



A30 Carland to Chiverton Dualling scheme

Supplementary report on matters not
agreed between Cornwall Council and
Highways England

Economic Growth & Development Directorate

| Project Document History | | | |
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1.0 Purpose of report

- 1.1 This supplementary report sets out the rationale for Cornwall Council position on matters not agreed with Highways England with regard to the A30 Carland to Chiverton dualling Scheme. It should be read in conjunction with the Local Impact Report (Appendix A Highways and Transport) and latest draft Statement of Common Ground found at Appendix E.

2.0 Background

- 2.1 As set out in the Local Impact Report and demonstrated through the scheme development and DCO Examination process, Cornwall Council is fully supportive of the proposed scheme to dual the A30 Carland to Chiverton trunk road.
- 2.2 Whilst we are in agreement on principal of the scheme and recognise the major benefits it will bring, there remain two main Highways and Transport issues outstanding in the Statement of Common Ground where the Council and Highways England have been unable to reach agreement. Further detail on these issues is provided below, along with explanation of the Highways England Designated funds programme and how this could dovetail with the main scheme.

3.0 De-trunking the existing A30

- 3.1 The intention is that the existing A30 will be retained as a parallel route and 'de-trunked' with Cornwall Council taking over responsibility and maintenance for the road once the new scheme is open.
- 3.2 As detailed in Section A3 of the Local Impact Report (LIR), the Council has developed a strategy for the existing A30 where it would be downgraded to a level appropriate to its future service level, and meet the following objectives:
 - Provide safe and suitable access to local destinations and properties along the route, for all road users to a standard commensurate with the future predicted traffic flows.
 - Provide adequate facilities for non-motorised users including cyclists, walkers and equestrians. This is particularly relevant given the proposal to ban cyclists from the new dual carriageway section of the A30
 - accommodate abnormal loads and to act as a temporary diversion route

3.3 The de-trunking measures outlined in the LIR have been developed for each section of the road as detailed in the technical report at appendix A, with initial cost estimate provided in table 3.1 below.

| Title: A30 Detrunking | | Cross Section Type | | | | | | | | | | |
|----------------------------|----------|--------------------|----------------------|------------|---------------|------------|---------------|------------|---------------|------------|------------|------------|
| | | Section 1 | Chybucca Junction | Section 2a | Section 2b | Section 2c | Section 2d | Section 3a | Section 3b | Section 3c | Section 3d | Section 3e |
| Project Number: EDG1494 | Price | Price | Price | Price | Price | Price | Price | Price | Price | Price | Price | Price |
| Site Clearance | £2,000 | £0 | £2,000 | £7,000 | £0 | £2,000 | £6,000 | £24,000 | £2,000 | £1,000 | £1,000 | £1,000 |
| Fencing | £0 | £0 | £0 | £0 | £0 | £0 | £0 | £3,000 | £0 | £1,000 | £1,000 | £1,000 |
| Drainage | £0 | £0 | £0 | £140,000 | £0 | £0 | £42,000 | £43,000 | £91,000 | £157,000 | £167,000 | £167,000 |
| Earthworks | £0 | £0 | £0 | £44,000 | £0 | £0 | £71,000 | £34,000 | £72,000 | £81,000 | £95,000 | £95,000 |
| Pavements | £21,000 | £0 | £0 | £121,000 | £0 | £0 | £73,000 | £88,000 | £181,000 | £151,000 | £60,000 | £60,000 |
| Kerbing | £0 | £0 | £0 | £27,000 | £0 | £0 | £124,000 | £35,000 | £159,000 | £159,000 | £178,000 | £178,000 |
| Signing & Lining | £97,000 | £0 | £91,000 | £54,000 | £0 | £60,000 | £56,000 | £26,500 | £56,000 | £45,000 | £7,000 | £7,000 |
| Landscaping | £0 | £0 | £0 | £0 | £0 | £0 | £0 | £35,000 | £0 | £0 | £0 | £0 |
| | £120,000 | £0 | £93,000 | £393,000 | £0 | £62,000 | £372,000 | £288,500 | £561,000 | £595,000 | £509,000 | £509,000 |
| Prelims/TM (20 %) | £24,000 | £0 | £18,600 | £78,600 | £0 | £12,400 | £74,400 | £57,700 | £112,200 | £119,000 | £101,800 | £101,800 |
| Sub Total | £144,000 | £0 | £111,600 | £471,600 | £0 | £74,400 | £446,400 | £346,200 | £673,200 | £714,000 | £610,800 | £610,800 |
| Optimism Bias (44%) | £63,360 | £0 | £49,104 | £207,504 | £0 | £32,736 | £196,416 | £152,328 | £296,208 | £314,160 | £268,752 | £268,752 |
| Design Fee (15%) | £21,600 | £0 | £16,740 | £70,740 | £0 | £11,160 | £66,960 | £51,930 | £100,980 | £107,100 | £91,620 | £91,620 |
| Client Fee (5%) | £7,200 | £0 | £5,580 | £23,580 | £0 | £3,720 | £22,320 | £17,310 | £33,660 | £35,700 | £30,540 | £30,540 |
| Supervision (5%) | £7,200 | £0 | £5,580 | £23,580 | £0 | £3,720 | £22,320 | £17,310 | £33,660 | £35,700 | £30,540 | £30,540 |
| Risk (10%) | £14,400 | £0 | £11,160 | £47,160 | £0 | £7,440 | £44,640 | £34,620 | £67,320 | £71,400 | £61,080 | £61,080 |
| Sub Total | £257,760 | £0 | £199,764 | £844,164 | £0 | £133,176 | £799,056 | £619,698 | £1,205,028 | £1,278,060 | £1,093,332 | £1,093,332 |
| | | | | | | | | | Total Cost | | £6,430,038 | |

3.4 It should be noted that these are initial cost estimates based on available information that would be refined as the development of the scheme progresses. This cost uncertainty is reflected in the 44% level of Optimism bias applied that is in line with approach recommended by HM Treasury Green book for pricing major transport projects.

3.5 The total cost estimate of approx. **£6.43M** reflects the scale of the measures the Council has identified that in its view would meet the future requirements for the de-trunked road. Highways England position is essentially that the existing A30 would be handed over to the Council without any physical changes to road layout, speed limits or infrastructure, save for removal of trunk road signing. This remains an area of disagreement between the two parties; the Council position is explained further below.

Safety Record of the existing A30

3.6 A review of the injury accident record (as recorded by the Police) for last 5 years along the existing A30 from Carland to Chiverton has been undertaken. Accident plots and details are provided in Appendix B.

3.7 The summary below focuses on off peak periods (excludes 0700-0900hrs & 1600-1800hrs) to reflect the anticipated lower level of traffic on the existing A30 once the dualling scheme is open.

- 26 off-peak injury collisions – 5 serious, 21 slight. (out of 43 injury collisions – 9 serious, 34 slight for all periods)
- 56 off-peak casualties – 6 seriously injured, 50 slights. (out of 81 casualties - 10 seriously injured, 71 slights for all periods)
- 1 collision involving a motorcyclist – motorcyclist was seriously injured.
- 0 collisions involving non-motorised users during off-peak times.
- 10 collisions on wet road surface.
- 6 collisions occurred during the hours of darkness.

3.8 The most common collision type is that of rear shunts in slow or stopped queuing traffic, followed by head-on collisions due to inappropriate speed or driver fatigue. Failure to give way (junction restart) collisions were the third most common type. Other collisions involved U-turn manoeuvres from laybys, single vehicle loss of control collisions due to driver fatigue and aquaplaning due to flooding.

3.9 Just one slight injury accident has been recorded involving a cyclist. This happened during peak afternoon period where a westbound cyclist on A30 at Boxheater junction, was overtaken too closely by van causing the cyclist to fall off.

3.10 The summary above illustrates the high proportion of injury accidents, particularly those that result in more serious injury, that occur outside of peak periods when traffic flows are generally lighter and speeds tend to be higher. The low number of accidents involving non-motorised users on this road is attributed to the low level of current usage by cyclists, horseriders and pedestrians.

Boxheater junction realignment

3.11 As described in the LIR (Sect A3.9 – 11) and illustrated in Fig 3.1 below, the change in traffic flows with the dualling scheme in place will result in the predominant traffic flows at Boxheater junction being between the B3285 Goonhavern road and the existing A30.

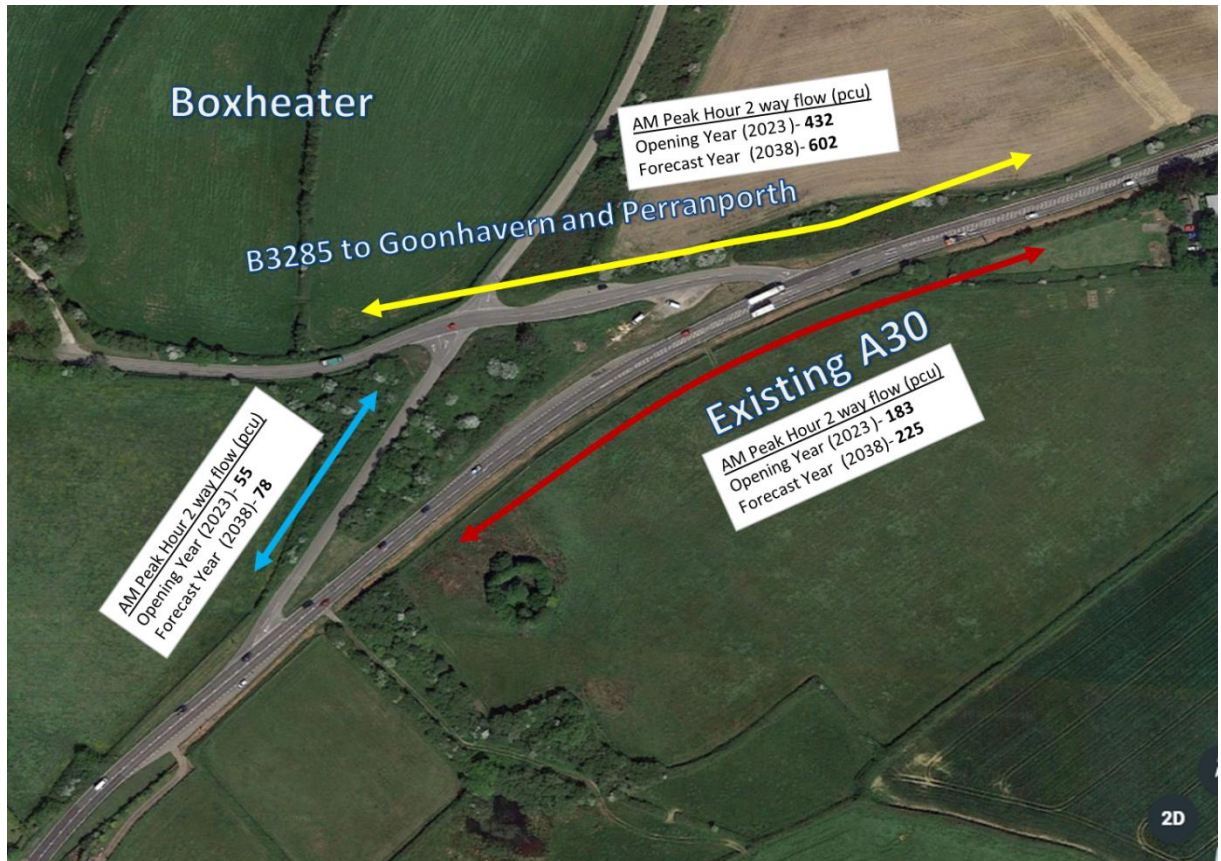


Figure 3.1 – Future morning peak hour traffic flows at Boxheater on the existing layout
 - Source: A30 Chiverton to Carland Cross Model as at 23 May 2018

- 3.12 Without any changes to the layout the Councils view is that this would increase vehicular conflicts at this junction that would be likely to occur at higher speeds associated with the lighter flows on the existing A30. The particular concern is that right turning traffic from the east will approach the junction at speed and the current sweep of the road layout would encourage that right turn manoeuvre to take place at high speed, increasing likelihood of conflict with eastbound A30 traffic which would still have the right of way. Currently, with high flows on the A30, right turners would expect to give way to A30 eastbound traffic.
- 3.13 Similarly eastbound traffic from Goonhavern would be more inclined to approach the junction at speed rather than the current situation where drivers would expect to give way. This is likely to increase the likelihood of collisions, particularly rear shunts and side impacts at high speeds.
- 3.14 The Council proposal illustrated in Fig 3.2 below to realign the junction would remove these potential conflicts in line with the predominant future traffic flows. It would also provide a 'break' in the existing A30 where reduced speed limits could be introduced to the west and fit with the aspiration for the B3285 to become the

continuous B class road route from Goonhavern to Carland. This would also be the natural point for the C classification of the de-trunked road to junction from this point westwards.

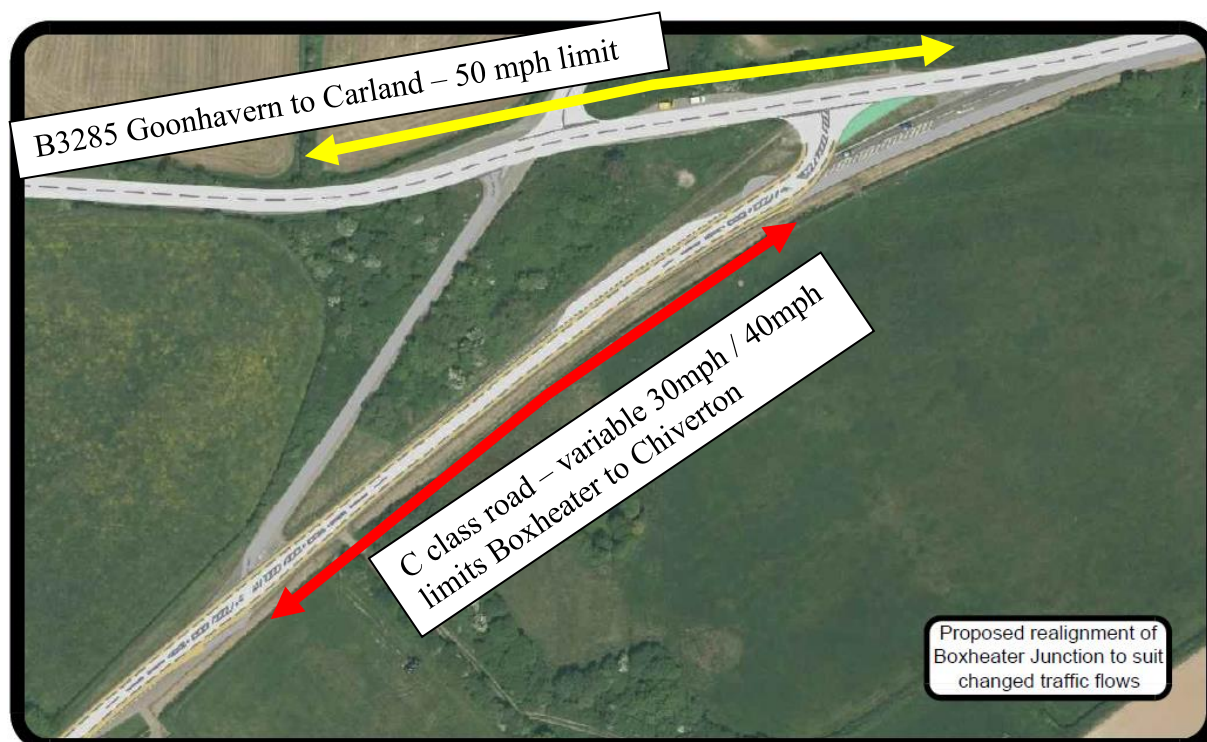


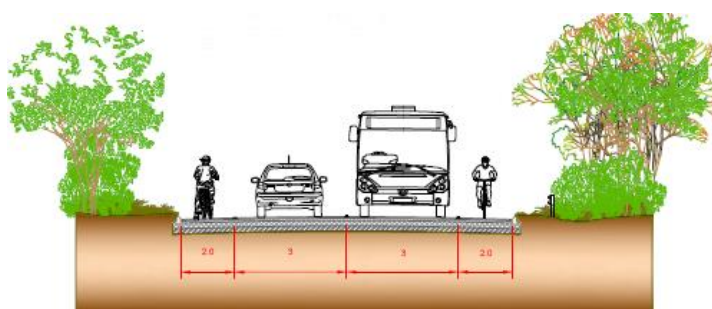
Figure 3.2 – Council proposal for realignment of Boxheater junction

Provision for Walking, Cycling and Horseriders (WCH)

3.15 The de-trunking strategy outlined in the LIR and illustrated in drawing EDG1494-CSL-HGN-SW797500-SK-Z-0002-P02 found in Appendix A includes WCH provision as integral part of the proposals to change the functionality of this road once it becomes part of the local road network.

3.16 Crucially the WCH measures will provide facilities for those users who will not be permitted to use the new dual carriageway section of the A30.

3.17 As illustrated in the typical cross section, the WCH measures are also required to help change the look and feel of the road - the Councils concern is that without any physical changes in the layout of the existing A30, that speed limit changes and signing are insufficient to change driver behaviour.



Proposed Typical Section

4.0 Mitigation for Impacts on Shortlanesend

4.1 As set out in paragraphs A2.15 to A2.19 of the LIR and illustrated in figure 4.1 below, traffic flows on the B3284 through Shortlanesend are predicted to significantly increase (up to 74% by 2038) with the scheme in place. This is largely due to the B3284 becoming a more attractive route into central Truro as a result of the dualling scheme and eastwards relocation of the Chiverton junction.

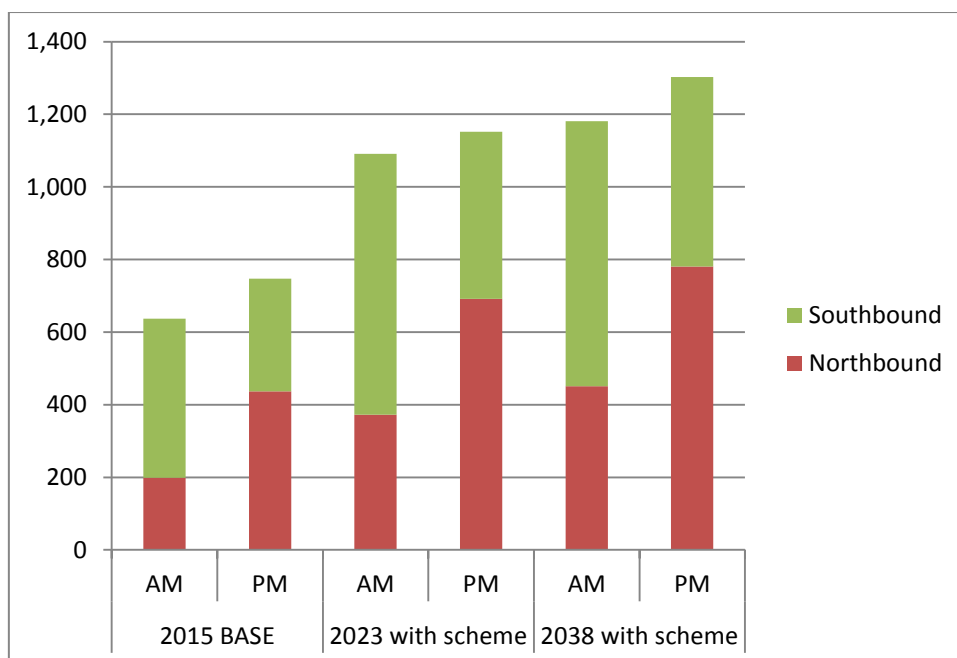


Figure 4.1 – Predicted increase in traffic flows on the B3284 Shortlanesend from/ to Truro - Source: A30 Chiverton to Carland Cross Model as at 23 May 2018

4.2 To mitigate this impact the Council has considered a range of wider strategic measures that include workplace travel planning, changes in land use and car park provision in central Truro. Whilst these measures would have some benefits, they will not significantly address the direct impact of the traffic flow increase on the main road through Shortlanesend.

4.3 The B3284 through the village already benefits from standard traffic management measures supporting the 30mph limit including 'gateway features', vehicle activated speed warning signs, a signalised crossing and pedestrian refuges that have been implemented to address current traffic levels and historic speeding issues. Highways England position is that with some minor signing or lining measures (circa £10k) the existing traffic management regime is sufficient to deal with the predicted increase.

- 4.4 The Councils view is that a more comprehensive traffic management scheme is required to mitigate the impacts associated with the predicted traffic increase through the village. Therefore the Council is seeking a contribution from Highways England to a scheme to reduce the attractiveness of the B3284 through Shortlanesend for Truro bound commuters.
- 4.5 This scheme is at early concept stages but would essentially comprise the creation of a 'low speed environment' running through the centre of the village. This would involve changing the road cross section and streetscape in the village through the use of different materials and surfacing to create a more pedestrian friendly, less highway engineered solution with a design speed of 18mph for traffic. The Council has recently implemented a similar scheme in centre of Bodmin and would seek to apply some of those principles illustrated in the photographs below to the village environment at Shortlanesend.



Fig 4.2 – Examples of Bodmin low speed environment junction treatment

- 4.6 Further design and development is required to work these measures up for Shortlanesend, but the intention is that similar measures be implemented on the extent of the existing 30mph section of the B3284 through Shortlanesend as illustrated on drawing EDG1494-CSL-HGN-SW797500-SK-Z-0003-P01 at Appendix C. This approach would allow creation of a 20mph zone over substantial section of the road network in the village.
- 4.7 The Councils view is that a scheme of this nature would both reduce the attractiveness of this route for Truro bound commuters, and calm traffic speeds and behaviour through the centre of the village to address the community severance that would result from increase in traffic.

- 4.8 Using the typical costs per m² associated with similar measures in Bodmin, the Council has provided an initial cost estimate. This equates to £1.2M based on extent of the B3284 through the village.
- 4.9 The Council has already secured £206k s106 funding from other developments in the vicinity and is seeking a contribution of **£1M** from Highways England towards this scheme so that it can be implemented to mitigate the impacts of the predicted traffic increase.

5.0 Designated funds programme

- 5.1 Highways England have committed £17.1m towards £19.1m programme of walking, cycling trails across central Cornwall to address long standing severance issues with the trunk road. Cornwall Council is contributing the £2m balance and is leading on the implementation of the programme as accountable body.
- 5.2 Summary details of this Designated funds programme have previously been provided to the Planning Inspectorate during the Examination and are found at appendix D. These measures have been specifically developed to address long standing severance issues associated with the A30 trunk road.
- 5.3 As indicated on the summary sheet, the Designated funds programme includes funding the design of WCH measures on the existing A30 once it is de-trunked. This work undertaken by Highways England team under a separate programme recognises the opportunity and importance of providing WCH facilities on the existing A30.
- 5.4 However Highways England are unable to commit to funding the measures identified in this design work until future funding of the Designated funds programme is confirmed in early 2020. Cornwall Council would like the certainty that this funding will be forthcoming either in next round of Highways England Designated funds allocation or some other source.

Chiverton cycle footbridge update

- 5.5 One of the key areas which the current Designated funding programme addresses is the provision of pedestrian cycle/footbridge at the Chiverton junction. This issue has been subject of much discussion in scheme development and through the DCO consultation and hearings.

- 5.6 The Council position is that it accepts the inclusion of the underpass at Chiverton junction in the main DCO application, but prefers the cycle footbridge on the desire line from St Agnes to Truro.
- 5.7 With the Council now progressing this cycle footbridge project with Designated funding secured and submission of planning application anticipated by end of 2019, it is hoped there will be an opportunity to rationalise the provision of non-motorised user crossing of the A30 in vicinity of Chiverton junction.
- 5.8 Subject to positive decision on the DCO and Planning outcome for the cycle footbridge, the Council anticipates reaching a position in early 2020 where the cycle footbridge could be implemented either as part of the main scheme construction, or immediately after the dualling scheme is complete.
- 5.9 The provision of the cycle footbridge in this location would to a large degree make the proposed NMU underpass at Chiverton redundant. Not constructing the underpass could provide a significant cost saving for the main scheme and remove an ongoing maintenance burden for Highways England. The Council would welcome the opportunity to be involved in a review of NMU provision in this area at the appropriate time with Highways England, and would hope that any savings achieved could be directed to the measures identified above for de-trunking and mitigating the impacts at Shortlanesend.

6.0 Summary and Conclusion

- 6.1 The Council is fully supportive of the A30 Carland Chiverton dualling scheme and the benefits it will bring to Cornwall, save for two areas relating to funding measures for de-trunking of existing A30, and mitigating the impacts of traffic increase through Shortlanesend.
- 6.2 The Council has developed a strategy for de-trunking the existing A30 that reflects its future function as a minor local road, providing access to villages and properties along its length, and facilities for non-motorised users who will be banned from using the new dual carriageway section. This includes realignment of Boxheater junction and speed limit reductions as part of a comprehensive package to address the Council concerns over speed related safety issues once a significant proportion of the traffic is removed from the existing A30. A review of accident history reveals a high proportion of more serious accidents occurring in off peak periods where traffic flows are lighter and speeds are higher.

- 6.3 Initial cost estimates for these measures (including all the necessary contingencies) of £6.43M far exceed what Highways England is prepared to fund through the main scheme budget. As scheme promoters, Highways England position is that the de-trunked road with significantly lower traffic flows would operate safely for all users without any significant changes in layout or reductions in speed limit required.
- 6.4 Highways England have however recognised the benefits of the WCH measures through their feasibility design work in the Designated funds programme, but are unable to commit future funds to implement these measures at this time.
- 6.5 For Shortlanesend, both parties recognise the increase in predicted traffic flows through the village with the new scheme in place. Highways England view is that the existing traffic management arrangements are sufficient to deal with this increase, whereas the Council considers a more comprehensive 'low speed environment' scheme is required to mitigate the impacts.
- 6.6 The Council has provided an initial costing based on experience of similar recently implemented scheme, and is seeking a contribution of £1M from Highways England to enable the implementation of this scheme.
- 6.7 Whilst understanding the need to separate the Designated funds programme and the main dualling scheme there are clearly some areas of overlap, most notably relating to the provision of a crossing of the A30 for NMU users at Chiverton junction. The Council is progressing its preferred option of the cycle footbridge under the Designated funds programme whilst the main scheme DCO would provide an underpass.
- 6.8 As the schemes progress through their respective statutory processes it is hoped there will be an opportunity to review and rationalise the provision for NMU crossing in this location, that would result in removal of the underpass and cost savings that could be directed to the de-trunking and Shortlanesend mitigation measures outlined in this report.

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4 July 2019

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Appendix A

Carland Chiverton function Strategy – A30 de-trunking cost breakdown

CORMAC

Carland – Chiverton Functional Strategy

A30 De-trunking Cost Breakdown

EDG1494_DR_01 v1.0

Consultancy | Engineering Design Group



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DRAWINGS

EDG1494-CSL-HGN-SW797500-SK-Z-0002-P03

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APPENDICES

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1 Introduction

1.1 Scheme Background

1.1.1 This report explains the assumptions behind the cost estimate for the A30 de-trunking scheme based on drawing EDG1494-CSL-HGN-SW797500-SK-Z-0002-P03.

1.1.2 Highways England (HE) has tasked Cornwall Council (CC) to develop a vision and objectives for the old A30 and Cornwall road network alongside the development of the proposed dualling project.

1.1.3 The review of the A30 corridor should consider potential ways to enhance the use of the existing A30 once the new bypass has been constructed. The following detail is based on the scope passed to Cormac Solutions Ltd (CSL) by J. Edwards (CC) by email dated 16th April 2018. The basis of the Work Package (WP) 07 of the ARUP designated scheme list.

1.1.4 CORMAC Solutions Ltd are commissioned to provide:

- A strategy for speed limits for the de-trunked A30;
- Junction Strategy – specifically Boxheater and Henvver Lane. To include/consider stopping up, “rat running”, west bound connection to A30 at Chiverton, heavy loads routes and diversion routes;
- Road classifications – confirm the road and maintenance classifications plus all rural roads to be unlit;
- Walking, Cycling, Horses Assessment Report (WCHAR) – discuss and consider proposals for other users (Non Motorised User report);
- Severed routes – manage severed routes i.e. stopped up, inter linked or private accesses;
- Consultation – initial proposal for a part consultation to run alongside the main A30 consultation (non-public);
- Highway features – features to be considered on the existing A30 and proposed A30, laybys (to include unified laybys), signage and tourism signage, maintenance areas, ownership and security of access tracks / points to be agreed (with HE). Carriageway widths for the future Cornwall Council road network to be between 6.5 to 6.8 metres (to be agreed with Cornwall Council Asset Team);
- Develop the routes to be exemplar routes taking in to consideration daily traffic flows of circa 3,000 vehicles/day, potential diversion route capable of managing a flow of 30,000 vehicles/day and to incorporate speed reduction measures;
- Programme – options for de-trunking need to be agreed with all parties prior to the submission of the main Development Consent Order by

Highways England. The programme for the works proposed, particularly as they may relate to the construction programme for the new A30. De-trunking works to be generally timed to follow the opening of the new A30 Corridor to traffic;

- Delivery – the responsibility for the delivery of the proposed measures above, including comments on cost liabilities;
- Appointment of the Principal Designer for the current stage and future stages; and
- Environmental opportunities – develop and look for early opportunity to develop any environmental enhancements.

