

A30 Chiverton to Carland Cross Improvement Scheme Report on Public Consultation



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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.

Executive Summary

General

Highways England intends to improve the A30 to the north of Truro between Chiverton and Carland Cross. The proposal will create a new dual carriageway whilst retaining the existing road as a route for local traffic. This will relieve congestion and improve access between communities, workplaces and local services.

As part of the scheme development, Highways England held a public consultation in from 15 October to 2 December 2016 to:

- raise awareness and understanding of the need and rationale for the proposed improvements
- obtain objective feedback to enable the scheme design to be refined and developed
- identify any opportunities to improve the proposal

The plans were discussed with councillors, key stakeholders and affected landowners and occupiers before being presented to the public at 4 staffed events. Feedback was collected in a questionnaire, which was available at the staffed events, four deposit points and could be completed online.

The public exhibition events contained information boards and plans of the proposed route. Members of the project team attended to explain the proposals, answer any questions and listen to local feedback. The events were held at the following locations:

- St. Erme Community Centre – Saturday 15 October 2016;
- Shortlanesend Village Hall – Wednesday 19 October 2016;
- Blackwater Community Primary School – Thursday 20 October 2016; and
- Perranzabuloe Parish Rooms – Thursday 24 November 2016.

The events were publicised through a combination of formal letters and press releases as well as through the Highways England website and local community groups.

Route presented at consultation

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

The scheme presented also included:

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

Overall consultation responses and results

The exhibitions were well attended with visitor numbers spread quite evenly across the 4 exhibitions, information gathered demonstrated a good geographical distribution of attendees. Below is a summary of key numbers:

- 835 visitors across the 4 exhibitions
- 1,400 questionnaire taken
- 698 responses received
- 52 direct communications (letter/email)

Analysis of responses shows an overwhelming support for the scheme:

- 95% respondents supported the need for the scheme
- 92% support for dual carriageway with free-flowing junctions
- 86% support for retention of existing A30 as a local route

The main concerns expressed by attendees and respondents were:

- Chiverton Cross Junction – concerns over capacity and length of detour (St Agnes to Truro)
- severance of useful farming land throughout the length of the scheme
- alignment at Chybucca – separation of the two properties at Callestick Vean Farm
- lack of east facing slip roads at Chybucca
- negative impact on Nancarrow Farm
- poor connectivity between Zelah and the parish of St. Allen

The project team investigated and assessed the ideas and proposals made during the public consultation, assessing 21 alternative sections. As a result the following alternative alignments were recommended for further detailed assessment against the consultation layout:

- Chiverton Cross:
 - Western Gyratory - relocation of proposed junction west and layout amended to single gyratory
 - Eastern Gyratory - relocation of proposed junction east and layout amended to single gyratory
- All movements at Chybucca – addition of east facing slip roads at the Chybucca junction
- Chybucca online to Tresawsen – proposed alignment amended to use more existing highway
- Carland Cross – amendments to junction layout

The overall benefit of alternatives proposed between Marazanvose to Zelah bypass were not so clear. The following alternatives remained:

- Marazanvose to Zelah:
 - South with local route on existing A30
 - North Option 1 with local route on existing A30 through Marazanvose
 - North Option 2 with diverted local route to the north

As the suggested alternatives could have significant impact on local stakeholders and landowners, Highways England undertook further discussions with those potentially affected by means of:

- private meetings with affected landowners
- an information-gathering event at Shortlanesend Village Hall on Wednesday 08 February

The event presented alternatives in addition to the consultation route. These are shown in Figure 0-1 below.

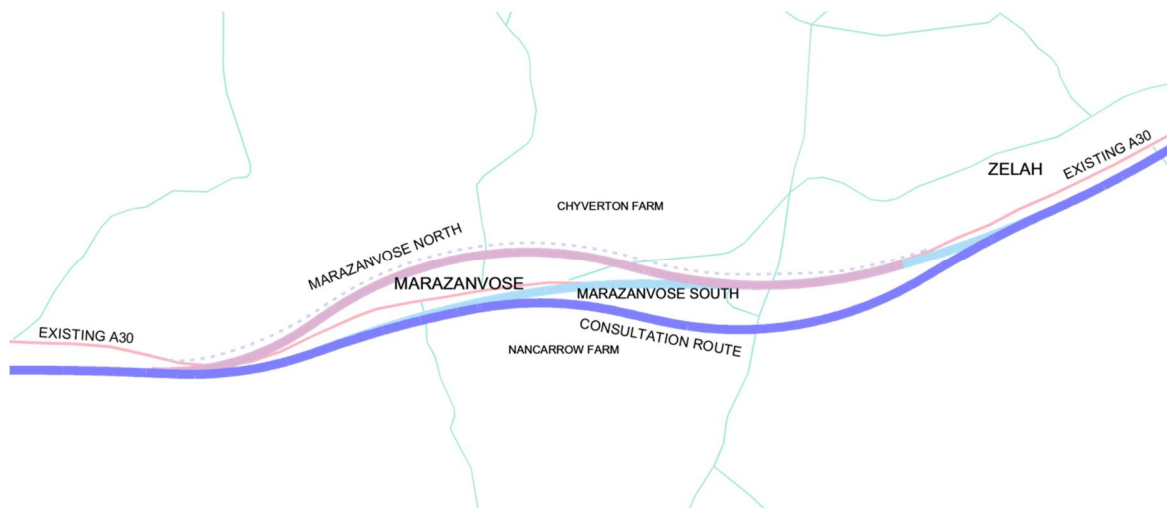


Figure 0-1: Information-gather event alternatives

86 people attended the event and 30 responded using the form available at the event. There were 5 direct communications received in the form of letters or emails and a petition.

Responses highlighted that the alternatives do have distinctly different effects on local businesses. Routes to the south have an effect on Marazan Farm campsite and Nancarrow Farm, routes to the north affect Chyverton Park and their equestrian facilities.

Those living alongside the existing A30, particularly at Marazanvoise, were concerned about the difficulty in managing the speed of vehicles using the local route, others were concerned about the need to maintain the local route as an uninterrupted side road from Chybuca to Carland Cross. Since the alternatives tie into the western end of the existing Zelah bypass, there was a concern that disruption during the construction period would be higher, potentially leading to more vehicles rat running through Zelah village. Feedback showed that, collectively, local residents were happy with the consultation route and did not see the need to consider alternatives. This was highlighted in a petition containing 45 signatures which 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.”

Conclusions

The majority of the public favoured the consultation alignment. The public felt that the proposed Chiverton Cross junction should be moved closer to its existing location and that Chybuca should be upgraded to allow movements in all directions on and off of the proposed dual carriageway. Residents in Marazanvoise were conflicted on the choice of alternatives suggested in the area, but the Marazanvoise South alternative minimises impact on those who are affected. Publicity of the consultation was wide spread, however inclusion of Truro will be reviewed prior to the next round of communications.

Next steps

Following on from this report, the Scheme Assessment Report will provide detail on the selection of a preferred route, the announcement of which is currently planned for summer 2017.

These improvements require a Development Consent Order (DCO) in order to obtain permission to construct the scheme. The DCO application is intended to be made in spring 2018. Prior to the application, we will undertake further public consultation on our detailed design proposals, key dates are listed below.

Dates	Milestone
Summer 2017	Announce preferred route
Autumn 2017	Statutory pre-application consultation
Spring 2018	Submit Development Consent Order application
Spring 2018	Individuals and interested parties register
Summer 2018	Start of DCO hearing (examination)
Summer 2019	Secretary of State Decision on DCO application
Spring 2020	Start construction
Winter 2022/2023	End of construction

1 Introduction

1.1 Aim

This report describes the autumn 2016 consultation for the A30 Chiverton to Carland Cross scheme, highlighting the choices offered and the manner in which the scheme was presented. Feedback from the consultation is analysed, discussed and the findings summarised.

1.2 Introduction to the scheme

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

Highways England intends to improve the A30 to the north of Truro between Chiverton and Carland Cross. The proposal will create a new dual carriageway whilst retaining as route for local traffic. This will relieve congestion and improve access between communities, workplaces and local services.

The location of the scheme is shown in Figure 1-1 below.

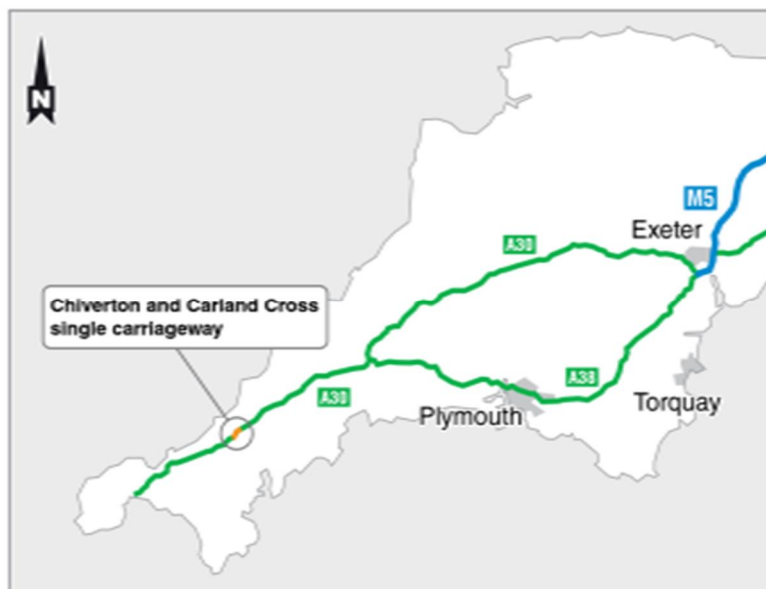


Figure 1-1: Location Plan

1.3 Scheme Objectives

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.

The objectives were developed through workshops with key local stakeholders; they align to the expected outcomes of the Government's Road Investment Strategy and the strategic outcomes Highways England is tasked with delivering.

1.4 Scheme history

A previous scheme to improve this section of road was presented for consultation in 2004. A preferred route was announced in 2005, this route is often referred to as "The 2005 Route", 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 first [Road Investment Strategy](#), which covers the period 2015 to 2020. This policy document sets out the vision for the strategic road network nationally and includes a commitment to improve the A30 between Chiverton and Carland Cross to dual carriageway standard.

In 2015, development work commenced on the current scheme, at the same time Cornwall Council arranged public engagement events to seek feedback on issues with the existing A30 and how the road could be improved. The engagement showed overwhelming support for an improvement to this section of the A30, both locally and from across Cornwall. The majority of comments received indicated a desire to see the road improved to a dual carriageway with junctions built on two levels (grade separated) to replace the roundabouts at Chiverton and Carland Cross.

Feedback on the existing route received as part of the engagement indicated there were limited aspects that people believed worked well. Features disliked included the junctions, congestion and delay, difficulties accessing onto and crossing the A30, and slow moving agricultural vehicles.

Suggested improvements included:

- Improved journey times and easing congestion
- Provision of a dual carriageway / faster route
- Improved access / grade separated junctions
- Remove rat running / improvement of surrounding routes
- Improvement of non-motorised user routes

Specific comments also included a number of concerns about the impact on the A390 to Truro, the A39 to Truro and the A3075 to Newquay at Chiverton Cross, construction related disruption, impacts on surrounding routes and north / south crossing of A30 – including non-motorised user provision, including crossing points. In addition, environmental concerns including ecology, landscape, agriculture and archaeology also featured in feedback

These comments were used to inform the scheme development to the design presented at the Highways England consultation in autumn 2016, primarily the provision of a dual carriageway with free flowing junctions and the use of the existing A30 as a route suitable for local traffic and non-motorised users.

1.5 Developing the Scheme

Using the 2005 route as a starting point, and information gathered through the 2015 public engagement, two route options were initially developed. One option was based on the 2005 route, which used parts of the existing A30 at Chybucca and Zelah. The other option that was 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 such as steep sided valleys, farm buildings and renewable energy developments. Through a process of design and engineering, environmental and traffic assessment, these two options were refined into the solution presented at the consultations.

