

A30 Carland Cross to Chiverton Cross

Public Engagement Report



Appendix J – Responses to Q2

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A30 Carland Cross to Chiverton Cross Public Exhibition March 2015

'Other' Comments Analysis

The 'Other' comments listed below contain text that could not be attributed to any of the main themes.

What currently works well/do you like about the existing route?

I am retired so can plan my journey when not peak travelling time

Ok when quiet

Avoiding "peak" times. Work/school runs

Convenient

Signage is good

It is convenient for our customers, but they complain about the increase in traffic noise over the years.

We need to start from the "Dutch" model.

Blinding by sun in late afternoon

Glad Roche was duelled & now Temple

On a good day no problem - quite like rural feel of single carriageway but

need dual carriageway

Breathing a sigh of relief when I leave the Chiverton Cross roundabout in one piece! (It is so dangerous, particularly early in the mornings & 3pm to 6pm evenings - there are many "near - misses".

Chiverton roundabout is very difficult and congested but it is direct. Therefore I suggest its position be altered with a view to efficiency.

When clear is fine

Flyover at Chiverton

Reasonably good arterial road. Better than A30 before improvements 25 years ago

I join the A30 1 mile east of the A3284 Boxheater junction and leave at Boxheater. The route is 1 mile shorter than going up to Carland Cross

Traffic tends to move at a steady pace and usually it is possible to get on to the A30 from the side roads without too much waiting

Most of the road is of reasonable quality - congestion occurs when it is single file and at Chiverton Cross junction

Easy to cross cCybucca Truro to Perranporth. Except 8 - 10am, 4 - 6pm

As a cyclist, I avoid the A30

Generally ok except at peak times i.e. Carland Cross. And wet days during the holiday season

Only that there is no sensible alternative

Very few overhead lights

A30 is spine of Cornwall needs improving/maintaining

What currently works well/do you like about the existing route? (continued...)

Historical route

General flow of traffic on the A3075

Ability to cut cross to St Allen church

Don't know

A huge amount of passing trade

The road is OK if there is not much traffic on it!

It is better than a cart - track

As I see it the route we saw was the old one. So I can't comment on the e new one as I have not seen it

It looks attractive until near Chiverton where delays frequent and attract views rescinded by solar panels.

Once onto the dual carriageway to Exeter it is an easy and safe road to drive on.

Flow of A30 traffic in winter

It is a way of avoiding congestion on other roads. It is one of the (now) few roads in Cornwall I which is well maintained as regards to markings and surface condition.

long overdue overhaul. Woodland needs to be saved. Enhanced public parking

Other car users can be very considerate to those turning across the A30 at the Shortlanesend/Allet junction.

Nice views along the route. Route Ok in winter but best avoided in summer especially at weekends.

Not a lot between Trispen and Chiverton too congested

In keeping with Cornwall. Does not disrupt wildlife/landscape around it nor villages beside it. Business can thrive off the single carriageway - like bike garage & farm selling flower bulbs.

The existing route works well, but needs widening to carry volume of traffic.

The only positive thing about this stretch of road is the alternative access into Truro other than the main A390.

Good views. Connected to the countryside

Away from existing villages. No/little disruption to villages and village life.

The new A30 from Highgate Hill to Lanivet - dual carriageway is a major improvement. Especially for the Highgate roundabout as it is no longer blocked by queueing cars in summer.

Existing route very slow especially when farmers are on the road.

This is Cornwall! Just accept it and enjoy it!

Not so bad in winter

The existing route is fine but would benefit from dualling. I would as that the current crossovers are also upgraded

The route is fine, it just needs to be a dual route!

Carland Cross to Chiverton excellent idea to the left of existing road

Ok by me, as I do not use it a lot.

A30 works well until Carland Cross

What currently works well/do you like about the existing route? (continued...)

Except for a few weeks of the year in 'peak season', especially Saturday mornings I think the existing road copes very well.

Never had a problem

winter travel

Cornwall services a good addition. Coming out from the Perranporth junction is problematic but preferable to St Agnes access point at peak times

It works Ok in winter outside of peak travelling times. Its quite picturesque. The windmills.

Buses

When the road traffic is light it is quite a lovely drive. When it's heavy its horrific and a very frustrating drive when you are against time.

Nothing too slow and windy

Access from St Allen to A30

Passing Lanes

The slip road at Carland cross avoiding the roundabout.

The only good thing about the existing A30 route is it can be used at night.

off peak it doesn't pose any problems out of season

I cross this stretch of the A30 everyday to avoid the congestion on the route into Truro from Chiverton Cross.

