

# A30 Chiverton to Carland Cross Improvement scheme

Public consultation  
October 2016







# About us

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

## Summary

In 2014 the Government published its first road investment strategy (RIS) which covers the period 2015 – 2020. The RIS sets out the vision for the strategic road network and includes a commitment to improve the A30 between Chiverton and Carland Cross to dual carriageway standard.

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

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

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

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



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

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

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

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

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



### Why do we need this scheme?

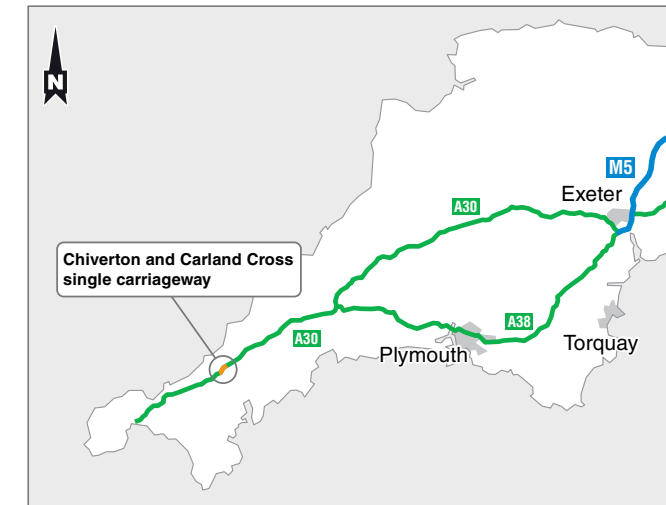
The A30 provides a vital link between Penzance and the M5 motorway at Exeter connecting people, businesses and communities. Together with the A38, it is one of the two key roads connecting Cornwall with Devon and counties to the east. The section between Chiverton and Carland Cross has a dual function,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

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

The consequences of these issues are:

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

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



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:



## Objectives of the scheme

The objectives of the scheme are to:

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



## Developing the scheme

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

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

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

Feedback received supports the issues presented on page 5.