2 Consultation

2.1 Scheme presented at consultation

A single route, with two options at Chybucca, was presented for comment at public consultation. The scheme included:

- 70mph high quality dual carriageway
- new junctions at Chiverton and Carland Cross built on two levels to allow traffic to flow freely
- a new bridge at Chybucca taking the B3284 over the new dual carriageway, with west facing slip roads connecting to the new dual carriageway
- 6 crossing points where local roads cross the new road using under 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.

A diagram of the route is shown in Figure 2-1 on the next page.

An aerial plan showing the whole length of the route presented is contained in Appendix A.

2.2 Approach to consultation

It is important to consult with individuals, businesses, local authorities and other stakeholders in order to understand the range of views held locally and throughout the region. This non-statutory consultation at the early phases in scheme development is vital to inform further stages in design and to enable the development of a preferred route that best meets the needs of those affected by the scheme. The preferred route is the term used to identify the route the scheme will take and has legal significance in that it helps to protect the land corridor against further development. More detailed plans for the scheme can then be drawn up and the necessary approvals to start work are gained. A preferred route will be announced once all the issues arising from this consultation exercise have been properly considered; this is expected to be mid-2017.

The adopted approach is consistent with good practice guidance on consulting on major schemes set out by the Communities and Local Government Planning Act 2008, Guidance on the pre-application process for major infrastructure projects (2013) and the Cabinet Office's Consultation Principles: Guidance (2012). Information was presented to a suitable level of detail to both inform the public and encourage engagement with the project team staffing the events.

The aims of the non-statutory public consultation were to:

- Raise awareness and understanding of the constraints and rationale for the proposed improvements.
- Obtain objective feedback to enable the scheme design to be refined and developed prior to statutory consultation in advance of the Development Consent Order (DCO) application planned for 2018.

This would be achieved by:

- Presenting a suitable level of information on the scheme to cascade factual information to the attendees, ensuring that they are not misinformed about the scheme whilst encouraging further dialog with the project team.

- Setting out the background to the scheme as a whole, covering information such as:
 - The need for the improvements.
 - The conclusions of work to date to establish the consultation alignment.
- Providing information relating to engineering, environment and community issues and proposals for avoiding, minimising or mitigating these issues.

The release of consultation information was carefully planned to ensure briefings for significant stakeholders were carried out first, then directly affected landowners, all prior to the press briefing and public release of information. This approach was appropriate in order to ensure the people most affected were not surprised by information in the press meaning aggravated situations at consultation events could be avoided.

Responses to this consultation are an important part of the scheme development. They help to inform the further development of the scheme and ensure the scheme objectives are achieved.

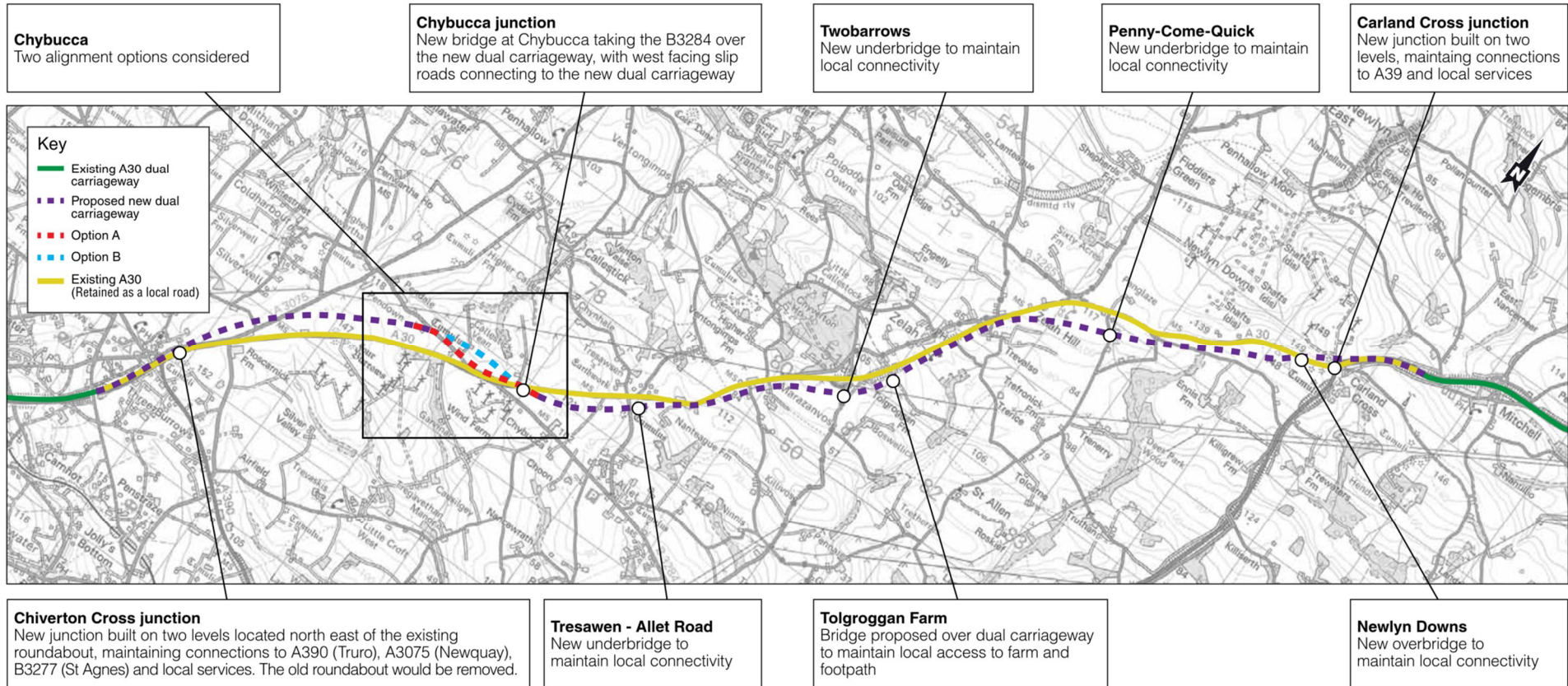


Figure 2-1: Scheme presented at consultation

2.3 Who was consulted?

The local community were notified of the consultation in writing; letters were distributed to nearly 13,000 addresses in central Cornwall. These letters highlighted the importance of understanding the views of the local community and encouraged everyone to take the opportunity to get involved. The distribution area for letters was based on the previous engagement organised by Cornwall Council in 2015 and included most of central Cornwall. A plan showing the postcodes to which the letters were been sent is contained in Appendix D.

Key stakeholder groups were also contacted directly to ensure that they were aware of the consultation. Those stakeholders included:

- the local authority
- parish councils within the vicinity of the route
- local Members of Parliament
- Highways England key strategic stakeholders
- commerce and industry associations
- a cycling forum (with representatives from various cycling bodies)
- an access forum (with representatives for walking and equestrian interests)

The list of key stakeholders consulted at this stage was extensive and Highways England welcomed the contact made through the consultation, a list of consultees, as defined by the Section 42 of the *Planning Act 2008*, is contained in Appendix C. Section 42 consultees form a prescribed list of national, regional and local bodies with whom the scheme must be consulted with and also include individuals who seek financial recompense due to the impact of the scheme on their property or business. As progress is made, Highways England will continue to identify stakeholder groups, review the list of key stakeholders and seek their input into the development of the scheme. Highways England will ensure the on-going engagement is compliant with the statutory requirements for consultation as set out in the *Planning Act 2008*.

2.4 Arrangements

2.4.1 Material

The consultation materials consisted of:

- exhibition boards – containing explanatory text on the scheme, including need, development from 2005, features, options, a timeline to construction, the Development Consent Order process and contact information
- brochure – containing the scheme information, options, and a plan of the proposed route
- questionnaire – contained 12 questions to gather information from the local community and their opinions on the proposed improvements. Pre-addressed, freepost envelopes accompanied the questionnaire to encourage the return of completed questionnaires
- website – contained information about the Scheme, copies of the material which was displayed and links to the online questionnaire
- route plan – plan of the proposed route, and Options, with an aerial photo background
- typical feature photographs – photographs of features on the improved sections of the A30 showing how the scheme might look

- Highways England booklets – “Your property and blight”, “Your property and our road proposals” and “How to claim for the effects on your property of new or altered roads”

2.4.2 Stakeholder Presentations

Prior to, and during the consultation period, Highways England held a number of events targeted at stakeholders. A drop in briefing session was arranged for Cornwall Council Members and was located outside the council chamber on a day when the full council met. Many councillors reviewed the scheme plans and discussed the proposals with the members of the project team on their way to or from the council chambers. This ensured that Members were aware of the proposals prior to the public release.

A presentation and discussion evening was held for Parish Council Chairs, 7 of the 12 invited attended or sent representatives. The scheme proposals were very well received in general; feedback is further discussed in chapter 3. Highways England also held an environmental briefing, most of the attendees were Cornwall Council Officers with a representative of Cornwall Wildlife Trust.

A launch event was held in the Council Chambers of the New County Hall, Truro and was attended by emergency services, stakeholders and press.

2.4.3 Public Exhibitions

Between 15 October and 2 December 2017, 4 public exhibitions were held on various days and at different times to allow as many people as possible to attend. Exhibition locations were chosen close to the section of A30 being improved and consequently close to those who could be affected by the scheme. Venues were chosen that were well known in the local area and these were assessed for ease of accessibility. Details of the public exhibition venues are included in Appendix B and summarised below:

- 15 October 2016 10am to 5pm – St. Erme Community Centre
- 19 October 2016 10am to 8pm – Shortlanesend Village Hall
- 20 October 2016 4:30pm to 8pm – Blackwater Community Primary School
- 24 November 2016 1:30pm to 17:30pm – Perranporth at the Perranzabuloe Parish Rooms

The event in Perranporth was not initially part of the consultation plan however, requests were received for an additional event located closer to north coast communities. Following discussion with local Council members and Parish Councils, a suitable location was identified and a further event was arranged.

Information on the proposed scheme was displayed at the exhibitions and project team members were on hand at staffed exhibitions to explain the proposals.

The exhibitions provided the local community and stakeholders with an opportunity to meet the project team and to raise specific questions about the proposals. Visitors were asked to register their details as they arrived and offered a brochure and questionnaire to complete, either in print or on-line, to record their views about the proposals.

In addition to these staffed exhibitions, there were four non-staffed information points. These were located at Truro Library, St Agnes Library, Perranporth Library, and Cornwall County Hall (Truro).

2.4.4 Publicity

The events were publicised in a number of different ways to ensure that as far as possible, those with an interest in the scheme were aware of the consultation.

The publicity included:

- An e-mail to all stakeholders, including council representatives, statutory and non-statutory bodies.
- Letters to nearly 13,000 properties to invite them to the public events and advise that material was also available at deposit points and online. A second letter was sent to the same recipients when details of the fourth public event were finalised.
- Posters were given to Parishes, event venues and deposit points to display on their noticeboards. Posters were also displayed in the service stations at Chiverton and Carland Cross.
- A press release containing details of the scheme and media launch were held which led to media coverage in several regional publications and some TV and radio interviews. A summary of news articles is contained in Appendix D.
- The scheme website was updated to contain information on the consultation events, information points and contained electronic copies of the consultation material
- A number of Twitter posts were made to advertise the consultation, which were re-tweeted by other users. A summary of tweets is contained in Appendix D.

Project manager Mike Hillier was interviewed for BBC Radio Cornwall's Drive time Show ahead of the media event and Julian Strong and Mike Hillier also conducted interviews with BBC Sunday Politics Show, ITV West Country, BBC Radio Cornwall and Heart FM during the media briefing event at Cornwall Council's County Hall, Truro.

2.5 Attendance

The public events were well attended, with an average of 208 visitors per event, totalling 835. A plan in Appendix E shows the distribution of those who attended the public events, overall the spread shows a good distribution of attendance from the area in the immediate vicinity of the scheme, and also shows the further geographical awareness since people attended who live as far away as Cardiff and northeast London, 300 miles away.

Locally, the attendance to each event shows that, for the first three publicised events, the majority of attendees were those geographically closest. This indicates that spreading the events across the length of the scheme ensured necessary travel was reduced for a large proportion of those who attended.

The spread of attendees for the fourth event in Perranporth, whilst being focused on Perranporth, also covered the whole area, more so than the initial three events. This demonstrates good publicity of the additional event and may have allowed attendance by those people who were unavailable for the initial consultation events.