Avoids Truro centre & "Shortcut" to Idless

Too many lanes, easy get lanes mixed up

Only usually a problem in peak season (tourist) & particularly in bad weather.

Avoids Truro centre

Dual carriageway would be excellent as long as there are signals / support on Chiverton X roundabout. Will there be traffic lights. A cycle lane will also be essential.

At the moment we like the current route but due to mass housing development taking place locally the improvement will be back to square one! With traffic congestion and pollution. It is changing and ruining the landscape of Cornwall. Visitors and tourists visit Cornwall for the rural aspect not to drive on motorways and look at large new housing estates - the same as they have in their own city / town

Good surface to road

Too much traffic especially turning right perranporth turn off, get on A30 from perranporth difficult due to traffic.

Only bit that looks well is Zelah where there is an extra lane for overtaking.

Ok when its not a peak period or summer

Only works well on quiet overnight journeys congested and dangerous at other times

The odd "slow" sections keep traffic moving. If you dual this section we will have longer waits at Carland & if you dual Carland to Chiverton you will see 6 mile queues at Hayle.

I have not noticed a problem but during sickness holiday this part was busy

Fewer traffic lights compared with the A390 into Truro from Chiverton roundabout

It doesn't take up to much farm land

What currently works well/do you like about the existing route? (continued...)

Only that it is the main road out of Cornwall.

Chiverton roundabout not work well cars come up from Redruth most at +50mph.

Its not so much the route but Chiverton cross is a nightmare!

Generally the road flows along during off peak times, the speed of traffic is calmed as it's single carriageway.

Easier than via St Austell, Plymouth Exeter to /from M5.

No problem with the route

The problem locals have is getting on to it in the summer from the junctions (not roundabouts) this stretch has had a lot of accidents. Dualling it will help. It is easy to cross it going under the road as it is so busy in the summer.

No traffic lights, no humps(speed)

IT doesn't work well; tractors etc.

Space for cars to enter special lane if turning to Truro at Chybucca

I like the dual carriageway from Carland Cross onwards - currently my journey is inhibited with a single carriageway but I'm tolerant as concerned about wildlife.

Nothing. A30 right of way at Carland Cross works well. Could be repeated elsewhere (Treliske).

No need for change

Using the route before 7am

Feeling of psychological gateway to west Cornwall

Too many traffic lights

I am very familiar with the existing route, having used it for over 50 years. From before there was a roundabout at Chiverton, and it was just a crossroad.

Minimal impact on surroundings, other than at peak times functions well

The 'Park & Ride' facility @ Llangarth Park

Chiverton roundabout needs updating as its dangerous and some times very busy and drivers do take risks.

Yes

Central for all of Cornwall and access to London 2 lanes slow down traffic

Getting into Truro via Chybucca to avoid A390

The New Indian Queens bypass improved congestion and decreased time travelling.

It goes from A to B

It is OK especially in winter, but gets congested and slow. I would like to know of proposals to manage traffic dissecting the A30 from B3284 at Chybucca junction to and from Truro. This intersection slows the A30 traffic already - what will it improve/worsen in the development

We have easy access to A30 from our house which is on the minor road between B3284 Allet Common and A30 (wildlife trust corner)

1) Quick access to A30 from Home. 2) Although not ideal my child can cross the A30 on foot to catch school bus in Zelah (& return)

Much faster getting into Truro than going in via A390 which is heavily congested at peak times.

What currently works well/do you like about the existing route? (continued...)

Outside of summer months and weekends don't experience problems or unreasonable delays to journey.

Dual carriageway, helps stop traffic jams. Much easier for towing allowing cars to go past.

Established route to Cornwall. Does not pass through development.

slows traffic down, Keeps Cornwall remote

It works well in between commuting hours

This route works well only in out of season or during off peak times. Route is congested at this time - slip roads at Carland Cross attempts to keep flow moving

I avoid peak times, and therefore don't get many hold ups occasional tractor will slow traffic up!

Alternative route to Truro

It does not work particularly at holiday times-very slow, not having traffic lights at Chiverton Cross roundabout

I like the fact I can use the B3277 to avoid the awful Chiverton Cross roundabout at congested time.

N/A

The existing route is ok up to a point, but getting across it or joining it is a nightmare

By passes off villages

Quiet, out of season

No provision for cyclists particularly at crossing points

I cant use my bike, walk to my friends, or music lesson at Church or Grans as not able to cross A30 (current one)

Its nice to be able to use cycle paths off the main road i.e. Shortlanesend to Truro, I would like to see more of the same.

