

A30 Carland Cross to Chiverton Cross

Public Engagement Report



Appendix M – Responses to Q5

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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.

Do you have any additional comments or concerns about the impacts on connecting routes?

No

The tailbacks impact on the dual carriageway between Scorrier and Chiverton in summer and from Chybucca to Chiverton

That there wont be enough parking when greater amounts of traffic gets down this way, especially in summer

More junctions safe as traffic will be faster

Other parts of Cornwall A30 get totally closed if an accident occurs with no indication of how to continue you journey so how strong will your alternative route be?

Reserved until route defined

Places like Chybucca do not work at moment. This can only improve

No will need to know more detail

Concerns relating to route changing to south of current of A30 would affect viability of current family business. Concerns that traffic management into Truro needs to be considered in conjunction with this project.

I think the project should be supported as it will improve the A30 considerably for vehicles

Volumes of traffic will increase and accidents are being more expected as a result

Please listen to the public comments

No

There would be implications for A3075. There are number of improvements needed on this road, but dualling A30 may relieve this road a little. General comment; There was a scheme drawn up in 2005 to dual this stretch of the A30. Why do we need to reinvent the wheel here? use the old plans and get on with it!

Better communications also have disadvantages; 1) Brings more for local businesses 2) Too many tourists would wreck parts of our land- tourism 3) one of the attractions of Cornwall is "Difference", "dual carriageway" remove this character.

Dual Carriageways are very nice to opened up traffic but you also need hard shoulder for vehicles that breakdown. Dual carriageway may become very dangerous.

the route needs to provide east on off from existing road junction without affecting the flow on the A30 . Also, traffic on the minor roads backing up. Maintain a full flow of traffic without roundabouts.

Within the scheme design it is important to consider bus movements across the route alignment and access villages so as to avoid another 'Summercourt' scenario whereby buses can serve the village westbound but not eastbound due to the lack of a turning facility in the village.

If the roundabout cannot be made into a flyover then traffic lights need to be installed and the layout needs to be addressed with clearer marking. when you come from Newquay you go around the roundabout whilst people pull out in front of you from the Bodmin and Truro arm, then as you go round the three lanes from Redruth are pulling out, I have had lots of near misses and you literally put your life in your hands when trying to go around the roundabout. I am an experienced driver and I was a highway engineer for 7.5 years and the Chiverton cross roundabout layout is not working even though its been changed they have made it worse than ever. There is definitely more queuing of cars on the actual roundabout than before. People do not know which lane they should be in, crossing in lanes is just pure life threatening.

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

Noise from the road! Split level crossings are a must

Concerns that we do not have mains water. Nor do next door (Honeycombe Barn). We have spring water, collected in a tank in a field very close to the old proposed route. Digging up these fields would have a massive impact on our water supply. Also concerns re: pollution & noise as the road moves closer to our property

What new pinch points might be created!

Need a route to Falmouth without going into Truro

It should provide a greatly improved infrastructure to all the area

Flooding - please do not repeat the mistakes made on the by-pass at Liskeard

Please take time to review the previous work carried out earlier

This will move the traffic jams down to Camborne!

New junctions to alleviate traffic in Zelah. Reopen church lane to allow access to other side of parish

impact on Zelah through environmental protestors! And their actions. Westbound access from Zelah is vitally important to me.

Exhibition at Trispen not on A30 why no exhibition north of A30 (St Agnes, Perranporth) the people who have to cross current chaos to reach Truro.

Zelah to St Allen via Church Lane.

I think it would make sense to have local designers involved who have knowledge of Cornwall to follow through with this scheme.

Please minimise the number of junctions between Carland cross and Chiverton Cross in order to keep through traffic and local traffic separate (totally no junctions at all). This will maximise benefits for all.

If this goes ahead it could put 35 people out of work it is essential that town and country is visible from A30.

concerned about the north-south crossing at A30

No

Better access from Cubert/Newquay area.

I would like to see more signals to Falmouth as there is virtually nothing on the A30.

Chiverton roundabout people swapping lanes never sure what lane to be in. Chacewater used as a rat run. Parking on both sides should be banned.

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All this ease of traffic cannot go without considering the increased housing development. Its vital that the infra-structure must also be in place, i.e. extra school places and hospital spaces, consideration of flood risk and environmental impacts, improved rail links.

Make signs on Chiverton roundabout clearer. On the times I use it, it is like Russian roulette with cars jumping lanes midflow.