Registers in the deposit points were not kept to record who viewed information or collected a copy of the brochure and questionnaire, however over 400 sets were taken from the deposit points.

3 Consultation Responses

Responses during the consultation period were received in a number of ways:

- Questionnaires completed online
- Completed questionnaires returned by post
- Direct communications
- Stakeholder meetings

These are reviewed and discussed within this chapter. The common themes are then identified and discussed in chapter 4.

3.1 Effectiveness of consultation

3.1.1 Publicity

It is important to firstly establish the effectiveness of the publicity and consultation material, as if either of these are found to be inadequate, they could lead to misrepresentative community feedback and incorrect conclusions could be drawn. The effectiveness of the consultation can be established by examining the responses received and their geographical spread. Letters were sent out to nearly 13,000 addresses in central Cornwall to publicise the event, this is a larger area than would be usual, however it was considered appropriate due to the nature of local movements between the Truro and north coast areas. Approximately 1,400 questionnaires were taken from events and deposit points and 698 questionnaire responses were received, online or in paper form.

Figure 3-1 on the next page shows the spread of the consultation responses received, a number of responses were received from outside the region. Home and work postcodes are shown in different colours, the scattered nature of which indicate that responses cover many variations of commuter routes. The geographical distribution of responses, a spread of over 365 miles, demonstrates effective publicity

52 direct communications in the form of letters and emails have also been received; these are discussed in chapter 3.

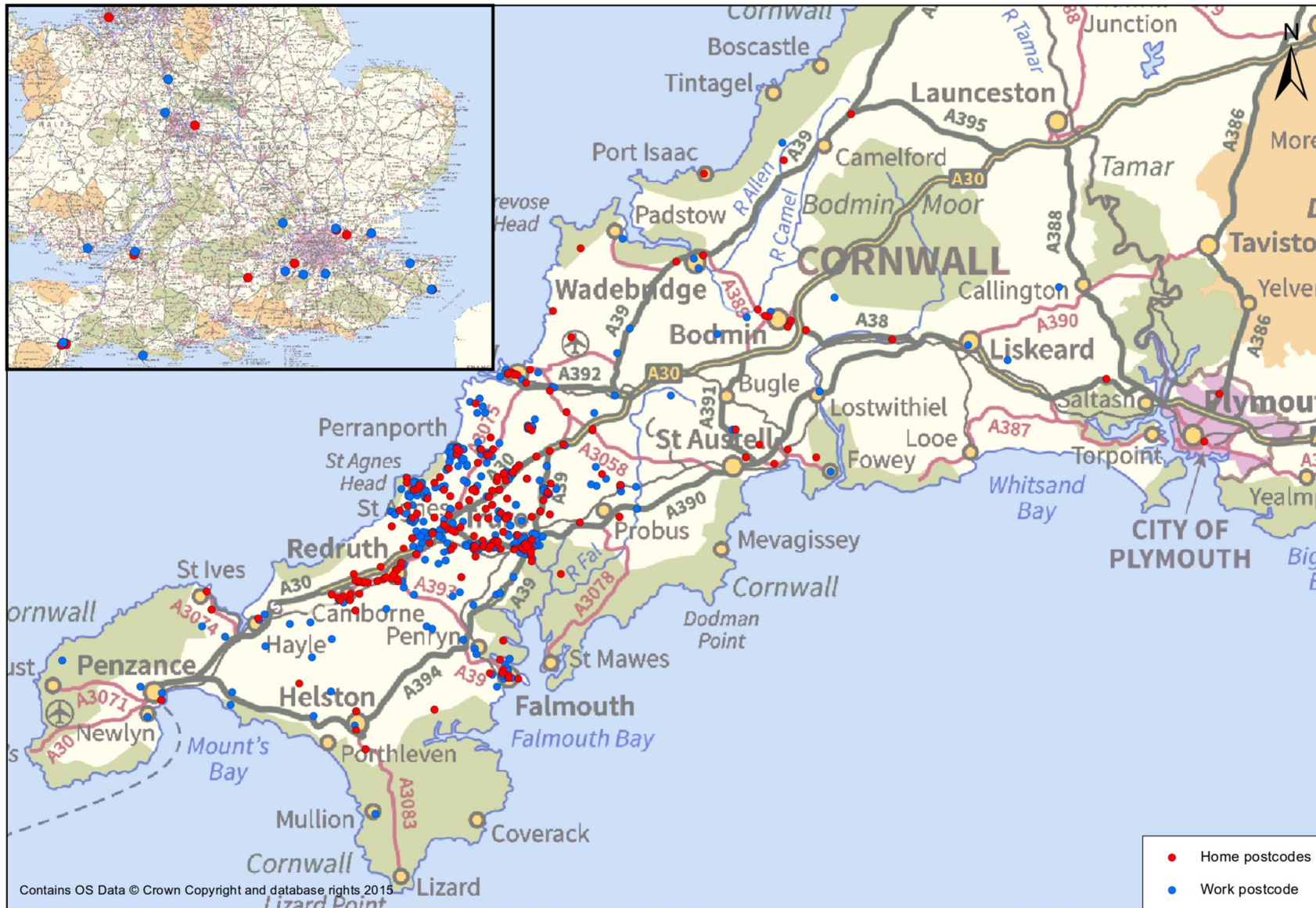


Figure 3-1: Map of Home and Work Postcodes from Question 2 (617 home, 378 work postcodes)

3.1.2 Publicity methods

As part of the questionnaire, respondents were asked how they found out about the consultation. This information can be used to examine the relative effectiveness of the different communication channels used to publicise the public consultation events.

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

There were 586 responses to this question.

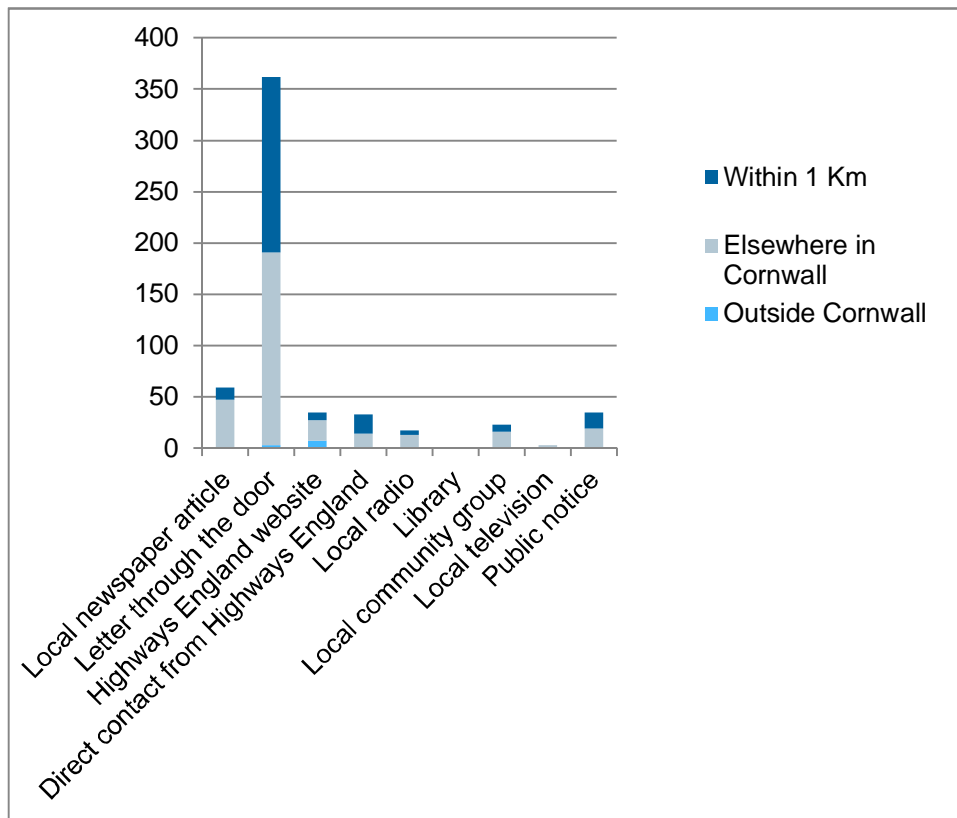


Figure 3-2: Question 10 - how people found out about the A30 Chiverton Cross to Carland Cross consultation

Figure 3-2 above demonstrates that the majority of those who responded to the questionnaire heard about the consultation via a letter through the door. Other popular mediums raising awareness of the scheme were the local newspaper, Highways England website, direct contact from Highways England and public notices.

3.1.3 Event / Material

Contained within the consultation questionnaire were some questions to help determine whether the consultation events and material had been successful in communicating the proposed improvements.

Understanding which aspects of the consultation were well received and which can be enhanced will help to ensure subsequent consultations show continued improvement.

To help determine whether the consultation events and material successfully communicated the proposed improvements, respondents were asked to rate the consultation material and provide suggestions for improvement.

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

There were 662 responses to this question.

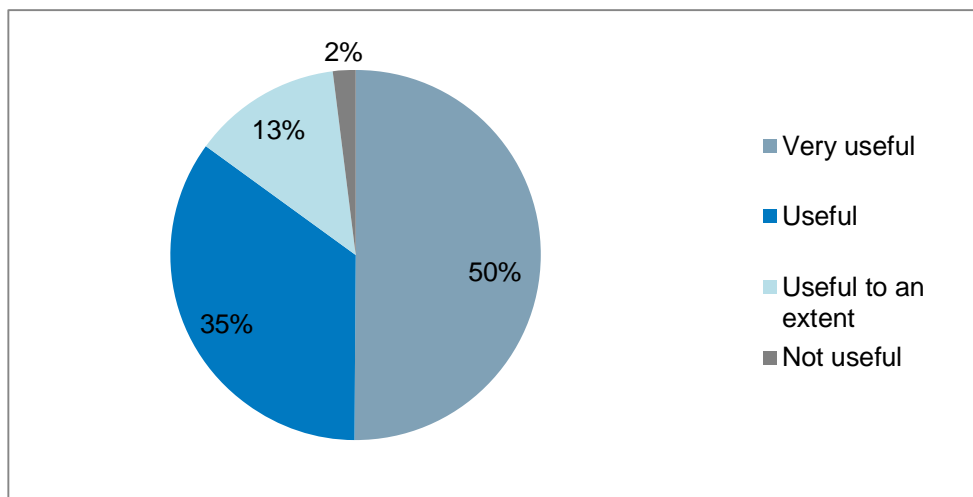


Figure 3-3: Question 11 - how useful people the consultation material and exhibitions

Figure 3-3 above shows that 85% of those who responded found the consultation material useful or very useful, with only 2% finding the information not useful.

3.1.4 Feedback on consultation

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

There were 246 responses to this question.

Feedback from this question could be given in free text and indicates that, whilst a number of people are very happy with the consultation, quality of the material and staff, some felt the area of consultation should have been extended to include Truro. Responses also requested thorough publicity on local TV and radio channels.

For consistency, the same mailing list used for Cornwall Council's 2015 engagement events was also used for this consultation as it was considered to cover a proportionate extent of the local area. This mailing list did not include Truro but it was expected that other communication channels, such as radio, TV and newspaper, would reach the wider area. Due to the high level of feedback on this issue, and the heavy

use of the information deposit points, the inclusion of Truro will be reviewed prior to the next round of consultation.

3.2 Who responded

3.2.1 Question 1 - Establishing interest in the scheme

Note that multiple choices could be made for this question.

