

A30 Chiverton to Carland Cross TR010026

8.13 RESPONSE TO HEARING ACTION POINTS - ISH 3 ON WCH

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This document sets out the Highways England (the Applicant) response to the Hearing Action Points arising from the Issue Specific Hearing into walking, cycling and horse riding for the A30 Chiverton to Carland Cross scheme, which took place at the Old Bakery Studios in Truro at 10am on Thursday 4 April 2019.

1.2 Structure of this document

- 1.2.1 Each chapter of this document provides a response to a Hearing Action Point. Where necessary, this response may include information that is provided in an appendix to this document or which has been submitted to the Examining Authority (ExA) separately.
- 1.2.2 Any of the Action Points which were directed solely at another Interested Party have not been included in this document, as no response or comment by Highways England is required.

2 Action Point 1

Hearing Action Point 1: Clarification of position regarding potential link west from the existing Chiverton roundabout area to existing BOAT 309/25/7

2.1 Highways England Response

- 2.1.1 Highways England has responded to the **Local Impact Report (LIR)** [REP1-010] submitted by Cornwall Council to the ExA at Deadline 1. As explained within Highways England's **Comments on Local Impact Report** (Document Reference 8.5) [REP2-021] at its Table 13-1 ('comments of section 12.1'):

"The restricted byway [then] ref Z11 is specifically for eastbound cyclists on the new A30 heading north on the B3277 to St Agnes, providing a shorter distance to the B3277 and avoiding the Chiverton junction. A connection between this route and the BOAT 309/25/7 could lead to a safety issue of cyclists travelling westbound on the eastbound A30 dual carriageway and therefore this will not be included as part of the scheme."

- 2.1.2 This matter was raised again during the Issue Specific Hearing. The comments made by those representing Highways England at the ISH were consistent with those comments made at Deadline 2 on the LIR. For clarity, the Highways England position is as follows.
- 2.1.3 A link is proposed (Reference A) that specifically seeks to accommodate cyclists travelling eastbound on the A30 to Chiverton and heading north on the B3277 to St Agnes. The section of link is proposed to be situated at the site of the existing Chiverton roundabout as shown in Sheet 1 of the **Rights of Way and Access Plans** (Document Reference 2.5(B)) [REP2-008].
- 2.1.4 This link would provide a shorter distance to the B3277 and avoid the proposed Chiverton junction, where all non-motorised vehicles including walkers, cyclists and horse-riders would be prohibited from joining the proposed new section of A30 to the east. The link would also provide a shorter route for the cyclists travelling eastbound on the A30 to the A390 and Truro, via the proposed WCH underpass (reference PR2) as shown in Sheet 1 of the **Rights of Way and Access Plans** (Document Reference 2.5(B)) [REP2-008].
- 2.1.5 Stakeholders have asked for a further connection to be considered, joining the proposed link with the existing BOAT 309/25/7, in order to provide a convenient east-west route joining the proposed Chiverton roundabout with the existing BOAT network to the west (running parallel and later joining the existing A30 to Redruth).
- 2.1.6 Such a further connection between the proposed link and the existing BOAT 309/25/7 could be provided by constructing a new route for cyclists along the proposed northern verge at the western end of the proposed Chiverton roundabout.
- 2.1.7 Whilst feasible in design terms, there are significant concerns that such a connection would lead to a number of safety issues by facilitating the movement of cyclists travelling westbound along the eastbound verge of the A30.
- 2.1.8 These concerns relate to the general safety of both cyclists and drivers of vehicles travelling in opposite directions, and particularly at times of low levels of

daylight, when cycle and vehicle lights would be hazardous as distractions to oncoming traffic.

- 2.1.9 A safer alternative would be available with the proposed A30 scheme in place, where cyclists travelling eastbound on the A30 or westbound on the B3277 from the new junction, could use the Blackwater roundabout and any combination of existing BOATs (refs 309/25/4; 309/25/6; 309/25/5) to make the movement east-west. Although this would be slightly longer than the suggested connection, the Applicant's view is that it would be safer.
- 2.1.10 For these reasons the Applicant does not intend to add the suggested connection.