Chiverton has to be the "key" to the whole proposal. It causes the westbound bottleneck from Chybucca. Flyover anyone? Please discuss for the next 30 years.

Concerns for environmental impact. Impact on local communities - worse pollution, safety & health.

Install lights on Chiverton Cross roundabout or reconsider the flyover option that was proposed a few years ago. Serious fatalities will occur if another dual carriageway continues at this roundabout. It is dangerous enough.

Chybucca junction causes congestion (with poor visibility) in peak hours. Could the B3284 to Truro be taken over a flyover.

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

The road passing through Trispen/St Erme on your leaflet is the A39 not the A30!

Route should not impact on villages - should be routed away from existing villages. Should stick to current route as much as possible - increase in noise.

If dualled correctly, the A30 will much improve the commute to work.

Much overdue in links for commercial traffic and holiday/locals.

We put up with disruption at Chiverton Cross was upgraded. Please, leave it alone, just for a few years.

What do you hope to achieve by dualling this stretch of road only for more traffic to scream down and come to a grinding halt at Chiverton Cross R.A.B.!!

With all the new houses being built along the A30 I think I'll shop in Redruth.

Any potential problems should be solved with sensible planning. Dual ideal.

I would be concerned that the bottleneck at Hayle roundabout will be made extremely worse by these changes.

The road between the A30 at Fraddon to the Truro - St Austell road all needs improving.

Existing route has areas prone to flooding and mud from farmers fields and vehicles.

Cycles - they are a damn nuisance. Push bikes should be banned.

In addition planting in the centre of Chiverton Cross roundabout causes visibility issues when trying to access from St Agnes/Blackwater direction.

Make sure entry and exists are made as safe as possible.

Planning this work was completed some years ago what is the matter with these plans why do it all again.

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of the A30 is long overdue any small incident means hours of closure and long delays. Chiverton Island is a nightmare mornings and evenings the only road to Truro Hospital and college and more new houses along this road are planned revealing more problems and needs sorting urgently.

Chybucca is mainly a crossing point of the A30 not for access to it.

None sooner the better

Since the changes were made to Chiverton Cross the traffic through Blackwater has increased significantly. Some form of speed control and traffic calming needs to be installed from the day care centre through to the end of the village.

More separate routes into Truro, Newquay, St Agnes etc. get somebody with knowledge to design.

The overall design on the Carland Cross and Chiverton roundabouts need careful consideration to encourage free flowing traffic from all directions. In other words do not keep the main motorway at grade with the local side roads. Getting this wrong will potentially destroy two access routes into Truro.

Although a flyover at Chiverton would be to expensive, a set of traffic lights approaching the Chiverton from Camborne would slow the traffic, as you take your life in their hand on the roundabout.

Time it would take to complete.

Weight of traffic increase.

No, A mistake on your exhibition location plan-the Trispen is not A30

No not at present. Depends on above answer

Please! Accommodate cyclists! Perhaps link with concept of the perranporth cycle trail. Create "car share" car parks?

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

Will speed traffic to west Cornwall

Cornwall struggles economically. Poor access & transport /roads limit its tourism & economic stability. Improvement would really help Cornwall.

See item 3

The road improvements are always welcome but are they being implemented for the right reasons?? Trafalgar roundabout comes to mind!!!!

All crossings would be improved with the planned duelling.

Proper screening (embankments and trees) and none reduction tarmac to minimise noise and visual impact.

Hayle needs a flyover / underpass.

None. Sooner the better for the well being of community.

The danger referred to come from the need on entering the A30 to turn your head over 130° to see what is coming from the Chiverton direction. At my age (85) this high impossible to gauge speed of approaching stream of traffic. Try it yourselves.

none

No

The stretch between Carland cross & Chiverton is hardly picturesque is it? Should have been improved years ago.

I am resigned to the closure of the Callestick junction which is not a problem provided Chybucca is kept open.

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Not at this point in time.

No; from Carland cross A30 dual carriageway works very well so hope the section ok soon.

I'm sure that this stretch of single track road affects the economy if our business and other businesses to a vast extent, by time wasted in queued traffic jams

Chiverton flyover? The most important factors are to not disturb houses by being too close and thinking about ruining beauty spots - maybe ask locals where they deem these to be to preserve them

There will obviously be environmental impact but should be minimal compared to solar & wind farms along the route.