1.1.5 CC and HE successfully bid for designated funds to improve connectivity for non-motorised transport within the A30 study area. Drawing no HA551502-ARP-ENM-SW-WCH-DR-LE-000001 provides an overview of the seven identified work packages, which include cycle or multi-use trails.

1.1.6 The current A30 is mostly single two-lane carriageway without hard-strips and appears to be of a nominally 7.3m width. Both sides have grass verges. South of Marazanvose, the carriageway widens to include 1.0m hard-strips. North of Zelah, the carriageway loses the hard-strips and reverts to 7.3m width. Along the length of the current A30, three sections will be realigned and CC requires a carriageway width of 6.8m. Table 2.1 in the previous study by Arup (HA551502-ARP-ENM-SW-RP-LE-000015 P02 | S4 08/06/18) summarises the current A30 widths taking into account any proposed realignment. In summary, 57% of the current A30 will be 7.3m, 26% 6.8m and the remaining 17% 9.3m.

1.1.7 The previous study covers the design specifications and these have been converted in to three diagrammatical section shown on drawing EDG1494-CSL-HGN-SW7975000-SK-Z-002. The costs have been sub sectioned to cover the different types of existing road layout along the A30 requiring alternative construction methods.

1.1.8 The following report covers the feasibility costing of these standards with comments on alternative designs where reasonable.

1.2 General Assumptions

1.2.1 Highway widths are based on measurements from report HA551502-ARP-ENM-SW-RP-LE-000015 and topographical surveys at various junction along the A30. Where the information is not available and Google 2019 © images (shown in Figure 3.2, Figures 3.4 to 3.9 and Figures 3.11 to 3.14) do not indicate otherwise, the existing carriageway widths are assumed to be 7.3m.

1.2.2 Super elevation has been assumed where actual elevation cannot be interpolated from existing surveys or images.

- 1.2.3 Sections are based on the three typical cross sections shown on drawing EDG1494-CSL-HGN-SW7975000-SK-Z-0002. The costs have been sub sectioned to cover the different types of existing road layout along the A30 requiring alternative construction methods.
- 1.2.4 The typical sections show verges on either side of the carriageway to keep the vulnerable users away from the Cornish hedge. In some locations the proposal will use the full extent of the highway and will not allow for verges. This will mean that the running surface will be adjacent to the existing Cornish hedge. This could be a safety issue as there will be no verge and the growth from the Cornish hedge will, over time, reduce the width of the cycle lanes forcing venerable users closer to the fast moving traffic if not maintained regularly.
- 1.2.5 Typical sections 1 and 2 had 1.5m cycle lanes. This has been changed to 2m wide cycle lane to allow for some growth of the Cornish hedge where the space is available.

1.3 Report Structure

- 1.3.1 The report structure is as follows:
- Section 2 – Costs;
 - Section 3 – Sectional Breakdown;
 - Section 4 – Conclusion.

2 Costs

2.1 Basis for Estimate

2.1.1 The estimate has been produced as a high level/feasibility estimate based on very limited topographical information, OS mapping, and Google 2019 © images.

2.1.2 It must be emphasised that the costs are derived from limited information. Where this would not be a problem for new construction, changes to an existing layout can be problematic to price as existing constraints can be difficult to identify and small changes in elevation or horizontal location of existing features can incur an exponential rise in cost.

2.1.3 The cost do not cover:

- Legal costs;
- Survey costs (CCTV etc.);
- Siding of ;
- Utilities diversions; and
- Upgrading drainage design to current standards.

2.1.4 Costs include for:

- All excavated material being disposed of offsite;
- New traffic signs at an assumed number of four per junction;
- All old signs being removed;
- 85th percentile speed being over 40mph;
- All laybys remaining; and
- Existing white lines being removed rather than painted out. (Painting will leave the old layout still visible and could be a safety concern.)

2.1.5 Cost are built up from the following sources:

- SPONS 2019;
- Estimate from Cormac Contracting 18.06.18;
- TMC rate with Baxter index; and / or
- Costs based on similar schemes.

2.2 Cost Estimate Breakdown

2.2.1 Table 2.1 shows the cost breakdown developed for WP07.

| A30 Detrunking | | Cross Section Type | | | | | | | | | | |
|----------------------------|--------------|--------------------|----------------------|-----------------|-----------------|------------|-----------------|-----------------|-----------------|-------------------|-------------------|-------------------|
| Project Number: EDG1494 | | Section 1 | Chybucca Junction | Section 2a | Section 2b | Section 2c | Section 2d | Section 3a | Section 3b | Section 3c | Section 3d | Section 3e |
| Item | Unit | Price | Price | Price | Price | Price | Price | Price | Price | Price | Price | Price |
| Site Clearance | | £2,000 | £0 | £2,000 | £7,000 | £0 | £2,000 | £6,000 | £24,000 | £2,000 | £1,000 | £1,000 |
| Fencing | | £0 | £0 | £0 | £0 | £0 | £0 | £0 | £3,000 | £0 | £1,000 | £1,000 |
| Drainage | | £0 | £0 | £0 | £140,000 | £0 | £0 | £42,000 | £43,000 | £91,000 | £157,000 | £167,000 |
| Earthworks | | £0 | £0 | £0 | £44,000 | £0 | £0 | £71,000 | £34,000 | £72,000 | £81,000 | £95,000 |
| Pavements | | £21,000 | £0 | £0 | £121,000 | £0 | £0 | £73,000 | £88,000 | £181,000 | £151,000 | £60,000 |
| Kerbing | | £0 | £0 | £0 | £27,000 | £0 | £0 | £124,000 | £35,000 | £159,000 | £159,000 | £178,000 |
| Signing & Lining | | £97,000 | £0 | £91,000 | £54,000 | £0 | £60,000 | £56,000 | £26,500 | £56,000 | £45,000 | £7,000 |
| Landscaping | | £0 | £0 | £0 | £0 | £0 | £0 | £0 | £35,000 | £0 | £0 | £0 |
| | | £120,000 | £0 | £93,000 | £393,000 | £0 | £62,000 | £372,000 | £288,500 | £561,000 | £595,000 | £509,000 |
| Prelims/TM (20 %) | | £24,000 | £0 | £18,600 | £78,600 | £0 | £12,400 | £74,400 | £57,700 | £112,200 | £119,000 | £101,800 |
| | Sub Total | £144,000 | £0 | £111,600 | £471,600 | £0 | £74,400 | £446,400 | £346,200 | £673,200 | £714,000 | £610,800 |
| Optimism Bias (44%) | | £63,360 | £0 | £49,104 | £207,504 | £0 | £32,736 | £196,416 | £152,328 | £296,208 | £314,160 | £268,752 |
| Design Fee (15%) | | £21,600 | £0 | £16,740 | £70,740 | £0 | £11,160 | £66,960 | £51,930 | £100,980 | £107,100 | £91,620 |
| Client Fee (5%) | | £7,200 | £0 | £5,580 | £23,580 | £0 | £3,720 | £22,320 | £17,310 | £33,660 | £35,700 | £30,540 |
| Supervision (5%) | | £7,200 | £0 | £5,580 | £23,580 | £0 | £3,720 | £22,320 | £17,310 | £33,660 | £35,700 | £30,540 |
| Risk (10%) | | £14,400 | £0 | £11,160 | £47,160 | £0 | £7,440 | £44,640 | £34,620 | £67,320 | £71,400 | £61,080 |
| Sub Total | | £257,760 | £0 | £199,764 | £844,164 | £0 | £133,176 | £799,056 | £619,698 | £1,205,028 | £1,278,060 | £1,093,332 |
| | | | | | | | | | | | Total Cost | £6,430,038 |

Table 2.1 – Work Package 07 Cost Breakdown

3 Sectional Breakdown

3.1 Proposed Typical Section 1

3.1.1 This proposes a single 3.1m wide central lane with 2m wide cycle lanes either side and no hard strips. The arrangement is shown in Figure 3.1 below.

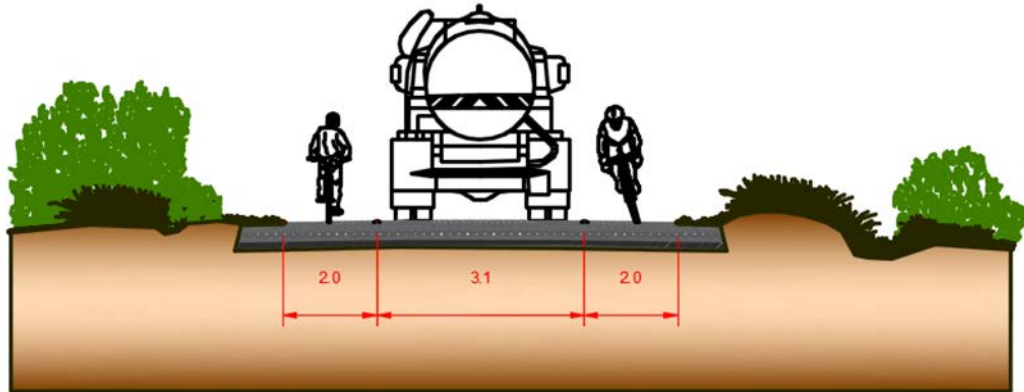


Figure 3.1 – Proposed Typical Section 1

3.1.2 This cross section is proposed for the following locations:

Length Chiverton to Chybucca Junction

3.1.3 This length of road falls between the HE works to Chiverton roundabout and their work to Chybucca junction. This HE work will alter the layout of the existing A30 in these areas so the first 780m from Chiverton roundabout eastwards is not included in the cost and 1190m at Chybucca junction is also excluded. This leaves a 2000m length to cost.



Figure 3.2 – A30 Chiverton to Chybucca Junction

- 3.1.4 The existing survey indicated that the road through this section falls into one of three road widths being either 7.657m, 7.562m or 7.250m wide. For the purposes of this assessment CSL have assumed a standard road width 7.3. This will allow room to fit the 7.1m wide Proposed Typical Section 1 into the existing carriageway without the necessity to carry out any construction works and only white lining will be required. The changes in width along the length will be taken up by altering the width of the cycle lanes.
- 3.1.5 The cost includes removing the existing white lines and road studs and replacing them with two sets of white lines, with no central line.

3.2 Proposed Typical Section 2

- 3.2.1 This proposes a single carriageway with 3m lanes, 2m cycle lanes either side, and no hard strips. The arrangement is shown in Figure 3.3 below.

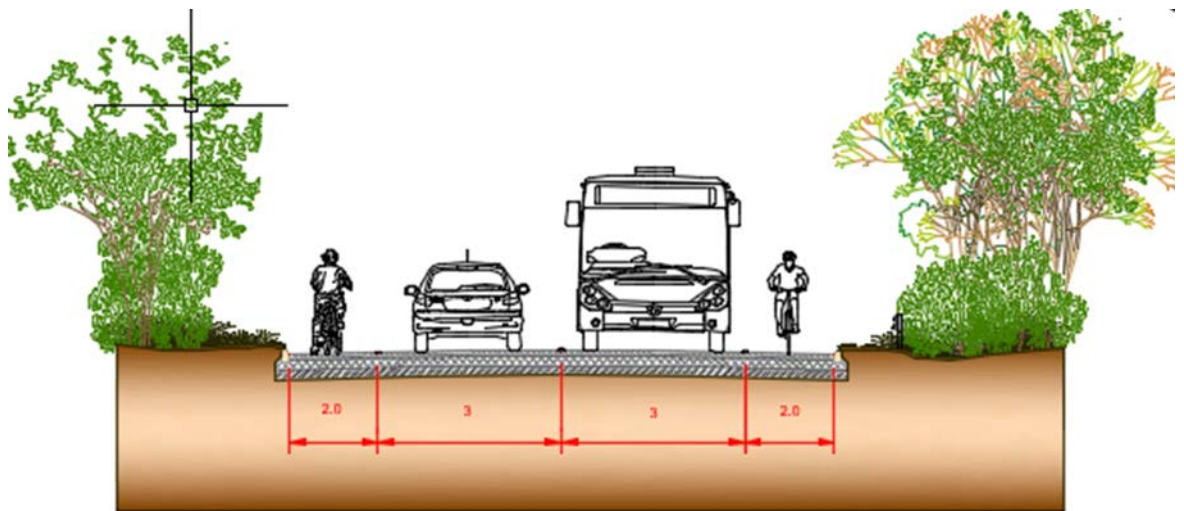


Figure 3.3 – Proposed Typical Section 2

- 3.2.2 This cross section is proposed for the following locations:

Length 2a – Chybuca Junction to Town and Country Access

- 3.2.3 This section of road from the end of Chybuca junction to the east side of the ghost island for the Town & Country entrance is 1320m in length and incorporates two major junctions. The road width varies over the distance from 7.0m to 8.2m with minimal to no verge along its length.



Figure 3.4 – Chybucca Junction to Town and Country Access

- 3.2.4 The length of the Town & Country Cars junction is 220m long, being 10m wide at its widest point.
- 3.2.5 The proposal for the section is to have 10m wide carriageway comprising of two 3m lanes and two 2m cycle lanes. This would require widening the existing highway by up to 3m which involves purchasing private land, removing and replacing 1320m of Cornish hedge and widening the existing road by 3m along the 1320m length.
- 3.2.6 The alternative could be to extend typical section 1 to include this length of road which would not require any road construction but only white lining.
- 3.2.7 The Allet-Callestick cross road has long diverging taper and a nearside diverging taper on the Allett (south) side of the A30. This has been designed to cope with the high flows and speeds on the A30. No change to this junction layout is being proposed and therefore no costs have been included.



Figure 3.5 – Allet – Callestick Cross Roads

- 3.2.8 The ghost island layout to Town & County Cars has not been altered to allow for the retention of the 60mph speed limit or the probability of the 85th percentile speed readings being over 40mph on the implementation of a 40mph speed limit. The existing layby on the south side of the road has been left in as Town & County utilise this to offload their stock from the car transporter.



Figure 3.6 – Town & Country Cars Ghost Island

- 3.2.9 No alterations have been costed for the Town and Country Cars junction as there is no room to allow for cyclists within the standard 10m wide ghost island arrangement.

- 3.2.10 Consideration could be given to narrowing the lanes below 3m to include for cycle lanes on either side or removing the ghost island completely and changing it to a simple T junction. However the junction is on the brow of a hill and close to bends both east and west so further investigation needs to be undertaken before these options are considered further.

Length 2b –Town & Country Access to Zelah bypass climbing lane

- 3.2.11 This section covers the length from the western edge of Town & Country junction to west end of the Zelah bypass climbing lane. The length is 1230m in length with an assumed average road width of 8.8m.
- 3.2.12 The proposal is to implement Typical Section 2 by widening the road by 2m into the existing highway verge and re-profile to relocate the central joint and camber back into the middle of the road were necessary. The quantity for widening the existing road includes for a road construction depth of 500mm and an allowance for excavation has been made on the assumption that the strip widening is in verge that is nominally 200mm above carriageway level.



Figure 3.7 – Town & Country Access to Zelah bypass climbing lane Photo 1

- 3.2.13 For the assessment of costs CSL have assumed a super elevation over $\frac{3}{4}$ of the sections length. The widening will be on the inside of the bends were the wide verge is located. This will require the realignment of the drainage runs.
- 3.2.14 The 300m length of the A30 approaching the climbing lane may have a central camber so costs have been included to profile the road.



Figure 3.8 – Town & Country Access to Zelah bypass climbing lane Photo 2

- 3.2.15 It is proposed to implement a 30mph limit along the section of road passing through Marazanvose. This will entail the placement of a gateway feature incorporating buildout and traffic island. As the probable 85th percentile speed will be high approaching this feature, two traffic calming systems have been allowed for at each end.

Length 2c – Zelah bypass climbing Lanes

- 3.2.16 This length is from the southern Marazanvose end of the Zelah bypass climbing lane to its northeastern end.
- 3.2.17 The new alignment of the A30 duelling will run along the line of the existing A30 and any de trunking works through this section will be covered by the HE.

Length 2d – Zelah bypass climbing lane to Herver Lane junction

- 3.2.18 This covers the 1030m length from the northeaster of Zelah bypass climbing lane to Herver Lane junction.



Figure 3.9 – Zelah bypass climbing lane to Henvor Lane junction

3.2.19 Measurements from the existing topographical surveys located at the junctions return road width results of around 10m. Assuming the existing road width is approximately 10m the proposals will only need road studs removing and realigning of the white lines and associated work.

3.2.20 The junction at Henvor Lane will be covered by the HE works package

3.3 Proposed Typical Section 3

3.3.1 This proposes a single carriageway with two 3.4m wide lanes, along with a 4m wide unsegregated path including 0.5m buffer strip adjacent to road.

3.3.2 The arrangement is shown in Figure 3.10 below.

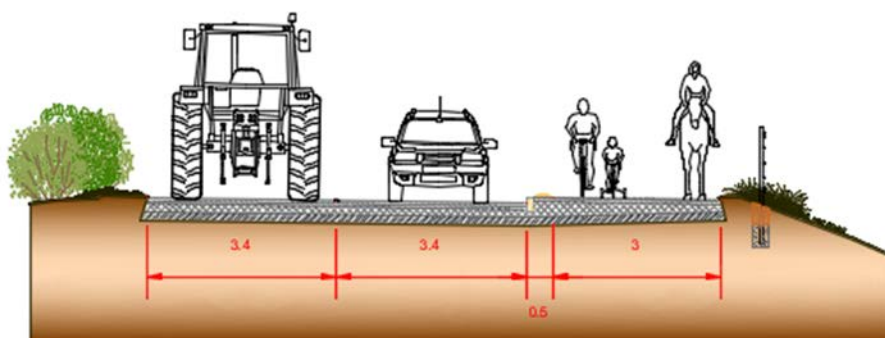


Figure 3.10 – Proposed Typical Section 3

3.3.3 This typical section is proposed for the following locations:

Section 3a – Herver Lane junction to Boxheater Junction

- 3.3.4 The 700m from Herver Lane junction to Boxheater Junction has an existing footpath along its southeastern side. From the survey at Herver Lane junction the footpath is 1.2m wide with the road being 10.5m with central hatching. The assumption has been made that where the central hatching finishes the road width is made up of two standard 3.65m wide lanes with a 1m strip and a 1.2m footpath on the east side.



Figure 3.11 – Herver Lane junction to Boxheater Junction

- 3.3.5 In various places along this section the existing highway width is reduced to 9.5m or less at some pinch points. The Proposed Typical Section 3 requires an overall width of 10.8m. To accommodate this the proposed lane width could be reduced to 3m to allow for the 4m unsegregated use path along the majority of its length.
- 3.3.6 This length is split up into three sub sections for costing. From Herver Lane junction to the end of the layby the highway is wide enough to accommodate the proposal.
- 3.3.7 From the end of the layby to the end of the 1m strip it is assumed that the verge on the west side is up to 2m wide and will accommodate the proposal by widening the carriageway on this side.
- 3.3.8 From the loss of the 1m strip through Mount Pleasant Farm it is assumed the highway is not wide enough and the Cornish hedge will have to be relocated and some land purchased to give an extra 3m of highway to allow for the proposal.

Length 3b – Boxheater Junction

- 3.3.9 This section covers the 480m Boxheater reconfiguration. The junction has been redesigned to take into account the revised traffic flows and changed priority. The proposed layout allows for typical section 3 to transition from the existing A30 to what will become the B3285. There is ample room within the junction to provide the realignment. Cycle transitions to provide links to the different routes can be accommodated.
- 3.3.10 Allowance has been made for abnormal loads associated with nearby wind farms to negotiate the junction heading eastbound to Carland Cross, and up towards St Newlyn East.
- 3.3.11 Land purchase would be required between the existing A30 and the B3285.
- 3.3.12 There is no survey information for this area so a full drainage system has been costed.

Length 3c – Boxheater junction to Ennis farm

- 3.3.13 This section covers the 800m length from Boxheater junction to Ennis farm. The carriageway is assumed to be 7.3m wide but the verges are considered wide enough along the length to be able to accommodate the full width of Typical Section 3. It is recommended to reduce the carriageway width to 6m. This would help towards reducing the 85th percentile speed, allow for a larger unsegregated path, reduce the risk of land purchase and be more cost effective to construct.



Figure 3.12 – Boxheater Junction to Ennis Farm

- 3.3.14 The design assumes that there will be a super elevation towards the proposed shared use path which will require the introduction of an extra gully system. The costs include for widening the road by 1m and placing 1m of the cycle way overlaying the existing road. It also assumes that the recommendation to narrow the carriageway from 6.8m to 6m has been implemented, so no road profiling would be needed and therefore has not been included in the costs.

Length 3d –two way 3.4m lanes with 3.5m cycle lanes

- 3.3.15 This section covers the 700m from Ennis Farm Junction to Raceland House. The carriageway is assumed to be 7.3m wide but the north side verge disappears and the carriageway stops at the Cornish hedge. The south side verge is negligible and either drops down vertically 2.3m into the adjacent field or into a ditch before dropping down to the field.

- 3.3.16 The proposed profile will not fit into the existing carriageway and so it may have to be extended by about 3m. The new A30 will be directly to the north and as the land would need to be purchased under the main scheme and major works will be carried out in this area it was decided that the widening will be on this side, incorporating the 2.3m drop. As a new Cornish Hedge will be installed by HE for the main works and the highway runoff would drop into the new drainage system no costs were included for either.



Figure 3.13 – Ennis Farm Junction to Raceland House

Length 3e – two way 3.4m lanes with 3.5m cycle lanes

3.3.17

This length is from Raceland House to Carland cross. The carriageway is assumed to be 7.3m wide but along this 340m long section the verges widen to allow the proposed section to fit within the existing highway extents.



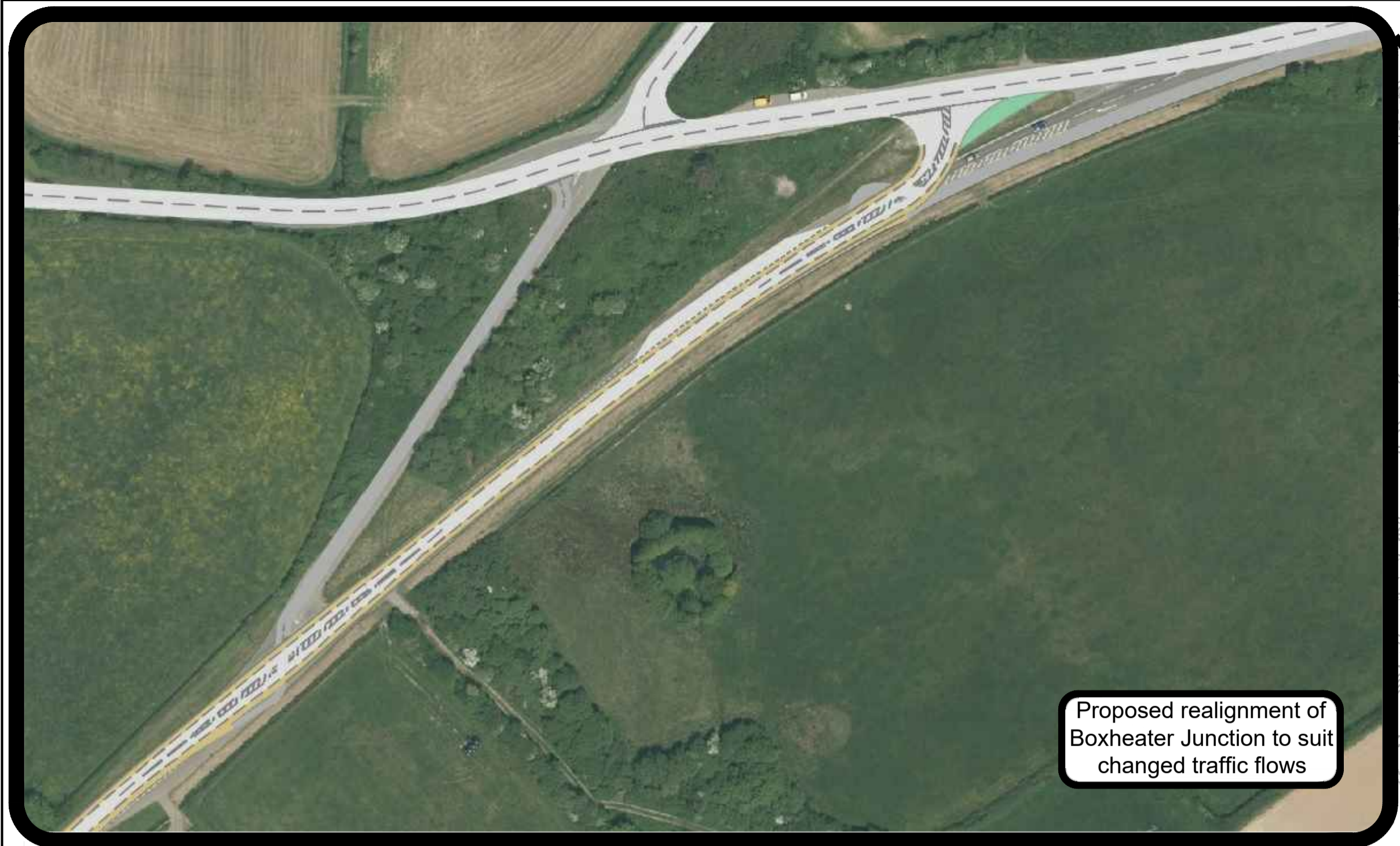
Figure 3.14 – Raceland House to Carland Cross

4 Summary

- 4.1.1 This report has been prepared to support the work being undertaken by Cornwall Council (CC) to develop a vision and objectives for the old A30 and Cornwall road network alongside the development of the proposed dualling project.
- 4.1.2 CSL have assessed the current A30 between Chiverton Cross and Carland Cross, reviewing highway widths and current constraints.
- 4.1.3 A number of measures have been identified for the various sections of the route and appropriate typical cross sectional proposals developed.
- 4.1.4 This has formed the basis of the high level cost estimation presented. This indicates that a total cost for the proposed works on the A30 between Chiverton Cross and Carland Cross would be in the order of £6.43m.
- 4.1.5 Additional survey and design work will be required to further develop proposals and improve cost certainty.