3 Action Point 2

Hearing Action Point 2: Clarification of position regarding potential higher rights link in the area shown on Rights of Way and Access Plans Sheet 3-ref. Z (PR5)

3.1 Highways England Response

- 3.1.1 During the Issue Specific Hearing a suggestion was raised as to whether provision could be made for cyclists as well as walkers using the proposed footpath (ref PR5) that avoids the need to continue along the proposed bridleway (ref PR4) as shown in Sheet 3 of the **Rights of Way and Access Plans** (Document Reference 2.5(A)) [AS-025].
- 3.1.2 The proposed footpath (ref PR5) is a stepped footpath seeking to reduce the distance for walkers on the existing BR314/65/1 to the footways at the proposed Chybucca junction, who would otherwise need to use a section of the proposed bridleway (ref PR4) that joins the B3284 by connection further to the west (towards existing BR314/64/1).
- 3.1.3 The proposed new section of bridleway (ref PR4) provides a connection between bridleways BR314/64/1 and BR314/65/1 without having to use the B3284.
- 3.1.4 As discussed with Cornwall Council, Cornwall Countryside Access Forum, Ramblers Association and British Horse Society during the Walking, Cycling and Horse Riding Assessment undertaken for the scheme, it is not considered that horses would need to use the proposed stepped connection (ref PR5) as they could gain access further west off the proposed bridleway (ref PR4) and this is considered an insignificant increase for journeys made on horse. In any case, the demand for such a movement by horse riders is anticipated to be very low, especially given the alternative routes available.
- 3.1.5 Whilst the point that horse-riders would be unlikely to use the stepped access route (ref PR5) was accepted by attendees of the ISH, stakeholders did suggest that cyclists may wish to utilise it, although they too would benefit from the same route that horse-riders would use; joining the footways south of the proposed bridleway (ref PR4) by connection to the B3284 further to the west (towards existing BR314/64/1). Despite that reasonable access arrangement, it is accepted that cyclists would benefit from a short journey time saving by using the proposed stepped footpath access (ref PR5).
- 3.1.6 In order for cyclists to utilise the footpath (ref PR5), cyclists could dismount and carry their cycles up or down the steps. The ISH heard from stakeholders that an alternative arrangement to help facilitate the convenient movement of cycles should be considered by Highways England e.g. stepped access as proposed but with an adjacent or alternative ramped access.
- 3.1.7 Given the gradient of the proposed embankment at the point of the proposed footpath (ref PR5), a full standard cycling ramp with landings would require significant length and cost which the usage could not justify. However, it would be feasible to provide a sloped parallel path adjacent to and as part of the stepped access to allow cyclists to dismount and wheel their cycles side by side. This would provide a reasonable alternative that is safe for walkers and cyclists.

- 3.1.8 This arrangement is now described in a revised Annex M: Public Rights of Way Management Plan in the **Outline CEMP Annexes** (Document Reference 6.4(A)) and shown on Sheet 3 of the **Rights of Way and Access Plans** (Document Reference 2.5(C)) submitted at Deadline 3. A minor amendment has also been made to Part 2, Schedule 4 to the draft **DCO** (Document Reference 3.1(D)) to confirm the provision of an adjacent sloped path.

4 Action Point 3

Hearing Action Point 3: Summary of position regarding the section of the Shortlanesend road from St Fredas to Two Burrow Hill, which forms part of the National Cycle Path (route no. 32).

4.1 Highways England Response

- 4.1.1 As part of Annex M: Public Rights of Way Management Plan in the **Outline CEMP Annexes** (Document Reference 6.4(A)) it is proposed that the National Cycle Path 32 continues to pass under the A30 via the Two Barrows underbridge. The route would then follow the realigned existing A30 west, which would connect with the unnamed road C0364.
- 4.1.2 This has been designed in this way to provide the best solution that takes into account the need for walkers, cyclists and horse-riders to cross the realigned A30 at a safe point. The proposed arrangement responds to highway safety, visibility from the junction, and associated alignment considerations. The provision would also allow for the National Cycle Path 32 to continue as an on-carriageway route at this point (i.e. like for like).
- 4.1.3 It is proposed that the adjacent unnamed road C0089 would be partially stopped up and would only provide access to St Freda Nursery and the adjacent field from the north, with the section between the realigned existing A30 and the access to St Freda Nursery removed to be planted with deciduous native woodland planting.
- 4.1.4 The proposed layout has been agreed with Cornwall Council with no issues raised in the SoCG or the LIR as was submitted to the ExA at Deadline 1.
- 4.1.5 During the ISH it was discussed whether the National Cycle Path 32 could instead be routed across the A30 and onto the unnamed road C0089 access road to St Freda Nursey and beyond by way of a new bridleway. This would involve a 'cross roads' arrangement for walkers, cyclists and horse riders.
- 4.1.6 Highways England continue to consider the proposed layout is the most appropriate and safe arrangement, taking into account the alignment on the realigned existing A30 and the associated visibility to and from the junctions. The suggested alternative would involve reduced sub-standard visibility at the point of the required 'cross roads' crossing of the A30, introducing a safety concern.
- 4.1.7 On this basis, it is not proposed to change the current proposals or re-designate the section of C0089 to be stopped up, as a bridleway.