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

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

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

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

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







## Views from the 2015 public engagement

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

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

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

### How could the route be improved through this project?

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

### Comments or concerns about the impacts on connecting routes

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

## Why we reviewed the 2005 route

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

### Adapting to changing circumstances

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



## Improving the route

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

### Separating the strategic road network from local traffic

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

### Protecting the village of Zelah

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





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

### **Junctions and accesses**

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

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

### **Minimising disruption during construction**

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

### **Relocating Chiverton Cross junction**

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

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

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

### **The dual carriageway alignment at Marazanvose**

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

### **The dual carriageway alignment at Chybucca**

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





## Environmental effects

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

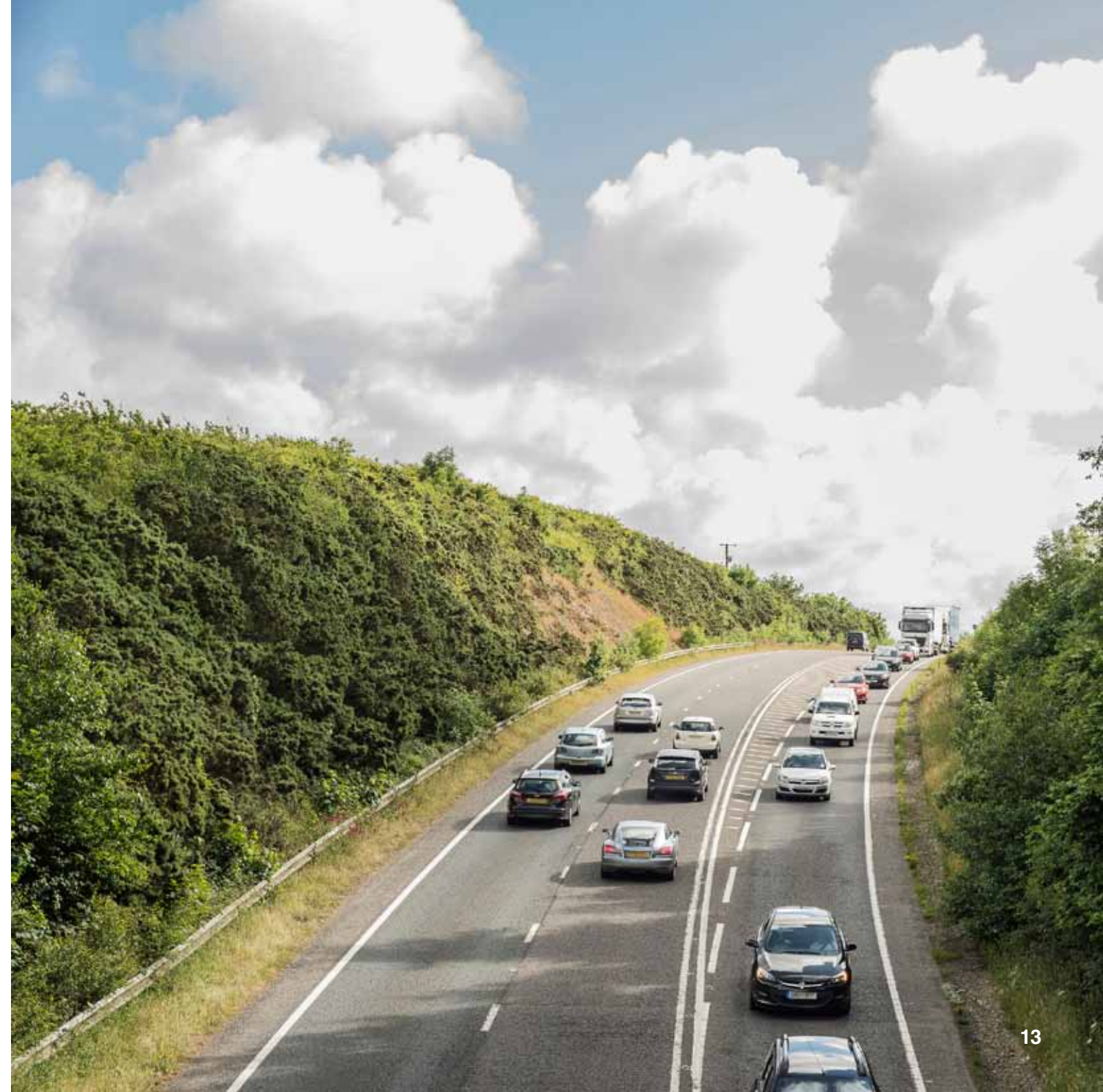
We have identified environmental constraints and used this information to help us develop the scheme proposals.