DRAWINGS

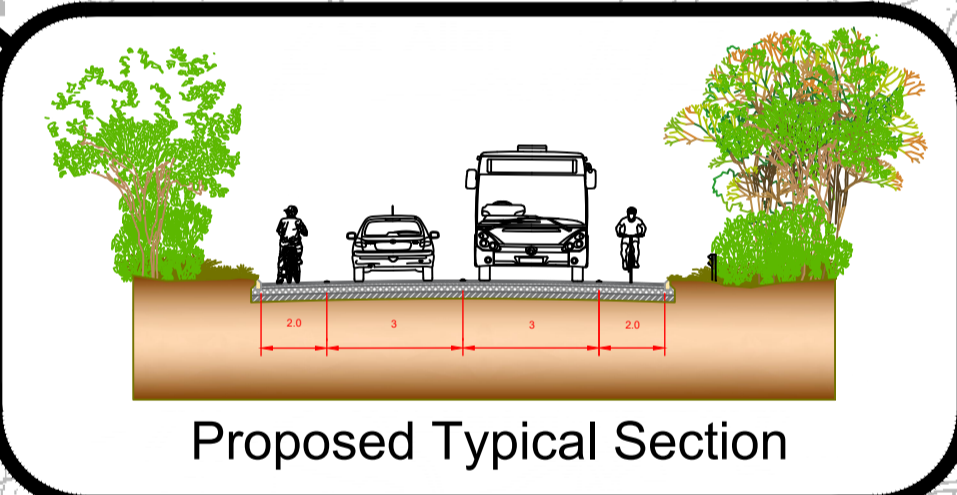
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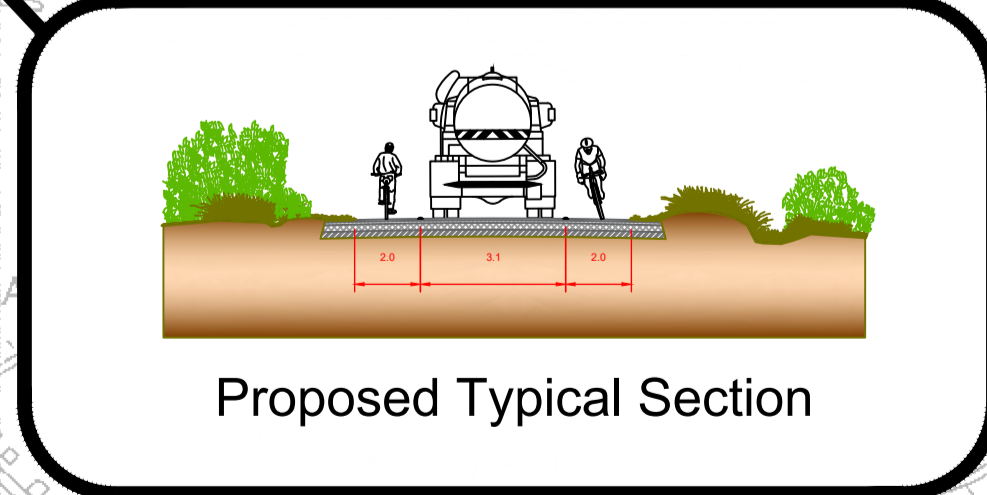
Proposed realignment of Boxheater Junction to suit changed traffic flows



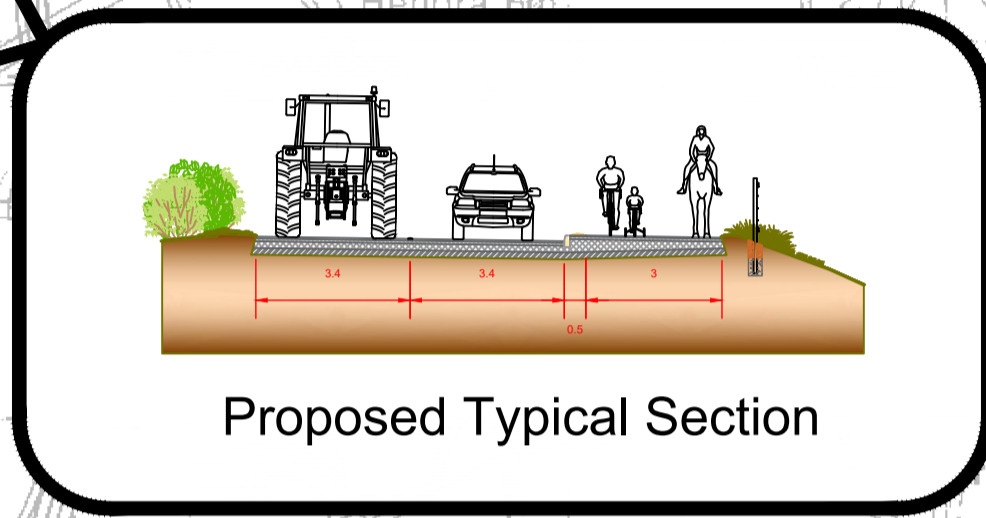
Gateway Feature



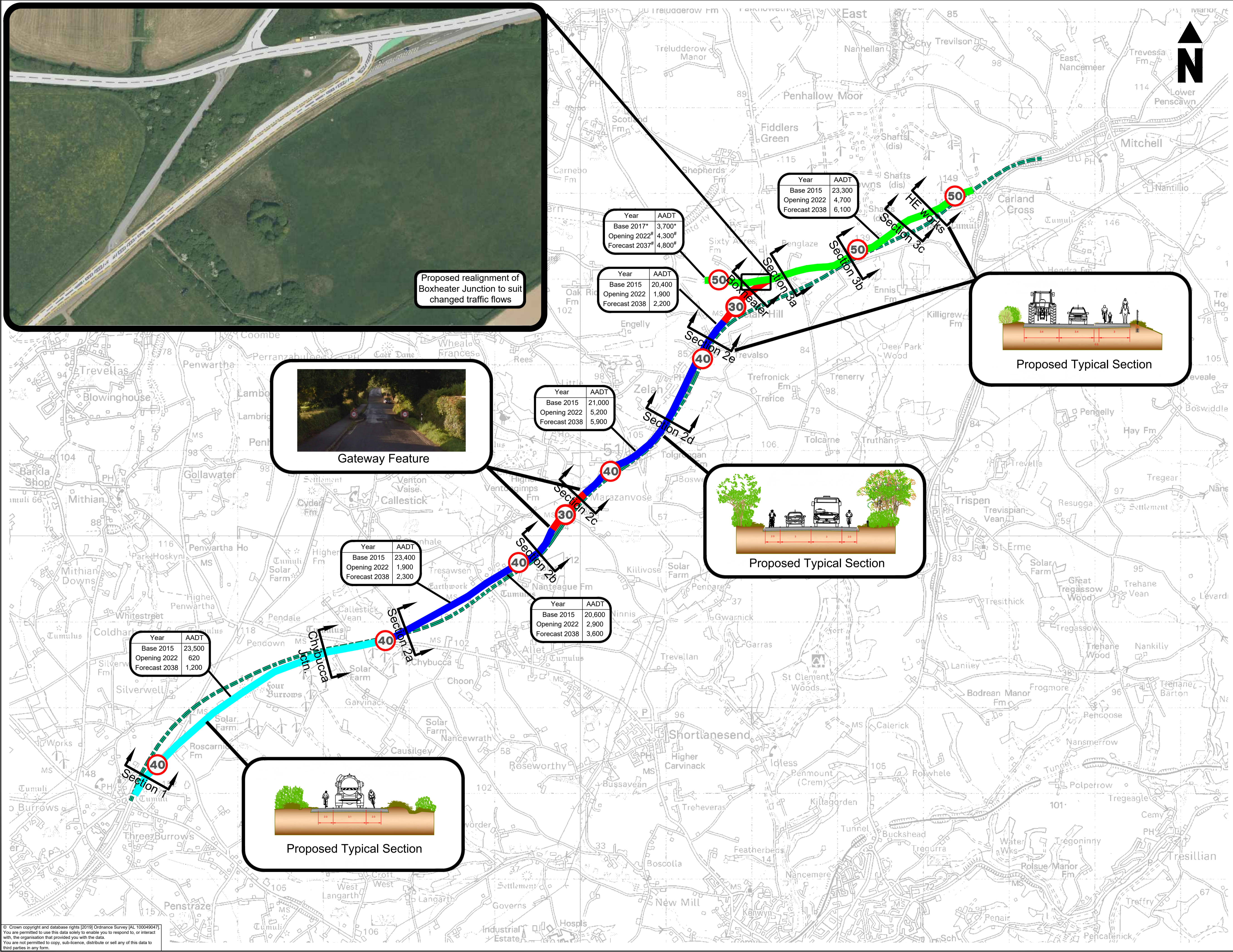
Proposed Typical Section



Proposed Typical Section



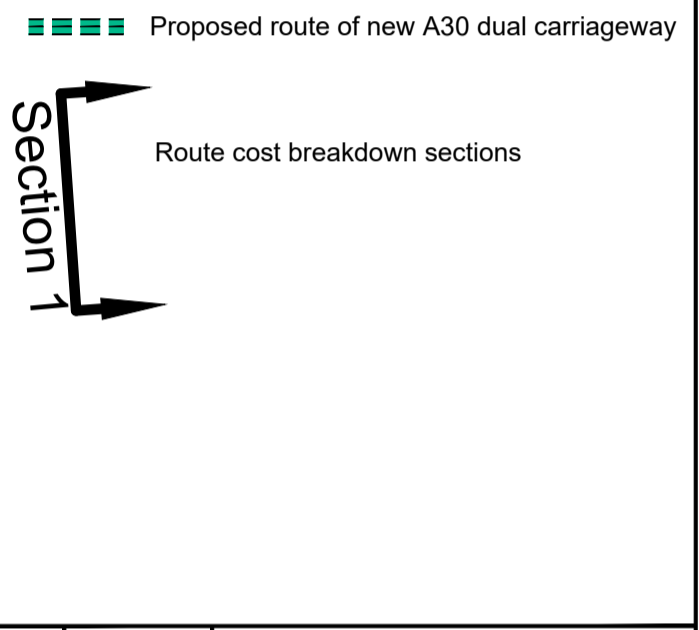
Proposed Typical Section



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- NOTES:
- All dimensions are in metres unless otherwise stated.
 - Do not scale from this drawing.
 - Average Annual Daily Traffic (AADT) figures are two way and taken from Highways England report HA551502-ARP-ENM-SW-RP-LE-000015 - A30 Chiverton to Carland Cross - Designated Funds - CSI Feasibility Study - Annex 7: Improving the Current A30
 - * - B3285 current AADT figure taken from 2017 Cornwall Council data
 - # - B3285 2022 and 2037 predicted figures taken from WSP/PE modelling as part of Highways England report HA551502-WSP-GEN-0000-RE-TR-00006-P02 - A30 Chiverton to Carland Cross - Operational Assessment

- KEY:
- Section of current A30 to be restricted to 30mph and be classified as C class
 - Section of current A30 to be restricted to 40mph and be unclassified/C class
 - Section of current A30 to be restricted to 40mph and be classified as C class
 - Section of current A30 to be restricted to 50mph and become classified as B class
 - Proposed route of new A30 dual carriageway



| REV | DATE | NATURE OF REVISION |
|-----|------------|------------------------------------------------|
| P02 | 07.06.19 | Route sections added. Typical sections updated |
| P01 | 19.02.2019 | First Issue |



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PROJECT TITLE:
 A30 Carland-Chiverton
 Old A30 Functional Strategy

DRAWING TITLE:
 Outline De-trunking Strategy

SCALE: 1:20000 @ A1

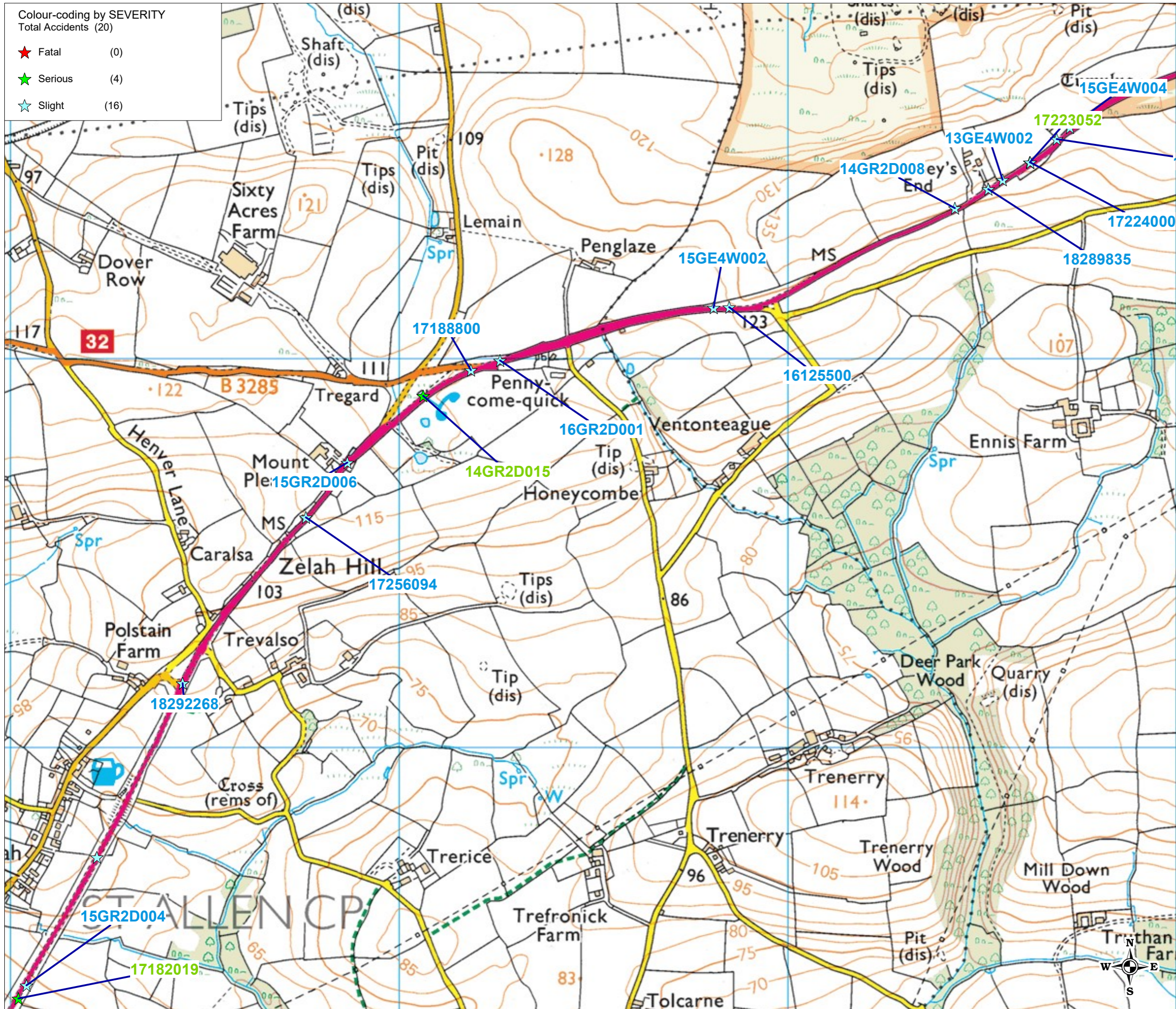
| | |
|---------------------|----------------|
| PROJECT MANAGER: JL | DRAWN BY: JL |
| CHECKED: RJM | APPROVED: JL |
| DATE: 07.06.19 | DATE: 07.06.19 |

DRAWING NO:
 EDG1494 - ORIGINATOR: CSL - VOLUME: HGN - LOCATION: SW797500

PROJECT REF: EDG1494 DRAWING STATUS: Feasibility SUITABILITY: S2 REVISION: P02

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Appendix B A30 Carland to Chiverton Accident records



Colour-coding by SEVERITY
Total Accidents (20)

- ★ Fatal (0)
- ★ Serious (4)
- ★ Slight (16)

Selected Range of Accidents
between dates 01/07/2013
and 30/06/2018 Selected
using Manual Selection

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Page
1 of 1



DRAWING TITLE
Selected map area

| | |
|-------------|------------|
| SCALE | 1 : 9310 |
| DATE | 27/06/2019 |
| DRAWING No. | |
| DRAWN BY | |
| | |
| | |

Accidents between dates 01/07/2013 and 30/06/2018 (60) months

Selection: Notes:

Selected using Manual Selection

Young Drivers 17 to 24

Older Drivers >= 70

DEFAULT VEHICLE GROUPS

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|--------------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Motor Vehicles Only | 0 | 4 | 14 | 18 | Vehicle Driver | 0 | 3 | 19 | 22 |
| 2-wheeled motor vehicles | 0 | 0 | 1 | 1 | Vehicle Passenger | 0 | 2 | 8 | 10 |
| Pedal Cycles | 0 | 0 | 1 | 1 | Motorcycle rider | 0 | 0 | 1 | 1 |
| Horses & Other | 0 | 0 | 0 | 0 | Cyclist | 0 | 0 | 1 | 1 |
| | | | | | Pedestrians | 0 | 0 | 0 | 0 |
| Total Accidents | 0 | 4 | 16 | 20 | Other | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 5 | 29 | 34 |

BVPI CATEGORIES

* Figures include Passengers/Pillions where applicable

| Casualties: | Fatal | Serious | Slight | Total |
|-------------------|-------|---------|--------|-------|
| Pedestrians | 0 | 0 | 0 | 0 |
| Pedal cyclists | 0 | 0 | 1 | 1 |
| Motorcyclists | 0 | 0 | 1 | 1 |
| Car users | 0 | 5 | 25 | 30 |
| Other vehicle use | 0 | 0 | 2 | 2 |
| <hr/> | | | | |
| Total | 0 | 5 | 29 | 34 |

YOUNG DRIVERS

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|----------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Car drivers | 0 | 1 | 3 | 4 | Car drivers | 0 | 0 | 2 | 2 |
| Cycle riders | 0 | 0 | 0 | 0 | Cycle riders | 0 | 0 | 0 | 0 |
| Motorcycle riders | 0 | 0 | 0 | 0 | Motorcycle riders | 0 | 0 | 0 | 0 |
| Other motor vehs | 0 | 1 | 0 | 1 | Other motor vehs | 0 | 0 | 0 | 0 |
| | | | | | Passengers of YD | 0 | 0 | 1 | 1 |
| | | | | | Pedestrians by YD | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 0 | 3 | 3 |

CHILD CASUALTIES

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|----------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Car drivers | 0 | 1 | 2 | 3 | Car drivers | 0 | 0 | 0 | 0 |
| Cycle riders | 0 | 0 | 0 | 0 | Cycle riders | 0 | 0 | 0 | 0 |
| Motorcycle riders | 0 | 0 | 0 | 0 | Motorcycle riders | 0 | 0 | 0 | 0 |
| Other motor vehs | 0 | 0 | 2 | 2 | Other motor vehs | 0 | 0 | 0 | 0 |
| | | | | | Passengers | 0 | 1 | 4 | 5 |
| | | | | | Pedestrians | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 1 | 4 | 5 |

Accidents between dates 01/07/2013 and 30/06/2018 (60) months

Selection: Notes:

Selected using Manual Selection

Young Drivers 17 to 24

Older Drivers >= 70

OLDER DRIVERS

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|----------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Car drivers | 0 | 1 | 2 | 3 | Car drivers | 0 | 1 | 1 | 2 |
| Cycle riders | 0 | 0 | 0 | 0 | Cycle riders | 0 | 0 | 0 | 0 |
| Motorcycle riders | 0 | 0 | 0 | 0 | Motorcycle riders | 0 | 0 | 0 | 0 |
| Other motor vehs | 0 | 0 | 0 | 0 | Other motor vehs | 0 | 0 | 0 | 0 |
| | | | | | Passengers of OD | 0 | 0 | 1 | 1 |
| | | | | | Pedestrians by OD | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 1 | 2 | 3 |

URBAN/RURAL

| Accidents: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|---------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Urban (Spd lim <41) | 0 | 0 | 0 | 0 | Urban (Spd lim <4 | 0 | 0 | 0 | 0 |
| Rural (Spd lim >40) | 0 | 4 | 16 | 20 | Rural (Spd lim >4 | 0 | 5 | 29 | 34 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 5 | 29 | 34 |

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

| | | | | | | | | | |
|------------------|------------|-----------------------------------|-------|-----|---------------------|----------|-----|---|------------|
| 17182019 | Monday | ZELAH A30 | Veh 1 | Car | O/take m/veh o/side | NE to SW | | | |
| | 27/03/2017 | | Veh 2 | Car | O/take m/veh o/side | NE to SW | RSP | F | 15 Serious |
| R1: A 30 | 2057hrs | Darkness: no street lighting | Veh 3 | Car | O/take m/veh o/side | NE to SW | Dri | M | 22 Slight |
| E 181,020 | | Dry | | | | | | | |
| N 51,353 | | Fine without high winds 60 mph | | | | | | | |

Causation Factor:

- 1st:** Defective brakes
- 2nd:** Sudden braking
- 3rd:** Following too close

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 2

Confidence:

- Possible
- Very Likely

VEH1, VEH2 AND VEH3 TRAVELLING WEST IN THAT ORDER, OVERTAKING HGV. VEH1 BRAKED AND VEH2 CRASHED INTO THE BACK OF IT. VEH3 WENT INTO BACK OF VEH2.

| | | | | | | | | | |
|------------------|------------|-----------------------------------|-------|-----|---------------------|----------|-----|---|-----------|
| 15GR2D004 | Thursday | ZELAH - A30 FROM CARLAND | Veh 1 | Car | O/take m/veh o/side | NE to SW | | | |
| | 07/05/2015 | CROSS TOWARDS CHIVERTON | Veh 2 | Car | O/take m/veh o/side | NE to SW | Dri | M | 36 Slight |
| R1: A 30 | 1455hrs | CROSS | | | | | | | |
| | | Daylight:street lights present | | | | | | | |
| E 181,041 | | Dry | | | | | | | |
| N 51,387 | | Fine without high winds 60 mph | | | | | | | |

Causation Factor:

- 1st:** Careless/Reckless/In a hurry
- 2nd:** Aggressive driving

Participant:

- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Possible

VEH2 TRAVELLING ALONG A30 HAS STARTED TO OVERTAKE A LORRY - VEH2 CHECKED MIRROR AND OBSERVED VEH1 APPROX 5-6 CARS BACK TRAVELLING AT SPEED - VEH2 SLOWED TO TRY TO SLOW VEH1 DOWN - VEH2 WITH VEH1 BEHIND CONTINUED TO OVERTAKE THE LORRY - VEH1 COLLIDED WITH THE REAR OF VEH2 4 TIMES AND THEN DROVE OFF WHEN VEH2 STOPPED.

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

14GR2D017 Thursday ZELAH - A30 Veh 1 Car Going ahead SW to NE Dri M 45 Slight
18/12/2014
R1: A 30 1215hrs
Daylight:street lights present
E 181,222 Wet/Damp
N 51,717 Raining without high winds
60 mph

| | | |
|----------------------------------------------|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Driver using mobile phone | Vehicle 1 | Possible |
| 2nd: Fatigue | Vehicle 1 | Possible |
| 3rd: Distraction in vehicle | Vehicle 1 | Possible |
| 4th: Defective steering or suspension | Vehicle 1 | Possible |

VEH1 WHILST TRAVELLING ALONG A30 EASTBOUND HAS MADE CONTACT WITH BANK ON N/S CAUSING VEHICLE TO CROSS ON TO OPPOSITE CARRIAGEWAY COMING TO REST ON TOP OF HEDGEROW

1661863 Wednesday ZELAH A30 HENVER LANE Veh 1 Car Starting NW to SW Dri F 55 Serious
13/04/2016 Veh 2 Goods Unknown Going ahead SW to NE
R1: A 30 0926hrs
R2: A 30 Daylight:street lights present
E 181,443 Dry
N 52,165 Fine without high winds
60 mph

| | | |
|---------------------------------------------------------|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Failed to judge other persons path or speed | Vehicle 1 | Very Likely |
| 2nd: Failed to look properly | Vehicle 1 | Very Likely |

V001 WAS WAITING TO TURN RIGHT OUT OF HENVER LANE, ZELAH, ONTO THE A30. V002 WAS TRAVELLING EASTBOUND ON THE A30 AND DRIVER STATES THAT THERE WAS A LARGE GAP BETWEEN HIMSELF AND THE DRIVER IN FRONT. AS V002 APPROACHED THE JUNCTION, V001 STARTED TO PULL OUT AND CROSS THE CARRIAGEWAY OF THE A30. V002 ATTEMPTED TO TAKE AVOIDING ACTION TO THE OFFSIDE BUT COLLIDES WITH THE OFFSIDE OF V001 NONETHELESS.

18292268 Thursday ZELAH - HENVER LANE Veh 1 Car Starting NW to NE
26/04/2018 Veh 2 Car Starting NW to NE Dri F 43 Slight
R1: A 30 1645hrs
R2: A 30 Daylight:street lights present
E 181,443 Dry
N 52,165 Fine without high winds
60 mph

| | | |
|---------------------------------------------------------|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Failed to judge other persons path or speed | Vehicle 1 | Very Likely |

VEH2 WAS WAITING ON HENVER LANE JUNCTION ATTEMPTING TO ENTER THE A30 EASTBOUND. ANOTHER DRIVER FLASHED THEIR HEADLIGHTS INVITING VEH2 TO ENTER THE A30. VEH1 WAS BEHIND VEH2 AND STARTED TO PROCEED ONTO THE A30 AS WELL BUT ACCELERATED TOO QUICKLY AND WENT INTO THE BACK OF VEH2.

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|--------------------------------|---------------------|--------------|------|--------------------|--------------------|-----|-----|-----|---|----|--------|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | | | |
| 17256094 | Wednesday | ZELAH HILL COTTAGE A30 | Veh 1 | Car | | Going ahead | N | to | S | | | | |
| R1: A 30 | 13/12/2017 | | Veh 2 | Car | | Stopping | E | to | W | Dri | M | 27 | Slight |
| E 181,760 | 1846hrs | Darkness: no street lighting | | | | | | | | | | | |
| N 52,592 | | Wet/Damp | | | | | | | | | | | |
| | | Raining with high winds | | | | | | | | | | | |
| | | 60 mph | | | | | | | | | | | |
| Causation Factor: | | | Participant: | | | | Confidence: | | | | | | |
| 1st: | Careless/Reckless/In a hurry | | Vehicle 1 | | | | Very Likely | | | | | | |
| 2nd: | Poor turn or manoeuvre | | Vehicle 1 | | | | Very Likely | | | | | | |
| VEH1 AND VEH2 HAVE COLLIDED, ACCIDENT DETAILS ARE UNCLEAR AS THE DAMAGE DOES NOT MATCH WHAT DRV2 HAS SAID. OIC BELIEVES THAT VEH2 MAY HAVE BEEN ACROSS THE CARRIAGEWAY WHEN VEH1 HAS COLLIDED WITH IT. | | | | | | | | | | | | | |
| 14GE4V001 | Thursday | CORNWALL, ZELAH - A30 OUTSIDE | Veh 1 | Car | | Going ahead | NE | to | SW | Dri | M | 38 | Slight |
| R1: A 30 | 17/04/2014 | NUMBER 2 TREGORLAND | Veh 2 | Goods > 7.5t | | Going ahead | SW | to | NE | | | | |
| E 181,838 | 1125hrs | Daylight:street lights present | Veh 3 | Car | | Going ahead | NE | to | SW | | | | |
| N 52,692 | | Dry | | | | | | | | | | | |
| | | Fine without high winds | | | | | | | | | | | |
| | | 60 mph | | | | | | | | | | | |
| Causation Factor: | | | Participant: | | | | Confidence: | | | | | | |
| 1st: | Distraction in vehicle | | Vehicle 1 | | | | Very Likely | | | | | | |
| VEH1 WAS NOT PAYING ATTENTION AND VERRED ACROSS THE CENTRAL LINE STRIKING VEH2. VEH3 HAS HAD DAMAGE CAUSEE TO THE VEHICLE FROM FLYING DEBRIS. | | | | | | | | | | | | | |
| 15GR2D006 | Saturday | ZELAH - A30 MOUNT PLEASANT, | Veh 1 | Goods > 7.5t | | Going ahead | SW | to | NE | | | | |
| R1: A 30 | 27/06/2015 | OUTSIDE TREGORLAND | Veh 2 | Car | | Wait to turn right | SW | to | SE | FSP | M | 5 | Slight |
| R2: U | 1240hrs | Daylight:street lights present | Veh 2 | Car | | Wait to turn right | SW | to | SE | Dri | F | 32 | Slight |
| E 181,867 | | Dry | | | | | | | | | | | |
| N 52,733 | | Fine without high winds | | | | | | | | | | | |
| | | 60 mph | | | | | | | | | | | |
| Causation Factor: | | | Participant: | | | | Confidence: | | | | | | |
| 1st: | Fatigue | | Vehicle 1 | | | | Very Likely | | | | | | |
| 2nd: | Failed to look properly | | Vehicle 1 | | | | Very Likely | | | | | | |
| 3rd: | Travelling too fast for conditions | | Vehicle 1 | | | | | | | | | | |
| VEH2 WAITING TO TURN RIGHT INTO PROPERTY. VEH1 GOODS VEHICLE COLLIDED WITH REAR OF VEH2. | | | | | | | | | | | | | |

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

14GR2D015 Saturday TRURO - A30, BOXHEATER
 13/12/2014
R1: A 30 0926hrs
 Daylight:street lights present
E 182,062 Wet/Damp
N 52,905 Fine without high winds
 60 mph

| | | |
|-----------------------------------------|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Poor turn or manoeuvre | Vehicle 1 | Very Likely |
| 2nd: Failed to look properly | Vehicle 1 | Very Likely |
| 3rd: Distraction outside vehicle | Vehicle 1 | |

VEH1 HAD BEEN STATIONARY IN LAYBY. VEH1 HAS THEN COMPLETED A U-TURN FROM THE LAYBY CROSSING THE MAIN CARRIAGEWAY ACROSS THE PATH OF VEH2 WHO WAS DRIVING DOWN THE CARRIAGEWAY. VEH2 IMPACTED WITH VEH1.

17188800 Monday ZELAH A30 BOXEATER
 29/05/2017
R1: A 30 1630hrs
R2: B 3285 Daylight:street lights present
E 182,185 Dry
N 52,971 Fine without high winds
 60 mph

| | | |
|---------------------------------------------------------------------|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Failed to judge other persons path or speed | Vehicle 1 | Very Likely |
| 2nd: Passing too close to cyclist, horse rider or pedestrian | Vehicle 1 | Very Likely |
| 3rd: Careless/Reckless/In a hurry | Vehicle 1 | |

VEH1 VAN HIT VEH2 PEDAL CYCLE WHEN OVERTAKING, CAUSING RIDER TO FALL OFF. VEH1 FAILED TO STOP.

16GR2D001 Sunday PERRANPORTH, ON THE A30 ROAD
 14/02/2016
R1: A 30 0121hrs
 Darkness: no street lighting
E 182,260 Dry
N 52,996 Fine without high winds
 60 mph

| | | |
|-------------------------------------|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Failed to look properly | Vehicle 2 | Very Likely |

VEH 2 WAS DRIVING ALONG THE A30 HAVING JUST LEFT PERRANPORTH ROAD. VEH 2 WAS HEADING IN THE LAUNCESTON DIRECTION WHEN THE DRIVER SUDDENLY FELT THE VEH JOLT FORWARD AND HEARD A LOUD BANG. THE DRIVER STOPPED HER VEH AND BECAME AWARE THAT VEH 1 HAD HIT HER VEH FROM BEHIND. THE DRIVER OF VEH 2 ATTEMPTED TO EXCHANGE DETAILS WITH THE DRIVER OF VEH 1 WHO BECAME ABUSIVE AND ARGUMENTATIVE. THE DRIVER OF VEH 2 CALLED 999 SHE WAS ADVISED TO RECORD THE VRM OF VEH 1 AND LEAVE THE SCENE.