Chybucca Junction will need very careful re-design. At present it is a fatal accident waiting to happen.

Hope suitable laybys will be available for lorries to take their breaks, it would be extra wonderful to have toilets somewhere.

Do it for safety and to remove bottlenecks not for speed.

Flyovers or roundabouts for minor roads. Not long diversions for minor roads.

Any slip roads on the new route should be designed to have maximum visibility. (not always the case hereto). Slip roads can be hazardous.

For those of us that live on the A30 route we would like constant communication (like this) about plans and dates. Happy that something is happening.

Yes. It is not going to happen in my lifetime!

House building and supermarket projects leading from Chiverton to Truro. Too much traffic.

I question the need to dual this whole stretch of the A30. Apart from the exits in Q3 traffic moves well. I question the benefit to Cornwall of yet more tourism. I question whether this is the best use of such a large investment.

Roundabout must go. To fast. To many lane. To dangerous. A nightmare to join from St Agnes or Newquay.

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

Traffic approaching from the West and turning right towards Shortlanesend cause westbound delays at peak periods.

When crossing the A30 and in middle of road a accident waiting to happen. Make all routes easy access.

An additional overtaking lane coupled with improvements in roundabouts would reduce traffic jams. Turning the A30 into a motorway would speed up traffic making it noisy and will scare off wildlife. The roundabouts are the problem although minor modifications would also help.

Zelah is already a rat run for traffic from Newquay to Truro via Henver Lane and Goonhavern to Truro via cost-is-lost. I think serious investigation is needed to assess the impact and alleviate congestion/hazards on local roads as a result of fewer access points onto an improved A30.

None that I can think of

minimum of roundabouts

Necessity to improve Chiverton Cross before there is a fatality due to dangerous roundabout system.

I was unable to attend any of the meetings, so find it difficult to comment as it is not clear exactly what/how it is proposed to carry out the improvements.

Hopefully will improve crossing and joining A30 i.e. junction from Goonhavern joining A30 crossing A30 to Truro improving road safety

1) as a minimum I would like to see Pedestrian/cycle access to/from Zelah where the pedestrian crossing is. The A 30 will otherwise split us entirely from the community. Preferably there should be vehicular access. 2) school bus issues, 3) noise impact - cuttings, screening, type of road surface.

Would not want 'improvements' to increase length of existing journeys in either miles or time.

No

No I am sure the planning will take care of such problems

My only concern is the impact on the roundabout at Chiverton. We avoid it if we can. We live I St Agnes and can honestly say 8 out of 10 times we use it we have a near miss. Cars assume (even though we are not indicating) that the lane we are rightly in means we are going off up the A30.

No

see letter

Although living at Perranporth this section of the A30 has little impact. However I am well aware that the dualling is needed for the continuing growth, economy and business in Cornwall.

Separate lane for HGVs

No

As a local the family avoid travelling along A30 during holidays due to congestion. This stops us from exploring & enjoying our own County. Having separate cycle route that take cycles off the A30 will improve the flow of traffic.

Potentially unsafe especially when joining up with the A30 during peak times and holidays.

Drivers in wrong lane on Chiverton roundabout and some cars too fast travelling East particularly

T-junction for access to Truro via Shortlanesend needs improvement. Chiverton Cross roundabout is very complex and needs simplifying

I would suggest making to A30 at Chiverton Cross straight and having all other roads go ovetop using some principle as employed at St Austell - Lanlivery junction.

This improvement will exacerbate the congestional delays at Hayle-this section needs to be dualled too. Traffic from Falmouth area needs to be reforted away from Truro if Cornwall is to cope with the planned increase in house building.

Stop building homes between Truro and A30 until a good road network is in placed, good links between Falmouth, Truro, get a Ro Ro Ferry going in Falmouth so you need good links.

With proposed increases in housing and thus population East of Truro the road at Penstraze to Chiverton should also be dualled with slip roads on and off the A30, not via a roundabout.

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

Cycle route a must

Why not continue dual carriageway on to Hayle or Penzance? It would be counter productive to speed up traffic coming on to Chiverton from N.E.

My village is out in half by A30. My family live on different sides I have to wait to get driven across. Mum is filling this in for me.

Route from St Newlyn East to Mitchell and onto A30 is very narrow with passing places.

A concern is that local routes may become slower in order to make longer journeys faster (e.g. fewer turn offs/fewer lane connections).