The road through Chacewater or Arch Hill to Playing Place and then to Baldhu to Chacewater

None maker more crawler lanes/passing lanes for slow moving tractors/lorries

Fastest way to access main towns clearly sign posted road surface is much better than link roads leading to it.

Access to lanes e.g. Allet cut-off to Shortlanesend

Allet turn off to Truro saves time

?

The slip roads to & from B3284 to Perranporth crossing the A30 very good

It avoids going into Truro

Carland Cross roundabout A30 West - East and non peak times is ok

?

It is very important to be able to traverse the A30 from Perranporth to Shortlanesend (B3284). This helps avoid heavy traffic on A390 /Chiverton cross also access to Perranporth from the east via Goonhavern is very good via B3285.

Route by-passes villages/accommodation

Its great at night but all the businesses are closed!

What currently works well/do you like about the existing route? (continued...)

We prefer the 2004 proposal as it works well with our dairy access large articulated vehicles etc.

Links to dual carriageway & Carland Cross when we are travelling further afield.

The route is ok just need to get rid of the 2 lane sections

Its less busy and traffic does generally keep moving along this route to Truro. Far better than early morning traffic via Chiverton, Treliske and higher town.

Chybucca Junction - useful for accessing Truro. Boxheater junction - useful for accessing St Newlyn east area.

Gives good access through the county and takes most of the commercial and holiday traffic.

Bypasses Truro town centre. Starbucks/petrol by Chiverton cross.

Slows cars down - wonder if 'improvement' does not improve Cornwall, (this area), would there be too many cars and people to handle.

Quiet for us living 1km away - not as much background noise.

Fine except for potholes

The recent changes to Chiverton Cross layout has helped but flyover needed

Filter at Chybucca Towards Shortlanesend and Truro

Chiverton is a challenging roundabout at peak times.

Little works well. Only advantage from tinkering with Chiverton roundabout was slip road Truro to Redruth.

Route OK, road inadequate for volume of traffic.

A30 is direct but prone to delays/heavy traffic in single road areas.

When traffic density is low it is an attractive scenic route with good views.

Like access to Truro from Chybucca to avoid joining congestion on A390.

Safety

Going via Chybucca avoids Hightertown

Lots of small roads to join / leave at different sections. Trees/wildlife.

Very little from 7:30 -9:30am &4-6:30pm on Weekdays the road is congested and access from & to B3284 is dangerous. Identify this stretch of the A30 as "bottleneck" and cannot think of any bottleneck is likeable.

It avoids a congested A390 into Truro which is likely to get worse with all the proposed developments & the areas currently being built along the A390.

A30 from M5 is good until 1st Truro turn off.

Nothing. Slow, dangerous, overloaded. I have been involved in two serious R.T.A's in recent years & witnessed many others.

It is direct - just too busy and too fast & dangerous from a residents point of view. In the short term requires a speed limit.

Difficult to enter or exit out property if it wasn't so busy it would be fine.

Back route Truro Mithian / Shortlanesend) and Scenic lanes when no oncoming traffic! Carland Cross from London "home roads again" fine if no tractors.

the fact that you can leave and go to Perranporth and Mithian to get back to St Agnes so avoiding Chiverton,

Definitely needs improving especially during summer months

What currently works well/do you like about the existing route? (continued...)

Time it right and there's no problems.

The road works well when the volume of the traffic is low.

The existing route is fine and if this can be utilised to provide some infrastructure & speed the delivery of this much needed improvement all the better.

Fairly flat route

We suffer no traffic problems normally head towards Bodmin in the morning.

Satisfactory traffic flow at off peak times

No problem outside school / commuting times and peak holiday periods

I avoid using Chiverton Roundabout in the summer.

Scenery, level to which the road is maintained is good, character

Turn off westbound at Chybucca towards Mithian/ Perranporth. Carland Cross roundabout

OK for good drivers

Direct route to / from work

Most direct route for me

It is near to where I live & junction is easy to get onto A30

Should be dualled

It is only good to cycle as there is often static traffic around Chiverton. Other times by cycling you take your life in your hands as motorists drive too fast

It has helped ease congestion into and out of Cornwall.

The A30 "spine" keeps traffic away from lanes/settlements

The underpass linking Shortlanesend & Goonhavern.