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Notes:
Selected using Manual Selection

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | | |
| Road No. | Date | | | | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | | |
| | R.S.C | | | | | | | | | | | |
| | Weather | | | | | | | | | | | |
| | Speed | | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | | |
| Causation Factor: | | | | | | | | | | | | |

| | | | | | | | | | | | | |
|------------------|--------------------------------|-----------------------------|-------|--------------|---------------------|---------|-----|---|----|--------|--|--|
| 15GE4W002 | Thursday | TRURO - A30 - CARLAND CROSS | Veh 1 | Goods > 7.5t | Going ahead RH bend | SE to W | | | | | | |
| | 11/06/2015 | | Veh 2 | Car | Going ahead RH bend | SE to W | FSP | F | 35 | Slight | | |
| R1: A 30 | 1730hrs | | Veh 2 | Car | Going ahead RH bend | SE to W | RSP | M | 8 | Slight | | |
| | Daylight:street lights present | | Veh 2 | Car | Going ahead RH bend | SE to W | RSP | M | 6 | Slight | | |
| E 182,810 | Wet/Damp | | Veh 2 | Car | Going ahead RH bend | SE to W | RSP | F | 3 | Slight | | |
| N 53,132 | Raining without high winds | | Veh 2 | Car | Going ahead RH bend | SE to W | Dri | M | 34 | Slight | | |
| | 60 mph | | | | | | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|---------------------------------------------------------|--------------|-------------|
| 1st: Road layout (eg bend, hill etc.) | Vehicle 1 | Possible |
| 2nd: Travelling too fast for conditions | Vehicle 1 | Possible |
| 3rd: Failed to judge other persons path or speed | Vehicle 1 | Very Likely |
| 4th: Rain, sleet, snow, or fog | Vehicle 1 | Very Likely |

VEH1 AND VEH2 TRAVELLING WESTBOUND FROM CARLAND CROSS. AFTER A RIGHT HAND BEND, VEH1 COLLIDED INTO THE REAR OF VEH2.

| | | | | | | | | | | | | |
|------------------|--------------------------------|-----------------------------|-------|---------------|--------------------|--------|-----|---|----|--------|--|--|
| 16125500 | Friday | A30 - EAST OF BOXHEATER JCT | Veh 1 | Goods Unknown | Going ahead | W to E | | | | | | |
| | 26/08/2016 | B3284. | Veh 2 | M/C > 500 cc | Wait go ahead held | W to E | Dri | M | 46 | Slight | | |
| R1: A 30 | 1652hrs | | Veh 3 | Car | Wait go ahead held | W to E | | | | | | |
| | Daylight:street lights present | | | | | | | | | | | |
| E 182,850 | Dry | | | | | | | | | | | |
| N 53,133 | Fine without high winds | | | | | | | | | | | |
| | 60 mph | | | | | | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|-------------------------------------|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1 | Possible |

ALL THREE VEHS TRAVELLING EAST ON A30 IN HEAVY TRAFFIC. VEHS 2 AND 3 HAVE STOPPED, AND VEH1 HAS THEN COLLIDED WITH VEH2 PISHING IT INTO THE BACK OF VEH3.

| | | | | | | | | | | | | |
|------------------|--------------------------------|-----------------------------|-------|-----|--------------------|----------|-----|---|----|--------|--|--|
| 14GR2D008 | Wednesday | NEWQUAY - A30 CARLAND CROSS | Veh 1 | Car | Going ahead | SW to NE | | | | | | |
| | 14/05/2014 | 70 MTRS WEST OF PROPERTY | Veh 2 | Car | Wait go ahead held | 0 to 0 | Dri | M | 35 | Slight | | |
| R1: A 30 | 1626hrs | JOURNEYS END | Veh 3 | Car | Wait go ahead held | 0 to 0 | | | | | | |
| | Daylight:street lights present | | Veh 4 | Car | Going ahead | NE to SW | | | | | | |
| E 183,431 | Dry | | | | | | | | | | | |
| N 53,388 | Fine without high winds | | | | | | | | | | | |
| | 60 mph | | | | | | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|---------------------------------------------------------|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: Failed to judge other persons path or speed | Vehicle 1 | Very Likely |
| 3rd: Sudden braking | Vehicle 1 | Very Likely |
| 4th: Careless/Reckless/In a hurry | Vehicle 1 | Very Likely |

VEH3 TRAV ALONG A30 FROM ZELAH BEING FOLLOWED BY VEH2 WITH SINGLE AXLE TRAILER AND VEH1 TRAV IN SAME DIRECTION. TRAFFIC WAS STATIONARY AND VEH1 COLLIDED WITH WITH VEH2 TRAILER WHO IN TURN COLLIDED WITH VEH3, VEH 4 TRAV ON OPPOSITE CARRAIGEWAY VEH1 H AS CROSSED THE CENTRAL DIVIDE AND COLLIDED WITH VEH4

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |

Causation Factor:

| | | | | | | | | | |
|-----------|--------------------------------|------------------|-------|--------------|--------------------|--------------|---|----|--------|
| 18289835 | Friday | JOURNEYS END A30 | Veh 1 | Car | Stopping | NE to SW Dri | M | 43 | Slight |
| | 20/04/2018 | | Veh 2 | Car | Stopping | NE to SW Dri | F | 49 | Slight |
| R1: A 30 | 1524hrs | | Veh 3 | Goods < 3.5t | Going ahead | SW to NE Dri | M | 33 | Slight |
| | Daylight:street lights present | | Veh 4 | Car | Wait go ahead held | NE to SW Dri | F | 37 | Slight |
| E 183,517 | Dry | | | | | | | | |
| N 53,437 | Fine without high winds | | | | | | | | |
| | 60 mph | | | | | | | | |

Causation Factor:

- 1st: Following too close
- 2nd: Dazzling sun
- 3rd: Tyres illegal, defective or under inflated
- 4th: Failed to look properly

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Possible
- Possible
- Possible

VEHS 1,2 & 4 TRAVELLING IN TRAFFIC ON A30 FROM CARLAND CROSS TOWARDS REDRUTH AND CHIVERTON CROSS. V3 TRAVELLING IN OPPOSITE DIRECTION. V4 IN FRONT OF V2 AND V1 WAS BEHIND V2. DUE TO HEAVY TRAFFIC IN THE VICINITY OF BOXHEATER JUNCTION V4 HAS BRAKED AND STOPPED BEHIND STATIONARY TRAFFIC, V2 HAS STOPPED BEHIND V4 BUT V1 COULD NOT SEE DUE TO THE SUN AND DID NOT STOP IN TIME AND HAS SWERVED RIGHT TO TAKE AVOIDING ACTION, FRONT NEARSIDE OF V1 HAS COLLIDED WITH REAR OFFSIDE OF V2 WHICH HAS BEEN PUSHED FORWARD INTO REAR OF V4. AS V1 SWERVED RIGHT IT ALSO COLLIDED WITH V3. V1 CAME TO REST ON ITS OFFSIDE STRADDLING THE WHOLE OF THE ONCOMING EASTBOUND CARRAIGWAY

| | | | | | | | | | |
|-----------|--------------------------------|-----------------------------|-------|-----|-------------|--------------|---|----|--------|
| 13GE4W002 | Friday | TRURO - A30, CHARLAND CROSS | Veh 1 | Car | Going ahead | NE to SW Dri | M | 36 | Slight |
| | 26/07/2013 | | Veh 2 | Car | Going ahead | NE to SW Dri | M | 54 | Slight |
| R1: A 30 | 1935hrs | | Veh 3 | Car | Going ahead | NE to SW | | | |
| | Daylight:street lights present | | | | | | | | |
| E 183,554 | Dry | | | | | | | | |
| N 53,461 | Fine without high winds | | | | | | | | |
| | 60 mph | | | | | | | | |

Causation Factor:

- 1st: Sudden braking
- 2nd: Following too close
- 3rd: Sudden braking
- 4th: Sudden braking

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 2
- Vehicle 3

Confidence:

- Very Likely
- Very Likely
- Very Likely
- Very Likely

VEH3 STATES SHE SLOWED DOWN DUE TO A DIP IN THE ROAD AND WAS THEN HIT FROM BEHIND BY VEH1. AS VEH1 BRAKED, VEH2 TRIED TO TAKE AVOIDING ACTION BY SWERVING INTO THE OPPOSITE LANE. HOWEVER, FACED WITH ONCOMING TRAFFIC, HE SWERVED BACK INTO THE CORRECT LANE AND COLLIDED WITH THE REAR O/S OF VEH1.

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

17223052 Friday CARLAND CROSS, NEAR MARKER Veh 1 Car Going ahead RH bend NE to SW FSP F 36 Serious
 22/09/2017 POST 65/1 ON A30 Veh 2 Car Going ahead LH bend SW to NE Dri M 28 Serious
 R1: A 30 2153hrs
 Darkness: no street lighting
 E 183,624 Wet/Damp
 N 53,506 Raining without high winds
 60 mph

Causation Factor: Careless/Reckless/In a hurry
Participant: Vehicle 1
Confidence: Very Likely
 2nd: Fatigue
 Vehicle 1
 Very Likely
 VEH1 APPROACHING LONG, SWEEPING, RIGHT-HAND BEND, BELIEVED TO BE ON WRONG SIDE OF ROAD, STRUCK ONCOMING VEH2.

17224000 Saturday CARLAND CROSS A30 Veh 1 Car U turn NE to NE
 02/09/2017 Veh 2 Car Going ahead NE to SW FSP M 84 Slight
 R1: A 30 1112hrs Veh 2 Car Going ahead NE to SW Dri F 86 Slight
 Daylight:street lights present
 E 183,625 Dry
 N 53,506 Fine without high winds
 60 mph

Causation Factor:
Participant: Vehicle 1
Confidence: Very Likely
 1st: Failed to look properly
 Vehicle 1
 Very Likely
 VEH1 U-TURNED OUT OF LAYBY AND COLLIDED WITH VEH2.

17255027 Wednesday RAGLAN HOUSE WESTBOUND WEST Veh 1 Agric. veh Going ahead NE to SW
 20/12/2017 OF CARLAND CROSS A30 Veh 2 Car Wait to turn right NE to NW Dri F 62 Slight
 R1: A 30 1150hrs
 R2: U Daylight:street lights present
 E 183,693 Wet/Damp
 N 53,566 Other
 60 mph

Causation Factor:
Participant: Vehicle 1
Confidence: Very Likely
 1st: Failed to judge other persons path or speed
 Vehicle 1
 Very Likely
 VEH2 DRIVING WESTBOUND ON THE A30, THREE QUARTERS OF A MILE PAST CARLAN CROSS SLOWING TO TURN RIGHT INTO HER ADDRESS. VEH1 FOLLOWNG VEH2, WAS UNABLE TO STOP IN THE DISTANCE THAT HE HAD LEFT, SKIDDED AND IMPACTED INTO THE REAR OF VEH2.

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

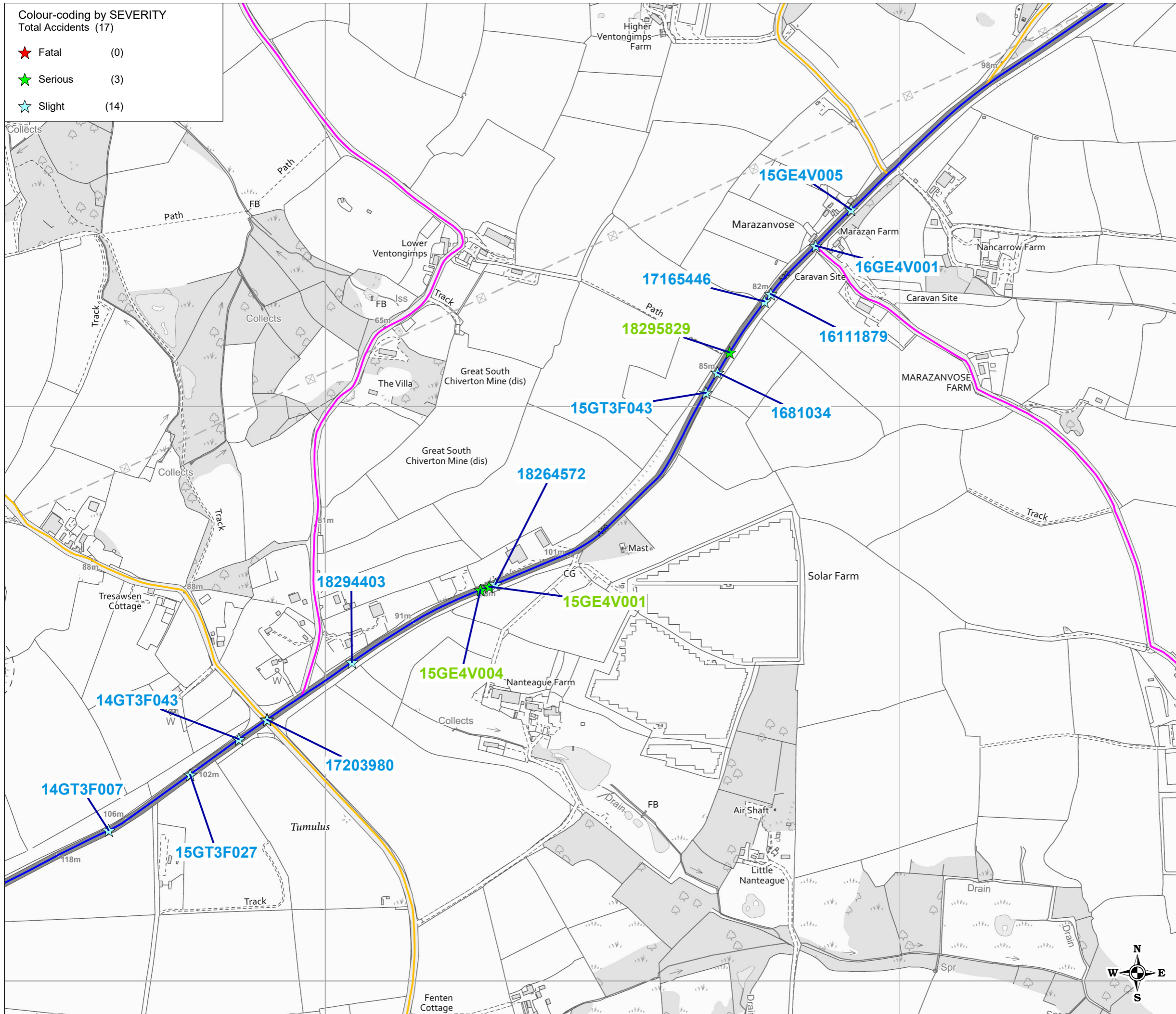
| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

| | | | | | | | | | | |
|------------------|------------|--------------------------------|-------|-----|---------------------|----------|-----|---|----|--------|
| 15GE4W004 | Saturday | TRURO - A30 ZELAH | Veh 1 | Car | Going ahead RH bend | SW to NE | Dri | M | 31 | Slight |
| | 12/09/2015 | | Veh 1 | Car | Going ahead RH bend | SW to NE | FSP | M | 26 | Slight |
| R1: A 30 | 1330hrs | Daylight:street lights present | | | | | | | | |
| E 183,727 | | Wet/Damp | | | | | | | | |
| N 53,596 | | Raining without high winds | | | | | | | | |
| | | 60 mph | | | | | | | | |

| | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------------------|
| Causation Factor: | Participant: | Confidence: |
| 1st: Slippery road (due to weather) | Vehicle 1 | Very Likely |
| 2nd: Travelling too fast for conditions | Vehicle 1 | Possible |
| 3rd: Swerved | Vehicle 1 | |
| VEH1 TRAVELLING ALONG A30 TOWARDS CARLAND CROSS R/BOUT - WHILST APPROACHING A RIGHT HAND BEND DRIVER HAS ATTEMPTED TO AVOID WILDLIFE IN THE ROAD AND LOST CONTROL. | | |

Colour-coding by SEVERITY
Total Accidents (17)

- ★ Fatal (0)
- ★ Serious (3)
- ★ Slight (14)



Selected Range of Accidents
between dates 01/07/2013
and 30/06/2018
Selected using Manual
Selection

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Page
1 of 1



DRAWING TITLE

Selected map area

SCALE 1 : 6350

DATE 27/06/2019

DRAWING No.

DRAWN BY



Accidents between dates 01/07/2013 and 30/06/2018 (60) months

Selection: Notes:

Selected using Manual Selection

Young Drivers 17 to 24

Older Drivers >= 70

DEFAULT VEHICLE GROUPS

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|--------------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Motor Vehicles Only | 0 | 2 | 14 | 16 | Vehicle Driver | 0 | 2 | 24 | 26 |
| 2-wheeled motor vehicles | 0 | 1 | 0 | 1 | Vehicle Passenger | 0 | 0 | 8 | 8 |
| Pedal Cycles | 0 | 0 | 0 | 0 | Motorcycle rider | 0 | 1 | 0 | 1 |
| Horses & Other | 0 | 0 | 0 | 0 | Cyclist | 0 | 0 | 0 | 0 |
| | | | | | Pedestrians | 0 | 0 | 0 | 0 |
| Total Accidents | 0 | 3 | 14 | 17 | Other | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 3 | 32 | 35 |

BVPI CATEGORIES

* Figures include Passengers/Pillions where applicable

| Casualties: | Fatal | Serious | Slight | Total |
|-------------------|-------|---------|--------|-------|
| Pedestrians | 0 | 0 | 0 | 0 |
| Pedal cyclists | 0 | 0 | 0 | 0 |
| Motorcyclists | 0 | 1 | 0 | 1 |
| Car users | 0 | 2 | 29 | 31 |
| Other vehicle use | 0 | 0 | 3 | 3 |
| <hr/> | | | | |
| Total | 0 | 3 | 32 | 35 |

YOUNG DRIVERS

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|----------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Car drivers | 0 | 0 | 3 | 3 | Car drivers | 0 | 0 | 2 | 2 |
| Cycle riders | 0 | 0 | 0 | 0 | Cycle riders | 0 | 0 | 0 | 0 |
| Motorcycle riders | 0 | 0 | 0 | 0 | Motorcycle riders | 0 | 0 | 0 | 0 |
| Other motor vehs | 0 | 0 | 0 | 0 | Other motor vehs | 0 | 0 | 0 | 0 |
| | | | | | Passengers of YD | 0 | 0 | 1 | 1 |
| | | | | | Pedestrians by YD | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 0 | 3 | 3 |

CHILD CASUALTIES

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|----------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Car drivers | 0 | 0 | 0 | 0 | Car drivers | 0 | 0 | 0 | 0 |
| Cycle riders | 0 | 0 | 0 | 0 | Cycle riders | 0 | 0 | 0 | 0 |
| Motorcycle riders | 0 | 0 | 0 | 0 | Motorcycle riders | 0 | 0 | 0 | 0 |
| Other motor vehs | 0 | 0 | 0 | 0 | Other motor vehs | 0 | 0 | 0 | 0 |
| | | | | | Passengers | 0 | 0 | 0 | 0 |
| | | | | | Pedestrians | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 0 | 0 | 0 |

Accidents between dates 01/07/2013 and 30/06/2018 (60) months

Selection: Notes:

Selected using Manual Selection

Young Drivers 17 to 24

Older Drivers >= 70

OLDER DRIVERS

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|----------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Car drivers | 0 | 0 | 1 | 1 | Car drivers | 0 | 0 | 1 | 1 |
| Cycle riders | 0 | 0 | 0 | 0 | Cycle riders | 0 | 0 | 0 | 0 |
| Motorcycle riders | 0 | 1 | 0 | 1 | Motorcycle riders | 0 | 1 | 0 | 1 |
| Other motor vehs | 0 | 0 | 0 | 0 | Other motor vehs | 0 | 0 | 0 | 0 |
| | | | | | Passengers of OD | 0 | 0 | 0 | 0 |
| | | | | | Pedestrians by OD | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 1 | 1 | 2 |

URBAN/RURAL

| Accidents: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|---------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Urban (Spd lim <41) | 0 | 0 | 0 | 0 | Urban (Spd lim <4 | 0 | 0 | 0 | 0 |
| Rural (Spd lim >40) | 0 | 3 | 14 | 17 | Rural (Spd lim >4 | 0 | 3 | 32 | 35 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 3 | 32 | 35 |

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

14GT3F007 Monday ALLET - A30 CHYBUCCA
24/02/2014
R1: A 30 0827hrs
Daylight:street lights present
E 178,621 Dry
N 49,262 Fine without high winds
60 mph

Veh 1 Goods < 3.5t Going ahead NE to SW
Veh 2 Car Wait go ahead held NE to SW Dri M 27 Slight

Causation Factor:
1st: Failed to look properly
VEH2 TRAVELLING ALONG A30 TOWARDS CHIVERTON CROSS - VEH1 TRAVELLING BEHIND - VEH2 STOPPED AT THE REAR OF A QUEUE OF STATIONERY TRAFFIC - VEH1 SAW VEH2 STOPPED AHEAD AND ATTEMPTED TO BRAKE BUT UNABLE TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH2.

Participant: Vehicle 1
Confidence: Very Likely

15GT3F027 Friday BODMIN - A40 VENTONOLEA
25/09/2015 MARANZANVOSE
R1: A 30 1435hrs
Daylight:street lights present
E 178,763 Dry
N 49,359 Fine without high winds
60 mph

Veh 1 Car Stopping NE to SW FSP F 23 Slight
Veh 1 Car Stopping NE to SW Dri M 22 Slight
Veh 2 Goods < 3.5t Stopping NE to SW Dri M 52 Slight
Veh 3 Taxi Wait go ahead held NE to SW

Causation Factor:
1st: Following too close
2nd: Following too close
3rd: Sudden braking
ALL 3 VEHICLES TRAV WESTBOUND ON A30 TWDS CHIVERTON CROSS ROUNDABOUT. HEAVY TRAFFIC AND QUEUES, VEH3 HAS COME TO A STOP, VEH2 STOPPED BEHIND VEH3 BUT VEH1 HAS NOT MANAGED TO STOP AND COLLIDED WITH THE REAR OF VEH1 CAUSING VEH2 TO COLLIDE WITH VEH3

Participant: Vehicle 1
Vehicle 2
Vehicle 2
Confidence: Very Likely
Possible

14GT3F043 Tuesday TRURO - HIGHER TRESSEAWSEN
15/04/2014 MARAZANVOZE
R1: A 30 1340hrs
Daylight:street lights present
E 178,848 Dry
N 49,421 Fine without high winds
60 mph

Veh 1 Car Going ahead NE to SW Dri M 62 Slight
Veh 2 Car Stopping NE to SW FSP F 26 Slight
Veh 3 Car Wait go ahead held NE to SW Dri M 54 Slight

Causation Factor:
1st: Dazzling sun
2nd: Distraction in vehicle
ALL 3 VEHICLES TRAV WEST ALONG A30 BETWEEN CHIVERTON CROSS AND ZELAH, SLOW AND STATIONARY TRAFFIC. VEH3 STOPPED IN FRONT OF VEH2, VEH1 TRAV BEHIND WAS DAZZLED BY THE SUN AND COLLIDED WITH REAR OF VEH2 CAUSING VEH2 TO COLLIDE WITH VEH3

Participant: Vehicle 1
Vehicle 1
Confidence: Very Likely
Possible

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | | |
| Road No. | Date | | | | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | | |
| | R.S.C | | | | | | | | | | | |
| | Weather | | | | | | | | | | | |
| | Speed | | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | | |
| Causation Factor: | | | | | | | | | | | | |

17203980 Tuesday A30 - CALLESTICK JCT BTWN CHYBUCCA AND MARAZANVOSE
R1: A 30 04/07/2017 1815hrs Veh 1 Car Starting SE to NE Dri F 26 Slight
R2: C 49 Daylight:street lights present Veh 2 Car Going ahead SW to NE Dri M 60 Slight
E 178,897 Dry Veh 2 Car Going ahead SW to NE FSP F 53 Slight
N 49,455 Fine without high winds 60 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Very Likely
 VEH1 APPROACHED THE CROSS ROADS OF THE A30. VEH2 WAS TRAVELLING EAST ON A30 CARRIAGEWAY. VEH1 PULLS OUT IN FRONT OF VEH2, THE 2 VEHICLES COLLIDE CAUSING DAMAGE.

13GT3F024 Saturday TRURO - A30 J/W UNCLASSIFIED ROAD
R1: A 30 07/09/2013 1525hrs Veh 1 Car Starting SE to NE Dri M 63 Slight
R2: C 49 Daylight:street lights present Veh 2 Car Going ahead NE to SW
E 178,897 Dry
N 49,455 Fine without high winds 60 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
 VEH1 IS ON AN UNCLASSIFIED ROAD AT THE JUNCTION WITH THE A30 WAITING TO TURN RIGHT. VEH2 IS TRAVELLING WEST ON THE A30 IN HEAVY TRAFFIC FLOW. VEH1 HAS MISJUDGED THE DISTANCE AND SPEED OF VEH2 AND PULLED OUT OF THE JUNCTION AND TURNED RIGHT DIRECTLY IN FRONT OF VEH2 RESULTING IN COLLISION

16GT3F006 Friday TRURO - A30 CROSS ROAD TO CALLESTICK
R1: A 30 11/03/2016 0800hrs Veh 1 Car Going ahead SW to NE
R2: C 49 Daylight:street lights present Veh 2 Car Stopping SW to NE Dri M 30 Slight
E 178,897 Dry
N 49,456 Fine without high winds 60 mph

Causation Factor: **Participant:** **Confidence:**
1st: Following too close Vehicle 001 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 001 Possible
3rd: Inexperience with type of vehicle Vehicle 001
 V001 AND V002 WERE TRAVELLING EASTBOUND ON THE A30 IN TRAFFIC. THE TRAFFIC HAS COME TO A STOP JUST AFTER THE CROSSROADS JUNCTION. V002 CAME TO A STOP BUT V001 FAILED TO DO SO AND COLLIDED WITH THE REAR OF V002.

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | | | |
|--------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|--|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | | | |
| Road No. | Date | | | | | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | | | |
| | R.S.C | | | | | | | | | | | | |
| | Weather | | | | | | | | | | | | |
| | Speed | | | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | | | |

Causation Factor:

| | | | | | | | | | | | | | |
|-----------|--------------------------------|--------------|-------|--------------|--------------------|--------------|---|----|--------|--|--|--|--|
| 18294403 | Monday | CHYBUCCA A30 | Veh 1 | Goods < 3.5t | Going ahead | SW to E | | | | | | | |
| | 30/04/2018 | | Veh 2 | Car | Stopping | SW to NE FSP | F | 58 | Slight | | | | |
| R1: A 30 | 1042hrs | | Veh 2 | Car | Stopping | SW to NE Dri | M | 59 | Slight | | | | |
| | Daylight:street lights present | | Veh 3 | Car | Wait go ahead held | SW to NE Dri | M | 33 | Slight | | | | |
| E 179,045 | Dry | | Veh 3 | Car | Wait go ahead held | SW to NE FSP | F | 36 | Slight | | | | |
| N 49,555 | Fine without high winds | | | | | | | | | | | | |
| | 60 mph | | | | | | | | | | | | |

Causation Factor:

- 1st: Failed to look properly
- 2nd: Failed to judge other persons path or speed
- 3rd: Following too close
- 4th: Careless/Reckless/In a hurry

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 1
- Vehicle 1

Confidence:

- Very Likely
- Very Likely
- Possible
- Possible

V1 TRAVELLING E/B ON A30 HAVING PASSED THE CALLESTICK JUNCTION ON THE NEARFSIDE. V2 AND V3 SLOWING AHEAD OF V1 IN RESPONSE TO BRAKE LIGHTS AND SLOWING TRAFFIC AHEAD. V3 CAME TO A STOP AND V2 BEHIND ALSO STOPPED, V1 FAILED TO STOP AND COLLIDED WITH REAR OF V2 CAUSING THEM TO GO INTO THE REAR OF V3

| | | | | | | | | | | | | | |
|-----------|--------------------------------|---------------------------|-------|-----|---------------------|--------------|---|----|---------|--|--|--|--|
| 15GE4V004 | Thursday | MARAZANVOSE - A30 - ZELAH | Veh 1 | Car | Change lane to left | NE to SW Dri | M | 48 | Serious | | | | |
| | 16/07/2015 | BYPASS | Veh 2 | Car | Stopping | NE to SW | | | | | | | |
| R1: A 30 | 1710hrs | | | | | | | | | | | | |
| | Daylight:street lights present | | | | | | | | | | | | |
| E 179,269 | Dry | | | | | | | | | | | | |
| N 49,681 | Fine without high winds | | | | | | | | | | | | |
| | 60 mph | | | | | | | | | | | | |

Causation Factor:

- 1st: Following too close
- 2nd: Distraction outside vehicle
- 3rd: Failed to look properly

Participant:

- Vehicle 1
- Vehicle 1
- Vehicle 1

Confidence:

- Possible
- Possible

VEH1 (MOTORCYCLE) FILTERING INTO LINE OF SLOW MOVING TRAFFIC. VEH1 COLLIDED WITH THE REAR OF VEH2.

| | | | | | | | | | | | | | |
|-----------|--------------------------------|-------------------|-------|-----|----------|--------------|---|----|---------|--|--|--|--|
| 15GE4V001 | Wednesday | MARAZANVOSE - A30 | Veh 1 | Car | Stopping | NE to SW Dri | M | 44 | Serious | | | | |
| | 11/02/2015 | | Veh 2 | Car | Stopping | NE to SW Dri | F | 34 | Slight | | | | |
| R1: A 30 | 1610hrs | | | | | | | | | | | | |
| | Daylight:street lights present | | | | | | | | | | | | |
| E 179,284 | Dry | | | | | | | | | | | | |
| N 49,687 | Fine without high winds | | | | | | | | | | | | |
| | 60 mph | | | | | | | | | | | | |

Causation Factor:

- 1st: Sudden braking

Participant:

- Vehicle 2

Confidence:

- Very Likely

VEH1 AND VEH2 WERE TRAVELLING ALONG A30 WESTBOUND - VEHICLES TRAVELLING AT 30/40 MPH AND SLOWING AT THE TIME OF THE COLLISION - VEHICLES COLLIDED DUE TO HEAVY BRAKING OF 3 VEHICLES TRAVELLING IN FRONT - VEH1 UNABLE TO STOP IN TIME AND COLLIDED WITH VEH2

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

18264572 Wednesday MARKER POST 59/1B A30
17/01/2018
R1: A 30 0747hrs
Daylight:street lights present
E 179,295 Dry
N 49,691 Fine with high winds
60 mph

| Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |
|--------|--------------|------|--------------------|-------|-----|-----|--------|
| Veh 1 | Car | | Stopping | | M | 31 | Slight |
| Veh 2 | Goods < 3.5t | | Wait go ahead held | | M | 30 | Slight |
| Veh 3 | Car | | Wait go ahead held | | M | 29 | Slight |

Causation Factor:

1st: Following too close
2nd: Distraction in vehicle

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

V2 AND V3 SLOWING IN QUEUING TRAFFIC V1 HAS COLLIDED WITH REAR OF V2 WHO HAS SHUNTED INTO REAR OF V3, D1 CLAIMS DISTRACTED BY CHILDS TOY IN VEHICLE

15GT3F043 Wednesday TRURO - A30, MARAZANVOSE
16/12/2015
R1: A 30 0817hrs
Daylight:street lights present
E 179,662 Wet/Damp
N 50,025 Fine without high winds
60 mph

| Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |
|--------|------|------|--------------------|-------|-----|-----|--------|
| Veh 1 | Car | | Stopping | | F | 49 | Slight |
| Veh 2 | Car | | Wait go ahead held | | | | |

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Failed to look properly

Participant:

Vehicle 1
Vehicle 1

Confidence:

Possible
Possible

VEH1 AND VEH2 WERE TRAVELLING IN THE SAME DIRECTION. VEH2 HAS SLOWED AND STOPPED DUE TO VOLUME OF TRAFFIC. DRIVER OF VEH1 HAS FAILED TO JUDGE THE STOPPING DISTANCE AND FAILED TO SEE THE TRAFFIC STOP. VEH1 HAS COLLIDED WITH VEH2.