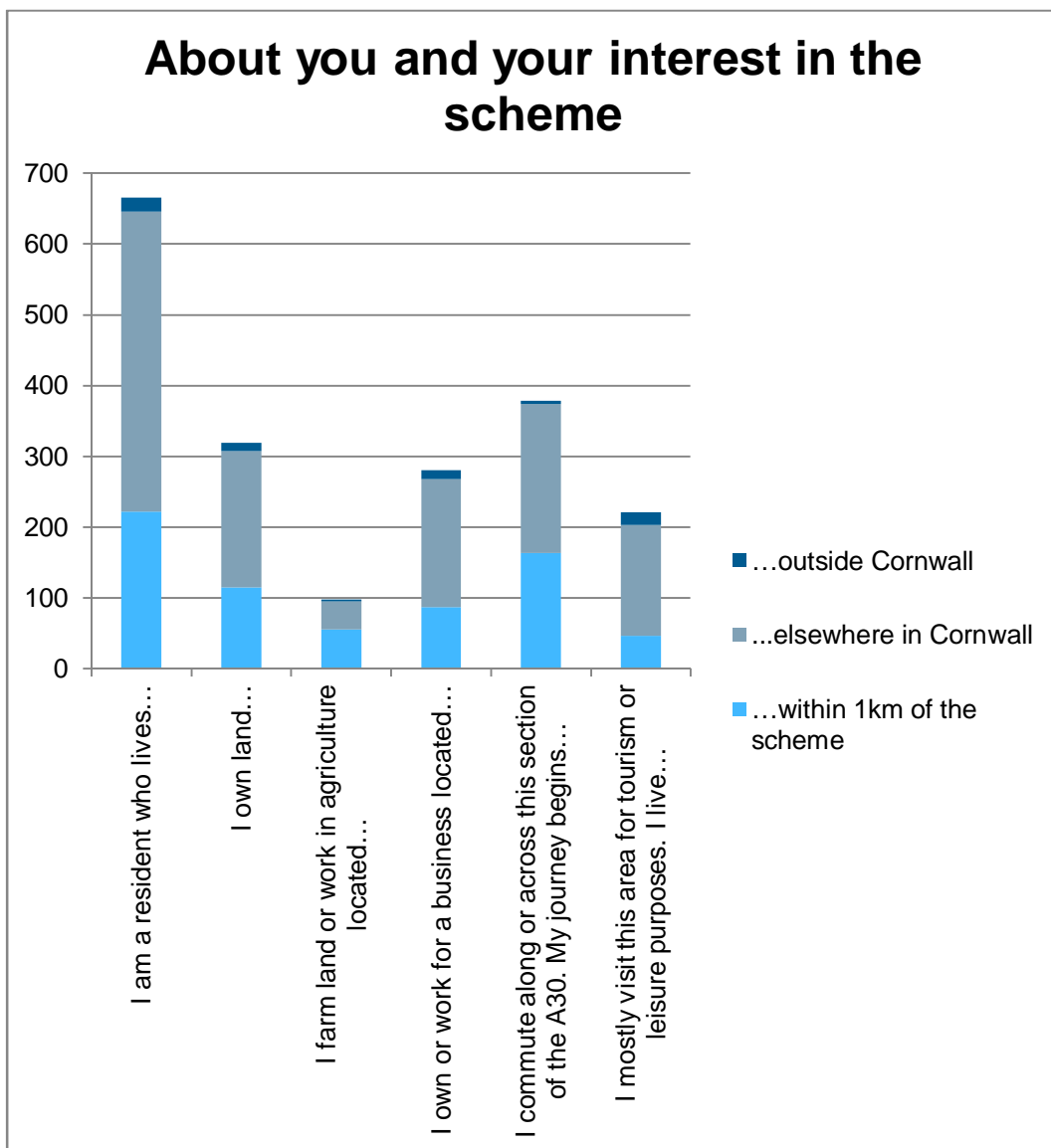


Figure 3-4: Question 1 - people's interest in the scheme

Figure 3-4 above shows the interest of respondents, these are further broken down to demonstrate the geographical proximity of those interests. The responses were largely from residents living within a kilometre of the scheme or elsewhere in Cornwall. It is interesting to note that approximately the same

number of commuters live within 1 km of the scheme as live elsewhere in Cornwall, indicating that the route is key to commuter journeys further afield, as well as providing access to local residents.

This indicates the majority of respondents are residents living further than 1km from the scheme, and over half of these commute along the route. In addition, a reasonable number visit the area for tourism or leisure, one of Cornwall’s main industries, signifying the route’s importance to the local economy.

3.2.2 Question 3 – Transport used most frequently

To further assist in establishing the existing uses of the route, respondents were asked to select the type of transport they use most frequently; the findings are discussed below.

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

This question received 627 responses.

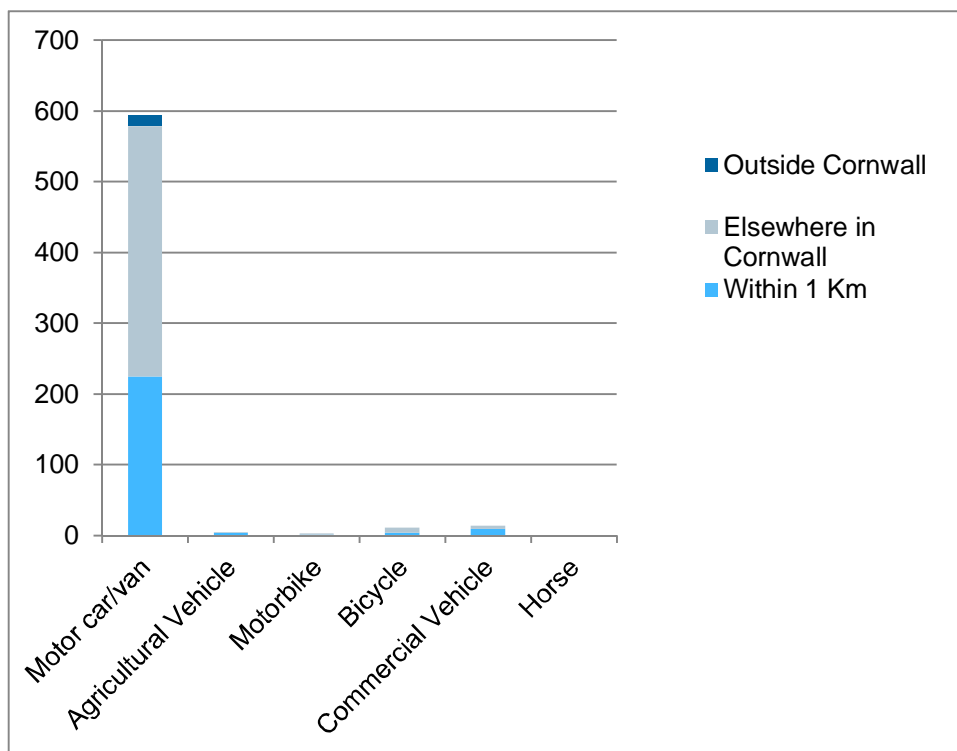


Figure 3-5: Question 3 - which type of transport people use most frequently on this stretch of road.

Illustrated in Figure 3-5, the majority of transport used most frequently is motorcar or van. Only 3 responses indicated the use of motorbike most frequently on the route and no one travelled most frequently by horse. These results are as expected.

Considering one of the issues that the 2015 engagement raised was slow moving agricultural vehicles, very few gave this as their most frequent type of transport used. Also allowing that this route is the main link to west Cornwall, few gave commercial vehicle as the most frequent type. In both cases, it is likely to

be due to the origin and destination of the journeys being remote from the scheme and therefore not captured in this study.

3.3 What did people think

The remainder of the public questionnaire collected information on what the respondent thought about the proposals and what could be improved. This section presents and examines responses to those questions.

3.3.1 Question 5 – Need for improvement

Establishing the public's view on the need for improvement provides a base line to the support of the proposed scheme..

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

There were 681 responses to this question.

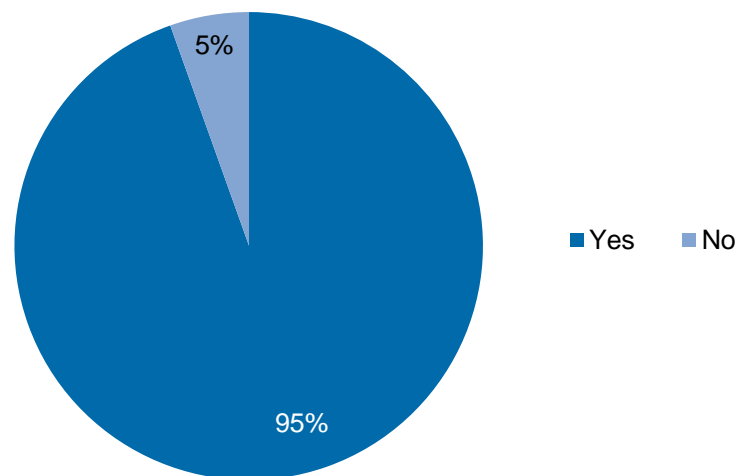


Figure 3-6: Question 5 - what people thought on the need for improvement to this section of the A30.

Figure 3-6 shows that, of those who responded, 95% support the need for improvements to this section of the A30. This is largely in line with previous consultations; the 2015 events received support from 94% of those who gave feedback. This indicates that support has remained consistent since the initial engagement in 2015.

Of those who do not support the need for improvements, just 12 responses were from people living within 1 km of the scheme and 5 of these believed improvements would encourage more traffic and people movement and they felt that was bad for the environment and the region as a whole.

3.3.2 Question 6 – Supporting statements

Once the baseline of support was established, the questionnaire continues on to the scheme specifics.

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

- I support the proposals for a 70 mph dual carriageway with grade separated junctions (junctions built on two levels)
- The proposed new junction at Chiverton Cross appears to be suitable for my needs
- The proposed new junction at Carland Cross appears to be suitable for my needs
- The proposed new junction at Chybucca (with west facing slip roads) appears to be suitable for my needs
- Considering the scheme as a whole, the proposals as shown will have a positive impact on me and/or my business
- The proposals for a new dual carriageway and retaining the existing A30 as a local route, will allow me to access the roads, properties and businesses which I need to visit
- The provision of bridges to get across the new dual carriageway appears to be suitable for my needs.
- 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

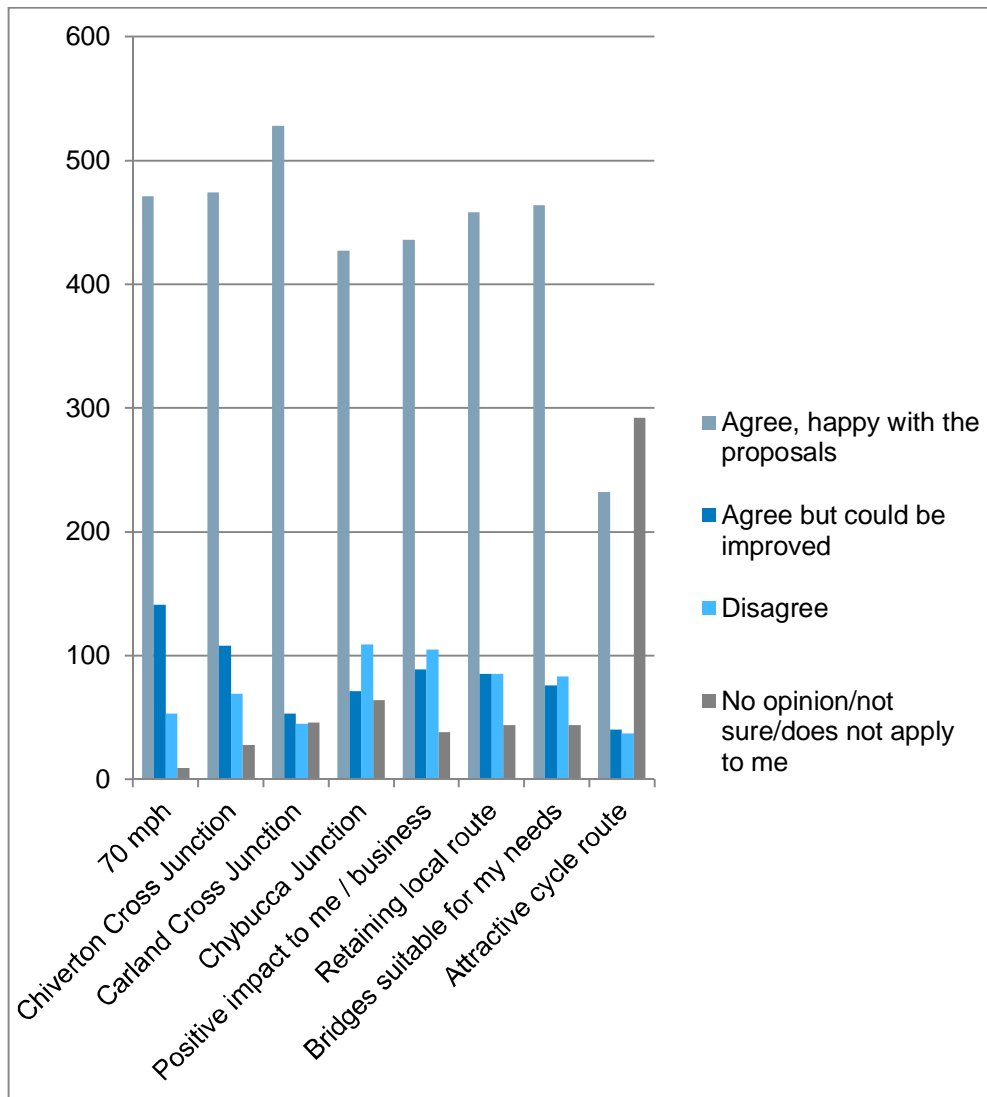


Figure 3-7: Question 6 - to what extent people agrees with key statements.