5 Action Point 4

Hearing Action Point 4: Summary of position regarding potential further links east from the northern end of Kenwyn BR3

5.1 Highways England Response

- 5.1.1 As part of Annex M: Public Rights of Way Management Plan in the **Outline CEMP Annexes** (Document Reference 6.4(A)) it is proposed that a small section of bridleway 309/3/13 is stopped up at its northern end (see ref PR6 on Sheet of the Rights of Way and Access Plans), given the proposed new section of A30 would terminate it at an earlier point than existing. The current bridleway 309/3/1 ends as it meets the existing A30 and the proposal is to end it at the point it would meet the proposed new section of A30, slightly further south.
- 5.1.2 Discussions were held at the ISH as to whether a further link could be provided, with a new bridleway from the northern end of Kenwyn where bridleway 309/3/1 ends, running east, to connect into realigned Allet Road C0049 that crosses under the new A30 and joins the existing A30 and continues north.
- 5.1.3 This additional route was raised and discussed during early engagement informing the Walking, Cycling and Horse-riding Assessment process, which considered general opportunities in the area. That helped to inform the Environmental Statement, which considered likely impacts and required mitigation.
- 5.1.4 The current proposal is considered to be the appropriate solution because it would involve like for like provision by way of access and more suitable alternative crossing points of the A30 that exist both west and east of bridleway 309/3/1. This has been agreed with Cornwall Council and documented in the **Statement of Common Ground** with Cornwall Council (Document Reference 7.4(A)) [REP1-003].
- 5.1.5 It is considered that any walkers, cyclists or horse-riders travelling from the south on bridleway 309/5/1 looking to route north to the existing A30 and continue on the Allet Road C0049, would travel east on the B3284 to join the Allet Road C0049 rather than route west to join the bridleway 309/5/1 to then go back east to the Allet Road C0049. Also, this connection would require land acquisition outside of the Order limits of the dDCO. As such, Highways England does not propose to provide the suggested additional bridleway connection.

6 Action Point 5

Hearing Action Point 5: Comments on possibility of additional signage to that proposed at Carland Cross for westbound cyclists at Mitchell to encourage earlier off-road use

6.1 Highways England Response

- 6.1.1 As part of Annex M: Public Rights of Way Management Plan in the **Outline CEMP Annexes** (Document Reference 6.4(A)) it is proposed that a new section of bridleway (ref PR15) is provided to connect Carland Cross roundabout and its joining routes to those situated to the east including at Mitchell.
- 6.1.2 During the ISH discussions were held about how cyclists travelling westbound along the existing A30 would exit the carriageway at Mitchell rather than joining the proposed new section of the A30 and exiting at the new Carland Cross junction.
- 6.1.3 Highways England has explained that appropriate signage would direct cyclists to leave the A30 carriageway using the slip road at the proposed Carland Cross junction, in order to allow for the safe exit of cyclists before continuing on their journey either east via the existing A30 or south via the A39 or parallel bridleways.
- 6.1.4 At the ISH the possibility of additional signage was discussed to that proposed at Carland Cross for westbound cyclists on the A30, to encourage earlier off-road use at Mitchell, using the proposed new bridleway (ref PR15).
- 6.1.5 Highways England confirm that, subject to the necessary approvals required by the Department for Transport and associated signage agreements with an appointed Contractor with Cornwall Council, such additional signs could be provided.
- 6.1.6 This arrangement is now described in a revised Annex M: Public Rights of Way Management Plan in the **Outline CEMP Annexes** (Document Reference 6.4(A)) submitted at Deadline 3.

7 Action Point 6

Hearing Action Point 6: Confirmation of the status of the section of route to the west end of the proposed bridleway VV.

7.1 Highways England Response

- 7.1.1 This is an Action Point for Cornwall Council to respond to. Highways England will provide any comments on Cornwall Council's response at Deadline 4 of the Examination, if necessary.

8 Action Point 9

Hearing Action Point 9: Confirmation of the position with regard to the manner in which the highways proposed to be stopped up are shown in the dDCO and whether this would legally achieve the intended outcome

8.1 Highways England Response

- 8.1.1 The **Rights of Way and Access Plans** (Document Reference 2.5(C)) show the highways to be stopped up by denoting a black striped hatch along the carriageway of a highway which is proposed to be stopped up. The plans include a reference number which corresponds with the description of the highways to be stopped up as set out in Schedule 4 of the **dDCO** (Document Reference 3.1(D)).
- 8.1.2 The Applicant accepts that the correct approach is for the Rights of Way and Access Plans to show the full extent of the proposed stopping up (i.e. the full width of the highway, not just the carriageway, assuming the highway in question is to be stopped up in its entirety). Work on updating the Rights of Way and Access Plans by reference to highway records is underway and revised plans showing the full extent of the proposed stopping up will be submitted when ready.