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

## Features of the scheme

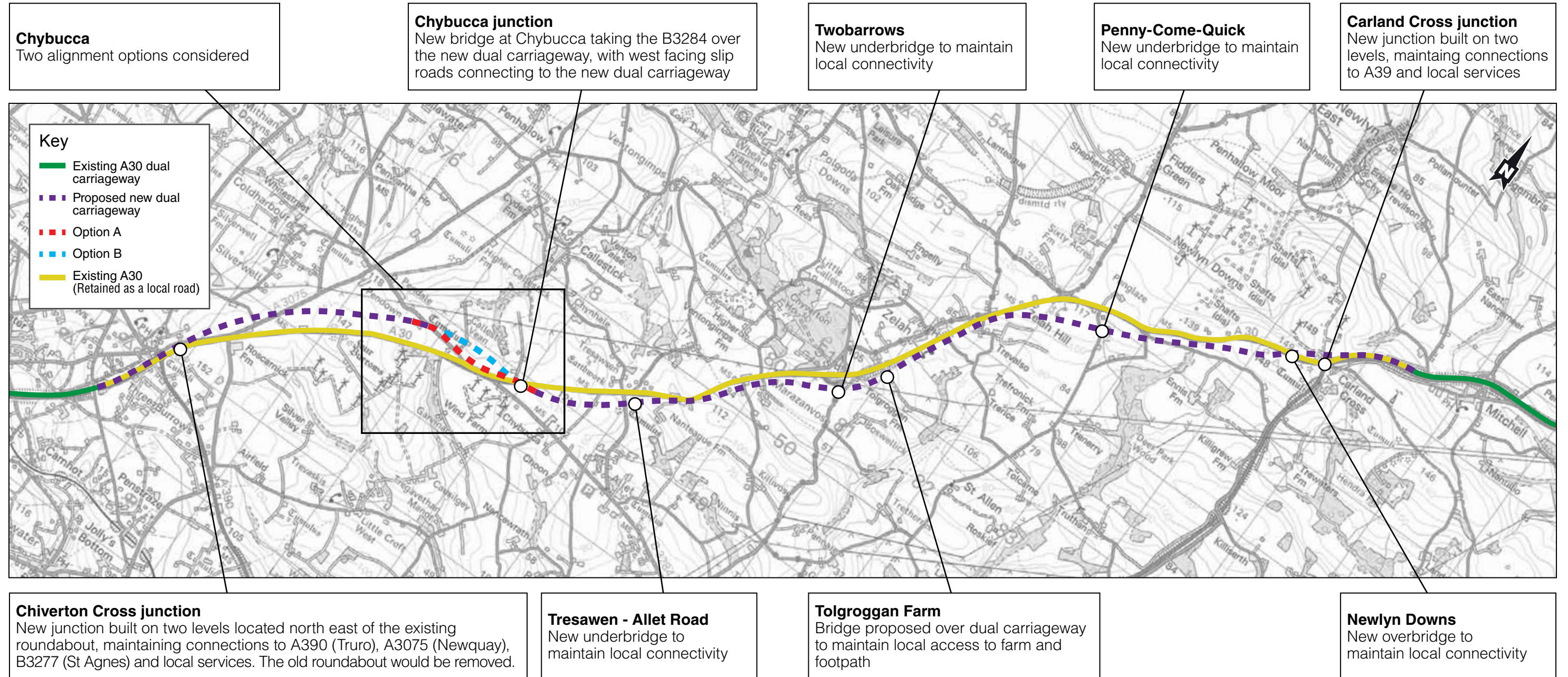
Based on the scheme objectives, the issues which currently exist on this section of A30, the feedback provided to the March 2015 engagement, and the improvements we identified to the 2005 route, we have developed a scheme which includes:

- 70mph high quality dual carriageway
- New junctions at Chiverton and Carland Cross built on two levels to allow traffic to flow freely
- New bridge at Chybucca taking the B3284 over the new dual carriageway, with west facing slip roads connecting to the new dual carriageway
- 6 crossing points where local roads cross the new road using under or over bridges
- Retention of the existing A30 for local traffic and non-motorised users
- Environmental mitigation including planting, habitat creation and species protection
- New road drainage discharging into local watercourses with ponds to control water quality and flow rates.