Not as long as joining roads are not traffic controlled

Joining A30 at Zelah & getting off A30

Ideally look at A30 beyond Chiverton Cross all way to Hayle-Review A38 as alternative link if A30 closed for any reason

At present , the A390 becomes gridlocked during rush hours down past Llangarth roundabout t& the link road to Chyvelah Rd which means that I cannot turn out of my road to go toward Chacewater or toward 3MS centre. The cause is Chiverton X roundabout congestion.

I think a dual road connecting Carland to Chiverton should have been done years ago. I am in full support.

Now this section is to be made dual carriageway, approaches to & from r/abouts could be made clearer

Chiverton Cross to Treliske Hospital and Truro at times blocked

The route through the village of Callestick is already seen as a shortcut to Perranporth and Chiverton Cross(?) Sat nav sends huge vehicles on this route when the lane is only 1 car width with no passing places

Destruction of areas of natural beauty(downs areas) noise faster or more vehicles = greater road noise. Mitchell already unpleasantly noisy

Definitely needs dualling. Huge bottleneck on A30 which is otherwise good. Lots of traffic turning off to Truro via Shortlanesend because of massive bottlenecks via Treliske & Threemilestone A390.

Access to new improved A30 from existing road junctions

Could cause more accidents, will make people drive faster.

Far to much speeding. This is quite alarming to the folk who keep to the limits

Yes, Making the road faster will simply make any hold ups occur further into town centres. Please concentrate on public transport and stop building more roads. I also feel that this consultation is skewed. Question 4 implies a project is going ahead. No question for alternatives.

Make every effort to avoid as much impact on the local residents. Business etc. make sure they have good access to A30. Make every effort to ensure property and land wouldn't be developed. Compensate effected individuals fairly. Abandon projects if it is young to cause manageable change and upset,.

Would like to see end of "rat run" through Zelah. Access at peak times limited to residents?

Bottle necks where the dual carriageway s end

Need to ensure Chybucca junction can be accessed from both sides of dual carriageway as used to access Truro via Shortlanesend.

People use Carland Cross as conventional roundabout & stop on A30 to allow cars from Truro to join ignoring left (inside lane) which should be continuous.

Keep adjacent parishes informed

It can only make things better

I do have concerns about access from A39 onto A30. Turning right particularly is very difficult at busy times. There must be a way to improve the flow for joining traffic. With so much solar and wind power along the road on this stretch could Cornwall look at using the new solar road tiles (Canadian technology I think).

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

Both Chiverton and Carland cross junctions need flyovers. Not roundabouts which slow traffic flow down.

None

If it helps to improve congestion through Chacewater. Expand the A35 especially at 5.30 when everyone has to get home that's when the a30 low hopefully come into its own.

The most concern I have is public rights of way which will be affected i.e. Bridleway from A30 to East of Hillview Farm. Footpath Marazanvose to Nancarrow Farm, from Tolgroggari, West, then bridleway running parallel to A30. The other concerns is the Chybucca junction access to be better + road from Zelah and avoiding solar farms at Four Shortlanesend and Burrows.

Chiverton Cross Roundabout - underpass for A30. Chybucca Junction - remove inconsistent layout on west/east lanes. Adequate lead in for slip roads.

Yes. The crossover points need to be retained and improved to avoid further congestion at Carland and Chiverton i.e. A30/ B3284 and A30/B3285.

Please don't dual this stretch of road. You are exaggerating any negative issues.

Please provide a footpath for pedestrians and/or cycle path along Chacewater Hill all the way passed Morgan's Fitness Centre towards Threemilestone, its dangerous.

No

Improve public transport and cycle routes. We should be encouraging people out of their cars to improve their health and our fragile environment. We only have one environment and one life.

Concern that bus companies will use the faster road to cut down journey times (and distance), possibly risking existing routes, e.g. Zelah.

Both roundabouts have to go.

New housing in Cubert & proposed housing at Holywell Bay make improvements (roundabouts or traffic lights) essential on the A3075. Also work on A30 will increase the problem - both short (construction) and long (increased traffic) term.

Route through Penstraze needs upgrading too.

Will ease pressure on existing route.

good idea

Distance & time inconvenience to join A30 westbound.

No

Impact of more traffic at Chiverton cross will need fly-over or a underpass fly over would be an eye-sore.