There was overwhelming support for all the key proposal statements within Question 6 of the questionnaire. For the majority of statements, respondents expressed an opinion meaning a lot of useful information gathered. The following observations have been made based on those who expressed an opinion, unless otherwise stated.

Analysis of the responses given to Question 6 indicate that 92% supported a 70mph dual carriageway with grade-separated junctions (junctions built on two levels), 23% of those indicated the proposals could be improved in this area.

The Chiverton Cross junction had support from nearly 90% of those who expressed an opinion on the junction. Nearly 20% of those who supported the proposals at Chiverton Cross felt that the design could be improved; 10% disagreed that the proposed junction would meet their needs.

The Carland Cross junction has the largest degree of support with over 93% of those responding agreeing that the junction appeared suitable for their needs, of those, approximately 10% felt some improvements to the proposals were required.

The proposals at Chybucca received support from 82% of respondents and would not meet the needs of 18%. Of those who supported the proposals, 14% felt the design could be improved.

Less than 17% of those who expressed an opinion felt that the proposal as a whole would not positively impact on them or their business.

The retention of the local route to facilitate continued access to properties and the existing network of minor roads was supported by over 86%, of whom 15% felt the proposals could be improved. Less than 14% disagreed with the statement.

The provision of bridges to cross the new dual carriageway route met the needs of over 86%, 14% of whom thought further improvements were also required. The provision of bridges to cross the dual carriageway was disliked by 13% of those who expressed an opinion.

Nearly 50% of respondents marked *no opinion/not sure/this does not apply to me*, to the statement regarding the use of the local route as a cycle route. Of those who did express an opinion, 88% agreed that the reduction in traffic levels along the local route would provide a cycle route that they would cycle along, 14% felt that the proposals could be improved and 12% disagreed with the statement.

The final element to question 6 allows the respondent to expand on their reaction to the set statements, in the form of free text. A word cloud, Figure 3-8 on the next page, has been used to identify key words in the 305 responses to this question.

As well as reading each response in the first instance, word clouds have been generated using Wordle™ to assist in highlighting the key issues raised in the written question responses within the consultation questionnaire. The Wordle programme counts the number of times a word is used, displays the most used words and adjusts the size of the word to represent the number of times it was used. All the text for each question was processed and individual word clouds produced with the 50 most common words in each question.

Responses containing the specific words were re-read to ensure the context of the common themes were accurately recorded.

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

Examining the word cloud in Figure 3-8 on the next page, a number of observations can be made. It is clear that the Chiverton Cross and Chybucca junctions are discussed far more than Carland Cross and this is consistent with the feedback on statements summarised in Figure 3-7.



Figure 3-8: Wordle for Question 6 identifying the most often used words

As already identified in the proposals, Truro is a key focus of local residents. Therefore the scheme needs to ensure that access to and from Truro, particularly via the A390, is maintained as part of the proposals and that access across the A30 is also improved.

The farming industry is important to local residents and the alignment of the dual carriageway splits several field systems, along the length of the scheme. This has a negative effect on management of the farm land and can result in remaining areas of field becoming uneconomical to farm. Nancarrow [Farm] is relatively large text in the word cloud meaning that a high number of people mention it. The impact of the proposals on Nancarrow Farm is included in 13 of the 52 written representations.

East facing slip roads at Chybucca were raised by a number of people concerned about the quality of the connection to the dual carriageway for those living in Shortlanesend or using the B3284 as a corridor into and out of Truro. There is a perception from local residents that movements right onto the A30 eastbound from B3284 Shortlanesend is popular and that there may be suppressed demand by the difficulty of the completing the manoeuvre at present. There was also a perception from local businesses that the east facing slip roads at Chybucca would facilitate HGV movements and keep them off of the local route.

A number of respondents were concerned about congestion on the A390 queuing back into the proposed Chiverton Cross Junction causing poor functionality of the new infrastructure. The comments put the cause of the congestion on the A390 down to a number of poor performing traffic signal controlled junctions between Chiverton Cross and Truro city centre. Although other respondents attribute problems to the existing Chiverton Cross roundabout. It could be possible that the performance of the A390 causes congestion in the morning due to the number of vehicles travelling into Truro and the existing Chiverton Cross junction causes congestion in the evening due to the number of vehicles attempting to get onto or across the A30.

The length of the detour from the B3277 to the A390 was also seen as an issue. Two business owners at Chiverton Cross Services believed the detour would have an impact on the viability of their businesses.

Further matters raised are discussed in Chapter 4.

3.3.3 Question 7 – Option A or B?

Due to the environmental and topographical constraints in the area, differing dual carriageway alignments between Chiverton and Carland Cross are limited. As described in chapter 1, through a process of design and engineering, environmental and traffic assessment, the route options were refined into a largely common solution. Two potential alignment options were presented in the Chybucca area, Option A to the south of Callestick Vean bungalow and Option B to the north, separating it from the farm dwelling. The question was presented as follows.

Question 7 - Considering the alternative layouts at Chybucca, do you prefer Option A or Option B?

This question received 664 responses.

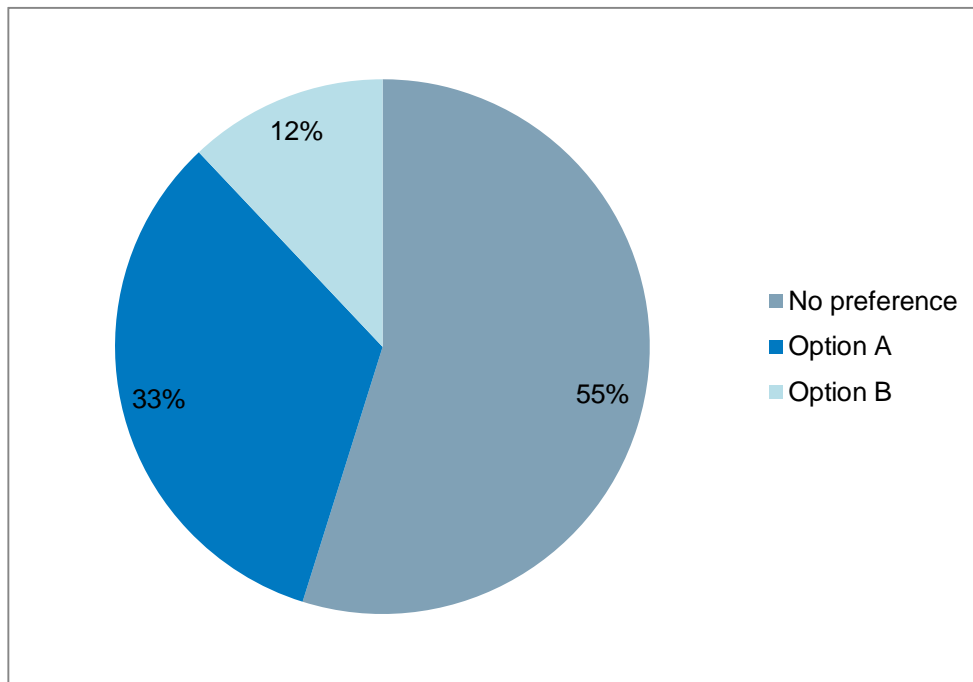


Figure 3-9: Question 7 - preference in route options offered

Reviewing the responses to question 7, of those who expressed a preference, over 73% supported Option A. The high proportion of respondents not showing a preference between the two options may be due to the localised nature of the impacts. Several visitors to the exhibitions commented that this question is most relevant to the local landowners, this view could be supported by the 55% of respondents who gave no preference.

Support of Option A aligns with reduced field severance, a narrower transport corridor, ensures the two properties of Callestick Vean remain connected and avoids the ancient burial barrow. Consequently, it is concluded that Option A is favoured over Option B

3.3.4 Question 4 – Non-motorised Users

Highways England has a strategic outcome of improving provision for walkers, cyclists and other users delivering an accessible and integrated network which encourages the use of non-motorised modes of transport for commuting and social enjoyment. Due to the narrow and busy nature of the existing A30 between Chiverton and Carland Cross, it was thought that the existing use of non-motorised transport, such as cycling, walking and horse riding, would be limited. This was confirmed in the questionnaire responses.

Question 4 – Have you previously travelled along or across this section of A30 by any of the following, and if so how often?

There were 523 responses to this question.

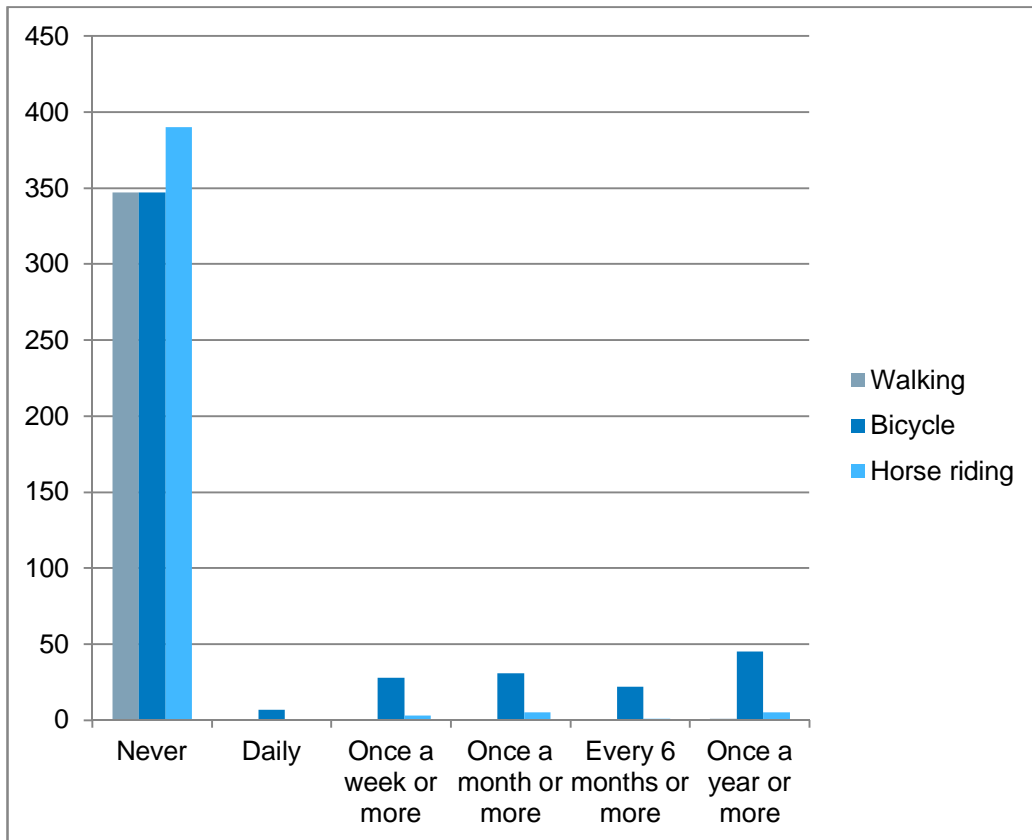


Figure 3-10: Question 4 - frequency of non-motorised travel.