1681034 Monday NR TOWN AND COUNTRY NR TOWN AND COUNTRY A30
06/06/2016
R1: A 30 1350hrs
Daylight:street lights present
E 179,682 Dry
N 50,060 Fine without high winds
60 mph

| Veh No | Type | Manv | Dir | Class | Sex | Age | Sev |
|--------|------|------|---------------------|-------|-----|-----|--------|
| Veh 1 | Car | | Going ahead LH bend | | | | |
| Veh 2 | Car | | Going ahead | | M | 70 | Slight |

Causation Factor:

1st: Overloaded or poorly loaded vehicle or trailer

Participant:

Vehicle 1

Confidence:

Very Likely

V1 TOWING TRAILER -THIS HAS BECOME DETACHED AND DRIFTED INTO THE PATH OF V2 - V2 SWERVED BUT COLLIDED WITH SIGN

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

18295829 Sunday OUTSIDE 'MARAZANVOSE FARM' Veh 1 Car O/take on n/side NE to SW
06/05/2018 MARAZANVOSE LAYBY, TRURO A30 Veh 2 M/C Unknown Going ahead NE to SW Dri M 77 Serious
R1: A 30 1100hrs
Daylight:street lights present
E 179,703 Dry
N 50,095 Fine without high winds
60 mph

Causation Factor: **Participant:** **Confidence:**
1st: Following too close Vehicle 2 Very Likely
2nd: Failed to look properly Vehicle 2 Very Likely
3rd: Sudden braking Vehicle 1 Very Likely
4th: Sudden braking Vehicle 2 Very Likely
VEH1 HAS ATTEMPTED AN OVERTAKE OF VEH2 (MOTORCYCLE). VEH2 HAS SWERVED ONTO THE GRASS VERGE, BRAKED HARD AND DR2 FELL OFF. VEH1 LEFT THE SCENE.

17165446 Thursday MARAZANVOSE, CORNWALL A30 Veh 1 Goods < 3.5t Going ahead NE to SW Dri M 29 Slight
02/03/2017 Veh 2 Car Going ahead NE to SW
R1: A 30 0836hrs Veh 3 Car Going ahead NE to SW
Daylight:street lights present Veh 4 Car Going ahead NE to SW Dri F 51 Slight
E 179,764 Dry
N 50,184 Fine without high winds
60 mph

Causation Factor: **Participant:** **Confidence:**
1st: Illness or disability, mental or physical Vehicle 1 Possible
ALL 4 VEHICLES WERE TRAVELLING WESTBOUND ON THE A30 AT MARAZANVOSE NEAR TRURO. VEH 2 -4 WERE STATIC IN HEAVY TRAFFIC. THE WEATHER WAS SUNNY, DRY AND CLEAR VISIBILITY. VEH1 HAS COLLIDED INTO THE REAR OF VEH2, VEH2 HAS THEN SHUNTED VEH3, VEH3 HAS THEN SHUNTED VEH4. THE DRIVER OF VEH1 HAS CLAIMED HE FELT DIZZY JUST AFTER PASSING THE CARLAND CROSS ROUNDABOUT AND HAS HAD SOME FORM OF MEDICAL EPISODE AT THE POINT OF THE COLLISION.

16111879 Saturday MARAZANVOSE A30 Veh 1 Car Going ahead SW to NE Dri M 63 Slight
10/09/2016 Veh 1 Car Going ahead SW to NE FSP F 48 Slight
R1: A 30 1507hrs Veh 2 Car Going ahead NE to SW Dri M 28 Slight
Daylight:street lights present Veh 2 Car Going ahead NE to SW FSP F 32 Slight
E 179,775 Dry Veh 3 Car Going ahead NE to SW FSP F Slight
N 50,197 Fine without high winds Veh 3 Car Going ahead NE to SW Dri M 67 Slight
60 mph

Causation Factor: **Participant:** **Confidence:**
1st: Fatigue Vehicle 1 Very Likely
2nd: Distraction in vehicle Vehicle 1 Possible
VEH 1 WAS TRAVELLING EASTBOUND ON THE A30 AT MARAZANVOSE. VEHS 2 AND 3 ARE TRAVELLING WESTBOUND ON THE A30 AT THE SAME LOCATION. VEH 1 HAS DEVIATED FROM ITS CARRIAGEWAY INTO THE OPPOSING LANE AND COLLIDED WITH VEH 2 AND 3.

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | | | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|-----|--|--|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age | Sev | | |
| Road No. | Date | | | | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | | | | |
| | R.S.C | | | | | | | | | | | |
| | Weather | | | | | | | | | | | |
| | Speed | | | | | | | | | | | |
| | Account of Accident | | | | | | | | | | | |
| Causation Factor: | | | | | | | | | | | | |

| | | | | | | | | | | | | |
|------------------|--------------------------------|-------------------------------|-------|--------------|--------------------|----------|-----|---|----|--------|--|--|
| 16GE4V001 | Friday | TRURO - A30 MARAZANVOSE, EAST | Veh 1 | Goods < 3.5t | Going ahead | SW to NE | | | | | | |
| | 22/01/2016 | BOUND | Veh 2 | Car | Wait go ahead held | SW to NE | Dri | M | 18 | Slight | | |
| R1: A 30 | 1123hrs | | Veh 3 | Goods < 3.5t | Wait go ahead held | SW to NE | | | | | | |
| R2: U | Daylight:street lights present | | | | | | | | | | | |
| E 179,853 | Wet/Damp | | | | | | | | | | | |
| N 50,281 | Fine without high winds | | | | | | | | | | | |
| | 60 mph | | | | | | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|------------------------------------------------|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: Travelling too fast for conditions | Vehicle 1 | Possible |
| 3rd: Following too close | Vehicle 1 | Possible |
| 4th: Slippery road (due to weather) | Vehicle 1 | Possible |

A VEHICLE WAS STATIONARY INDICATING TO TURN RIGHT INTO THE LANE. VEH3 GOODS VEHICLE AND VEH2 CAR WERE STATIONARY BEHIND THIS VEHICLE. VEH1 GOODS VEHICLE COLLIDED WITH REAR OF VEH2, PROPELLING IT FORWARD INTO VEH3.

| | | | | | | | | | | | | |
|------------------|--------------------------------|-------------------------|-------|-----|--------------------|----------|-----|---|----|--------|--|--|
| 15GE4V005 | Friday | TRURO - A30 MARAZANVOSE | Veh 1 | Car | Going ahead | NE to SW | | | | | | |
| | 20/11/2015 | | Veh 2 | Car | Wait to turn right | NE to NW | Dri | F | 55 | Slight | | |
| R1: A 30 | 1242hrs | | Veh 3 | Car | Going ahead | SW to NE | | | | | | |
| R2: U | Daylight:street lights present | | | | | | | | | | | |
| E 179,915 | Dry | | | | | | | | | | | |
| N 50,344 | Fine without high winds | | | | | | | | | | | |
| | 60 mph | | | | | | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|-----------------------------------------|--------------|-------------|
| 1st: Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: Distraction outside vehicle | Vehicle 1 | Very Likely |

V1 & 2 TRAVELLING W/B ON A30. D2 LIVES IN PROPERTY ALONGSIDE A30 AND AS SHE APPROACHED THE TURNING TO IT SHE SLOWED INDICATED RIGHT, SAT STATIONARY WAITING FOR A CLEARING. V1 APPROACHING FROM SAME DIRECTION HAS NOT SEEN V2, HAS COLLIDED INTO REAR, TH EN CONTINUED AROUND V2 ON OFFSIDE INTO LAYBY AND INTO V3.

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

| | | | | | | | | | |
|-----------|--------------------------------|-----------|-------|--------------|--------------------|----------|-----|----|--------|
| 17225801 | Tuesday | ZELAH A30 | Veh 1 | Goods > 7.5t | Stopping | NE to SW | | | |
| | 12/09/2017 | | Veh 2 | Goods < 3.5t | Wait go ahead held | SW to NE | M | 32 | Slight |
| R1: A 30 | 1800hrs | | Veh 2 | Goods < 3.5t | Wait go ahead held | SW to NE | Dri | M | 34 |
| | Daylight:street lights present | | Veh 3 | Car | Wait go ahead held | SW to NE | | | |
| E 180,276 | Wet/Damp | | Veh 4 | Car | Wait go ahead held | SW to NE | | | |
| N 50,646 | Raining with high winds | | | | | | | | |
| | 60 mph | | | | | | | | |

| Causation Factor: | Participant: | Confidence: |
|--------------------------------------------------|--------------|-------------|
| 1st: Failed to judge other persons path or speed | Vehicle 1 | Very Likely |
| 2nd: Sudden braking | Vehicle 1 | Very Likely |
| 3rd: Careless/Reckless/In a hurry | Vehicle 1 | Very Likely |
| 4th: Slippery road (due to weather) | Vehicle 1 | Very Likely |

V2 WAS STATIONARY IN EASTBOUND TRAFFIC, V3 WAS BEHIND V2, V4 WAS BEHIND V3, V1 TRAVELING WEST ON A30. D1 BRAKED DUE TO CATCHING SLOW MOVING TRAFFIC WENT OUT OF CONTROL , SPUN AND HIT V2 (STATIONARY) IN OPPOSITE DIRECTION. V1 THEN HIT V3 WHICH PUSHED V3 BACKWARDS INTO V4

| | | | | | | | | | |
|-----------|--------------------------------|-----------------|-------|--------------|----------|----------|-----|---|----|
| 18296816 | Monday | MARAZANVOSE A30 | Veh 1 | Goods < 3.5t | Stopping | NE to SW | | | |
| | 14/05/2018 | | Veh 2 | Car | Stopping | NE to SW | Dri | F | 71 |
| R1: A 30 | 1128hrs | | Veh 3 | Car | Stopping | NE to SW | Dri | M | 65 |
| | Daylight:street lights present | | Veh 3 | Car | Stopping | NE to SW | FSP | F | 66 |
| E 180,314 | Dry | | Veh 4 | Car | Stopping | NE to SW | Dri | F | 31 |
| N 50,673 | Fine without high winds | | Veh 4 | Car | Stopping | NE to SW | RSP | F | 20 |
| | 60 mph | | Veh 4 | Car | Stopping | NE to SW | FSP | M | 59 |
| | | | Veh 5 | Car | Stopping | NE to SW | | | |
| | | | Veh 6 | Car | Stopping | NE to SW | Dri | F | 54 |

| Causation Factor: | Participant: | Confidence: |
|---------------------|--------------|-------------|
| 1st: Sudden braking | Vehicle 2 | Very Likely |
| 2nd: Sudden braking | Vehicle 3 | Very Likely |
| 3rd: Sudden braking | Vehicle 4 | Very Likely |
| 4th: Sudden braking | Vehicle 5 | Very Likely |
| 5th: Sudden braking | Vehicle 6 | Very Likely |

V1 TRAVELLING WESTBOUND IN LANE 1 OF 2, AS ROAD NARROWS TO ONE LANE AN UNIDENTIFIED BLUE VEHICLE TRAVELS UP AND PASSED AS THE LANE IS CLOSING FOR LANE 2, THE VEHICLE AHEAD OF V1 SPEEDS UP CLOSING THE GAP FOR THE BLUE VEHICLE LEAVING HIM TO CUT IN SHARPLY IN FRONT OF V1. V1 THEN BRAKES BUT DOES NOT COLLIDE WITH ANYTHING AND THE BLUE VEHICLE CONTINUES WITHOUT STOPPING. V2 REACTED TO THE BRAKING OF V1 AND BRAKES. V3 ALSO BRAKES BUT DOES NOT STOP IN TIME COLLIDING WITH THE REAR OF V2, V4 BRAKES AND DOES NOT INITIALLY COLLIDE WITH ANYTHING BUT IS THEN HIT FROM BEHIND BY V6 AND THEN V5, THIS IMPACT FROM BEHIND PUSHES THE VEHICLE INTO THE REAR OF V3

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

16148186 Monday A30 EASTBOUND ZELAH BYPASSA30 Veh 1 Goods Unknown Going ahead SW to NE
 05/12/2016 Veh 2 Goods Unknown Wait go ahead held SW to NE M Slight
 R1: A 30 1723hrs Veh 2 Goods Unknown Wait go ahead held SW to NE Dri M 40 Slight
 Darkness: street lighting unkno
 E 180,724 Dry
 N 50,968 Fine without high winds
 60 mph

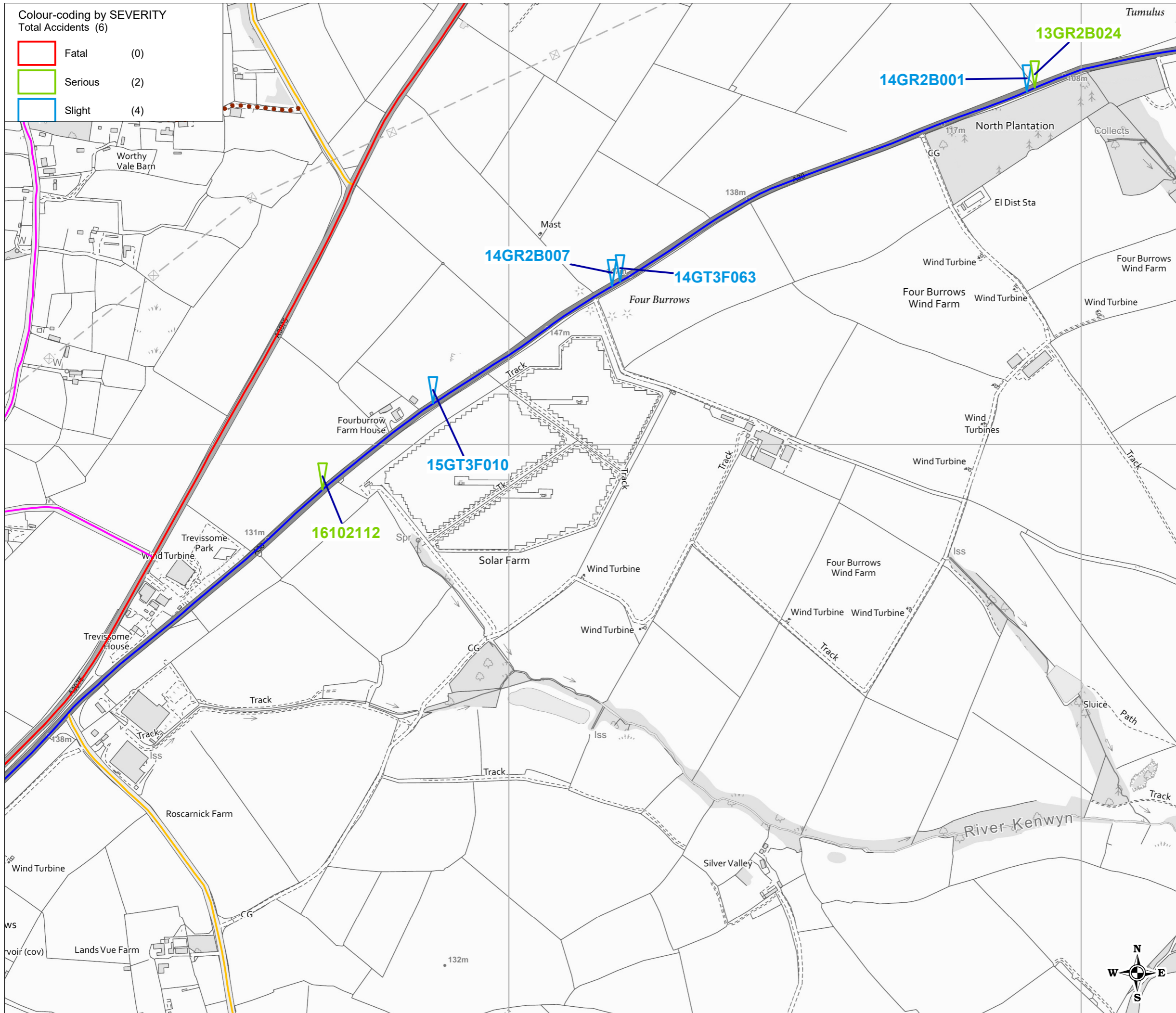
Causation Factor: 1st: Following too close
 2nd: Sudden braking
 3rd: Failed to look properly
Participant: Vehicle 1
 Vehicle 1
 Vehicle 1
Confidence: Possible
 Very Likely
 VEHICLE 2 STATIONARY WAITING FOR TRAFFIC IN QUEUE ON A30 EASTBOUND WHERE TWO LANES GO INTO ONE. VEHICLE 1 HAS APPROACHED FROM BEHIND AND HAS HIT VEHICLE 2 IN THE REAR

17182019 Monday ZELAH A30 Veh 1 Car O/take m/veh o/side NE to SW
 27/03/2017 Veh 2 Car O/take m/veh o/side NE to SW RSP F 15 Serious
 R1: A 30 2057hrs Veh 3 Car O/take m/veh o/side NE to SW Dri M 22 Slight
 Darkness: no street lighting
 E 181,020 Dry
 N 51,353 Fine without high winds
 60 mph

Causation Factor: 1st: Defective brakes
 2nd: Sudden braking
 3rd: Following too close
Participant: Vehicle 1
 Vehicle 1
 Vehicle 2
Confidence: Possible
 Very Likely
 VEH1, VEH2 AND VEH3 TRAVELLING WEST IN THAT ORDER, OVERTAKING HGV. VEH1 BRAKED AND VEH2 CRASHED INTO THE BACK OF IT. VEH3 WENT INTO BACK OF VEH2.

15GR2D004 Thursday ZELAH - A30 FROM CARLAND Veh 1 Car O/take m/veh o/side NE to SW
 07/05/2015 CROSS TOWARDS CHIVERTON Veh 2 Car O/take m/veh o/side NE to SW Dri M 36 Slight
 R1: A 30 1455hrs CROSS
 Daylight:street lights present
 E 181,041 Dry
 N 51,387 Fine without high winds
 60 mph

Causation Factor: 1st: Careless/Reckless/In a hurry
 2nd: Aggressive driving
Participant: Vehicle 1
 Vehicle 1
Confidence: Very Likely
 Possible
 VEH2 TRAVELLING ALONG A30 HAS STARTED TO OVERTAKE A LORRY - VEH2 CHECKED MIRROR AND OBSERVED VEH1 APPROX 5-6 CARS BACK TRAVELLING AT SPEED - VEH2 SLOWED TO TRY TO SLOW VEH1 DOWN - VEH2 WITH VEH1 BEHIND CONTINUED TO OVERTAKE THE LORRY - VEH1 COLLIDED WITH THE REAR OF VEH2 4 TIMES AND THEN DROVE OFF WHEN VEH2 STOPPED.



Selected Range of Accidents
between dates 01/07/2013
and 30/06/2018 Selected
using Manual Selection

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Cornwall Council
Licence No: 100049047



DRAWING TITLE
Selected map area

| | |
|-------------|------------|
| SCALE | 1 : 6360 |
| DATE | 20/06/2019 |
| DRAWING No. | |
| DRAWN BY | |
| | |
| | |

Accidents between dates 01/07/2013 and 30/06/2018 (60) months

Selection: Notes:

Selected using Manual Selection

Young Drivers 17 to 24

Older Drivers >= 70

DEFAULT VEHICLE GROUPS

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|--------------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Motor Vehicles Only | 0 | 2 | 4 | 6 | Vehicle Driver | 0 | 2 | 6 | 8 |
| 2-wheeled motor vehicles | 0 | 0 | 0 | 0 | Vehicle Passenger | 0 | 0 | 4 | 4 |
| Pedal Cycles | 0 | 0 | 0 | 0 | Motorcycle rider | 0 | 0 | 0 | 0 |
| Horses & Other | 0 | 0 | 0 | 0 | Cyclist | 0 | 0 | 0 | 0 |
| | | | | | Pedestrians | 0 | 0 | 0 | 0 |
| Total Accidents | 0 | 2 | 4 | 6 | Other | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 2 | 10 | 12 |

BVPI CATEGORIES

* Figures include Passengers/Pillions where applicable

| Casualties: | Fatal | Serious | Slight | Total |
|-------------------|-------|---------|--------|-------|
| Pedestrians | 0 | 0 | 0 | 0 |
| Pedal cyclists | 0 | 0 | 0 | 0 |
| Motorcyclists | 0 | 0 | 0 | 0 |
| Car users | 0 | 2 | 10 | 12 |
| Other vehicle use | 0 | 0 | 0 | 0 |
| <hr/> | | | | |
| Total | 0 | 2 | 10 | 12 |

YOUNG DRIVERS

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|----------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Car drivers | 0 | 0 | 1 | 1 | Car drivers | 0 | 0 | 1 | 1 |
| Cycle riders | 0 | 0 | 0 | 0 | Cycle riders | 0 | 0 | 0 | 0 |
| Motorcycle riders | 0 | 0 | 0 | 0 | Motorcycle riders | 0 | 0 | 0 | 0 |
| Other motor vehs | 0 | 0 | 0 | 0 | Other motor vehs | 0 | 0 | 0 | 0 |
| | | | | | Passengers of YD | 0 | 0 | 0 | 0 |
| | | | | | Pedestrians by YD | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 0 | 1 | 1 |

CHILD CASUALTIES

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|----------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Car drivers | 0 | 0 | 1 | 1 | Car drivers | 0 | 0 | 0 | 0 |
| Cycle riders | 0 | 0 | 0 | 0 | Cycle riders | 0 | 0 | 0 | 0 |
| Motorcycle riders | 0 | 0 | 0 | 0 | Motorcycle riders | 0 | 0 | 0 | 0 |
| Other motor vehs | 0 | 0 | 0 | 0 | Other motor vehs | 0 | 0 | 0 | 0 |
| | | | | | Passengers | 0 | 0 | 3 | 3 |
| | | | | | Pedestrians | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 0 | 3 | 3 |

Accidents between dates 01/07/2013 and 30/06/2018 (60) months

Selection: Notes:

Selected using Manual Selection

Young Drivers 17 to 24

Older Drivers >= 70

OLDER DRIVERS

| Accidents involving: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|----------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Car drivers | 0 | 0 | 0 | 0 | Car drivers | 0 | 0 | 0 | 0 |
| Cycle riders | 0 | 0 | 0 | 0 | Cycle riders | 0 | 0 | 0 | 0 |
| Motorcycle riders | 0 | 0 | 0 | 0 | Motorcycle riders | 0 | 0 | 0 | 0 |
| Other motor vehs | 0 | 0 | 0 | 0 | Other motor vehs | 0 | 0 | 0 | 0 |
| | | | | | Passengers of OD | 0 | 0 | 0 | 0 |
| | | | | | Pedestrians by OD | 0 | 0 | 0 | 0 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 0 | 0 | 0 |

URBAN/RURAL

| Accidents: | Fatal | Serious | Slight | Total | Casualties: | Fatal | Serious | Slight | Total |
|---------------------|-------|---------|--------|-------|-------------------|-------|---------|--------|-------|
| Urban (Spd lim <41) | 0 | 0 | 0 | 0 | Urban (Spd lim <4 | 0 | 0 | 0 | 0 |
| Rural (Spd lim >40) | 0 | 2 | 4 | 6 | Rural (Spd lim >4 | 0 | 2 | 10 | 12 |
| | | | | | <hr/> | | | | |
| | | | | | Total | 0 | 2 | 10 | 12 |

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection:
Selected using Manual Selection

Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

| | | | | | | | | | |
|------------------|-------------------------|--------------------------------|-------|-----|-------------|--------------|---|----|---------|
| 16102112 | Thursday | A30, FOUR BURROWS A30 | Veh 1 | Car | Going ahead | NE to SW Dri | M | 27 | Serious |
| | 04/08/2016 | | Veh 2 | Car | Going ahead | SW to NE | | | |
| R1: A 30 | 1536hrs | Daylight:street lights present | Veh 3 | Car | Going ahead | SW to NE Dri | M | 49 | Slight |
| E 175,674 | Dry | | | | | | | | |
| N 47,921 | Fine without high winds | | | | | | | | |
| | 60 mph | | | | | | | | |

Causation Factor:

1st: Fatigue
2nd: Illness or disability, mental or physical

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

VEH1 WAS TRAVELLING ON SINGLE CARRIAGEWAY. FOR REASONS UNKNOWN VEH1 DRIFTED ACROSS THE CENTRE WHITE LINE IMPACTING WITH VEH3. THIS CAUSED VEH3 TO SPIN AND HIT THE OFFSIDE HEDGE. VEH1 THEN IMPACTED WITH VEH2.

| | | | | | | | | | |
|------------------|-------------------------|--------------------------------|-------|-----|--------------------|--------------|---|----|--------|
| 15GT3F010 | Thursday | TRURO - 1 MILE EAST CHIVERTON | Veh 1 | Car | Going ahead | SW to NE | | | |
| | 16/04/2015 | CROSS / A30 | Veh 2 | Car | Wait go ahead held | SW to NE FSP | F | 31 | Slight |
| R1: A 30 | 1628hrs | Daylight:street lights present | Veh 2 | Car | Wait go ahead held | SW to NE RSP | M | 5 | Slight |
| | | | Veh 2 | Car | Wait go ahead held | SW to NE RSP | M | 14 | Slight |
| E 175,867 | Dry | | Veh 2 | Car | Wait go ahead held | SW to NE RSP | F | 8 | Slight |
| N 48,072 | Fine without high winds | | Veh 2 | Car | Wait go ahead held | SW to NE Dri | M | 30 | Slight |
| | 60 mph | | | | | | | | |

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Sudden braking
3rd: Failed to look properly
4th: Following too close

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Possible
Very Likely
Possible
Possible

V2 HEADING EASTBOUND ON A30 - SINGLE CARRWAY - IN SLOW MOVING TRAFFIC - V1 WAS TRAVELLING BEHIND - COLLIDED WITH V2 -AFTER NOT BEING ABLE TO STOP IN TIME

| | | | | | | | | | |
|------------------|-------------------------|--------------------------------|-------|-----|----------|--------------|---|----|--------|
| 14GR2B007 | Tuesday | TRURO, ON THE A30 FOUR | Veh 1 | Car | Stopping | NE to SW | | | |
| | 20/05/2014 | BURROWS | Veh 2 | Car | Stopping | NE to SW Dri | F | 21 | Slight |
| R1: A 30 | 2200hrs | Daylight:street lights present | Veh 3 | Car | Stopping | NE to SW | | | |
| E 176,180 | Dry | | | | | | | | |
| N 48,277 | Fine without high winds | | | | | | | | |
| | 60 mph | | | | | | | | |

Causation Factor:

1st: Road layout (eg bend, hill etc.)
2nd: Following too close
3rd: Failed to judge other persons path or speed
4th: Distraction in vehicle

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely
Possible
Possible

VEHS 2 & 3 SLOWED DOWN WITH THE QUEUE OF TRAFFIC. VEH 1 FAILED TO SLOW DOWN SUFFICIENTLY AND WENT INTO THE REAR OF VEH 2 PUSHING VEH 2 INTO VEH 3.