That is not sustainable long term. Public transport is a better long term option. I also take issue with the fact I receive this in March & the scheme begins in April. Seems the decision is already made - Very Democratic!

No.

The increase in traffic and local population affects all areas. In particular, Cubert cross where turning right from Cubert or right from Newlyn East is difficult /dangerous at peak times.

I would not like to see home owners forced off their land/properties by compulsory purchase orders, or surrounded by a two lane road on either side of properties.

Unfortunately we couldn't attend the meetings as didn't receive this information until after the events! Any useful information would be appreciated, thanks.

A30 poorly lit in parts this will need improving & helpline telephone boxes. A mobile phone cannot always obtain a signal.

I see nothing wrong with the route proposed in 2004. Surely it would save money & time to adopt that plan. Why did planners allow development post 2009 along route? Common sense didn't prevail!

Cross traffic at Chybucca & Boxheater junctions must be improved & access must not be restricted to the A30 at either junction

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

Access to A30 (west) from Boxheater junction

The noise of the traffic from Redruth direction coming up to Chiverton roundabout echoes creating a big noise nuisance depending on wind direction & volume of traffic. I dread the thought of there being more traffic driving faster!

Ban tractors using this stretch between 6 - 9am, 3pm - 6pm - causes frustration & therefore accidents.. Chybucca junction needs urgently assessing. Improvements here will improve traffic flow.

Hopefully there will be little deviation from the present route

It about time the Highways Agency stopped their covert policy of doing everything they can to ensure the traffic going through villages on primary routes does not have to slow down, even though they know the motorists do not comply with the 30mph speed limit and I'm sure that if this scheme is successful and more traffic is encouraged into Cornwall places like Goonhavern will pay the price with even more high speed transits of the 30mph zone taking place.

This project needs to be thought through properly, we don't want a quick fix to this route.

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Improvement of the flow of traffic at key junctions is required

Junction to be made better maybe bus lanes cycle lanes

Cheapest option is not always best decision.

If dual carriageway, then there would be less accidents

Can we maintain westerly access to A30 from Sandy Lane (1st turn on left heading west from Carland cross) - near Ennis Farm

By traffic by-passing the Chiverton cross area, the flow of traffic would lesson for a greater distance away & ease bottle neck situations on single carriageway roads

see above

Could you create flyovers like the Goonhavern/Zelah/Shortlanesend junctions for places like Callestick/Allet junction?

Continuing increase of housing and employment in Truro without higher provision for traffic makes A30 lower priority.

Bring Cornwall onto the 21st century & improve trade in the county.

Most important to stop Newquay to Truro commuter traffic from going through Zelah.

Some buildings may have to be by passed - but not many . I cross present road to Shortlanesend and remain.

noticeable increase in cyclists and concerns for their safety. Delay traffic/travel time - beneficial

Please put your brains in gear to help everyone!

would not like to have an adverse effect on wildlife

Very dangerous crossing from Perranporth to Shortlanesend

reduction of traffic on A390/impact on wildlife counterbalanced by removal of cars

Is the project feasible with the promise of improved air and rail links (Newquay air hub and rail rolling stock)

improve and reduce price of public transport

Complete waste of time - you don't care what the public thing and you certainly don't let us influence your decisions.

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

Concerned that A30 access to and from Gwarnick could end up being considerably more inconvenient and long routed along minor lanes

Widen the section. Concern regarding Alfred McAlpine costs

concerns regarding the environmental impact of building more roads.

Concerns that speed of traffic will increase

safety concerns raised regarding Cubert junction onto the A3075.

N/A

not enough planning for future traffic, money wasted on Chiverton roundabout

major concerns regarding traffic leaving Cubert High Lanes to join the A3075.

reduce speed to 60mph

to ensure good junction/connections to Shortlanesend, St Agnes and Perranporth. Enhance business development and economic growth

Whole idea is a waste of taxpayers money. You will never be able to build enough roads to stop congestion.

If the upgrade goes ahead and I mean if the connecting routes will become safer instead of being rat-runs when delays of 4 to 6 hours occur due to accidents where police have to close the A30 for very long periods.

Main road widening means main traffic. Therefore more people want to live in Cornwall - mostly wanting 2nd homes - we have very limited Country / farming areas, & I greatly fear all these new housing estates. No wonder our hospitals, schools & shopping areas are struggling! Faster roads will bring more crime too!