Figure 3-10 clearly shows the limited number of non-motorised users (NMU) travelling along or across this section of the A30. Cycling is the most popular mode of NMU travel with nearly 30 travelling along the A30 a week and 45 indicating they use the A30 on a bicycle once a year.

Using the information supplied in question 1, the use of a bicycle can then be broken down further into geographic proximity to the scheme.

Question 4b – Have you previously travelled along or across this section of A30 by bicycle, and if so how often?

There were 481 responses to this question.

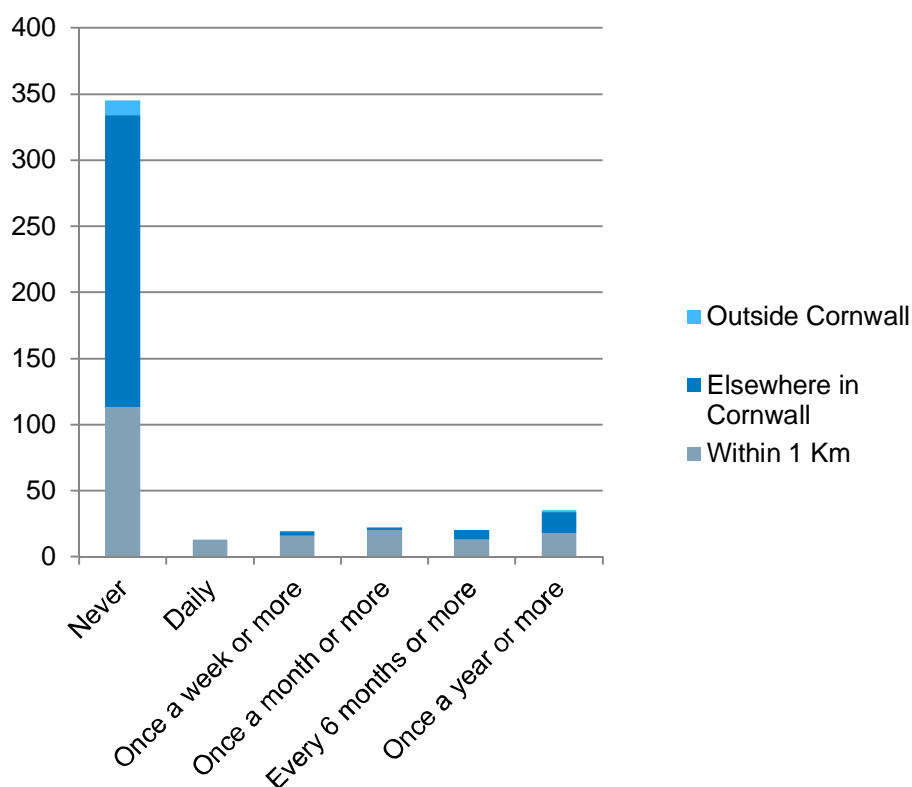


Figure 3-11: Question 4 - how often people travel by bicycle on or across this section of the A30?

Figure 3-11 above indicates that, of those who do cycle along or across this section of the A30, the majority live within 1 km of the scheme, demonstrating that local cycle routes are of some importance to the local area. This may indicate a suppressed demand for cycling due to the lack of existing cycle facilities. The graph also shows that very few respondents cycle from further afield to travel in this area by bicycle.

3.3.5 Question 8 – Non-motorised user improvements

After providing information on the current use of non-motorised user (NMU) facilities, it is necessary to establish whether there are any improvements to the scheme proposals that the public would like to see in relation to non-motorised transport.

Question 8 - Are there any improvements to these proposals that you would like to see for non-motorised users?

This question received 586 responses.

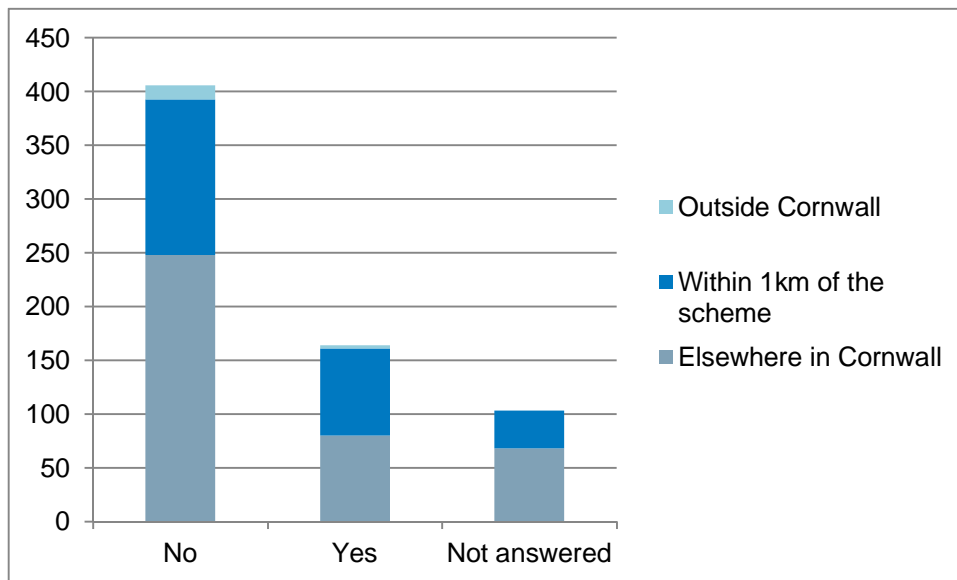


Figure 3-12: Compound bar chart for Question 8 showing whether people wanted to see improvements for non-motorised users.

Figure 3-12 above shows that, of those who answered, 70% felt that there were no improvements to the proposals for non-motorised users. Significantly more respondents living further from the scheme, elsewhere in Cornwall, felt that the proposals did not require NMU improvements, or did not answer the question.

This correlates with current NMU figures from question 4, the majority of existing users also live within 1km of the scheme and therefore they are more likely to hold suggestions and opinions on the improvements proposed to facilities.

Respondents could then expand on their answers in a ‘free text’ box, these are discussed on the next page.

Question 8a: Where people expanded their response to Question 8.

This question received 178 responses.

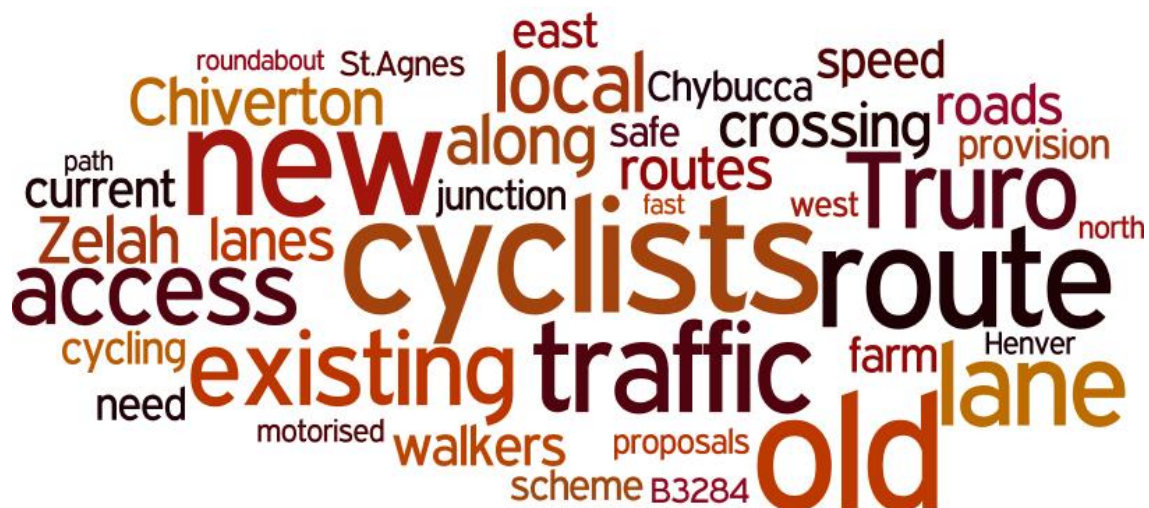


Figure 3-13: Wordle for Question 8 identifying the most often used words

Each response was read in detail, after which the text was processed into a word cloud where the most common 50 words are selected and shown with size varying with usage. The word cloud is examined in conjunction with having read each response. It is clear from reviewing the word cloud in Figure 3-13 above that the cyclists are discussed significantly more than walkers and horse riders and this correlates with existing usage figures. Old, existing, road and route indicate the discussions on the use of the existing A30 and the suggestions of on road cycle lanes.

Truro is mentioned more than Chiverton Cross, Chybuca, Carland Cross, Zelah and other locations along the A30 route, suggesting that destinations are further afield than the villages along the A30.

Crossing features as a reasonably significant word on the word cloud, this mainly refers to comments on better facilities at a number of locations to cross the existing A30 once it has been reduced in classification to a local route. These locations were mainly Chiverton Cross, Chybuca, Church Lane Zelah and Trevalso Farm/Henver Lane Zelah.

This indicates that, although there is little NMU use of the A30 at present, people do feel strongly about the prospect of being able to use the route more safely in the future when it is no longer a main trunk road. The emphasis on crossing the existing A30 indicated that there are other routes in the area that people are already using, or are in a mind to use, and feel that improvements can be made to make these other routes safer and more attractive.

fields more difficult and time consuming. In addition, there is concern about impacts on the wedding and events business due to the proposed road being closer to the converted outbuildings.

Noise features as a concern for a number of respondents. An assessment of changes to noise levels as a result of the proposed scheme will be undertaken and help to determine where mitigation measures might need to be included.

A number of other topics were raised, these are discussed further in chapter 4.

3.4 Direct communication

During the consultation period, direct representations from individuals and groups were received in the form of letters and emails, a schedule of these responses is contained in Appendix F. Concerns raised in the correspondence have been included when reviewing the topics of chapter 4. Section 42 consultees are designated under the *Planning Act 2008*. They form a prescribed list of national, regional and local bodies with whom the scheme must be consulted with and also include individuals who seek financial recompense due to the impact of the scheme on their property or business.

3.4.1 Feedback from Section 42 consultee groups

Prior to, and during, the consultation period a number of stakeholders were consulted, or invited to attend consultation events. Those directly consulted are listed below, those who were invited to the launch event on 12 October 2016 are listed in Appendix F.

- Historic England
- Cornwall Council
- Natural England
- Perrazambuloe Parish Council
- St. Allen Parish Council

Historic England

Historic England is interested in the effects of the scheme on the historic environment, such as scheduled monuments and listed buildings. It is recognised that a number of factors influence the choice of route location, including topography, settlements and environmental features. The proposals were not considered to contain any “showstoppers”, however care is needed to minimise any harmful effects and opportunities to enhance the setting of historic assets should be considered. In particular, Historic England are keen to re-establish a connection between the barrows at Carland Cross by the removal of the section of the existing A30 between the existing junction and the heathland. Historic England would like to see the separation between the new A30 at Chybucca and the tumuli Scheduled Monument maximised as far as possible. Concerns were raised about the visual impact of the proposed junction at Chiverton on the Listed Church to the north. Potential impacts on the barrow group to the south of the existing Chiverton junction were of less concern but still need consideration. It was considered that the potential impacts on some of the historic assets is tolerable if a balance can be achieved with positive contributions elsewhere. It was seen as important to find the right long-term solution, so to avoid the need for further alterations in future years.

Cornwall Council

Cornwall Council support the principle of improving the A30 between Chiverton and Carland Cross and would like to see every opportunity taken to bring forward the delivery of the scheme. They are aware that the proposed alignment does create a number of local issues that should be investigated further to see if the problems can be addressed.

They also highlight that discussions regarding de-trunking proposals need to be progressed.

At Chiverton Cross they feel the junction appears complicated and would like the capacity and performance of the junction to be clearly explained before acceptance. In addition, they raised concerns that traffic from Redruth has to travel some distance past the existing junction and then back down the A390, and felt this was inefficient given the number of vehicles making those movements.

The need for the junction at Chybucca was questioned, and if it is needed, why only west-facing slips are provided given that this is a route which provides access to the north coast and vice versa.