1)Improved Chiverton roundabout even though local of vehicle drivers don't understand it & create hazards & it is not great for cycles. 2)I love the improved historic environment at four Burrows (by Solar farm development).

more economical and good off peak times

causes minimum disruption to villages as it passes through

Carland Cross roundabout works well

slowing of traffic is good. Welcomes anything that would put off extra drivers using it

uses road because he has to

Keeps traffic speeds down

no problems out of season

To improve the cycle network

cycle lanes and bridle paths could be used more

What currently works well/do you like about the existing route? (continued...)

To leave the county without driving through villages

safe route that by-passes some hamlets and reduced speed restrictions and dangerous junctions

The route is very congested, even in the winter months. Once the holiday season arrives, the delays are even worse

A30 to A30 on roundabouts.

Going east in the mornings one round Chiverton Cross traffic flow well

Cars are slower

I would not like to see an entirely new road destroying yet more countryside. I think the current route should be used and dualled with a second carriageway adjacent.

Carland Cross roundabout works well. Boxheater is no problem.

Early mornings not a lot of traffic but if leave a little later after 7.30 - busier

I like the fact that it isn't a dual carriageway. I cannot comment on other parts of this road.

I don't really have an opinion as it's the only option available and its what you're used to.

In some ways its traffic calming as traffic has to slow down over that stretch.

As long as not busy (not very often!!) i.e. at night!

Its better than nothing.

Carland Cross roundabout works fine.

On a day with minimum traffic the journey between Chiverton Cross & Carland Cross is fine.

Apart from the Chiverton roundabout, works well in winter.

yes works well, just widen for summer traffic.

Main arterial route only congested during summer months

Never have a problem but I work early and late. Don't really want the countryside chopped up for a small section of road!

It saves more senseless destruction of more trees. It save more earth being covered in concrete & tarmac

Its ok in winter but cant cope in summer.

Carland cross junction works well

Fine during quieter times

1.Break from high speed driving 2. Pleasant views from road

Ways under it!

There is the ability to use A30 for small stretches - byways need to be improved for N/S journeys especially from Zelah

Feeder lane on Carland Cross roundabout

The improvements made at Goss Moor, Victoria

Direct route, fairly quick when its light on traffic or no tractors. Non peak times.

What currently works well/do you like about the existing route? (continued...)

Direct access to fields on both sides of the A30. Easy access for lorries to farm, easy access to eastbound and westbound travel. Carland junction improvement works well.

Always congested. Nothing - in working hours

70% of the time we feel the traffic flow is adequate and our guests rarely comment on their journey negativity

The minor road between B3284 & A30 is a handy right-turn onto the A30. The B3284 no-longer has a road sign directing traffic to Truro through my village (Shortlanesend)

Not noisy

Goss moor dualling improvement approaches to Chiverton roundabout do help, improved cats eyes.

Being able to get onto the A30 reasonably quickly.

The route spine is well-placed to serve the part of the county.

Direct lane onto dualled section of A30 at Carland Cross roundabout. No need to stop and give way.

Fine, in of season (winter etc.) low traffic, except high no of freight lorries all the time.

Easy access to Zelah to Shortlanesend - send road is important to us. It is not perfect at me but concerned it may be worse on new route. Seeing plans may clearly.

Carland Cross to Temple then Temple to M4 M5

The winding road does make it feel like Cornwall is not a busy place when the road is quiet. But it is frequently so busy & is used by so much farm machinery that the route is slow & unpredictable. This adds time & anticipated time to the journey.

After Chiverton roundabout its dual carriageway

Access into Truro via Shortlanesend. Easier tom get to west of Chiverton than using A3075

If it works why change. I don't have a problem with it, dualling would be better for the slower drivers.

Not enough traffic on this road as is. Because of the nature of the road too many motorist avoiding using it.

We usually enter Chiverton on the St Agnes exit and other than at morning rush hour, not normally an issue.

Have some originality to the old A30 routes

Congestion encourages car users to use a) alternative modes of transport e.g. bus/cycle or b) alternative routes (e.g. through Mithian /B3284).

I can nip off at Goonhavern when going home (from Devon) on to A3075.

By travelling through Shortlanesend I am able to avoid the congestion getting out of Truro if I was go via the hospital/college route.

its possible to cycle

Peak congestion times are pretty predictable and thereby avoidable

Carland Cross r-a-b, with separated lanes, installed for Eclipse in 1999. Good, simple, cheap, move.

it is not as bad as Temple

I like seeing the nearby wind farms in action generating electricity from a renewable resource.

Okay going to Hayle from Chiverton say but there needs to be proper planned cycle provision to encourage cycling which I would use.

The only good bit is the fact that it links two bits of Cornwall.