

**A30 Chiverton to Carland Cross
TR010026**

**8.23 RESPONSE TO HEARING ACTION
POINTS - ISH 4 ON CHYBUCCA
JUNCTION**

Volume 8

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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 Chybucca Junction for the A30 Chiverton to Carland Cross scheme, which took place at the Atlantic Hotel in Newquay at 10am on Wednesday 12 June 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. Any Action Points directed to be completed by a later deadline are not included in this document and will be submitted at the relevant deadline.

2 Action Point 1

Hearing Action Point 1: Submission of documents relating to traffic modelling requested by Mr Tofts obo Mr Parker

2.1 Highways England Response

2.1.1 Highways England shared the following documents with Mr Tofts on behalf of Mr Parker immediately after the closure of the Hearing on 12 June:

- PCF Stage 3 Traffic Data Collection Report. WSP produced this report as part of their modelling work in 2017.
- PCF Stage 3 Local Model Validation Report. WSP produced this report as part of their modelling work in 2017.
- PCF Stage 3 Traffic Forecasting Report. WSP produced this report as part of their modelling work in 2017.
- PCF Stage 3 Appraisal Specification Report. Produced by Arup in 2018 on receipt of the above documentation from WSP.
- PCF Stage 3 Combined Modelling and Appraisal Report (ComMA). Produced by Arup in 2018 on receipt of the above documentation from WSP. This supersedes some of the modelling work undertaken by WSP in 2017.
- PCF Stage 3 Distributional Impacts Report. Produced by Arup in 2018 on receipt of the above documentation from WSP.
- Operational Assessment Technical Note produced by Arup in 2018 on receipt of the above documentation from WSP.
- Some additional supplementary operational technical notes to reflect modelling work undertaken to address comments raised by Cornwall Council on the original 2018 Operational Assessment Technical Note were also provided.

3 Action Point 5

Hearing Action Point 5: Post-hearing submissions – to include journey time data

3.1 Highways England Response

- 3.1.1 The Highways England response to Action Point 11 - Chybucca Junction Position, in the **Comments on Responses to Hearing Action Points** (Document Reference 8.17) [REP4-005] submitted at Deadline 4, provided forecast journey time data extracted from the A30 Traffic Model for a number of scenarios between the Callestick area and Carland Cross.
- 3.1.2 This included at Table 4.2 of the document, a 'Do Something' (DS) scenario in which the scheme is in place and the national speed limit applies to the existing A30, compared to a 'Do Minimum' (DM) scenario in which the scheme is not in place. For ease of reference, this table is replicated below in Table 1.

Table 1 Forecast journey times from Callestick to Carland Cross with national speed limit on de-trunked existing A30

Direction	Peak	Journey Times (mm:ss)			
		2023 DM	2023 DS	2038 DM	2038 DS
Westbound	AM	12:32	10:16	15:06	10:20
	Inter Peak	11:56	10:20	13:47	10:20
	PM	12:39	10:20	15:05	10:23
Eastbound	AM	11:17	10:11	13:14	10:17
	Inter Peak	11:11	10:12	14:05	10:14
	PM	13:45	10:16	16:40	10:21

- 3.1.3 At the ISH on 12 June 2019 a question was raised regarding forecast journey times between Callestick and Carland Cross on the existing A30 with the speed limits in place on the existing A30 as proposed by Cornwall Council in the Local Impact Report [REP1-010].
- 3.1.4 Table 2 sets out the forecast journey times between Callestick and Carland Cross for a 'Do Something' (DS) scenario in which the proposed de-trunked A30 is subject to the speed limits proposed by Cornwall Council. These forecast journey times are set out in the table below for 2023 and 2038 in comparison to a 'Do Minimum' (DM) scenario in which the A30 scheme is not in place.

Table 2 Comparison of forecast journey times between Callestick and Carland Cross via the existing A30 with de-trunked speed limits

Direction	Peak	Journey Times (mm:ss)			
		2023 DM	2023 DS	2038 DM	2038 DS
Westbound	AM	12:32	11:55	15:06	11:58
	Inter Peak	11:56	11:55	13:47	11:54
	PM	12:39	11:59	15:05	12:04
Eastbound	AM	11:17	11:54	13:14	12:02
	Inter Peak	11:11	11:54	14:05	11:58
	PM	13:45	11:58	16:40	12:23

- 3.1.5 The data shows that speed limits on the de-trunked A30 will increase journey times between Callestick and Carland Cross (Table 2) compared to the scenario when the national speed limit remains (Table 1). However, journey times between Callestick and Carland Cross improve compared to the Do Minimum scenario in both cases.

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