

A30 Chiverton to Carland Cross  
Improvement scheme

# Public consultation exhibition

## October 2016

## Welcome



# A30 Chiverton to Carland Cross Improvement scheme

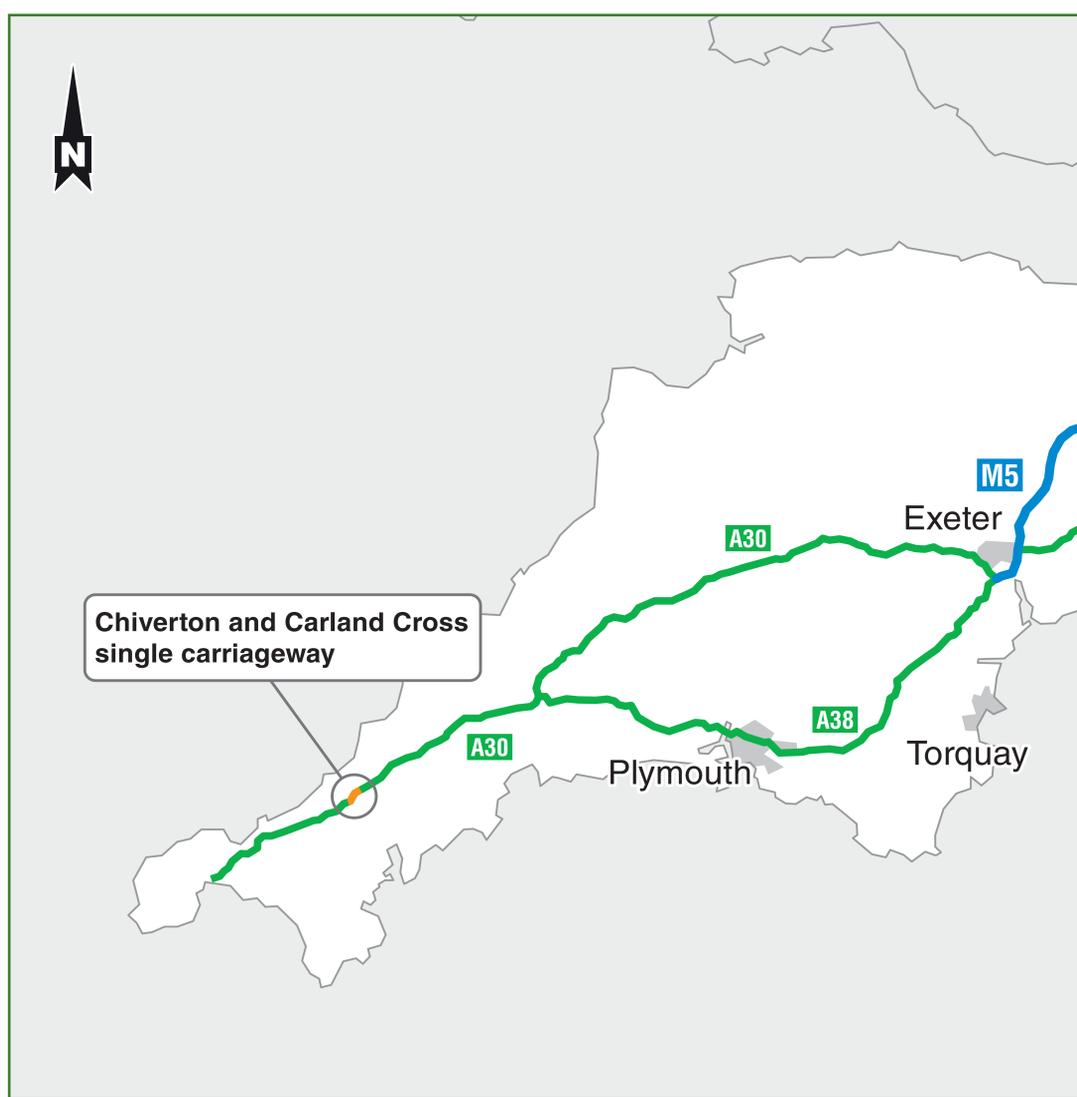
## Introduction

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

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

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

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



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## A30 Chiverton to Carland Cross Improvement scheme

