

**A30 Chiverton to Carland Cross – Full Written Representation of Cornwall Countryside Access Forum to The Planning Inspectorate**  
**13<sup>th</sup> February 2019**

**GENERALLY:** This representation is made on behalf of **Cornwall Countryside Access Forum**, and amplifies the points made in our initial summary Written Representation made on 7<sup>th</sup> November 2018.

The Forum, (set up under the provisions of the CROW Act to advise Section 94 bodies on matters of access and rights of way) was in consultation with and has issued advice to Highways England in 2018 in connection with this Scheme, the bulk of which advice has been accepted and acted on.

There are though a number of points arising from the August 2018 and subsequent versions of the works plans on which we have been unable to consult with HE, and it is these points that give rise to the specific comments set out below.

The Forum generally supports the Scheme, and in so far as it makes provision for walkers, cyclists and horse riders we commend HE for the planned provision, providing connectivity for the public rights of way network both north and south of the “new” A30, which will considerably enhance the present (totally inadequate) provision.

**SPECIFIC COMMENTS:** Based on the project updates, particularly the dDCO Version B and the rights of Way and Work Plans published as at 07.02.19.

**1. CHIVERTON CROSS:**

- a. **Signage provision for eastbound cyclists on A30** coming from West Cornwall – we are concerned on both grounds of safety and convenience that adequate signage provision is made to direct eastbound cyclists, particularly “End to Enders”, off the new A30 and onto the de-trunked old A30.
- b. **Chiverton Grade Separated Junction** – whilst 2m footway/cycleways are provided both to the slip roads and the gyratory, we are concerned on grounds of safety and convenience as to the detail of crossing provision, particularly at the roundabout, and would ask for consideration to be given to providing controlled crossings at the slip road and side road crossing points.
- c. **Proposed underpass for WCH (Ref: PR2)** – We have been told by HE that this will be 4m wide (inadequate), with 2.7m headroom (again inadequate) and 70m in length (too long). As a crossing place even for led horses, whilst much needed, it is not acceptable. We are concerned both for the safety and convenience of users, not only equine, but as this is a potentially busy cycle commuter route, for possible horse/cycle conflict. Of necessity it will have to be artificially lit, which is not really acceptable for equine users. The headroom provision is totally inadequate for mounted use by horse riders. As part of the St Agnes to Truro commuter cycle route the underpass is approximately 600 metres off-line of route, and therefore adds about 1.2km to the St Agnes to Truro commute. It is our advice that this underpass is both ill-conceived and inadequate for its intended purpose, and should either be totally redesigned, or scrapped. (See para. e. below).
- d. **Proposed WCH bridge on line of the A390 – B3277 Truro to St Agnes roads** – Off the record indications are that HE are proposing an overbridge on the approximate site of the existing Chiverton Cross roundabout, as part of the Designated Funds works outside of the main scheme, which if true we welcome. We would advise that this

should be reconsidered as part of the main scheme (and funded as such). We understand that as a DF project it would have to be built in advance of the main scheme, at a greater height (to get clearance over the existing carriageway). We are concerned at a lack of information, but would advise that it needs to be designed for use by ridden horses as well as cyclists and walkers, with adequate track width and parapets sufficiently high to accommodate safe equine use.

- e. **Preferred solution:** We appreciate that there may be a matter of timing, but our preferred solution to the Chiverton Cross NMU problem, would be to scrap the proposed underpass, and to use the cost savings to at least partly fund the bridge, which should be brought into the main scheme. It should be as near the A390 – B3277 route line as possible, with links as required to the de-trunked old A30.
2. **CHYBUCCA G/S JUNCTION:** We note the WCH provision through and around the new junction (PR4 & 5), but are concerned as to the detail of crossing point provision for north – south WCH traffic at the new roundabout, and would advise that consideration to be given to providing controlled (possibly Pegasus) crossings.
  3. **MARAZANVOSE / NANCARROW FARM:** We welcome the provision of the WCH crossing on the green bridge and the associated links (PR7 & 8) with Killivose lane to the west and the joining up to the existing footpath from Nancarrow to the east.
  4. **EXISTING TWO BURROWS UNDERBRIDGE:** Noting the stopping-up of the northern arm of the Shortlanesend – Two Burrows road, north of the old A30, (C0080 & part NCR 32), we advise that this short length of road should be retained past St Frieda’s and re-designated as a bridleway to provide an alternative link back to Zelah village, taking WCH away from the new road junction at Chyverton Lodge. The under bridge already provides part of the infrastructure necessary, and links to the Bridleway/Restricted Byways east to Hillhead/ Zelah Lane Farm and West to Costislost to Zelah Lane Farm. (recently approved by the Secretary of State under DMMO).
  5. **CHURCH LANE, ZELAH (PR11):** We question the position and alignment of the new WCH underpass Church Lane/U6083, which links U6083 to Church Lane north of the A30 via the old A30 stepped crossing. We submit that this fails to provide a proper link, particularly as it is to be designated as a bridleway, and does not fully restore the Church Lane/U6083 route to its former use or utility. The existing crossing of the old A30, which entails the use of a lengthy concrete stairway either side of the high road embankment, would remain inaccessible and impractical to both cyclists and horse riders. To make equitable (and safe) provision for all WCH users, the new link needs to be on the line of U6083 with provision of an underpass under both the new and old A30 roads to take all WCH users into the heart of the village. The present proposal is inadequate for its stated purpose.
  6. **CARLAND CROSS:**
    - a. The Forum particularly welcomes the propose WCH link (PR14) using the old A30 route and the new underpass to maintain north – south connectivity. We also welcome the proposed WCH link (PR15) to Mitchell using the original A30 road.
    - b. However, we have been told that the crossings for WCH on the southern side of the existing roundabout (A39), (linking PR14 to PR15) will remain as at-grade crossings, utilising the refuge island for crossing between the two-lane northbound and two

lane southbound traffic. This will involve WCH crossing four lanes of traffic, at a busy junction (particularly busy at rush-hours) which we consider to be potentially dangerous. Consequently, we advise that consideration to be given to providing controlled crossings (possibly Pegasus crossings) on the existing footway to form a continuous safe WCH route from Mitchell to the old A30.

7. **MITCHELL:** Signage provision for westbound cyclists on the existing dualled A30 coming from East Cornwall – we are again concerned on both grounds of safety and convenience that adequate signage provision is made to direct westbound cyclists, particularly “End to Enders”, off the new A30 and onto the de-trunked old A30 via Mitchel and Carland Cross.

This written representation is made by me, Nick Jeans, on behalf of Cornwall Countryside Access Forum.

#### **NOTIFICATIONS**

**Open Floor Hearing:** I give notice that I may wish to speak on rights of way issues, should there be an open floor hearing, particularly in respect of NMU issues at Church Lane, Zelah and Carland Cross south.

**Accompanied site inspection:** I also give notice that I wish to attend accompanied site inspections, as follows: at Carland (to view safety considerations for NMU crossing arrangements south on the A30 on the A39); and at Church Lane, Zelah (to view safety considerations on the proposed underpass site and the existing stepped crossing of the (existing) A30).

Contact details:

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