At Carland Cross the length of the slip road merge onto the westbound A30 was queried to ask if this was sufficient to accommodate the significant volumes of traffic that use this junction currently. The visual impact of the new dual carriageway and junction in this location was raised as a potential concern, with a desire to see how this would sit in the landscape.

Detailed comments were provided on the traffic modelling and forecasts, largely seeking to understand if there will be any changes to traffic flows on the local road network.

Cornwall Council see the A30 improvements as an opportunity for an environmentally exemplar scheme, sitting in the landscape, rather than on it, lowering the road in its environment and forming bunds to the side of the road. They also highlight that joint working between Cornwall Council and Highways England may be appropriate to assist the development of the preferred scheme given the challenging delivery programme.

Natural England

Natural England generally supports the scheme and the benefit of reduced pollution levels along the route by removing slow moving traffic. Natural England are keen to exploit any unviable pockets of land for use as ecological mitigation and have aspirations for a 'super green highway' connecting with the existing landscape. They would like the scheme to integrate benefits for people as well as wildlife, proposing that stopping places are located at points of interest from a cultural, ecological or landscape perspective. Natural England queried whether the bisection of regenerated heathland to the west of Carland Cross could be avoided and, if not, they sought assurance that a suitable quantity of replacement land would be provided in mitigation.

Perranzabuloe Parish Council

The Perranzabuloe Parish Council were pleased to be able to assist by hosting a consultation event but had a number of concerns with the proposals. Concerns were raised regarding the performance of the proposed junctions, Chiverton Cross in particular, and the potential use of county roads as rat-runs if the growth in traffic is higher than anticipated. Additionally, a lack of public transport in and around the Parish will lead to greater increase in traffic than in better-connected areas.

The Parish Council also highlighted the limited number of access points to the dual carriageway and raised concerns that emergency services might find it difficult to meet the required response times, particularly when tourists cause a large increase in population and the number of incidents. Leading on from this, the Parish Council also wanted assurances that the need for careful management of construction activities during July and August were understood.

These comments echo those of the St Agnes & Perranporth Community Network Panel, which includes all of the Parish councils to the north of the scheme.

St Allen Parish Council

The St Allen Parish Council supported the proposal of dualling the A30 between Chiverton and Carland Cross. They supported the principle of the new route following the existing A30, the retention of the existing A30 as a local route and the replacement of at grade junctions with grade separated junctions. A key issue for the parish is rat running through Zelah village, the opportunity to disconnect Henver Lane and Zelah High Road appear to address this, although these measures are of concern to residents along Henver Lane who would prefer to see Henver Lane closed and traffic re-routed to Boxheater.

The Parish Council raised concerns regarding the impact of several residents within the Parish and highlighted their support of maximum mitigation measures. They were also concerned that the new road cuts the Parish in half and consider it essential to open up Church Lane as a vehicular route between both sides of the Parish. Under the current proposals route for residents of Zelah to get to their Parish Church at St. Allen is either via Twobarrows or Penny-come-quick.

They view low noise surfacing as essential where the new road passes close to residents and in particularly at Zelah. The parish foresee an increase in traffic along Henver Lane under the current proposals and they are concerned about the safety of the road given its narrow width, blind bends, dips and use as a County Cycle Track. The Parish Council would like to see Henver Lane closed at the northern end to all except cycles. They would also like to see further amendments to the existing partial movements junction at Two Barrows to allow right turns out onto the local route, eastbound towards Boxheater.

3.4.2 Section 42 individual consultees

As well as being included when reviewing the topics of chapter 4, feedback received as direct communications by Section 42 individual consultees can be summarised as follows:

- Impact on local businesses
- Proximity of the dual carriageway to the rural environment
- Perceived increase in noise levels
- Land take, both commercial and domestic

Where alternatives have been suggested, these are recorded in Table 3-1 overleaf and discussed further in chapter 5, which also describes alternatives arising from comments made.

Table 3-1: Alternatives Received

Location	Summary of Alternative
Marazanvose	<p>Dual carriageway north of Marazanvose with side road connections to the east and west to maintain the local route on the existing A30 through Marazanvose</p> <p>Dual carriageway north of Marazanvose with an extended side road connection alongside to maintain the local route between Zelah and Tresawsen. Existing A30 at Marazanvose severed at eastern end to form to through road, accept to Killivose Farm and Chynoweth Farm.</p>
Tresawsen to Journey's End	<p>A dual carriageway route that ran some way south of the consultation route between Tresawsen and Journey's End, passing south of Boswellick Farm and north of Trefronick Farm.</p>
Zelah	<p>Use of existing Zelah bypass as dual carriageway route</p>
Trevalso	<p>An underpass beneath the proposed dual carriageway to provide access to Trevalso Farm from the existing A30</p>
Tresawsen	<p>Remove underbridge and side road connection at Tresawsen to avoid risk of route through hamlet of Callestick forming a rat run.</p>

4 You Said – Key Issues

4.1 Introduction

Reviewing the questionnaire responses analysed in chapter 3 and considering discussions with attendees at the public exhibition events, some clear common topics begin to emerge. This chapter brings together responses to the individual questions to key topics listed below.

- Improvements should start sooner
- Rat running at Chiverton
- East facing slips at Chybucca
- Severance Chiverton to Nanteague Farm and Zelah
- St. Agnes – Truro connection at Chiverton Cross
- Provision for cyclists
- Westbound slip closer to the existing Chiverton Cross junction
- Concerns over noise throughout the route, particularly at Zelah
- Planting, trees and general landscaping
- Not consulting in, or writing to, residents of Truro
- Removing side road connection Tresawsen to Allet
- Impact on Nancarrow Farm
- Congestion on A390
- Impact on Herver Lane

4.2 What they said

4.2.1 Improvements should start sooner

Over 20 respondents expressed a view that they would like improvements to the area to take place a lot sooner than the scheme schedule, even if this could be an interim step of junction improvements before the dual carriageway is constructed.

4.2.2 Rat running at Chiverton

Currently, due to the poor performance of the existing Chiverton Cross junction and the congestion at peak hours as well as all through the summer period, many vehicles use 'rat runs' to bypass the Chiverton Cross junction, or gain access to an alternative approach to the junction.

Over 25 respondents felt that proposals at Chiverton did not assist in reducing the rat running, and may even encourage it, due to the more northerly position of the improved junction, and the 1.2 km detour for St. Agnes – Truro traffic, highlighting roads such as Kea Downs Road, from Acland Plant Hire to Threemilestone. However, since the proposed Chiverton Cross junction will perform much better than the existing junction, with minimal delays, higher average speed and reliable journey times, the rat runs will not benefit the driver. This being said, drivers may have a perceived benefit due to the more direct route and therefore may still use the narrow, less suitable alternative routes.

4.2.3 East facing slips at Chybucca

The partial junction at Chybucca junction was introduced to reduce the usage of the proposed Chiverton Cross junction for vehicles travelling between west Cornwall and Truro. However, over 1 in 8 of those who completed the questionnaire would like to see east facing slip roads added to the scheme. This reinforces the feedback from residents at the public consultation events, particularly at Shortlanesend Village Hall.

4.2.4 Severance Chiverton to Nanteague Farm and Zelah

Due to the ridgeline on which the existing A30 is centred, the route presented at consultation was designed to provide an alignment of dual carriageway standard from Chiverton to Carland Cross, whilst best avoiding topographical and environmental constraints.

27 respondents commented directly on the impact to productive farmland. Discussion with landowners highlighted the inefficiencies of farming small or narrow fields which become isolated between the new and existing A30. Many land owners advised that the small parcels of land would become uneconomical to manage.

4.2.5 St. Agnes – Truro connection at Chiverton Cross

As with 4.2.2 above, since the proposed Chiverton Cross junction is to the north of the existing junction location, a number of comments requested an underpass or bridge near the existing junction location to cater for non-motorised user's (NMU) or vehicles travelling between St. Agnes and Truro.

While the 1.2 km diversion through the new junction will benefit a vehicle when compared against the congestion at the junction during peak hours, and provide safer crossing points, cyclists and pedestrians perceive themselves to be disadvantaged by the proposals. Particularly those located around Chiverton and St. Agnes felt that more direct NMU facilities should be provided at the Chiverton Cross junction. A number of respondents suggested the alignment of the old Truro to St. Agnes route be used, incorporating an NMU underpass or overbridge to cross the dual carriageway.

Kea Downs Road is an alternative route but is a similar distance from the existing junction location and does not have dedicated NMU facilities.

4.2.6 Provision for cyclists

Question 8 of the questionnaire specifically asked people to expand on improvements to NMU facilities. As a consequence a number of individual related issues were raised. Over half of the 90 comments related to cyclists highlighted a need for separation and protection of non-motorised users, particularly cyclists. The use of the existing A30 as a cycle route was supported and the need for a dedicated lane either on road, or as a separate cycle track, was raised.

Safety concerns were highlighted regarding the potential for increases in traffic speed on the old A30. If the old A30 was used as a cycle route, the vehicles also using the route could be travelling at 60mph. Some cyclists felt that measures would be needed to reduce speeds, with 40mph suggested as a speed at which they would feel safer sharing the road with vehicles.

Comments were also made on the cycle links which may connect into the old A30. A route through Trevalso is used by one cycling group and that would be severed by the scheme. Henver Lane is popular cycle route, forming part of the National Cycle Network, Route 32, but is of poor quality due to the surface condition, narrow width and speed of vehicles along the stretch. There was also a desire for there to be a cycle link from Carland Cross to Mitchell.

It was highlighted that the competitive Land's End to John O'Groats route runs along the existing A30. Different cycle users have different needs and this type of cyclist is not likely to favour a family friendly cycle path, and is more likely to cycle along the most direct road regardless of the off road cycle provision. It was clear that there is a spectrum of potential users of cycle provisions and that these create a range of cycling needs that would be difficult to address in one solution.

4.2.7 Westbound slip closer to the existing Chiverton Cross junction

As the proposed Chiverton Cross junction is located to the north of the existing junction location, it was suggested that the westbound onslip could be located at the location of the existing Chiverton Cross junction.

Detailing this design suggestion did show that the footprint of the slip road could be accommodated without impeding into the designated World Heritage Site and impacting nearby properties, to the south of the existing junction. It would need to function as an additional slip road to serve the A390 in addition to a westbound on slip as part of the main Chiverton Cross junction. This would involve merging traffic on the two slip roads, prior to merging onto the A30.

The slip road could not replace the main junction westbound on slip, as it is unlikely that a priority junction or roundabout allowing a right turn onto the slip road would function. It was not, therefore, taken forward for initial assessment.

4.2.8 Concerns over noise throughout the route, particularly at Zelah

48 respondents, mainly local residents, highlighted concerns regarding noise generated by larger volumes of traffic and higher vehicle speeds, particularly at Zelah. At present, the section of A30 is so congested during peak periods that vehicles are often travelling at very low speed and therefore although the volume of traffic is high, the noise levels are reduced.

Residents were concerned that a comparable volume of traffic travelling along a dual carriageway, at higher speeds, would result in increases to noise levels.

4.2.9 Planting, trees and general landscaping

In line with 4.2.8 above, many (30%) of the same local residents suggested some of the noise affects could be mitigated with new planting and trees. Mitigation proposals will be developed in the next stage of scheme development. Vegetation is effective in providing visual screening for a road, other measures are more effective at reducing noise levels. Many local residents asked if low noise surfacing will be provided. No commitment can be given at this stage, this will be determined through noise assessment work, although it is current practice to provide low noise surfacing in proximity to settlements.

4.2.10 Not consulting in, or writing to, residents of Truro

Residents living in Truro and east of Threemilestone were concerned that they had not been consulted in the same manner as those closer to the scheme, despite their frequent use of Chiverton Cross and this section of the A30. Concerns focused on the lack of direct mailing to the area and the nearest consultation event being in Shortlanesend and not in Threemilestone or Truro itself. Feedback was received directly at the deposit points, exhibitions and in 10 written responses.

The area to which the information letter was distributed was the same as that for the March 2015 engagement by Cornwall Council.

Highways England issued a press release generating several news stories, see Appendix D, TV coverage included the BBC local news and ITV local news. Truro Library was used as a deposit point for information. Over 1400 information packs were taken from the four deposit points in total

Highways England will consider how best to inform residents of these areas in future stages of consultation and agree an approach with representatives of the local community as part of the 'Statement of Community Consultation'.