# Why do we need this scheme?

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

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

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

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

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

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

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

## A30 Chiverton to Carland Cross Improvement scheme

# Objectives of the scheme

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

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

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

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

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

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

**Minimise disruption:** during construction.



## A30 Chiverton to Carland Cross Improvement scheme

# Developing the Scheme

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

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

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

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

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

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

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



## A30 Chiverton to Carland Cross Improvement scheme

# Improving the 2005 route

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

Some of the improvements include:

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

## A30 Chiverton to Carland Cross Improvement scheme

# Features of the Scheme

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

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



# A30 Chiverton to Carland Cross Improvement scheme

## Options at Chybucca

### Comparison - Option A

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



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

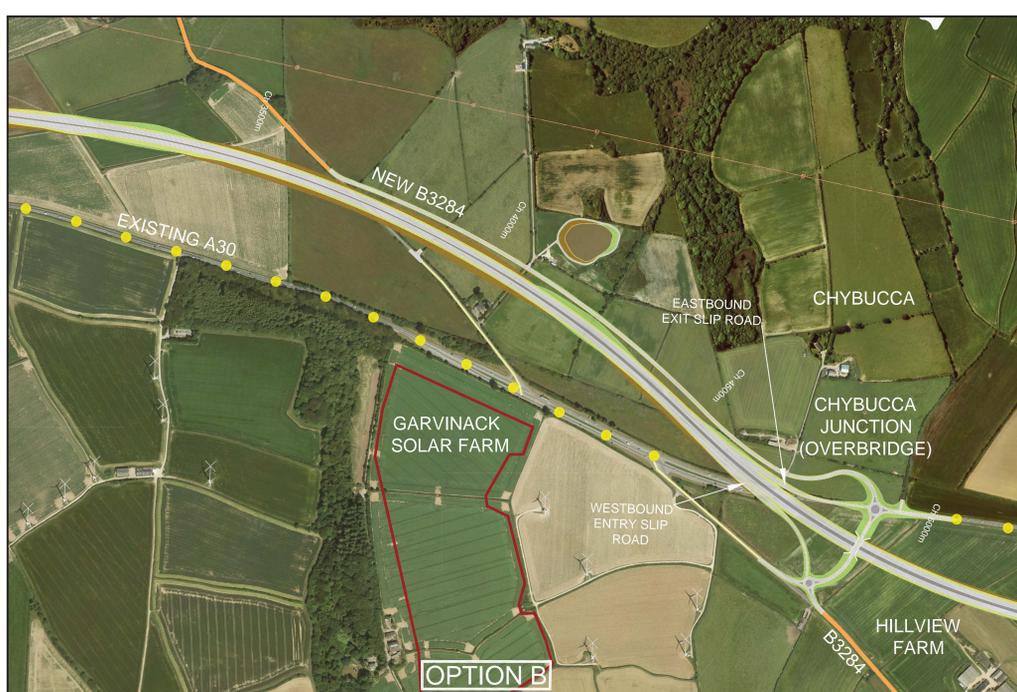
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# A30 Chiverton to Carland Cross Improvement scheme

## Options at Chybucca

### Comparison - Option B

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



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

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## A30 Chiverton to Carland Cross Improvement scheme

# The environmental impact

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

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

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



# A30 Chiverton to Carland Cross Improvement scheme

## Next steps

### Preferred route announcement

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

### Development Consent Order application

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

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



## A30 Chiverton to Carland Cross Improvement scheme

# Share your views

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

[www.highways.gov.uk/A30Chiverton-to-CarlandCross](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), at County Hall 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**

The deadline for submitting responses to the consultation is

**Friday 25 November 2016.**

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