Details of Personal Injury Accidents for Period - 01/07/2013 to 30/06/2018 (60) months

Selection: Selected using Manual Selection
Notes:

| Police Ref. | Day | Location Description | Vehicles | | | | Casualties | | |
|--------------------------|---------------------|----------------------|----------|------|------|-----|------------|-----|-----|
| | | | Veh No | Type | Manv | Dir | Class | Sex | Age |
| Road No. | Date | | | | | | | | |
| 2nd Road No. | Time | | | | | | | | |
| Grid Ref. | D/L | | | | | | | | |
| | R.S.C | | | | | | | | |
| | Weather | | | | | | | | |
| | Speed | | | | | | | | |
| | Account of Accident | | | | | | | | |
| Causation Factor: | | | | | | | | | |

14GT3F063 Wednesday TRURO - A30
01/10/2014
0456hrs
Darkness: no street lighting
Wet/Damp
E 176,194
N 48,285
Fine without high winds
60 mph

Veh 1 Car O/take m/veh o/side SW to NE Dri M 44 Slight
Veh 2 Goods > 7.5t Going ahead SW to NE
Veh 3 Goods > 7.5t Going ahead NE to SW

Causation Factor:
1st: Failed to look properly
2nd: Failed to judge other persons path or speed
3rd: Aggressive driving
4th: Disobeyed double white line

Participant:
Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:
Very Likely
Very Likely
Very Likely
Very Likely

VEH3 DRIVING WESTBOUND AND IS CLIMBING UP THE HILL. VEH2 IS DRIVING EASTBOUND AND HAS JUST REACHED THE TOP OF THE HILL, THE DISTANCE IS DECREASING BETWEEN THE 2 VEHICLES. VEH1 IS TRAVELLING BEHIND VEH2, DECIDED THAT AN OVERTAKE IS SAFE. VEH1 STARTS PASSING VEH2. VEH1 THEN COLLIDES HEAD TO HEAD WITH VEH3. VEH1 THEN HITS VEH2

14GR2B001 Sunday TRURO - A30 W OF CHYBUCCA
26/01/2014
0725hrs
Daylight:street lights present
E 176,905
N 48,617
Flood
Raining with high winds
60 mph

Veh 1 Car Going ahead SW to NE Dri F 40 Slight

Causation Factor:
1st: Slippery road (due to weather)

Participant:
Vehicle 1

Confidence:
Very Likely

VEH1 DRV STRUCK FLOODING ON CARRIAGEWAY CAUSING VEHICLE TO AQUAPLANE, TURN OVER APPROX 3 TIMES, GOING OVER A HEDGE LANDING ON ITS WHEELS IN WOODED COPSE, FEMALE WAS ABLE TO GET OUT OF VEH WITH MINOR INJURIES.

13GR2B024 Saturday TRURO - CHYBUCCA, A30
09/11/2013
1908hrs
Darkness: no street lighting
E 176,919
N 48,624
Flood
Raining without high winds
60 mph

Veh 1 Car Going ahead SW to NE Dri M 28 Serious
Veh 2 Car Going ahead NE to SW Dri M 59 Slight

Causation Factor:
1st: Slippery road (due to weather)
2nd: Travelling too fast for conditions
3rd: Loss of control

Participant:
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:
Very Likely
Possible

VEH1 TRAVELLING EAST BOUND. VEH2 TRAVELLING WEST BOUND ON THE A30 AT CHYBUCCA. VEH1 HAS HIT STANDING WATER AND AQUAPLANED INTO THE OPPOSITE CARRIAGEWAY WITH VEH2 HEAD ON.

Appendix C

Drawing EDG1494-CSL-HGN-SW797500-SK-Z-0003-P01 showing extents of Shortlanesend scheme



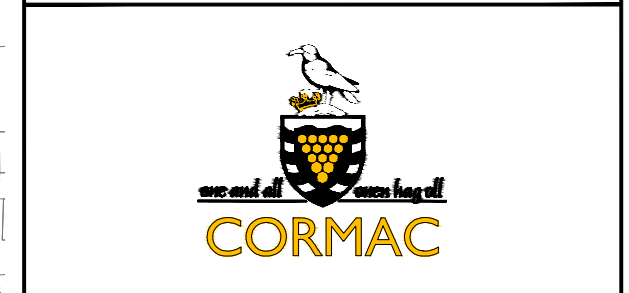
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NOTES:

1. All dimensions are in metres unless otherwise stated.
2. Do not scale from this drawing.

| REV | DATE | NATURE OF REVISION |
|-----|----------|--------------------|
| P01 | 25.06.19 | First Issue |

REVISIONS



PROJECT TITLE:
A30 Carland-Chiverton
Old A30 Functional Strategy

DRAWING TITLE:
Shortlanesend Concept
Measures

SCALE: 1:2500 @ A3

PROJECT MANAGER: JL **DRAWN BY:** RFL

CHECKED: CB 21.06.19 **APPROVED:** JL 21.06.19

DRAWING NO:

| | | | | | | | |
|---------|---------|------------|-------|--------|--------|----------|--------------|
| PROJECT | EDG1494 | ORIGINATOR | - CSL | VOLUME | - HGN | LOCATION | - SW797500 - |
| TYPE | SK | ROLE | - Z | NUMBER | - 0003 | | |

| | | | |
|--------------------------------|---------------------------------------|---------------------------|-------------------------|
| PROJECT REF: EDG1494 | DRAWING STATUS: Feasibility | SUITABILITY: S2 | REVISION: P01 |
|--------------------------------|---------------------------------------|---------------------------|-------------------------|

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Appendix D Summary of CSI Designated funds programme

Highways England want to provide a highway network which safely meets the demands of all users including communities close to the network and vulnerable users such as cyclists, pedestrians and equestrians. To meet those aims they are using the Cycling, Safety and Integration Designated Fund to: improve cycling facilities on or near our road network; invest in the road network to prevent incidents from occurring and to reduce the severity of those which do occur; and connect people, communities, businesses and services in a way that is reliable, safe and inclusive.

Highways England is investing millions of pounds to improve the lives of communities along the A30 in Cornwall and have allocated funding to Cornwall Council to address existing issues of severance caused by the strategic road network in the vicinity of the A30 north of Truro. This will improve provision for cyclists to either side of the A30 and in addition deliver benefit for pedestrians and equestrians.

The schemes will provide a comprehensive, high quality walking and cycling network across central Cornwall. Spanning more than 30 kilometres, and starting later this year, the work will significantly improve the cycle network, increasing cycling as a method of travel to work, attract leisure and tourism trips, and contribute to healthy active lifestyles, while opening access to the countryside to be enjoyed by resident and tourist cyclists alike. The indicative route alignments, shown overleaf, include:

- Threemilestone to St Agnes. This traffic-free path will provide a cycle path alongside the A390 from the park and ride at Threemilestone to Chiverton Cross where a dedicated overbridge for cyclists will cross the A30 and then linking with an off road cycle path alongside the B3277 to St Agnes.
- Trispen to Idless. This signed cycle route will link the A39 at Trispen to Lanner Mill and then on off road trails through Bishop's and Lady's wood to Idless and the National Cycle Network (NCN) route 32.
- St Newlyn East to Carland Cross. This scheme will connect the existing National Cycle Network (NCN) Route 32 at St Newlyn East to Carland Cross via a traffic-free path through Newlyn Downs.
- Perranporth to Newquay. This scheme will re-use the route of the abandoned railway into a multi-use trail. The route starts in Perranporth and continues through St Newlyn East to Newquay. If we were to convert the full former railway route, it would create a new 10 mile commuting and leisure route.
- Chiverton to Carland. Until completion of the new dualled section of the A30 and the subsequent de-trunking of the old A30, no physical works will be carried out. Design work of cycling provision along its full length, however, will be carried out.

Cornwall Council will be leading on the delivery of these exciting schemes, and over the coming months will be undertaking surveys and collating information to develop the designs. Early engagement with landowners will be followed by public and stakeholder consultation later in the year, with the schemes due to be delivered by spring 2021. All of the schemes except for the cycling provision along the detrunked A30 will be provided irrespective of whether or not the A30 dualling goes ahead.

For more information, please contact one of the delivery team:

| | | | |
|-----------------|-----------------------------------------------|--------------|---------------------------------|
| Rick Clayton | Major Transport Scheme Lead, Cornwall Council | 01872 224685 | rick.clayton@cornwall.gov.uk |
| Doug Boden | Transport Principal Officer, Cornwall Council | 01872 322684 | douglas.boden@cornwall.gov.uk |
| James Lantsbery | Project Manager, CORMAC | 01209 616991 | james.lantsbery@cormacltd.co.uk |

Indicative CSI Routes
Subject to design and development

CORMAC SOLUTIONS

| | | |
|-------------------------------|---------------------------------------|-------------------------------|
| Scale 1:50,000 @ A3 | Date 30/01/2019 | Drawing No Area Map |
| Drawn by JB | Originator n/a | Project Manager JL |
| Revision No 0 | Nature of Revision Original | Grid Reference |

Key

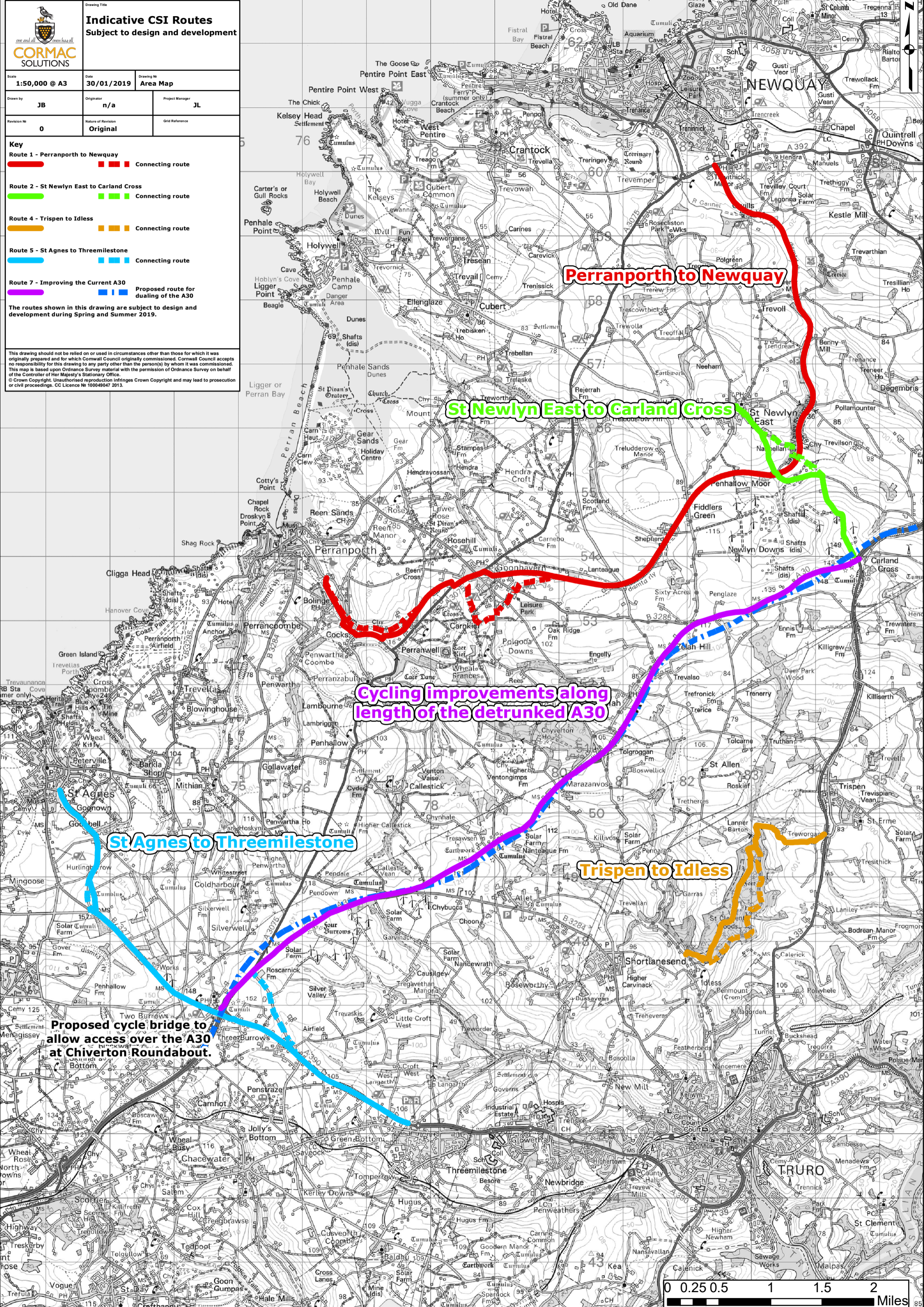
- Route 1 - Perranporth to Newquay** (Red line)
- Route 2 - St Newlyn East to Carland Cross** (Green line)
- Route 4 - Trispen to Idless** (Orange line)
- Route 5 - St Agnes to Threemilestone** (Blue line)
- Route 7 - Improving the Current A30** (Purple line)

Connecting route (Dashed line)

Proposed route for dualing of the A30 (Blue dashed line)

The routes shown in this drawing are subject to design and development during Spring and Summer 2019.

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Appendix E Draft Statement of Common Ground – 4 July 2019



European Union

European Regional
Development Fund



A30 Chiverton to Carland Cross

Statement of Common Ground with Cornwall Council

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Document Control

| | | | |
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| Document Title | Statement of Common Ground with Cornwall Council | | |
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Prepared for:

Prepared by:

Highways England

Arup

Revision History

| Revision | Date | Author | Notes |
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| P03 | 03/07/2018 | MB | SUBMISSION TO EXA DEADLINE 1 |
| P02 | 25/02/19 | TS | SUBMISSION TO EXA DEADLINE 1 |
| P01 | 24/08/18 | MB | DCO ISSUE |
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Arup Approvals

| Revision | Role | Name | Date |
|----------|------------|---------------|------------|
| P03 | Author | Michael Baker | 17/07/2018 |
| | Checker | David Grattan | 17/07/2018 |
| | Approver | David Grattan | |
| | Authoriser | David Grattan | |

Highways England Reviewers

| Revision | Title | Name | Date |
|----------|-----------------|-------------|------------|
| -- | Project Manager | Josh Hodder | 18/07/2018 |
| | --- | -- | --- |
| | --- | -- | --- |

Highways England Approval

| Revision | Title | Name | Date |
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1 Introduction

1.1 Purpose of this document

1.1.1 This document is a Statement of Common Ground (SoCG) between Highways England and Cornwall Council in relation to the A30 Chiverton to Carland Cross scheme. It has been prepared in accordance with DCLG (now Ministry of Housing, Communities and Local Government) Guidance on the pre-application process¹.

1.1.2 The document identifies the following between the two parties:

- Matters which have been agreed
- Matters currently outstanding (subject to negotiation or not agreed)

1.2 Structure of this SoCG

1.2.1 The SoCG is structured as follows:

- Section 2 states the role of Cornwall Council in the application, and sets out the consultation undertaken from 2016.
- Section 3 presents the topics covered in this SoCG.
- Section 4 lists those matters which have been agreed, including the date that this matter was agreed.
- Section 5 is a table of matters outstanding, incorporating a description of the matter, the position of Cornwall Council, the position of Highways England and any actions taken to address the matter, and the date of the latest position including any further meetings planned regarding the matter.
- Appendix A includes the signing sheet.
- Appendix B includes Cornwall Council's response to statutory consultation.

1.3 Status of this SoCG

1.3.1 This SoCG is a reflection of the position of the parties as of Deadline 6.

1.3.2 The SoCG sets out the matters that have been agreed with Cornwall Council. A limited number of matters remain outstanding and the final position of Cornwall Council and Highways England is set out in section 5 of this SoCG.

1.3.3 This SoCG is now signed.

¹ Department for Communities and Local Government. Planning Act 2008: Guidance for the examination of applications for development consent. (2015)

2 Consultation

2.1 Role of Cornwall Council

2.1.1 Cornwall Council is the local authority for the area in which the scheme is proposed.

2.1.2 Status in relation to the application –

- Host Local Authority (section 42(b) of the Planning Act 2008)

2.1.3 This SoCG has been shared for comment with Officers from the following departments:

- Transport and Infrastructure
- Development Management and Planning Policy
- Environmental Growth
- Environment Service – Landscape
- Environment Service – Ecology
- Economic Development and Culture – World Heritage Site (and Tourism)
- Economic Development and Culture – Tourism
- Economic Development and Culture – Socio Economics
- Public Protection – Air Quality
- Public Protection – Noise
- Public Protection – Contaminated Land
- Public Rights of Way and Countryside Rights of Way
- Transport and Infrastructure – Sustainable Drainage and Flood Risk
- Geology / Ground Conditions
- Historic Environment and Archaeology

2.2 Summary of consultation

2.2.1 Highways England has been in consultation with Cornwall Council since the inception of the scheme in 2015. The parties have continued communicating throughout the progression of the project.

2.2.2 A number of consultations are captured within **Table 2-1**, comprised of meetings, emails, and memos. A Steering Group was established at the inception of the scheme including representatives of both Cornwall Council and Highways England. Meetings of the Steering Group are set out in Table 2-1.

2.2.3 The consultation with Cornwall Council is set out below.

Table 2-1 Pre-Application Consultation

| Date | Method | Topic | Consultation Details |
|------------|----------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 22/07/2015 | Workshop | Value Management | <p>Review outcome of the Options Assessment report and the Strategic Outline Business Case which led to the Stage 0 of the scheme</p> <p>Reviewed the resultant dual carriageway improvement scheme which is a mixture of off and on-line section, plus further off line sections</p> <p>Reviewed scheme objectives against performance criteria set out in Roads Investment Strategy</p> |

| Date | Method | Topic | Consultation Details |
|------------|----------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 23/12/2015 | Steering Group | Project Update | Cornwall Council is very supportive of the scheme and are able to offer resources to help deliver the scheme as quickly as possible Highways England and Cornwall Council agree to form a Steering Group to provide a strategic overview of the process and programme, and to facilitate scheme delivery. It was suggested that core group would be key members of Cornwall Council and Highways England. Terms of Reference to be prepared for agreement. |
| 15/01/2016 | Steering Group | Project Update | Agreed Terms of Reference for the Steering Group |
| 11/02/2016 | Workshop | | A review of the impact of both on and off line options on side roads was undertaken. Traffic data to be provided when available (by end of March) to inform strategy |
| 16/02/2016 | Steering Group | Project Update | Defining the junction and side road strategy sufficiently to present at Public Consultation. The base scheme provides no junctions between Carland and Chiverton. Indicative modelling of 5 junction options has been completed and reviewed |
| 23/03/2016 | Steering Group | Project Update | Lessons learnt from A30 Temple to Higher Carblake scheme |
| 13/07/2016 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> The need for a common position on local road issues Non-statutory consultation on alignment options in October 2016 |
| 30/08/2016 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> Non-statutory consultation on alignment options in October 2016 |
| 24/10/2016 | Email | Landscape | Landscape Officer request for comments on the assessment methodology supporting Preferred Route Announcement (PRA) |
| 01/11/2016 | Email | Landscape | Landscape Officer received the landscape and visual receptors for the scheme at PCF Stage 2 and comments were requested regarding receptors identified |
| 19/12/2016 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. Cornwall Council's response to the non-statutory consultation was discussed: <ul style="list-style-type: none"> Cornwall Council's view that Chiverton junction should be a gyratory junction Cornwall Council's view that east facing slips should be included on Chybucca junction Cornwall Council's view that the capacity of the slip roads at Carland Cross should be reviewed to ensure they are sufficient for future demand Cornwall Council took note of the impact of the scheme on specific landowners, notably NCF, Pennycomequick residential property, Hill View Farm and Trevalso Farm Cornwall Council noted the requirement to have a common approach to de-trunking Cornwall Council confirmed their support for the off-line routes presented at the consultation, and confirmed that they do not support any of the options discounted prior to |

| Date | Method | Topic | Consultation Details |
|------------|----------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | the consultation, such as on line options |
| 09/01/2017 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Updates on surveys taking place • Confirmation of targeted consultation in February 2017 regarding updated alignment through Marazanvose |
| 13/02/2017 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Feedback from targeted consultation • Discussion regarding the need for a de-trunking strategy |
| 21/02/2017 | Meeting | De-trunking | Proposed design options (post consultation) and potential mitigation |
| 20/03/2017 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Discussion regarding the production of a de-trunking strategy |
| 15/05/2017 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Updates on surveys taking place |
| 12/06/2017 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Scheduling of the Preferred Route Announcement • Confirmation of the preparation of an early draft Statement of Community Consultation (SoCC) to be presented after PRA |
| 03/07/2017 | Email | Landscape | Email to Landscape Officer providing a set of scheme drawings for information |
| 12/07/2017 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • General project update |
| 31/07/2017 | Meeting | De-trunking | Meeting to discuss approach to de-trunking |
| 09/08/2017 | Meeting | Landscape | Meeting with Landscape Officers to discuss: <ul style="list-style-type: none"> • Methodology • Viewpoints |
| 18/09/2017 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Cornwall Council response to Scoping Report consultation by the Planning Inspectorate • Consultation on the draft Statement of Community Consultation (SoCC) |
| 26/09/2017 | Meeting | SoCC | Meeting to present the consultation strategy and proposed content of the SoCC to Cornwall Council project management team and Communications Department |
| 02/10/2017 | Meeting | SoCC | Meeting to discuss the contents of the SoCC with Cornwall Council Planning Department |
| 09/10/2017 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Upcoming consultation with Cornwall Council on SoCC |
| 11/10/2017 | Email | Materials | Email correspondence with Planning Officer regarding the planning application for Wheal Jane proposed construction and |

| Date | Method | Topic | Consultation Details |
|------------|----------------|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | demolition waste facility (approved 27 November 2017). |
| 12/10/2017 | Email | Cumulative effects | Email from Planning Officer confirming list of major development applications |
| 13/10/2017 | Email | Noise and Vibration | Response from Environmental Health Officer received confirming that monitoring positions were acceptable |
| 13/10/2017 | Memo | Noise and Vibration | Consultation with Environmental Health Officer regarding approach to noise assessment |
| 02/11/2017 | Meeting | De-trunking | Meeting to discuss approach to de-trunking |
| 02/11/2017 | Meeting | De-trunking | De-trunking scope and associated local highways issues |
| 09/11/2017 | Meeting | SoCC | Meeting to discuss the contents of the SoCC and response to SoCC consultation with Cornwall Council Portfolio Holders for Transport and Planning |
| 13/11/2017 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Approach to de-trunking in consultation materials • Design updates |
| 13/11/2017 | Letter | SoCC | Comments received from Cornwall Council on SoCC |
| 09/12/2017 | Meeting | SoCC | Meeting with Cornwall Council to respond to comments on the SoCC |
| 11/12/2017 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Confirmed SoCC had been finalised for publication and consultation to be carried out |
| 15/12/2017 | Letter | SoCC | Letter from Highways England to Cornwall Council confirming actions/changes to the SoCC following Cornwall Council comments received 13/11/2017 |
| 03/01/2018 | Meeting | De-trunking | De-trunking scope and associated local highways issues |
| 05/01/2018 | Email | Landscape | Issue of draft work in progress Landscape and Visual Impact Assessment (LVIA) documents; <ul style="list-style-type: none"> • Draft LVIA Chapter • Draft Figures • Draft Environmental Masterplans |
| 24/01/2018 | Email | Landscape | Email with detailed comments on draft work in progress Landscape and Visual Impact Assessment (LVIA) documents draft LVIA Chapter and draft Environmental Masterplans |
| 29/01/2018 | Email | Response to statutory consultation | Area of Outstanding Natural Beauty unit response to statutory consultation confirming no AONB's affected by the scheme |
| 08/03/2018 | Email | Response to statutory consultation | Drainage Officer response to statutory consultation |
| 12/03/2018 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England (following statutory consultation period). The following matters were discussed: <ul style="list-style-type: none"> • Summary of responses to statutory consultation • Confirmation that Cornwall Council response to statutory consultation to be received following close of consultation |
| 12/03/2018 | Letter | Response to statutory consultation | Cornwall Council response to statutory consultation |

| Date | Method | Topic | Consultation Details |
|------------|----------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 23/04/2018 | Email | Cumulative effects | Email from Planning Officer confirming updated list of major development applications |
| 26/04/2018 | Email | Cultural Heritage – Trial Trenching | Email with Archaeological Projects Officer, Cornwall Council |
| 30/4/2018 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> • Lack of detailed Cornwall Council response to the PEIR • Presentation of SoCG template • Approach to SoCG |
| 11/05/2018 | Meeting | Countryside and Access | Meeting to discuss Highway England's approach to Public Rights of Way and local routes potentially affected by the proposed scheme, including discussion about a draft Management Plan and consideration of closures, diversions and new walking, cycling and horse-riding infrastructure. Discussion also helped to agree baseline and approach to assessment / methodology for the People and Communities chapter of the ES. The meeting included representation from Sustrans |
| 11/05/2018 | Meeting | Economic Development (Tourism and WHS) | Meeting to discuss Highway England's approach to tourism and recreational facilities and assets potentially affected by the proposed scheme. Discussion also helped to agree baseline and approach to assessment / methodology for the People and Communities chapter of the ES. The meeting included representation from Visit Cornwall |
| 18/05/2018 | Email | Economic Development (Tourism and WHS) | Issue of meeting minutes from meeting that took place on 11/05/2018 |
| 23/05/2018 | Email | Economic Development (Tourism and WHS) | Email exchange between 23/05/2018 and 30/05/2018 to share and agree tourism and recreation data to help inform the baseline and assessment within ES Chapter 12 |
| 30/05/2018 | Email | Countryside and Access | Submission to Cornwall Council of documents for comment and agreement including: <ul style="list-style-type: none"> • Meeting minutes for meeting that took place on 11/05/2018 • Draft ES Chapter 12 People and Communities; and • PRow Management Plan and associated drawings |
| 05/06/2018 | Meeting | SoCG workshop | A workshop led by Highways England with all relevant officers regarding the DCO process and SoCG |
| 07/06/2018 | Email | Countryside and Access | Email from PRow Officer, Cornwall Council Response to draft ES Chapter 12 and PRow Management Plan No comments were provided except to say when re-instating a Public Right of Way after disturbance caused by the road scheme it is essential that the new surfaces provided are in good condition and are easily maintainable in the future with minimal liabilities for the Council (i.e.as sustainable as possible) rather than just re-instating them to the condition that they are already in, which may be poor |
| 11/06/2018 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: |

| Date | Method | Topic | Consultation Details |
|------------|----------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | <ul style="list-style-type: none"> Approach to SoCG Approach to de-trunking |
| 13/06/2018 | Email | Countryside and Access | Submission to Cornwall Council of draft documents for review and comment including: <ul style="list-style-type: none"> Draft ES Chapter 12 People and Communities; and PRoW Management Plan and associated drawings |
| 22/06/2018 | Email | Landscape | Issue by Highways England of draft ES Chapter on Landscape and supporting documents to Landscape Officer |
| 04/07/2018 | Email | Landscape | Detailed comments from Landscape Officer on draft ES Chapter on Landscape |
| 13/07/2018 | Email | Draft Environmental Statement | Issue of draft ES and Appendices to Cornwall Council Officers |
| 18/07/2018 | Email | Project wide | Issue of SoCG Draft 1 to Cornwall Council |
| 23/07/2018 | Email | Landscape | Detailed comments from Landscape Officer on Environmental Masterplans |
| 23/07/2018 | Email | Geology and Materials | Comments received from Planning Officer on respective draft ES Chapters for Geology and Soils, and Materials |
| 24/07/2018 | Meeting | Design | Meeting with Highways Officer to discuss side road designs included within the scheme boundary |
| 25/07/2018 | Meeting | SoCG | Workshop with Cornwall Council officers to discuss comments on SoCG Draft 1 and Draft ES |
| 27/07/2018 | Email | Ecology | Comments from Ecology Officer on draft SoCG, and draft ES Chapter for Ecology and Nature Conservation |
| 27/07/2018 | Email | SoCG and Environmental Growth | Comments from Environment Officer on the inclusion of Environmental Growth in the SoCG and observations/comments on the draft ES Chapter for Ecology and Nature Conservation |
| 31/07/2018 | Email | Materials | Comments from Soils and Materials Engineer received regarding draft ES Chapter for Materials |
| 02/08/2018 | Email | Drainage and Hydrology | Comments from Flood Risk officer on the SOCG discussed at the SoCG Workshop on 25 July with specific comments on Topic 14 Road Drainage and the Water Environment |
| 02/08/2018 | Email | Transport | Comments from Transport Officer on SoCG Draft 1 in respect of scheme design and highways issues |
| 08/08/2018 | Email | Ecology | Statement of Common Ground with Natural England issued to Ecology Officer for reference |
| 08/08/2018 | Email | Drainage and Hydrology | Comments from Sustainable Drainage Officer received on SoCG Draft 1 in respect of highway drainage |
| 13/08/2018 | Email | Transport | Comments from Transport Officer on SoCG Draft 1 in respect of the consideration of alternatives topic |
| 17/08/2018 | Email | Ecology | Response and clarification from Highways England on comments on draft ES Chapter for Ecology and Nature Conservation |
| 21/08/2018 | Email | SoCG | Issue of SoCG Draft 2 to Cornwall Council |
| 22/10/2018 | Steering Group | Project update | Steering Group meeting held between Cornwall Council and Highways England. The following matters were discussed: <ul style="list-style-type: none"> Cornwall Council internal consultation on Statement of Common Ground |

| Date | Method | Topic | Consultation Details |
|------------|---------|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | <ul style="list-style-type: none"> Cornwall Council Local Impact Report |
| 12/12/2018 | Meeting | Member briefing | A presentation was offered to 123 Cornwall Councillors to provide an update on the scheme. 7 Councillors were in attendance |
| 13/12/2018 | Meeting | De-trunking | A meeting was held to progress the Statement of Common Ground in relation to de-trunking of the existing A30 |
| 21/01/2019 | Email | Project Description and de-trunking | Updated Statement of Common Ground received from Cornwall Council |
| 23/01/2019 | Email | Landscape | Comments on Chapter 7, Landscape of the Environmental Statement (Volume 6, Document Reference 6.2) |
| 25/01/2019 | Meeting | Drainage and de-trunking | Meeting with Cornwall Council regarding measures relating to de-trunking. Meeting with Drainage Officer regarding update to Statement of Common Ground. |
| 04/02/2019 | Meeting | De-trunking and SoCG | Meeting with Cornwall Council to discuss the draft SOCG for submission at Deadline 1 further. |
| 15/04/2019 | Meeting | Steering Group | Meeting to discuss matters arising from the hearings held in April. |
| 08/05/2019 | Meeting | De-trunking | Meeting to discuss measures proposed by Cornwall Council in relation to the de-trunking of the A30. |
| 20/05/2019 | Meeting | SoCG | A meeting to discuss the final SoCG. |
| 7/06/2019 | Email | De-trunking | Cornwall Council email including proposed de-trunking measures to be funded by Highways England |
| 10/06/2019 | Meeting | De-trunking | Meeting to discuss Cornwall Council's proposed de-trunking measures to be funded by Highways England |
| 21/06/2019 | Email | De-trunking | Highways England issue of proposed Heads of Terms for legal agreement |
| 25/06/2019 | Email | De-trunking | Cornwall Council response to proposed Heads of Terms for legal agreement |