I feel connecting routes would be less hazardous and local people better commuting to and from work

Once Temple is finished and this section having dual carriageway from Chiverton to Exeter would be fantastic.

see above

Our main observation is that perhaps the money would be better invested in improving/maintaining the existing road network as in its current appalling condition the impact on tourism shows a poor face to our county.

Connecting routes should be less congested and safer.

Noise/pollution - using more countryside up to develop!! Reduce house/land prices!!

Impact: could lower. Reduce price of property/land. Concerns/rumour on of the lanes to be used for tractors - not ideal! Noise pollution to residential property.

I do not feel there would be any problems until connecting roads out the A30 or of the A30 if A30 should be divided and a flyover at Chiverton roundabout with long slip roads.

More roads don't solve the problem of too many cars,infact, it *exacerbates the problem, and always has.*inventive spelling due to age.

Chiverton cross and Carland cross roundabouts will still cause congestion.

Ideally maintain as many of the joining road junctions along the section to be dualled-appreciate there is a cost.

Connectivity is important but it is better to travel a little further and get across the A30 safely.

Lowering speed limit to 45 mph would increase safety and give equal traffic flow as dualling the A30.

No connecting routes on the new A30, just a dual carriageway Carland Cross to Chiverton Cross, cheaper, easier to build-economic benefits achieved as well as connectivity, reliability and safety needed for through traffic!

Good for business and tourism and make it safer for residents and commuters.

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

Concern over archaeology at three burrows and four burrows. Also need for new hedgerows to create wildlife habitat corridors and structure.

Ability to cross A30 Truro-Newquay for vehicles and bicycles. Pedestrian crossing points to access services.

My husband & I strongly feel that unless Chiverton roundabout debate is properly addressed the traffic down the A30 will never flow successfully. You can make it as wide and as fast as you like , but Cornwall is a funnel, and we feel it is actually beneficial to slow them up & filter them, Chivi is a mess, congested and dangerous.

The roads to Truro are woefully inadequate they should be dualled especially the Penstraze/Highertown road. People should not be queuing on the A30 roundabout bringing it to a standstill in the mornings, and this before the major urbanisation build. Stop people building houses right up to roads!

Connecting need to be enforced by bridges

Unless the Chiverton cross bottleneck is rebuilt with a well planned flyover exit & access roads then the scheme will fail. Do not plan in the unsafe exit lanes that lead traffic queues back into the main A30.

Make sure the turnings for the side roads are safe and easy to use. E.G. going west - the first right turn to get to Perranporth(at Zelah, I believe) needs a roundabout or some other traffic control, it is now a death trap, but essential to have easy access there.

This scheme together with the Temple to Higher Carblake dualling, is long overdue but the combined schemes should help to reduce journey times and fuel costs.

Totally modify the 2 roundabouts to similar standard at Innis Downs & Whiddon down. Also allowing Truro traffic to join uninterrupted at Carland Cross.

Above. The road should be a quiet tarmac road ideally as the surrounding country is beautiful. The B3284 crossing will need to be maintained (e.g. an underpass to keep local access into Truro moving and reduce A390 traffic into Truro) B3285 is a busy turn off & should be kept as A3075 is a very slow connection road.

A3075 at Cubert crossroads needs a solution to the ridiculous "improvements" recently, that have only highlighted the need for a roundabout at this very busy junction.

Even on dual-carriageway need to eliminate use by transiting farm vehicles(of Cornwall's main arterial route)by ensuring suitable back-routes of sufficient width to take increasingly wide and heavy traffic, or place limits on C class roads etc.

Improvements to Chiverton Cross roundabout needed to. Current lanes confuse people who don't look! Possible fly-over???

As long as joining & exiting at various points is still possible, I will be happy.

Concern that all the side roads will be connected ok so that the village traffic can access the A30 & not have to travel more mileage on back lane routes.

My main concern would be access into Truro via Boxheater and Allet junction. I use this everyday to get to work and would do everything to avoid Carland Cross and Chiverton Cross. I am also concerned about the impact the diversions will have on my journey times during the construction phase. *The tractor lane idea at peak times is ridiculous, surely a dual carriage alone would alleviate the problem. If this is an option being considered why were we not informed of this at the consultation.

see letter- would like reduction in traffic passing through Ashley road Shortlanesend

Don't forget start the work in the summer to cause congestion. The highways cause more problems than the drivers.

