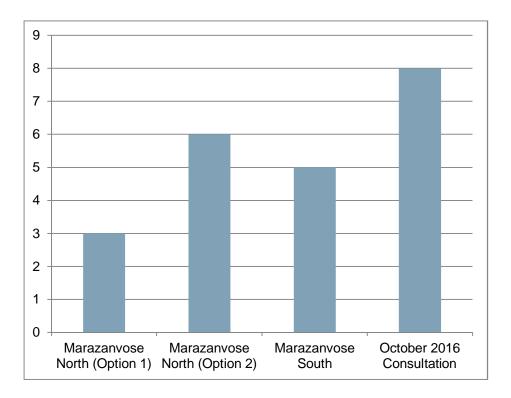


Figure 2-2: Local community preference

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 rat 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

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the village to travel between Henver 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

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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.