3 Topics covered in this SoCG

3.1.1 The following table is a summary of the topics which are considered within this SoCG.

| Overarching topic | Topic number | Topic |
|---------------------|--------------|------------------------------------------------------------------------|
| Background | 1. | Principle of Development |
| | 2. | Project Description |
| | 3. | Consultation |
| Relevant ES Chapter | 4. | Consideration of Alternatives (Chapter 3 of the ES) |
| | 5. | Approach to Environmental Impact Assessment (Chapter 4 of the ES) |
| | 6. | Air Quality (Chapter 5 of the ES) |
| | 7. | Cultural Heritage (Chapter 6 of the ES) |
| | 8. | Landscape and Visual (Chapter 7 of the ES) |
| | 9. | Ecology (Chapter 8 of the ES) |
| | 10. | Geology and Soils (Chapter 9 of the ES) |
| | 11. | Materials (Chapter 10 of the ES) |
| | 12. | Noise and Vibration (Chapter 11 of the ES) |
| | 13. | People and Communities – Tourism and Recreation (Chapter 12 of the ES) |
| | 14. | People and Communities – Public Rights of Way (Chapter 12 of the ES) |
| | 15. | Road Drainage and the Water Environment (Chapter 13 of the ES) |
| | 16. | Consideration of Cumulative Effects (Chapter 15 of the ES) |
| | 17. | Environmental Management (Chapter 16 of the ES) |
| Other topics | 18. | Environmental Growth |
| | 19. | De-trunking |
| | 20. | Traffic and Transport |
| | 21. | Draft Development Consent Order |

4 Matters agreed

4.1.1 The table below shows those matters which have been agreed by the parties, including that matters reference number, and the date and method by which it was agreed.

Table 4.1 – Matters agreed between Cornwall Council and Highway England

| Reference | Matter which has been agreed | Date and method of agreement |
|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| 1. Principle of Development | | |
| 1.1. | Cornwall Council support the scheme and its role as the main link between West Cornwall, the Isles of Scilly and the national motorway network | Response to statutory consultation 12/03/2018 |
| 1.2. | Cornwall Council support the scheme and its role in alleviating congestion, delays and rat running through local villages | Response to statutory consultation 12/03/2018 |
| 1.3. | Cornwall Council support the overarching objectives of the scheme, being to: reduce congestion; unlock economic growth; connect communities; improve safety, operation and efficiency; protect the environment; and minimise disruption during construction | Response to statutory consultation 12/03/2018 |
| 1.4. | Cornwall Council agree that the scheme is a Nationally Significant Infrastructure Project, being a Trunk Road managed by the Secretary of State and in line with the relevant thresholds in section 22 of the Planning Act 2008 | Meeting 25/07/2018 |
| 1.5. | Cornwall Council agree that the scheme supports the delivery of Paragraph 2.2 of the National Policy Statement for National Networks (NPS NN) regarding addressing the critical need to improve national networks to address road congestion and provide safe, expeditious and resilient networks that better support social and economic activity | Meeting 25/07/2018 |
| 1.6. | Cornwall Council agree that the scheme supports the delivery of the Adopted Cornwall Local Plan Strategic Policies (2016), in particular policies 27 (transport and accessibility) and 28 (infrastructure) At the local level, the scheme has been considered against the following adopted policy documents: <ul style="list-style-type: none"> Cornwall Local Plan: Strategic Policies 2010-2030 (Cornwall Council, 2016) | Meeting 25/07/2018 |

| Reference | Matter which has been agreed | Date and method of agreement |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| | <ul style="list-style-type: none"> • Cornwall Local Plan: Strategic Policies 2010-2030, Community Network Areas (2016) • Connecting Cornwall: 2030 Strategy (Cornwall Council, 2016) • Truro and Kenwyn Local Neighbourhood Plan (Truro City and Kenwyn Parish Councils, 2016) • The Cornwall Local Flood Risk Management Strategy: Part 1 Strategic Vision (2014-2020) • Minerals Local Plan (1998) • Clean Air for Cornwall Strategy and Air Quality Action Plan (AQAP) <p>The scheme has considered the following emerging policy documents:</p> <ul style="list-style-type: none"> • Cornwall Site Allocations Development Plan Document (Allocations DPD) Regulation 19 Version (Cornwall Council, 2017) • Minerals Safeguarding Development Plan Document (2018) <p>The scheme has been considered against the following guidance documents:</p> <ul style="list-style-type: none"> • Cornwall Design Guide (2013) • Cornwall's Biodiversity Volume 1: Audits and Priorities (1996) • Cornwall's Biodiversity Volume 2: Action Plans (1996) • Cornwall's Biodiversity Volume 3: Action Plans (2004) • Biodiversity and Geological Conservation Planning Good Practice Guidance for Cornwall (2007) • Cornwall and Isles of Scilly Landscape and Character Study (2007) • British Native Trees and Shrubs and Their Status in Cornwall | |
| 1.7. | <p>Cornwall Council consider that for the following topics the issues and impacts have been satisfactorily addressed and proposed mitigation is adequate:</p> <ul style="list-style-type: none"> a) World Heritage Site b) Biodiversity c) Noise and Vibration d) Air Quality e) Contaminated land f) Geology, Soils and Agricultural land g) Socio-economic Impacts | Paragraph 1.2 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021] |
| 2. Project Description | | |

| Reference | Matter which has been agreed | Date and method of agreement |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| 2.1. | Cornwall Council agree that the proposed scheme is the construction of a new A30 dual carriageway road approximately 14 kilometres in length | Response to statutory consultation 12/03/2018 |
| 2.2. | Cornwall Council note that the engineering design has reduced the height of the road at Marazanvose and Pennycomequick in response to the findings of the Preliminary Environmental Information Report (PEIR) and statutory consultation | Email 02/08/2018 |
| 2.3. | Cornwall Council note the design of the grade separated Chiverton junction, and agree with the use of a gyratory carriageway instead of the dumbbell arrangement proposed at the non-statutory consultation in October 2016 | Response to statutory consultation 12/03/2018 |
| 2.4. | Subject to appropriate assessment Cornwall Council support the non-provision of street lights at Chiverton junction, and understand that ducting will be included in the construction of the junction to allow for any future provision, subject to the outcomes of a road safety audit | Response to statutory consultation 12/03/2018 |
| 2.5. | Cornwall Council agree that temporary traffic signals will not be provided at the Chiverton junction, and understand that signal ducting will be included in the construction of the junction to allow for any future provision by Cornwall Council | Response to statutory consultation 12/03/2018 |
| 2.6. | Cornwall Council agree in principle with the provision of a grade separated junction at Chybucca | Email 02/08/2018 |
| 2.7. | Cornwall Council accept in principle that the number of side road crossings of the new A30 and (where relevant) the existing A30 (at Tresawsen, Two Barrows, Trevalso Lane, and Pennycomequick Lane) is sufficient | Email 02/08/2018 |
| 2.8. | Cornwall Council accept in principle that the number of WCH crossings of the new A30 (at Chiverton junction, Marazanvose, Tolgroggan Farm and Church Lane) is sufficient | Email 02/08/2018 |
| 2.9. | Cornwall Council agree with the use of a two roundabout 'dumbbell' junction at Carland Cross and consider that the design is sufficient to manage future demand | Cornwall Council comments received 21/01/19; and meeting held 24/01/19 |
| 2.10. | Cornwall Council recognises that the proposed underpass at Chiverton for walkers, cyclists and horse riders (WCH) represents an improvement in WCH provision from that proposed at statutory consultation and would provide an | Cornwall Council comments |

| Reference | Matter which has been agreed | Date and method of agreement |
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| | adequate facility. As a separate project to the A30 scheme, Cornwall Council also supports the provision of a cycle/footbridge at the existing Chiverton roundabout to enhance the connection between the B3277 from St Agnes and the A390 and address the existing issues with the at-grade crossing at the roundabout | received 21/01/2019; and meeting held 24/01/2019 |
| 2.11. | Cornwall Council accept the analysis of Highways England in that the provision of east facing slips at Chybucca cannot be justified in terms of future traffic demand and associated costs, land take and environmental impact | Cornwall Council comments received 21/01/2019 |
| 3. Consultation | | |
| 3.1. | Cornwall Council was formally consulted on the SoCC for 28 days from 16 October to 13 November 2018 | Report to Portfolio Holder 08/11/17 See Appendix C |
| 3.2. | The consultation on the SoCC was adequate and Cornwall Council agree with the manner in which it was taken into account, principally: <ul style="list-style-type: none"> • The updates to the draft SoCC following consultation with Council Officers and Members • The inclusion of an event at Victory Hall in Indian Queens | Meeting 09/11/2017 Letter 15/12/2017 |
| 3.3. | The Council has engaged positively with Highways England throughout development of the project | Paragraph 5.1.1 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021] |
| 4. Consideration of Alternatives | | |
| 4.1. | No matters identified | |
| 5. Approach to Environmental Impact Assessment | | |
| 5.1. | Cornwall Council consider that the Preliminary Environmental Information Report presented at statutory consultation was a comprehensive document that was useful at the consultation events | Response to statutory consultation 12/03/2018 |

| Reference | Matter which has been agreed | Date and method of agreement |
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| 6. Air Quality | | |
| Baseline | | |
| 6.1. | Cornwall Council agree with the air quality assessment considering three main sub-topics: construction and dust; local air quality; and regional air quality | Meeting 25/07/2018 |
| 6.2. | The air quality assessment study area has been established in line with guidance contained in HA207/07 Design Manual for Roads and Bridges (DMRB) Volume 11, section 3, Part 1, May 2007 [1], and that this is the appropriate guidance to use | Meeting 25/07/2018 |
| Assessment Methodology | | |
| 6.3. | The air quality assessment methodology set out in section 5.6 of Chapter 5 Air Quality (Volume 6, Document Reference 6.2) follows the guidance contained in HA207/07 Design Manual for Roads and Bridges (DMRB) Volume 11, section 3, Part 1, May 2007, and that this is the appropriate guidance to use | Meeting 25/07/2018 |
| Design, mitigation and enhancement measures | | |
| 6.4. | Cornwall Council agree with the measures identified in section 5.10 of Chapter 5 Air Quality (Volume 6, Document Reference 6.2) | Meeting 25/07/2018 |
| Assessment of effects | | |
| 6.5. | Cornwall Council agree that the assessment of effects of air quality set out in section 5.11 of Chapter 5 Air Quality (Volume 6, Document Reference 6.2) follows the guidance contained in HA207/07 Design Manual for Roads and Bridges (DMRB) Volume 11, section 3, Part 1, May 2007, and that this is the appropriate guidance to use. | Meeting 25/07/2018 |
| 6.6. | Cornwall Council agree that the effects of the scheme in terms of air quality, as identified in Table 5-14 in Chapter 5 Air Quality (Volume 6, Document Reference 6.2), are not significant assuming these are as predicted when this is built | Meeting 25/07/2018 |
| 7. Cultural Heritage | | |
| 7.1. | The assessment methodology set out in section 6.6 of Chapter 6 Cultural Heritage (Volume 6, Document Reference 6.2) follows DMRB guidance, and that this is the appropriate guidance to use | Meeting 25/07/2018 |
| Assessment of effects | | |
| 7.2. | The effect on the significance of the Church of St Peter, schoolroom and vicarage (NHLE nos. 1141481, 1141482, and 1328719 respectively) is slight adverse from the construction of the scheme | Meeting 25/07/2018 |
| 7.3. | The effect on the significance of Chyverton Park and Lodge (NHLE nos. 1000512 and 1136926 respectively) is moderate adverse on Chyverton Park and Large Adverse on the Lodge in terms of temporary setting impacts during construction. It is agreed that the impacts on the significance of the asset from the construction of the scheme will be | Meeting 25/07/2018 |

| Reference | Matter which has been agreed | Date and method of agreement |
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| | neutral | |
| 7.4. | The effect on the significance of Nancarrow Farm House is moderate adverse from the construction of the scheme and slight adverse on the temporary setting from the scheme during construction | Meeting 25/07/2018 |
| 8. Landscape and Visual | | |
| Baseline | | |
| 8.1. | Cornwall Council agree that the selection of representative viewpoints is appropriate | Meeting 09/08/2017 |
| 8.2. | Cornwall Council agree that the selection of viewpoints for photomontage visualisations is appropriate | Meeting 09/08/2017 |
| 8.3. | Cornwall Council agree that the approach to basing visualisations on winter photography in order to illustrate the worst-case scenario is adequate and robust | Meeting 09/08/2017 |
| 8.4. | Cornwall Council agree that the approach to selecting and assessing landscape receptors, including landscape elements, Landscape Character Areas and areas designated for landscape value is appropriate and robust | Meeting 09/08/2017 |
| Assessment Methodology | | |
| 8.5. | Cornwall Council agree that the methodology for the landscape and visual assessment in accordance with DMRB guidance and informed by GLVIA 3 is adequate and robust | Email 09/08/2017 |
| 8.6. | Cornwall Council agree that the Environmental Masterplans Figure 7.6 of the Environmental Statement (Document Reference 6.3(A)) show contour lines | Meeting 04/02/2019 |
| 8.7. | Cornwall Council agree that a post and rail fence is appropriate at VP27, given the engineering constraints associated with the retaining wall required for the quarry pond and to avoid impacts on the bowl barrow 500m north-west of Higher Ennis Farm (NHLE no. 1017049) | Paragraph 12.1 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021] Agreed at the meeting held 20/05/2019 |
| 9. Ecology | | |
| 9.1. | The scope of the ecological assessments was appropriate | Email 27/07/2018 |
| 9.2. | The depth and extent of the surveys and methods applied were appropriate | Email 27/07/2018 |

| Reference | Matter which has been agreed | Date and method of agreement |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| 9.3. | Matters relating to ecology are detailed in the Statement of Common Ground with Natural England, which has been issued to Cornwall Council by email on 08/08/2018 | |
| 10. Geology and Soils | | |
| Baseline | | |
| 10.1. | The buffer zone established for the study area in section 9.4, Chapter 9 Geology and Soils (Volume 6, Document 6.2) is sufficient | Email 23/07/2018 |
| 10.2. | Cornwall Council note that the following emerging policy is relevant to the Chapter: <ul style="list-style-type: none"> Minerals Safeguarding Development Plan Document (adopted 4 December 2018) | Email 23/07/2018 Meeting 04/02/2019 |
| Assessment Methodology | | |
| 10.3. | Cornwall Council agree that the geology and soils methodology set out in section 9.6 of Chapter 9 Geology and Soils (Volume 6, Document 6.2) follows the guidance set out below, and that this is the appropriate guidance to use: <ul style="list-style-type: none"> Geotechnics and Drainage, Earthworks, Managing Geotechnical Risks DMRB Volume 4, section 1, Part 2 HD22/08 Assessment and Management of Environmental Effects, DMRB Volume 11, section 2, Part 5 Geology and Soils, Environmental Assessment, Environmental Assessment Techniques, Highways Agency, DMRB Volume 11, section 3, Part 11 | Email 23/07/2018 |
| Design, mitigation and enhancement measures | | |
| 10.4. | Cornwall Council agree with the measures identified in section 9.10 of Chapter 9 Geology and Soils (Volume 6, Document 6.2) | Email 23/07/2018 |
| Assessment of effects | | |
| 10.5. | The assessment of effects of the scheme on geology and soils set out in section 9.11 and 9.12 of Chapter 9 Geology and Soils (Volume 6, Document 6.2) is appropriate | Email 23/07/2018 |
| 10.6. | Cornwall Council agree that no effects of the scheme, as identified in table 9-31 Chapter 9 Geology and Soils (Volume 6, Document 6.2), are of more than moderate adverse significance | Email 23/07/2018 |
| 11. Materials | | |
| Assessment Methodology | | |
| 11.1. | Cornwall Council agree that the geology and soils methodology set out in section 10.5 Chapter 10 Materials (Volume 6, Document 6.2) follows the guidance set out in DMRB IAN 153/11, and that this is the appropriate guidance to use | Meeting 25/07/2018 |

| Reference | Matter which has been agreed | Date and method of agreement |
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| Design, mitigation and enhancement measures | | |
| 11.2. | The measures identified in section 10.9 of Chapter 10 Materials (Volume 6, Document 6.2) are broadly sufficient, subject to the matters outstanding | Meeting 25/07/2018 |
| Assessment of effects | | |
| 11.3. | Cornwall Council agree that the assessment of effects of the scheme on geology and soils set out in section 10.10 of Chapter 10 Materials (Volume 6, Document 6.2) is appropriate | Meeting 25/07/2018 |
| 11.4. | Cornwall Council agree that there are no significant effects from the scheme, as identified in table 10-16 Chapter 10 Materials (Volume 6, Document 6.2) | Meeting 25/07/2018 |
| 11.5. | It is agreed that use of top soil will be managed through Annex P Outline Soil Management Plan of the OCEMP, Appendix 16.1 of the Environmental Statement (Document Reference 6.4(A)) [REP3-014] | Meeting 04/02/2019 |
| 11.6. | It is agreed that the use of local aggregate will be used where possible, as stated in paragraph 2.1.4 of Annex C Outline Materials Management Plan of the OCEMP, Appendix 16.1 of the Environmental Statement (Document Reference 6.4(A)) [REP3-014] | Meeting 04/02/2019 |
| 12. Noise and Vibration | | |
| Baseline | | |
| 12.1. | Cornwall Council agree with the noise monitoring locations which are outlined in section 11.5 Chapter 11 Noise and Vibration (Volume 6, Document Reference 6.2) | Email 13/10/2017 |
| 12.2. | Cornwall Council agree that survey locations have intended to obtain representative sample of noise sensitive locations across the scheme. Cornwall Council agree this matter with Highways England making use of local knowledge of the area. Most of these locations are attended locations following the CRTN shortened measurement procedure, and have been supplemented with logged surveys with instrumentation left in place for 3-5 days. Cornwall Council understand that some locations may have to be altered according to availability to private land | Email 13/10/2017 |
| Assessment Methodology | | |
| 12.3. | The 'ABC method' used in the assessment in Chapter 11 Noise and Vibration of the Environmental Statement (Volume 6 Document Reference 6.2) as described in BS 5228-1 (i.e. construction noise assessment approach) to determine the potential for significant noise construction effects, is the appropriate method | Email 13/10/2017 |
| 12.4. | Cornwall Council agree the operational traffic noise assessment methodology described in Design Manual for Roads and Bridges document HD 213/11 Revision 1 has been used and that this is the correct methodology | Email 13/10/2017 |
| 12.5. | Cornwall Council agree the established operational traffic noise assessment methodology described in Design Manual for Roads and Bridges document HD 213/11 Revision 1 has been used and Cornwall Council accept this as | Email 13/10/2017 |

| Reference | Matter which has been agreed | Date and method of agreement |
|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| | appropriate for this assessment | |
| Mitigation | | |
| 12.6. | Cornwall Council would exercise influence over construction activities to seek to avoid adverse noise and vibration effects. For night-time works in particular Cornwall Council agree a section 61 application is the most appropriate mechanism to agree appropriate controls and protocols | Email 13/10/2017 |
| 12.7. | It is agreed that the measures contained in Annex K Outline Noise and Vibration Management Plan of the Outline CEMP, Appendix 16.1 of the Environmental Statement (Document Ref 6.4(A)) [REP3-014] are sufficient | Meeting 04/02/2019 |
| 12.8. | The measures outlined to mitigate adverse effects of noise during the operation of the scheme, as set out in section 11.10 of Chapter 11 Noise of the Environmental Statement (Document Ref 6.3) [APP-064], are sufficient. This is notwithstanding Cornwall Council's views regarding the use of noise attenuation fencing at Marazanvose, as stated in point 8.1 of section 5, Matters Outstanding, of this document. | Meeting 20/05/2019 |
| 13. People and Communities – Tourism and Recreation | | |
| 13.1. | Cornwall Council agree that all tourism and recreational assets potentially affected by the proposed scheme have been included within the baseline of the ES | Meeting 25/07/2018 |
| 13.2. | No additional services are needed or wanted as part of the scheme and that access to existing services will be sufficient for users of the road including visitors and tourists | Meeting 25/07/2018 |
| 13.3. | Cornwall Council note, subject to agreement on signage, that potential effects on the tourism and recreational assets during operation of the proposed development will be beneficial, with improved travel conditions for visitors and other users of the new and existing A30 | Meeting 25/07/2018 |
| 13.4. | The signage strategy to be produced by Highways England as part of the legal agreement will include Cornwall Council's request for tourist signage to be erected where appropriate to strategic tourism and recreational assets, such as the World Heritage Site (subject to discussion and agreement with the relevant Cornwall Council Officers) | Meeting 04/02/2019 |
| 14. People and Communities - Public Rights of Way | | |
| 14.1. | Cornwall Council agree that all PRoW potentially affected by the proposed scheme have been included within the baseline of the ES | Meeting 11/05/2018 |
| 14.2. | Cornwall Council agree with the approach to defining sensitivity of the PRoW potentially affected | Meetings 11/05/2018 30/05/2018 |
| 14.3. | Signage will be erected at all points where PRoW intersect or cross the proposed scheme in order to advise of planned works and dates of any closures. Signage will also include details of any alternative routes / diversions where necessary as detailed in section 3.2 of the PRoW Management Plan (Volume 6, Document 6.4, Appendix | Meeting 11/05/2018 |

| Reference | Matter which has been agreed | Date and method of agreement |
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| | 16.1) The location and details of the signage will be discussed and agreed with Cornwall Council | 30/05/2018 |
| 14.4. | Highways England will undertake a condition survey of all PRoW effected by the proposed scheme as stated at section 1.4 of the PRoW Management Plan (Volume 6, Document 6.4, Appendix 16.1). This is to be shared and agreed with Cornwall Council with all PRoW reinstated to an 'as is' state as a minimum. The proposed reinstatement will be discussed and agreed with Cornwall Council | Meetings 11/05/2018 30/05/2018 |
| 14.5. | Highways England agree to work with Cornwall Council to help ensure minimal impact on the PRoW network, applying the following hierarchy of mitigation (discussed and agreed) and set out at section 3.3 of the PRoW Management Plan (Volume 6, Document 6.4, Appendix 16.1): <ul style="list-style-type: none"> • Use of signage where PRoW can remain open but users need to be warned of the presence of construction vehicles (local management); • Implementation of short, temporary closures where local works might effect safety of users (local closures); • Closure of / extinguishment of a PRoW following the early implementation of an alternative / new route (e.g. via a new overbridge / underpass) (early re-provision); • Closure of / extinguishment of a PRoW without re-provision (e.g. where works sequencing will not provide a new crossing in advance of the carriageway works) (full closure); and • Provision of new crossings / routes as part of the scheme (new routes) | Meetings 11/05/2018 30/05/2018 |
| 14.6. | Highways England agree to remove all furniture associated with construction works (e.g. gates / segregation) put in place along the PRoW network to manage potential construction effects. Where Highways England (or the respective landowner) wish to leave such furniture in place this is to be discussed and agreed with Cornwall Council in order to avoid unlawful furniture on the PRoW network | Meetings 11/05/2018 30/05/2018 |
| 14.7. | Cornwall Council and Highways England agree with the contents and mitigation detailed within the PRoW Management Plan as submitted (Volume 6, Document 6.4, Appendix 16.1) | Meeting 30/05/2018 |
| 14.8. | Cornwall Council and Highways England agree that potential effects on the PRoW network during operation of the proposed development will be minimal, particularly given the context of the existing A30 | Meetings 11/05/2018 30/05/2018 |
| 14.9. | Cornwall Council accept the following changes to Public Rights of Way: <ul style="list-style-type: none"> • An additional length of path to join BOAT 209/25/7 on the north side of the bypass • Upgrading footpath PR5 to bridleway status • Changing the private means of access (16) to a public bridleway and linked to existing bridleway JJ along the south side of the bypass | Paragraph 12.1 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021] |

| Reference | Matter which has been agreed | Date and method of agreement |
|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| | <ul style="list-style-type: none"> Extending the footpath at U6083 over the existing A30 to provide a continuous link | |
| 14.10. | Cornwall Council agree with the amended position of Bridleway VV | Meeting 20/05/2019 |
| 15. Road Drainage and the Water Environment | | |
| Baseline | | |
| 15.1. | Cornwall Council agree with the baseline conditions set out in section 13.7, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2) | Email 02/08/2018 |
| Assessment Methodology | | |
| 15.2. | <p>The assessment methodology set out in section 13.6, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2) follows the guidance set out in DMRB HD 45/09, and that this is the appropriate guidance to use at this stage.</p> <p>The CIRIA SuDS manual will be used for detailed design and methodology</p> | Meeting with Cornwall Council Drainage Officer 25/01/2019 |
| Design, mitigation and enhancement measures | | |
| 15.3. | The measures identified in section 13.10, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2) are sufficient. Cornwall Council agree that the HAWRAT assessment has been completed and demonstrated that the current measures proposed are adequate | Meeting with Cornwall Council Drainage Officer 25/01/2019 |
| 15.4. | <p>In the case of accidental spillage as a result of a road traffic accident, it is agreed that Highways England will install Penstocks within the forebays to allow polluted water to be contained, and that this is a sufficient measure to manage this risk.</p> <p>The attenuation and forebay ponds will be profiled to provide a defined flow path in the case of exceedance to ensure the overflow is channelled to the receiving watercourse and does not cause any localised flooding</p> | Meeting with Cornwall Council Drainage Officer 25/01/2019 |
| Assessment of effects | | |
| 15.5. | Cornwall Council agree that the assessment of effects of the scheme on the water environment out in section 13.11, Chapter 13 Road Drainage and the Water Environment (Volume 6, Document 6.2) is appropriate | Email 02/08/2018 |
| Engineering design | | |
| 15.6. | <p>The provision of forebay ponds for attenuation ponds over 500 metres cubed is acceptable.</p> <p>An alternative hard engineered solution (e.g. stone filled Gabions as provided on the A30 Temple to Higher Carblake scheme) is acceptable for attenuation ponds less than 500 metre cubed</p> | Meeting with Cornwall Council Drainage Officer 25/01/2019 |