Quite road surface west of Chiverton Cross please

Lots of concerns regarding increased noise levels at our home. We have already been approached by Stags to sue for compensation! Concerned that a lot of money spent but unless Truro exit addressed the roundabout will still become blocked.

Chiverton roundabout must go - so the dual carriageway goes without stopping-a major junction will need to be drastically changed.

Leaving Trispen toward Carland Cross could do with improvements because there is always queues sometimes 1.5 miles trying to get onto A30 eastbound. The junction at Carland Cross also needs improving. Also a slip road going west.

The lights by Truro college roundabout, cause delays. The lights do not need to be on 24/7 or during school holidays. I am held up virtually every day as a consequence.

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

No ! Stop wasting money on small sections of this road/the amount spent on the Chiverton Cross should have been spent on the whole road.

The Cubert Cross road is a particular concern with dangerous overtaking & queuing especially in the summer months.

This area seems to be mainly big farms and growers, so although there are a few road side houses ,the impact of a dual carriageway as a whole is minimal

Chiverton Cross roundabout is awful. A30 through traffic requires a flyover

Please do something at Cubert crossroads to ease congestion and waiting times. Drivers become impatient, take risk -accidents will continue to happen.

My main concern is if the road comes closer to my property and the impact that would have on my life and property value, it has already impacted the value of my property just because of discussions, this concerns me greatly.

Even with these improvements the real problem is the sheer volume of traffic, priority must be given at junctions/roundabouts to east/west traffic.

Slow moving traffic on the A390 to Truro also affects Chiverton roundabout. A flyover like Avers would be ideal but costly.

We live in Cubert and are involved with family business in St Newly East so we are concerned about the Highlands's / A3075 crossroads. It is often difficult getting across the A3075 but from May to Sept it worsens into a nightmare in July and August where queues are over 1/2 mile long. This is very bad for Cornwall's tourism but also for buses that are considerably delayed between Truro and Newquay making a domino effect of lateness. As we have just had our fifth estate completed and a planning application in for yet another estate of 150 houses PLUS all our many camps, holiday parks and attractions here it is imperative that traffic lights or a roundabout be installed here. This exit from Cubert and Holywell ultimately feeds traffic into the A30 and should be re-examined.

Most road improvement tend to re- locate the problems & not cure them.

Will not see it as I retire in 3 years!

As above - safety must be improved

Adequate access no crossover.

No, providing sensible planning is exercised to future proof the new dualling of the A30.

Using the example of Bodmin to Indian Queens, disruption to normal traffic can be minimised by constructing as much as possible off-line

Do not make the same design mistake of restricting the direction of travel of merging traffic. For example, the Scorrier junction, there is no slipway to allow traffic to enter the A30 travelling west bound. The nearest junction to travel west is either Chiverton or Redruth junctions. Although at Scorrier, there seems to be "room" for a new slipway to be added so traffic can enter west bound. Maybe adding this slipway at Scorrier should also be taken into consideration with the proposed scheme? especially when this would relieve other nearby junctions of traffic local traffic, and also the fact there are multiple industrial estate schemes being constructed at Scorrier at the moment.

May stop the rat run through village of Zelah for Truro/ Newquay workers.

I would be concerned about having to travel further to join the A30 if a new scheme involved closing one or both of my local access points, which are Boxheater junction, and Zelah.

Your next project should look at widening the A30 from Camborne to St Erth and construction of a new dualled section from St Erth to Long Rock.

We need to see the local transport aspects promoted by the government in : <https://www.gov.uk/government/policies/improving-local-transport> included in all road schemes in Cornwall.

speed of some vehicles

Your meetings will have raised the issues on connecting routes. It is a shame your workshops were not better advertised - and no invite considering my letters to Cornwall Council and the Highways Agency. My letter of 8th February to Cllr John Pollard continues to remain unanswered as of 21st April - So much for democracy.

Do you have any additional comments or concerns about the impacts on connecting routes? (Continued...)

People wishing to turn right from any of the side roads on the route must encounter problems much of the time, may cause frustration for those road users and encourage risky moves. Consideration should be given to the needs of these users.

Falmouth needs much better link to A30, A bicycle with a puncture seems to stop traffic in both directions between Falmouth and Truro at present. (slight exaggeration but not far out)

A longstanding problem is the layout of the junction at the top of Two Burrow Hill. The Parish Council looked at the cost of re-alignment a couple of years ago but as a single stand alone project the cost was prohibitive.