9 Action Point 10

Hearing Action Point 10: Further work on the design of the proposed tunnel in connection with Chiverton roundabout, with particular focus on the proposed width

9.1 Highways England Response

- 9.1.1 The ISH discussed the opportunity to make the proposed underpass through the proposed Chiverton junction (ref PR2) as shown in Sheet 1 of the **Rights of Way and Access Plans** (Document Reference 2.5(A)) [AS-023] more attractive to walkers, cyclists and horse-riders. Concerns were expressed by stakeholders around the safety of walkers, cyclists and horse riders, especially should there be occasions whereby there are different users of the underpass travelling in opposite directions at the same time.
- 9.1.2 The proposed underpass (ref PR2) provides an alternative grade separated crossing of the new A30 at the Chiverton Junction and would route under the proposed new section of A30 and link between the realigned B3277 and the A390.
- 9.1.3 The proposed underpass, along with all other proposed new walking, cycling and horse-riding provisions, has been designed in accordance with the relevant DMRB design standards including:
- TA68/96 Assessment and design of Crossings
 - TA90/05 - The Geometric Design of Pedestrian, Cycle and Equestrian Routes
 - TA91/05 - Provisions for Non-Motorised Users, Interim Advice Note 195/16 – Cycle Traffic and the SRN
 - TD36/93 - Subways for Pedestrians and Pedal Cyclists Layout and Dimensions.
- 9.1.4 In particular, TA91/05 and TD36/93 are current DMRB standards giving advice and guidance on NMU provisions and associated subways and the Sustrans Design Manual is their current technical guidance for active travel.
- 9.1.5 As part of the design development process, Highways England has also undertaken the necessary Walking, Cycling and Horse-riding Assessment Report and Stage 1 Review Report in accordance with the DMRB HD 42/17 (Walking, Cycling and Horse-riding Assessment and Review) standard. This has included surveys and engagement undertaken with key stakeholders with an interest in walking, cycling and horse-riding and the results of this reporting have informed scheme design and formed a basis for assessment.
- 9.1.6 The standards do note that personal safety has to be considered with any crossings for walkers, cyclists and horse riders, but also notes that underpasses are preferred by horse riders.
- 9.1.7 To maximise personal safety and security, the proposed underpass has been designed as a straight continuous alignment with width and height dimensions (4m width and 2.7m height) greater than the minimum required standards for an unsegregated walking, cycling and horse riding route, specified in IAN 195/16 and

TD36/93 and guidance from Sustrans and British Horse Society (minimum width 3m and minimum height 2.2m for cyclists and 2.7m for horses (if dismounted)).

- 9.1.8 The exit would be visible on entering the underpass and there would be very good visibility to, from and through the underpass. The underpass has short approach gradients from the road network of less than 1:20 and a continuous shallow gradient through the underpass from east to west.
- 9.1.9 The underpass would have angled wingwalls to maximise the natural light at the entrances and would be lit with motion sensitive lighting. This would match the natural lighting outside of the underpass.
- 9.1.10 In light of the above, Highways England consider the proposed underpass to provide a safe and suitable crossing of the new A30 avoiding the junction circulatory carriageway. However, it is appreciated that the wider and higher an underpass, the more attractive it would be for walkers, cyclists and horse-riders. There is no scope to increase the height of the proposed underpass without the need to lift the vertical alignment of the new A30 which would have a significant impact on adjacent noise and visual receptors. However, the width of the underpass could be increased slightly without requiring structural changes, although it would increase the structure cost. As such, Highways England is willing to increase the width of the underpass from 4m to 5m to improve the attractiveness of the underpass for users.
- 9.1.11 This arrangement is now described in a revised Annex M: Public Rights of Way Management Plan in the **Outline CEMP Annexes** (Document Reference 6.4(A)) submitted at Deadline 3.

10 Action Point 11

Hearing Action Point 11: Summary of situation in relation to the proposed overbridge at Chiverton Cross

10.1 Highways England Response

- 10.1.1 Designated Funds projects were formally announced at a media event on 20 February 2019. Highways England's commitment to the Designated Funds and monies for the proposed cycle bridge at Chiverton Cross has been confirmed in a letter to Truro Cycling Campaign dated 20 March 2019.
- 10.1.2 This letter is appended to the signed **SoCG with Truro Cycling Campaign** (Document Reference 7.4.6) submitted at Deadline 3.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.