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



**Chybucca**  
Two alignment options considered

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

**Twobarrows**  
New underbridge to maintain local connectivity

**Penny-Come-Quick**  
New underbridge to maintain local connectivity

**Carland Cross junction**  
New junction built on two levels, maintaining connections to A39 and local services

**Key**

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

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

**Tresawen - Allet Road**  
New underbridge to maintain local connectivity

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

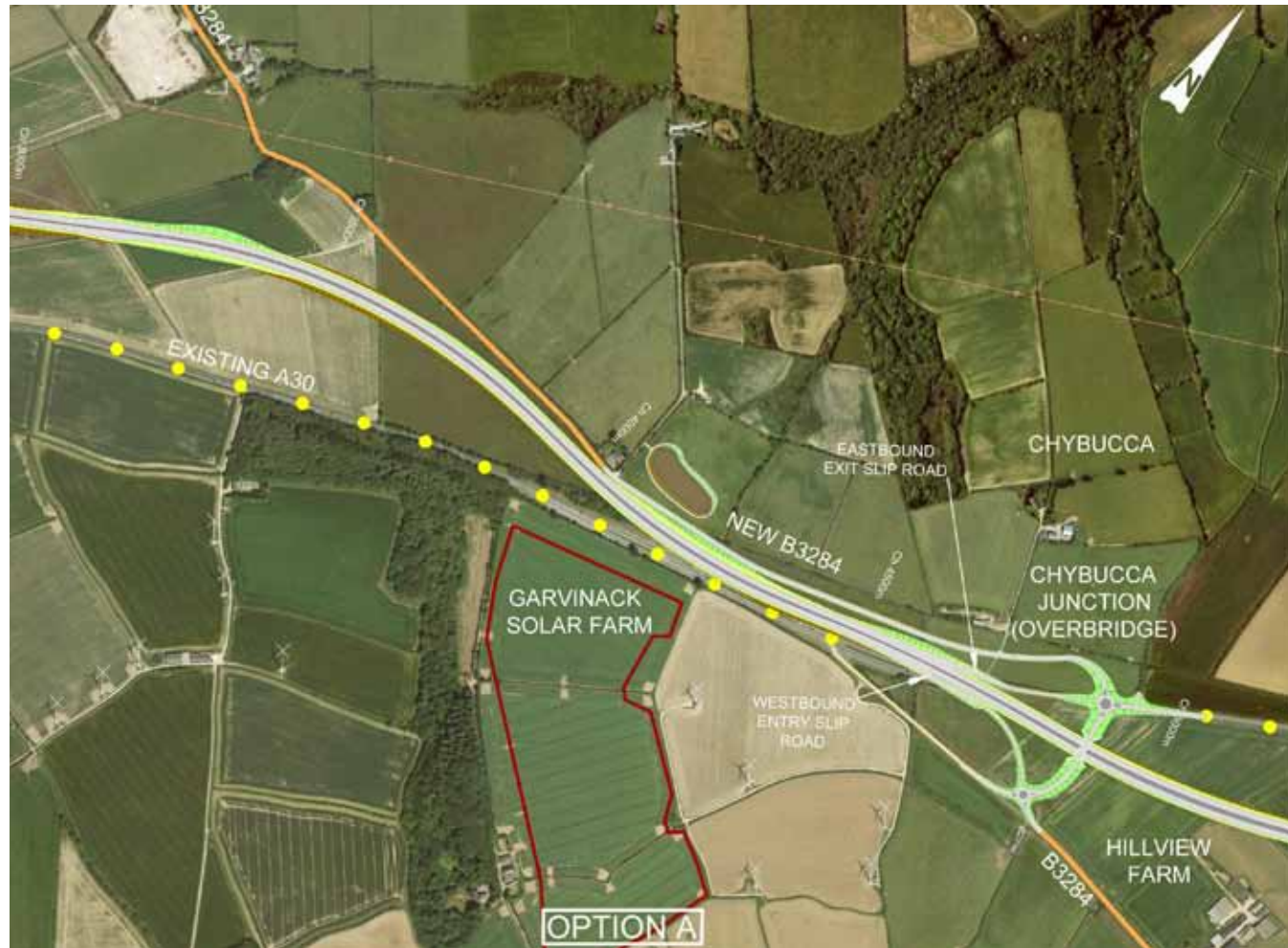
**Newlyn Downs**  
New overbridge to maintain local connectivity



