

From: [Planning](#)
To: [A30 Chiverton to Carland Cross](#)
Subject: Submissions to OFH on 02 April 2019 - on behalf of Sam Parker and others (PARK-391-1) [S-S.FID646289]
Date: 03 April 2019 09:38:39
Attachments: [OFH written summary.DOCX](#)
[OFH written summary \(appendix\) corrected 030419.PPTX](#)

Dear Madam,

Please find attached the submissions made on behalf of Sam Parker at the Open Floor Hearing.


The letter referred to is already filed in the Deadline 2 section -

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000706-DL2%20-%20Sam%20Walker%20-%20Response%20to%20ExA's%20Written%20Questions.pdf>

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A30 Chiverton to Carland Cross Scheme

Open Floor Hearing – Old Bakery Studios

02 April 2019

Submissions on behalf of Sam Parker and others

We refer to submissions dated 19 March 2019, to which was attached a letter dated 2017.

That letter raised a number of issues in respect of the lack of provision for east-facing slip roads.

The response¹ received to that letter save to state that:-

- i) HE were not in a period of consultation;
- ii) The existing A30 will be maintained;
- iii) HE are working closely with Cornwall Council to understand the impact on the local road network.

The points raised in the letter were not addressed and have not been addressed.

Data in respect of trips and use of east-facing junctions

The data on which the decision has been made does not support the conclusions. More traffic uses the existing junctions in an east-facing direction than west facing.

Daily, the A30:

- i) 'gains' 537 trips (net) Eastbound;
- ii) 'loses' 1538 trips (net) Westbound;

around the area of the current junctions;

I.e. more people are joining the A30 Eastbound at these junctions than leaving the A30 and more people are leaving the A30 Westbound than are joining.

Hence, the provision of west-facing slip roads is counter-intuitive when there is a greater demand for east-bound.

This is notwithstanding that turning east onto the A30 at Chybucca is, to put it mildly, difficult. HE even recognise that "*There is a perception from local residents that movements right*

¹ Dated 10 October 2017

*onto the A30 eastbound from B3284 Shortlanesend is popular and there may be suppressed demand by the difficulty of the completing the manoeuvre at present*².

These facts do not support the conclusion that “*Predicted traffic flows do not justify provision*”³ of an east facing slip road.

Without the provision of east facing sliproads, the net 1548 vehicles per day that leave the A30 (westbound) between Zelah Hill and east of Chybucca will be required to either continue to use the existing A30, or use the A39.

This traffic will not experience the reduction in journey times claimed.

Nor will net 1422 vehicles which join the A30 between east of Chybucca and Zelah Hill.

It should be noted that these net elements constitute between 13 and 16% of existing A30 traffic. The fact that they are net elements means that the actual use is likely to be much higher as this only represents the difference between the numbers of vehicles leaving and joining the trunk road.

HE’s position appears to be that “*The partial junction at Chybucca junction was introduced to reduce the usage of the proposed Chiverton Cross junction for vehicles travelling between west Cornwall and Truro*”, but no figures have been seen which indicate the extent of this potential issue, or its scale in context. The data which is available however indicates that the route into Truro via Shortlanesend is utilised to a significantly greater extent by traffic from the East as opposed to the West.

Traffic which gets on the new A30 at Carland Cross has no option but to proceed to the Chiverton Cross exit – it is not clear how this will reduce the usage of the proposed Chiverton Cross junction – given that around 3x more traffic uses these junctions westbound than eastbound, the failure to provide east-facing slips represents a much more significant risk of impacting the junction at Chiverton Cross.

The data does not support HE’s position. HE’s position is irrational.

Impact on businesses

Impact on local businesses of loss of passing trade from A30 has not been assessed.

If east-facing slips are not included now then they will be lost for a substantial time, if not forever. There are economies of scale in carrying out the works now which means that any future proposal will be more costly and hence less likely to proceed. In addition, it is likely that it will be necessary to move roundabout accesses in order to accommodate the east facing accesses, thereby incurring additional costs by undoing works already carried out.

² [Report on Public Consultation June 2017](#) HA551502-WSP-GEN-0000-RE-Z-00024 P07.1 (page 20)

³ [Report on Public Consultation June 2017](#) HA551502-WSP-GEN-0000-RE-Z-00024 P07.1 (para 4.2.3)

Table 6-1 [Scheme Assessment Report June 2017](#) HA551502-WSP-GEN-0000-RE-Z-00029 P03 (page 32)

The Planning Statement⁴ (para 4.3.1) – states that “*Changes in mileage and speed means the scheme will increase fuel and vehicle maintenance costs facing individuals and businesses*”.

Resilience

The presence of east facing slip roads would also allow the use of the side roads between that point and the A39 or A390 should the trunk road have to be closed and traffic diverted adding resilience to the trunk road network.

HE have used the same argument for the west-facing slips, but then omit it in relation to the east-facing slips. That is irrational and smells of ‘cakeism’ and is contrary to the scheme objective “*to improve network reliability*”.

Amending the scheme

The land required for east-facing slips is not substantial and lies between two areas of compulsory purchase.

We understand that the landowner is not likely to object to additional land being taken for such a purpose.

Conclusions

The inclusion of an east-facing slip would contribute to the following scheme objectives:-

- To contribute to regeneration and sustainable economic growth;
- To support employment and residential development opportunities;
- To improve network reliability and reduce journey times;
- To deliver capacity enhancements to the Strategic Road Network;
- To improve local and strategic connectivity

Stephens Scown LLP

02 April 2019

⁴ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010026/TR010026-000505-7.1%20PLANNING%20STATEMENT.pdf>

Eastbound (Daily)

+537

10,867

B
10,330

A

E

D

Westbound (Daily)

-1538

D
10,917

B
9,379

A

E