4.2.11 Removing side road connection Tresawsen to Allet

18 residents joined together to request that the side road connection between Tresawsen and Allet be removed from the scheme. Their concern is that providing the connection will encourage rat running through the hamlet of Callestick as a means of getting between Perranporth to Truro. Other local residents and businesses expressed their support for providing this connection, and felt it was unlikely that it would be used as a rat run due to other easier routes existing.

4.2.12 Impact on Nancarrow Farm

The impact of the road improvements on Nancarrow Farm was raised by over 30 respondents and by 13 of the 52 who made written representations. The farm itself is an organic sheep and cattle farm, utilising the main bulk of land between the farm buildings, the existing A30 and the Shortlanesend Road to move livestock between fields and to the main farmyard hub. To the other side of the farm they have diversified into weddings and events, converting disused farm buildings into a banqueting barn and accommodation. This side of the business uses the organic produce of the farm to create a sustainable business model.

The proposed route of the new A30 passes through the land owned and farmed by Nancarrow Farm, severing fields and isolating a significant area between the proposed route and the existing A30, this area would no longer be connected to the main field network and livestock would need to be transported by road to graze in the area. In addition, the relatively modern farm buildings may require relocation. Loss of land and an increase in inefficiencies is considered to be severely detrimental to the business.

The rural setting of the wedding and events side of the business is one of their main selling points. Their focus on a local supply chain means that the events business contributes to the economy of the area and, as such, is heavily supported by the local community. It is perceived by many that moving the trunk road closer to the venue will negatively affect the appeal of the location. There is concern this could result in

reductions in the number of bookings and an associated reduction in turnover, which could impact on the viability of the business and, in turn, the organic farm.

4.2.13 Congestion on A390

Congestion on the A390, into Truro during the morning rush hour and out of Truro in the evening rush hour, has been considered during the design of the A30 scheme. A number of local residents raised the concern that traffic would back up the Truro direction, on the A390, to the proposed new Chiverton Cross junction and impact on the junction's function.

The A390 is a local road, managed by the local authority, Cornwall Council, who have planned, and are in the process on implementing, a number of improvement schemes to assist the flow of vehicles into and out of Truro. These improvements will have been completed by March 2020, when construction is programmed to start on these improvements, and therefore there is a very low risk of congestion on the A390 affecting the A30 scheme.

4.2.14 Impact on Herver Lane

Herver Lane is used as a rat run by vehicles generally travelling between Shortlanesend and Goonhavern, but forms a section of a longer commuting route between Newquay and Truro. The narrow width, poor condition of the road surface and high vehicle speeds mean the route is already a safety concern amongst the local community, but a valuable short cut to commuters. In addition, Herver Lane forms part of the National Cycle Network, Route 32, mixing cyclists into an already potentially dangerous stretch of road.

The local community is keen to see restrictions implemented to remove the use of this lane, making it permitted for access use only or blocking the northern end of the lane to all but pedestrians and cyclists.

4.3 How does this correspond with 2015 engagement

The issues raised in the 2015 engagement were used to inform the development of proposals for this consultation. Despite this, some of the 2015 issues still remain in feedback received as part of this consultation and are discussed above:

- Remove rat running / improvement of surrounding routes
- Improvement of non-motorised user routes

The proposals do address rat running by the selection of locations where crossing the A30 is facilitated and by the arrangement of side road junctions, particularly at Zelah. In addition, the local route will provide a free flowing alternative route to the dual carriageway. Modelling of existing traffic and comparisons against forecast traffic flows indicate that the scheme will reduce rat running and provide an efficient, congestion free route, minimising the attraction of finding alternative routes.

Details of non-motorised user improvements were not included on the consultation plans as the need was not understood in enough detail prior to the consultation, also prompting the inclusion of question 8 in the questionnaire. The reduced traffic on the local route will make the route more attractive for cyclists, although a segregated lane may be needed to maximise the appeal. Further consideration for non-motorised users will be included in the next phase of the project from summer 2017.

4.4 What happened next

After listening to the comments and suggestions that were made, these were fed back into the design process to assess the effect of changes and determine which should be incorporated into the scheme. These are discussed further in chapter 5.

5 We Did

A number of alternative designs were drafted and considered by the design team to address the comments raised during the consultation. These alternatives, and their assessment, are described in this chapter and in Appendix G.

5.1 Initial Assessment

A number of routes and junction arrangements were suggested during the public consultation and potential alternatives have been designed to address concerns described in chapter 4. The potential alternatives considered reducing land severance where possible. An initial assessment was carried out on all alternatives to ensure a further, multi-disciplinary assessment was only carried out on feasible alternatives. A description of the alternatives and a table (titled 'Consultee Proposals') summarising the decision following the initial assessment is contained in Appendix G.

Of the 23 suggested and designed alternatives, 13 were ruled out, 3 were identified as opportunities and 7 were considered to require further assessment. Following the initial assessment, those alternatives discarded, those taken as opportunities and those requiring further multi-disciplinary assessment are summarised below.

Table 5-1 below lists alternatives that were ruled out in the initial assessment, along with the reasons for doing so.

Table 5-1: Alternatives ruled out during the initial assessment

Alternative	Reason for not pursuing
Chiverton Cross – grade separated (junction split into two levels) at the existing location	There is insufficient space to accommodate the necessary changes in height required for a junction at two levels, without expensive retaining structures. Any solution here involving a junction on two levels would be unbuildable without major disruption to central and western Cornwall.
Chiverton Cross - Improvements to existing junction	Improvements, or remodelling, of the existing junction to increase capacity would not meet the demand predicted as a result of traffic modelling
Chiverton Cross - Through-about at existing junction (Signal controlled roundabout with dual carriageway through the centre at a single level)	The remodelled junction would have a limited capacity, be difficult to build without major disruption to central and western Cornwall and be an unfamiliar solution for many drivers use.
Chiverton Cross – Dumbbell roundabout close to existing junction	The junction would be prominent in landscape, particularly relative to the listed church in Chiverton, and require a lengthy construction sequence to minimise significant disruption. Reducing the level of the junction would result in costly and high maintenance engineering solutions to drain the excavation.
Chiverton Cross - Gyrotory between consultation dumbbell and existing roundabout	Offered no comparable benefit over dumbbell at consultation location

Chiverton Cross - 6 arm single gyratory close to existing junction	The location did not differ greatly from the eastern alternative taken forward for further assessment but the footprint of the junction impacted on the A3075 and existing A30 resulting in a more disruption during construction or a longer construction period
Chybucca – East facing slip-roads	Predicted traffic flows do not justify their provision.
Remove Tresawsen bridge	Removal of the bridge will reduce connectivity of local routes to the detriment many local residents. It is not considered that large numbers of vehicles will use the route through Callestick as a rat run given the more efficient running on the A3075 and B3284.
Marazanvose - New A30 alignment south of Boswellick Farm	A route following the suggested alignment, or nearby permutations, passes through difficult topography with steep sided valleys. Solutions would require expensive structures or high impact embankments and, being remote from the existing transport corridor, the environmental impact would be more severe
Zelah - Reusing Zelah bypass	Although there would be saving in earthworks, as the corridor for the dual carriageway is already in place, alignment modifications would need to be made to comply with current design standards. A new side road would be required from Trevalso to Marazanvose and the location of the dual carriageway reduces the distance to Zelah village.
Zelah - Intermediate junctions at Twobarrows and Boxheater	Numerous intermediate junctions are not in line with the philosophy of the improvements, there would be an increased “hop on hop off” mentality and it would take away some benefits of the local route. An increased area of land would be required in which to locate the junctions increasing the impact on land owners and construction costs would increase for very little added value.
Carland Cross - Split the Carland Cross junction between the current location and Boxheater	Splitting the junction would be difficult as the majority of movements off and on to the dual carriageway would be using the east-facing slip roads. Locating either of the east-facing slip roads at Boxheater would cause poor performance during peak commuting hours and increase traffic on the local route. Moving the west-facing slip roads to Boxheater would have no perceived benefit.
Carland Cross – 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.

The following aspects were identified as opportunities that would add value but were not necessarily an essential part of the scheme:

- Non-motorised user crossing point at the existing Chiverton Cross junction
- Non-motorised user underpass at Church Lane, Zelah
- Vehicular underpass at Trevalso.

5.2 Further Assessment

The further assessment of 7 alternatives included the production of design drawings, contained in Appendix H, and a comprehensive review that included the following topics:

- Environmental considerations, including air quality, noise, ecology and historical features
- Design concessions
- Affected land owners
- Impact on Statutory Undertakers
- Buildability
- Non-motorised users

The assessment was carried out by engineers and specialists in each topic area and is reported in the Scheme Assessment Report.

Alternatives assessed were:

- Chiverton Cross
 - 5 arm single gyratory close to existing junction (west)
 - 6 arm single gyratory at consultation location (east)
- Chybucca
 - Online alignment to Tresawsen
- Marazanvose
 - South with local route on existing A30
 - North Option 1 with local route on existing A30 through Marazanvose
 - North Option 2 with diverted local route to the north
- Carland Cross
 - North removing A30

The alternatives at Marazanvose have a significant local effect on a number of properties between Town and Country Motors and Zelah. It is essential to understand the needs of the community in that area in more detail to support the assessment of the alternatives proposed considered. Highways England propose to write to, and meet with, those in the immediate locality.

6 Summary of results

6.1 Responses

The public agreed with the principle of improving the A30 between the Chiverton Cross and Carland Cross junctions and supported the retention of an alternative route for local traffic. Junctions on two levels maintaining flow on the A30 were supported and there was an overriding theme from the feedback at consultation events and within responses received that the improvements should be delivered more quickly than 2023.

Non-Motorised User (NMU) use in the area is low at present, but a local route, with reduced traffic, could become a desirable corridor for NMU travel for commuting and recreation.

The public felt that there were a number of opportunities to improve the route, to reduce severance of farmland in particular, and further investigate the provision of east facing slip roads at Chybucca.

6.2 Alternatives

After assessing the alternatives, it was clear that some had significant benefits when compared against the consultation layout. The following alternatives are recommended for further assessment against the consultation layout, including cost, so the preferred route can be selected:

- Chiverton Cross
 - 5 arm single gyratory close to existing junction (west)
 - 6 arm single gyratory at consultation location (east)
- Chybucca
 - Online alignment to Tresawsen
- Marazanvose
 - South with local route on existing A30
 - North Option 1 with local route on existing A30 through Marazanvose
 - North Option 2 with diverted local route to the north
- Carland Cross
 - North removing A30

Opportunities to add value were identified:

- Non-motorised user crossing point at the existing Chiverton Cross junction
- Non-motorised user underpass at Church Lane, Zelah
- Vehicular underpass at Trevalso.

6.3 Further Engagement

In general, the local community agreed with the principle of improving the A30 between the Chiverton Cross and Carland Cross junctions. The alternatives being considered do not significantly affect the key features conveyed through the consultation period, the number of junctions remains the same, as does the principle of retaining a local route.

Regarding the alternatives at Marazanvose, the results of Highways England's engagement will be contained in an addendum to this report.

7 Next Steps

7.1.1 Preferred route announcement

This consultation provided the opportunity for the public to express their views on the route options proposed ahead of further development and selection of a preferred route. This report summarises the responses and documents alternative solutions as a result of the public consultation. The Scheme Assessment Report will provide detail on the selection of a preferred route, the announcement of which is currently planned for summer 2017.

7.1.2 Development Consent Order application

This scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, a Development Consent Order (DCO) application must be made 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 the project will go ahead. The application is intended to be made in spring 2018. Prior to the application, we will undertake further public consultation on our detailed design proposals.

7.1.3 Key Dates

Dates	Milestone
Summer 2017	Announce preferred route
Autumn 2017	Statutory pre-application consultation
Spring 2018	Submit Development Consent Order application
Spring 2018	Individuals and interested parties register
Summer 2018	Start of DCO hearing (examination)
Summer 2019	Secretary of State Decision on DCO application
Spring 2020	Start construction
Winter 2022/2023	End of construction