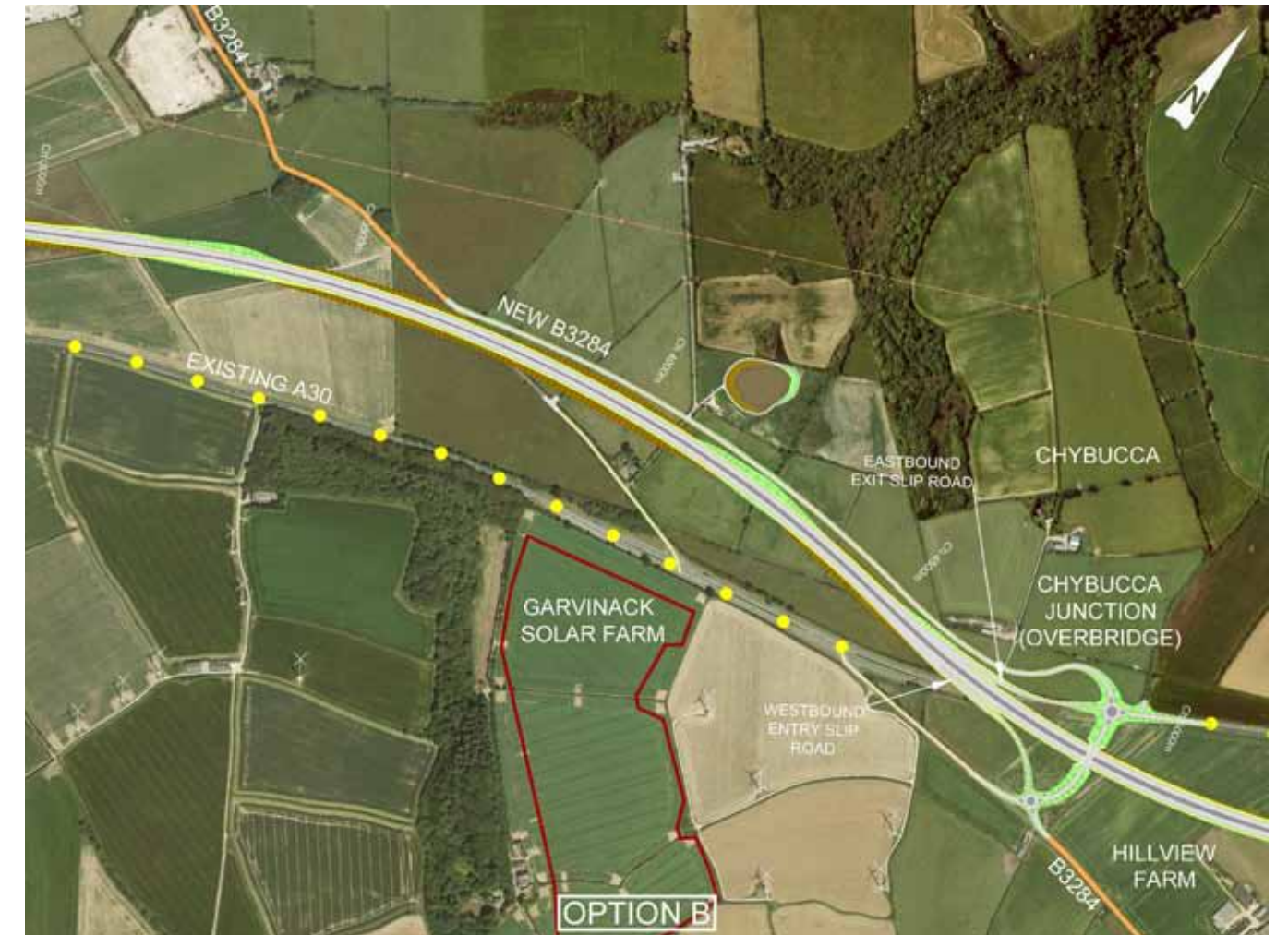
## Options at Chybuca

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

### Option A



### Option B





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

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

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



## Next steps

### Preferred route

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

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

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

### Development Consent Order application

This scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will examine the application in public hearings and then make a recommendation to the Secretary of State for Transport who will decide on whether or not the project will go ahead.

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

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

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



## Share your views

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

To help us with this, please complete the questionnaire, which you can access online at our website: [www.highways.gov.uk/A30Chiverton-to-CarlandCross](http://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](mailto:A30ChivertontoCarlandCross@highwaysengland.co.uk)

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