| Reference | Matter which has been agreed | Date and method of agreement |
|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| 15.7. | Cornwall Council agree that the drainage systems have been designed in accordance with C753 The SuDS Manual, and that they designed for the 1 in 100 year critical rainfall event plus a 40% allowance for climate change, and that this approach is good practice | Email 02/08/2018 |
| 15.8. | Cornwall Council agree that the 300mm freeboard provided at attenuation and forebay ponds and at culverts is good practice, however, the ponds will be profiled to provide a defined flow path in the case of exceedance to ensure the overflow is channelled to the receiving watercourse and does not cause any localised flooding | Meeting with Cornwall Council Drainage Officer 25/01/2019 |
| 15.9. | All attenuation and forebay ponds will be provided with a benched side profile as a working area for maintenance and gradients that facilitate easy egress for any unauthorised entries and fauna. No perimeter fencing to prevent unauthorised access will be provided around Cornwall Council attenuation ponds as requested by Cornwall Council | Meeting with Cornwall Council Drainage Officer 25/01/2019 |
| 15.10. | Cornwall Council agree that culverting of watercourses has only been considered where there is no other practicable solution | Meeting with Cornwall Council Drainage Officer 25/01/2019 |
| 15.11. | Highways England confirm that Cornwall Council would be consulted regarding drainage at the detailed design stage as per Requirement 12 (Detailed Design) and Requirement 13 (Surface and Foul Water Drainage) in Schedule 2 of the draft DCO (Document 3.1(D) [REP3-007] | Paragraph 14.2.2 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021] |
| 16. Consideration of Cumulative Effects | | |
| 16.1. | Cornwall Council agree with the conclusions of Highways England that there would not be any cumulative effects arising from major planning applications granted planning permission by Cornwall Council since the DCO was submitted in August 2018 | Paragraph 8.2.18 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021] |
| 17. Environmental Management | | |
| 17.1. | No matters identified | |
| 18. Environmental Growth | | |
| 18.1. | Cornwall Council is satisfied that the proposed scheme is aligned with the principles set out in the Cornwall | Email 27/07/2018 |

| Reference | Matter which has been agreed | Date and method of agreement |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| | Environmental Growth Strategy | |
| 19. De-trunking | | |
| 19.1. | Cornwall Council will consider restricting vehicular access to access to Penstraze Lane other than for access to residential properties and walkers, cyclist and horse riders (WCH) users, subject to further assessment by Cornwall Council. Consultation with local residents as required, potential works to enable closure, and the statutory process to implement necessary measures for prohibiting vehicles will be funded by Highways England through a s278 agreement | Cornwall Council comments received 21/01/2019; meeting held 24/01/2019; meeting held 08/05/2019 |
| 19.2. | Highways England agree that Henvor lane should remain open until the opening of the scheme to facilitate construction. Cornwall Council will consider measures (such as closure or partial closure) subject to further assessment following the opening of the scheme. Consultation with local residents as required, traffic monitoring , potential works to enable closure, and the statutory process to implement necessary measures for prohibiting vehicles will be funded by Highways England through a s278 agreement | Cornwall Council comments received 21/01/2019; meeting held 24/01/2019; meeting held 08/05/2019 |
| 19.3. | Highways England will ensure the existing access to Chyverton Park will remain at the current location and any works to this access will be minimal. This will be carried out by Highways England as part of the construction of the scheme | Cornwall Council comments received 21/01/19; and meeting held 24/01/19 |
| 19.4. | Highways England have departed from DMRB standards for adoptable side roads along the scheme in order to match existing road widths, in line with Cornwall Council requests. Changes to these side roads will be carried out by Highways England as part of the construction of the scheme | De-trunking meeting 03/01/2018 Reviewed at De-trunking meeting 14/05/2018 |
| 19.5. | Signage at the proposed Carland Cross from westbound approach will include a route to Perranporth incorporating the using the existing A30. This will be carried out by Highways England as part of the construction of the scheme | De-trunking meeting |

| Reference | Matter which has been agreed | Date and method of agreement |
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| | | 03/01/2018 Reviewed at De-trunking meeting 14/05/2018 |
| 19.6. | The standard and carriageway width of the existing A30 will be appropriate for use as a diversion route for the new A30 with a desirable minimum width of 6.8m but an absolute minimum width of 6.1m. Any future changes in road width will accommodate the diversion of abnormal loads and the final designs to be implemented by Cornwall Council will be developed and agreed in consultation with local stakeholders including the Highways England's Operations Team | De-trunking meeting 12/12/2018 Cornwall Council comments received 21/01/19; and meeting held 24/01/19 |
| 19.7. | Highways England will agree the scope a condition survey with Cornwall Council and subsequently provide Cornwall Council with a condition survey of the existing A30 prior to the de-trunking of the existing A30. This scope will include provision for the agreement of the works required as part of the de-trunking. Cornwall Council needs to specify the maintenance category and future road classification | Cornwall Council comments received 21/01/19; and meeting held 24/01/19 |
| 19.8. | A lay-by strategy review will be undertaken by Cornwall Council to identify which laybys should be removed on the existing A30. The removal of lay-bys will aim to reduce negative behaviours associated with laybys by reducing stubs or gates access | Cornwall Council comments received 21/01/19; and meeting held 24/01/19 |
| 19.9. | Cornwall Council agree with the principle of providing the de-trunking works not identified as part of the DCO application through a Section 278 Agreement. | Cornwall Council comments received 21/01/19; and meeting held 24/01/19 |
| 19.10. | WCHs will be prohibited on the newly proposed A30 but will be able to use the existing A30. | Cornwall Council |

| Reference | Matter which has been agreed | Date and method of agreement |
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| | | comments received 21/01/19; and meeting held 24/01/19 |
| 19.11. | Cornwall Council have requested monitoring of traffic using ANPR for a period capturing seasonal differences and neutral months. ANPR cameras will be installed by Highways England on the new A30 as part of the construction of the scheme. Following installation these will be maintained and operated as a Cornwall Council asset | Cornwall Council comments received 21/01/19; and meeting held 24/01/19 |
| 20. Traffic and Transport | | |
| 20.1. | Cornwall Council agree that the traffic data used to inform the model development is sound and fit for purpose | De-trunking meeting 24/01/2019 |
| 20.2. | Cornwall Council accepts that the base year traffic model has been developed in accordance with WebTAG criteria | De-trunking meeting 24/01/2019 |
| 20.3. | Cornwall Council accepts that the base year traffic model meets WebTAG calibration/validation criteria | De-trunking meeting 24/01/2019 |
| 20.4. | Cornwall Council accepts the development forecast used in the traffic modelling | De-trunking meeting 24/01/2019 |
| 20.5. | Cornwall Council agree with the forecast infrastructure included as do minimum and do something scenarios | De-trunking meeting 24/01/2019 |
| 20.6. | Cornwall Council accepts the forecast traffic models are in line with WebTAG criteria including the approach to variable demand modelling | De-trunking meeting 24/01/2019 |
| 20.7. | Cornwall Council agree with the operational assessment traffic modelling | De-trunking meeting |

| Reference | Matter which has been agreed | Date and method of agreement |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| | | 24/01/2019 |
| 20.8. | Cornwall Council agree with the findings and conclusions of the Transport Reports (Volume 7, Document Reference 7.5) | De-trunking meeting 24/01/2019 |
| 21. Draft Development Consent Order | | |
| 21.1. | The Secretary of State for Transport would be the discharging authority for any approval required by a requirement of the draft DCO as set out in Part 2 of Schedule 2 of the draft DCO. Cornwall Council would be the Enforcement Authority for the scheme | Paragraph 2.2.1 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021] |

5 Matters outstanding

5.1 Principal matters outstanding

5.1.1 The principal matters that are outstanding include:

- Points of detail regarding draft ES Chapters and Environmental Masterplans.
- De-trunking of the existing A30 and measures not funded by Highways England.
- Bilingual signage at Chiverton, Chybucca and Carland Cross.

5.1.2 Highways England will continue to review the matters detailed in the table below and the Local Impact Report to be submitted by Cornwall Council.

5.2 Specific matters outstanding

5.2.1 The table below sets out the matters which are outstanding between Highways England and Cornwall Council.

5.2.2 The table describes the matter being discussed and Cornwall Council's position. Highways England's position, and any action which may be taken by Highways England in relation to the outstanding matter. The date the respective positions of the parties were reached is also presented.

| Ref. | Matter | Cornwall Council position | Highways England position | Date of the position |
|------------------------------------------------|-----------------------|---------------------------|---------------------------|----------------------|
| 1. Principle of Development | | | | |
| 1.1. | No matters identified | | | |
| 2. Project Description | | | | |
| 2.1. | No Matters identified | | | |
| 3. Consultation | | | | |
| 3.1. | No matters identified | | | |
| 4. Consideration of alternatives | | | | |
| 4.1. | No matters identified | | | |
| 5. Approach to Environmental Impact Assessment | | | | |

| Ref. | Matter | Cornwall Council position | Highways England position | Date of the position |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| 5.1. | No matters identified | | | |
| 6. Air Quality | | | | |
| 6.1. | No Matters identified | | | Confirmed at meeting held 04/02/2019 |
| 7. Cultural Heritage | | | | |
| 7.1. | No matters identified | | | Confirmed at meeting held 04/02/2019 |
| 8. Landscape and Visual | | | | |
| 8.1. | Noise attenuation fencing at Nancarrow. A 2m high close boarded fence to the south of the scheme between Chainage +6,800 and +7,500 is proposed | <p>A Cornish hedge should be provided at this location to be more appropriate in terms of character and visual impact</p> <p>Whilst Cornwall Council accepts that a noise attenuation fence provides the noise mitigation required, it is noted that a Cornish hedge would be more appropriate in terms of character</p> | The proposed fencing is required to provide noise and visual screening at the top of the cutting slope for receptors to the south. Landscape mitigation of scrub and woodland planting to the north of this fence and woodland planting to the south would break up, filter and screen the views of the fence. While a Cornish hedge was considered, this was discounted following landowner engagement due to its related land take. Highways England considers a fence with landscape mitigation offers the best balance between aesthetics and mitigation function | Paragraph 9.12 of the Highways England comments on the LIR (Doc Ref 8.1) [REP2-021] Final position and will not change |
| 8.2. | No further matters identified | | | Meeting 20/05/2019 |
| 9. Ecology | | | | |
| 9.1. | No matters identified | | | |
| 10. Geology and Soils | | | | |
| 10.1. | No matters identified | | | Confirmed at meeting held |

| Ref. | Matter | Cornwall Council position | Highways England position | Date of the position |
|-----------------------------------------------------|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| | | | | 04/02/2019 |
| 11. Materials | | | | |
| 11.1. | No matters identified | | | Confirmed at meeting held 04/02/2019 |
| 12. Noise and Vibration | | | | |
| 12.1. | No matters identified | | | |
| 13. People and Communities – Tourism and Recreation | | | | |
| 13.1. | Bilingual Signage | Junction names will be provided in the Cornish language on the junction map signs for the three major junctions on the new A30 at Carland Cross, Chybucca, and Chiverton roundabout | Highways England have discussed this with the Department for Transport (DfT). They have advised that this does not fall within Government Policy and they will not consider any authorisation requests for signs showing Cornish language | Highways England Response 30/01/2019 Final position and will not change |
| 14. People and Communities – Public Rights of Way | | | | |
| 14.1. | No matters identified | | | |
| 15. Road Drainage and the Water Environment | | | | |
| 15.1. | No matters identified | | | |
| 16. Consideration of Cumulative effects | | | | |
| 16.1. | No matters identified | | | |
| 17. Environmental Management | | | | |
| 17.1. | No matters identified | | | |
| 18. Environmental Growth | | | | |
| 18.1. | No matters identified | | | |
| 19. De-trunking | | | | |
| 19.1. | Boxheater junction reconfiguration | Junction reconfiguration is required. A number of options need to be considered, including | Improvements to Boxheater junction will not be carried out by Highways England as | 14/05/2018 De-trunking meeting |

| Ref. | Matter | Cornwall Council position | Highways England position | Date of the position |
|-------|-------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| | | <p>improvements to Scotland Road. This work should be linked to decision that is made at Herver Lane as the two issues are linked.</p> <p>Priorities need to be reconsidered based on predominant vehicle movements after the new scheme opens. This is in order to address potential safety issue for the operation of the junction, especially if Herver Lane is closed.</p> <p>Boxheater is considered a key junction in terms of detrunking</p> | <p>part of the construction of the scheme.</p> <p>Any works to Boxheater junction will be carried out by Cornwall Council.</p> <p>Highways England does not consider that funding of these improvement is required as there is no evidence from traffic modelling that the scheme will impact traffic movements or safety at Boxheater junction</p> | Final position and will not change |
| 19.2. | WCH provision on existing A30 | <p>Cornwall Council have set out their future traffic management strategy for existing A30 which includes specific provision for WCH's along the entire length of the section of road to be detrunked.</p> <p>Highways England are funding the design of WCH measures on the existing A30 by Cornwall Council as part of Designated Funds</p> <p>These works will be funded by Highways England</p> | <p>Provision for WCHs on the existing A30 will not be funded by Highways England as part of the scheme. It is considered this funding is not necessary due to the reduction in traffic on the existing A30 as a result of the scheme, and the consequent benefit of this for WCH users as stated in paragraph 12.11.33 of Chapter 12 People and Communities of the Environmental Statement (Document Ref 6.2) [APP-065].</p> <p>Highways England are funding the design of WCH measures on the existing A30 by Cornwall Council as part of Designated Funds enhancements.</p> <p>No further funding for their implementation is secured at this time.</p> | |
| 19.3. | Lay-bys on existing A30 | <p>A layby strategy will be undertaken by Cornwall Council.</p> <p>Any works to laybys will be funded by Highways England</p> | <p>A layby strategy and works to laybys will not be funded by Highways England</p> | <p>14/05/2018 De-trunking meeting</p> <p>Final position and will not change</p> |

| Ref. | Matter | Cornwall Council position | Highways England position | Date of the position |
|--------------------------------------------|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| 19.4. | Shortlanesend | Traffic levels on the B3284 through Shortlanesend are predicted to increase significantly as a result of the scheme. Cornwall Council do not accept the level of funding proposed by Highways England for measures at Shortlanesend | Highways England do not consider that the measures outlined by Cornwall Council are necessary to construct and operate the scheme. A contribution towards traffic calming measures through Shortlanesend is part of the s278 legal agreement | 25/06/2019 Email from Cornwall Council Final position and will not change |
| 19.5. | Signage | Cornwall Council do not accept the level of funding proposed by Highways England for signage on the existing A30 | Highways England do not consider that the measures outlined by Cornwall Council are necessary to construct and operate the scheme. Funding for signage is part of the s278 legal agreement | 25/06/2019 Email from Cornwall Council Final position and will not change |
| 19.6. | Existing A30 width at Penglaze and Four Burrows | Highways England will fund the reduction of the existing A30 width at Four Burrows and Pennycomequick (in relation to Penglaze) to a minimum of between 6.1m-6.8m in response requests from Historic England. Highways England will also fund localised new green coloured surfacing at Four Burrows as part of the scheme mitigation works subject to consultation with Historic England. Cornwall Council do not accept the level of funding proposed by Highways England for these measures | Highways England consider appropriate funding for these measures is part of the s278 legal agreement Other changes to the width of the existing A30 will not be funded by Highways England. | 25/06/2019 Email from Cornwall Council Final position and will not change |
| 20. Traffic and Transport | | | | |
| 20.1. | No matters identified | | | |
| 21. Draft Development Consent Order | | | | |
| 21.1. | No matters identified | | | |

Appendix A Signing Sheet

A.1

| | |
|--------------|------------------|
| For signing | |
| Signed | |
| On Behalf of | Cornwall Council |
| Name | |
| Position | |
| Date | |

| | |
|--------------|-----------------|
| For signing | |
| Signed | |
| On Behalf of | Highway England |
| Name | Josh Hodder |
| Position | Project Manager |
| Date | 20 May 2019 |

Appendix B Cornwall Council's response to statutory consultation

Josh Hodder
Project Manager
Major Projects South West
Highways England
Temple Quay House
2 The Square, Temple Quay
Bristol
BS1 6HA

**Your
ref:**
My ref:
Date:

12 March 2018



Dear Josh

Re: A30 Chiverton to Carland Cross consultation response

I have pleasure in submitting our response to the above consultation on behalf of Cornwall Council.

The Council welcomes this scheme as this section of the A30 is the main link between West Cornwall and the Isles of Scilly and the national motorway network. The route is particularly popular during the holidays when traffic flows are higher than average; the resulting congestion, delays and rat running through local villages is hazardous, and poses serious problems for the local community, tourists and businesses in the region.

The Council supports the overarching objectives of the scheme which are to: reduce congestion; unlock growth; connect communities; improve safety, operation and efficiency; protect the environment and minimise disruption during construction.

We welcome the opportunity to work with Highways England on making the de-trunking process a success but stress that sufficient time, resources and money will need to be dedicated to this work as the impact of the new A30 on the surrounding highway network is significant.

May I thank you, WSP/PB and Arup for getting this scheme to the consultation process so effectively and the way our respective staff have worked collaboratively together.

Our responses to the specific questions in the consultation document are attached.

Yours sincerely



Nigel Blackler
Service Director – Transport and Infrastructure

Jeremy Edwards

A30 Chiverton to Carland Cross Consultation response

- 1. Do you have any comments on our proposals for the Chiverton junction to Chybucca section of the scheme?**
 - We agree to the changes to Chiverton roundabout with the creation of a gyratory instead of a dumbbell arrangement.
 - We have concerns that the west-bound off-slip will be affected by traffic queueing on the A390 which may give rise to traffic queueing back onto the A30.
 - We remain to be convinced that eastbound traffic will not route through Chacewater.
 - We are not satisfied that there is adequate NMU provision at Chiverton and would like to see a NMU crossing following the alignment of the B3277 to St Agnes.
 - We would seek to minimise the intrusion of street lighting on this junction.
 - We would still like to see further work undertaken for the provision of a westbound off-slip from the A390 as currently exists.

- 2. Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?**
 - We welcome the provision of west facing slip roads.
 - We think it essential to address the concerns of residents and include east facing slip roads, especially the provision of a westbound off-slip.
 - We note that the B3284 to Shortlanesend is forecast to see considerable increase in traffic and measures will need to be introduced to deal effectively with this increase.

- 3. Do you have any comments on our proposals for the Zelah to Carland cross section of the scheme?**
 -

- 4. Do you have any comments on the Preliminary Environmental Information Report**
 - It is a comprehensive document and was useful at the consultation.

- 5. Do you have any comments on the mitigation that we are proposing, or any other suggestions for mitigation?**
 - We welcome the provision of the wildlife overbridge but would like to see it available for use by NMUs.
 - We are content that throughout the development of this scheme we have had the opportunity to influence the design of the scheme.

- Wherever possible we would like to see effective screening of the road either by earth bunding or other measures.
- Where accommodation tracks are provided for residents' use we would like to see these made publically accessible to NMUs and to link with public rights of way wherever possible.
- Wherever possible we would like to see the minimum use of streetlighting.

6. Do you have any comments on what will happen to the existing A30 after the new A30 is built?

- We welcome the opportunity to work with Highways England on making the de-trunking process a success.
- Sufficient time, resources and money will need to be dedicated to de-trunking to ensure its success.
- The impact of the new A30 on the surrounding highway network should not be underestimated.
- We would like to significantly reduce rat-running on the County road network.
- We see considerable issues to be resolved at Penstraze Lane and the access to Rosecarnick farm.
- We see considerable issues to be resolved at Herver Lane and the associated works at Boxheater Junction.
- At Boxheater Junction we would like to see further development work for the realignment of the junction.
- The design of the existing A30 will need to be carefully considered to ensure it is suitable for the reduced level of traffic, able to be used as a diversion route should the new road be closed, and be suitable for increased levels of use by NMU's.
- We note that the B3284 to Shortlanesend is forecast to see considerable increase in traffic and measures will need to be introduced to deal effectively with this increase.
- We note that Scotland Road and A3075 to Trevemper is forecast to see considerable increase in traffic and measures will need to be introduced to deal effectively with this increase.
- We would like to agree proposals for the reduction in the number of lay-bys on the existing A30.
- We would also like to minimise the number of 'dead' sections of highway.

7. Do you have any anything you think we will need to consider as we develop our construction plans further?

- We need to work collaboratively on the phasing of the works, on statutory undertaker's diversion works and minimise the impact of the works on the travelling public.

Appendix C Report to Portfolio Holder 8 November 2017: Cornwall Council Response to Statement of Community Consultation

| | | |
|---------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Report to: | Portfolio Holder for Transport | |
| Date: | 8 November 2017 | |
| Title: | A30 Chiverton to Carland Cross Cornwall Council response to Statement of Community Consultation | |
| Portfolio Area: | Transportation and Planning <i>Note: if there is more than one Portfolio Area which may have significant involvement in the issue the quarterly meeting of Cabinet, Scrutiny Chairmen, CDT, Monitoring Officer and Chairman of the Council will discuss who leads</i> | |
| Divisions Affected: | All | |
| Relevant Scrutiny Committee: Economic Growth & Development | | |
| Authors, Roles and Contact Details: | Nigel Blackler, Service Director, Transportation and Infrastructure, nblackler@cornwall.gov.uk 01872 323084 Jeremy Edwards, Environment Liaison and Events officer, jedwards@cornwall.gov.uk 01873 237878 | |
| Approval and clearance obtained: | Y | |
| For Cabinet and delegated executive decisions only | | |
| Key decision? (≥£500k in value or significant effect on communities in two or more electoral divisions) | N | |
| Published in advance on Cabinet Work Programme? | N | |
| Urgency Procedure(s) used if 'N' to Work Programme? | N | |
| Date next steps can be taken | | |

Recommendation:

1. That the proposed Statement of Community Consultation should be approved subject to amending the document included in Appendix 2:

Figure 1 – add in more background detail to the map.

Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme.

Para 6.1.1 – delete Truro Daily as no paper exists.

add in Cornwall Live, Newquay Voice and St Austell Voice.

include attendance at Cornwall Council on 21 Nov 2017.

attend a further briefing for Cornwall Council on 23 Jan 2018.

Para 8, table 1 – amend County hall opening times to Mon to Fri, 9am-5pm.

Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.

Para 9.1.2 – add an additional event in the Fraddon/Indian Queens area.

1. Executive Summary

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation (SoCC) for the A30 Chiverton to Carland Cross scheme and the proposed programme of consultation events. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.

The purpose of the SoCC is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on the proposals before Highways England submits its Development Consent Order application.

2. Purpose of Report

This report sets out the Council's proposed response to the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme and proposed programme of consultation events put forward by Highways England. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.

2.1 Background

The A30 connects Penzance in west Cornwall with the M5 in Exeter. The section of the A30 between the Chiverton and Carland Cross is the last remaining single carriageway on the A30, between the M5 at Exeter and Camborne in Cornwall. The proposed scheme includes the construction of a new 12.7km, 70mph dual carriageway between Chiverton and Carland Cross. The existing A30 will be de-trunked and retained as a new local road.

The current road is associated with regular delays and congestion. As well as improving journey time and reliability on the strategic road network, the proposed scheme will provide new and improved connectivity for minor roads leading north to Newquay and south to Truro. This will create a consistent, high quality dual-carriageway between Camborne and the M5 at Exeter. The improvements delivered by the A30 Chiverton to Carland Cross scheme will support residents, businesses and visitors to Cornwall

Two rounds of consultation on the A30 Chiverton to Carland Cross scheme have already been undertaken.

In 2015, Cornwall Council, on behalf of Highways England, held public engagement events to gauge support and seek feedback on the need for improvements to the existing A30. The engagement showed overwhelming support for an improvement to this section of the A30, both locally and from across Cornwall.

In autumn 2016, Highways England held a consultation on options for improvements to the A30 between Chiverton and Carland Cross. The consultation provided local communities and stakeholders with the opportunity to view, discuss and help shape the proposals prior to the selection of a preferred route.

The Planning Act 2008 requires Highways England to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this scheme. Highways England anticipates that a DCO application for the scheme will be submitted in September 2018. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.

Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the policy framework for DCO applications to be considered against.

Highways England is developing the A30 Chiverton to Carland Cross scheme under the Planning Act 2008. It has published its draft Statement of Community Consultation, as required under Section 47 of that Act. It has consulted Cornwall Council, the local authority responsible for the area where the scheme will be built, about plans to consult the local community.

When Highways England submits its DCO application, Cornwall Council and the Secretary of State must consider whether the consultation has been adequate. Feedback on the draft outline for the A30 Chiverton to Carland Cross scheme Statement of Community Consultation (SoCC) took place with officers on 26 September 2017 and 2 October 2017.

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication along with publicity for the proposed programme of consultation events. The Council is required to respond within 28 days from the date of the formal notice and no later than 13 November 2017.

The purpose of the SoCC is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on our proposals before we submit our DCO application.

Statutory consultation under section 47 of the Act will take place between January and March 2018 [dates to be confirmed]. This covers a period of six weeks (42 days). The minimum required under the Act is 28 days. This will be the final stage of consultation before the DCO application is made in September 2018.

During the consultation Highways England proposes to provide information on various topics including:

- the alignment of the main dual carriageway
- junction layouts and strategy
- works to the existing road ('de-trunking') and side roads
- environmental assessments and potential environmental impacts
- environmental mitigation measures
- arrangements for the construction stage of the scheme
- arrangements to mitigate the severance of any communities, farms, or businesses.

3. Benefits for Customers/Residents

Following completion of the A30 Temple to Higher Carblake improvement, this section of the A30 is the last remaining length of single carriageway between Camborne and the M5 motorway, and regularly experiences congestion and delays.

The A30 Chiverton to Carland Cross scheme will; reduce congestion; unlock growth; connect communities; improve safety, operation and efficiency and protect the environment.

4. Relevant Previous Decisions

This scheme has been considered by the Council's Local Transport Board at its meeting on 14 March 2017.

5. Consultation and Engagement

The Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication. The Council is required to respond within 28 days from of the date of the formal notice and no later than 13 November 2017.

The purpose of the Statement of Community Consultation is to ensure that local communities, residents, landowners, local interest groups, businesses, visitors and road users, all have the opportunity to fully understand the scheme and comment on the proposals before Highways England submit its DCO application.

6. Financial Implications of the proposed course of action/decision

There are no direct financial implications arising from this report.

If the proposal to dual the A30 between Chiverton and Carland Cross is approved and goes ahead, it should be noted that the existing A30 will be de-

trunked, and become the responsibility of the Council, as the Highway Authority, to maintain. There will be costs involved in maintaining this road, and negotiations are ongoing with Highways England on the condition of the road at handover and what additional funding would be required to maintain it.

7. Legal/Governance Implications of the proposed course of action/decision

This report sets out that the Council has now been formally consulted by Highways England over the draft Statement of Community Consultation for the A30 Chiverton to Carland Cross scheme about what is to be included in the SoCC prior to its publication along with publicity for the proposed programme of consultation events. The Council is required to respond within 28 days from the date of the formal notice and no later than 13 November 2017.

8. Risk Implications of the proposed course of action/decision

There are no risk implications arising from this report.

9. Comprehensive Impact Assessment Implications

A comprehensive impact assessment is not considered necessary for this report.

10. Options available

A briefing session was held on 31 October 2017 with both portfolio holders, representatives of Highways England, its consultants Arup and Council officers.

That the proposed Statement of Community Consultation should be approved subject to amending the document included in Appendix 2:

Figure 1 – add in more background detail to the map.

Para 4.1.2 – amend paragraph to include the percentage of people supporting the scheme.

Para 6.1.1 – delete Truro Daily as no paper exists.

add in Cornwall Live, Newquay Voice and St Austell Voice.

include attendance at Cornwall Council on 21 Nov 2017.

attend a further briefing for Cornwall Council on 23 Jan 2018.

Para 8, table 1 – amend County hall opening times to Mon to Fri, 9am-5pm.

Para 8.1.3 – amend the cost of the PEIR to 'cost' instead of £500.

Para 9.1.2 – add an additional event in the Fraddon/Indian Queens area.

11. Supporting Information (Appendices)

Appendix 1 – letter dated 16 October 2017.

Appendix 2 – Draft Statement of Community Consultation.

12. Background Papers

None

13. Approval and clearance

All reports:

| Final report sign offs | This report has been cleared by (or mark not required if appropriate) | Date |
|-------------------------------------------------------|-----------------------------------------------------------------------|------------------|
| Governance/Legal (Required for all reports) | Vanessa Davis | 9 November 2017 |
| Finance (Required for all reports) | Leah Thomas | 6 November 2017 |
| Equality and Diversity (If required) | | |
| Service Director (Required for all reports) | Nigel Blackler | 10 November 2017 |
| Strategic Director (If required) | | |

Draft reports process checklist for Cabinet/individual decision reports:

Complete the checklist below while you are drafting your Cabinet or individual decision report. It will be removed before publication.

| Process checklist | Completed |
|-------------------------------------------------------------------------------------------|---------------|
| Portfolio Holder briefed | Yes/No |
| Strategic Director briefed | Yes/No |
| Service Director sign off | Yes/No |
| Data protection issues considered | Yes/No |
| If exempt information, public (part 1) report also drafted. (Cabinet/Scrutiny) | Yes/No |
| If not on Cabinet Work Programme, Scrutiny offered the opportunity to consider the report | Yes/No |