

From: [Planning](#)
To: [A30 Chiverton to Carland Cross](#)
Subject: RE: A30 Chiverton to Carland Cross Improvement Scheme - deadline 7 [S-S.FID646289]
Date: 15 July 2019 16:09:30
Attachments: [image001.png](#)

Dear Sirs,

Sam Parker's highways consultants have considered HE's response (8.25 – published 08 July 2019) to their technical note provided on 20 June 2019.

Connect Consultant's comments are as follows:-

It appears that HE have simply "corrected an error" on the previous traffic flow diagrams provided to us, so the (updated) 'traffic collection report' diagrams match what is in the strategic model.

Brief comments as follows (paragraph number, followed by comments):

- 2.3.8 the Transport Report and ComMA are all predicated on the data collected, our observations are based on the data collected (given time constraints), and so until the data collected is satisfactory, the conclusions of the Transport Report and ComMA cannot yet be agreed to.
- 2.3.11 A30 / Chybucca Junction may well operate as two independent junctions in terms of queue interaction, but they do not in terms of vehicle routes. This is particularly relevant as the proposal is for (effectively) a single junction.
- 2.3.13 we are not disputing whether the whole model meets webtag validation criteria, just whether this small area is suitable for determining the need for east facing slip roads. For this, information as to whether traffic is north-south (across the A30) compared with north-east, or south-east (on/off the A30 East) is crucial. These facts are missing from the assessment to date.
- 2.3.15-2.3.22 it is disappointing to have undertaken considerable analysis (in good faith) on work containing errors, the "corrected" diagrams are significantly different to the diagrams provided to us. It raises the question of what other errors have not yet been detected. Please provide all raw count data for the A30 / Chybucca Junction, with the contact information for the independent traffic count company or individuals who collected the data. Alternatively, please undertake new traffic counts of the A30 / Chybucca Junction, as a single junction (i.e. four arm staggered cross roads) to determine accurate across A30 / joining or leaving A30 data.
- 2.3.23-2.3.24 re low flows, taking the "corrected" junction count diagrams at face value, there are low flows (by HE's definition of sub approximately 100 veh/hr) at the west facing slips of the Carland Cross junction, and yet these are justified. The question is not whether there is more west facing traffic than east facing

traffic, but whether the east facing traffic should be provided for.

2.3.25-2.3.28 the same comments apply to the PM peak (and, presumably, the Interpeak) period.

2.3.29 the actual demand has not been surveyed, as movements across the Chybucca Junction have not been determined in absolute. The east facing flows at Chybucca are similar (in strategic modelling terms) in volumes to the west facing flows at Carland Cross, where the traffic volume has been deemed to be sufficient.

Yours,

Chris Tofts

Christopher Tofts

For and on behalf of Stephens Scown LLP

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From: Planning [mailto:planning@stephens-scown.co.uk]
Sent: 20 June 2019 17:08
To: 'a30chivertontocarlandcross@planninginspectorate.gov.uk'
Subject: A30 Chiverton to Carland Cross Improvement Scheme

Dear Sirs,

We attach a technical note from our client's Highways Consultant.

Given the conclusions in that technical note, it is considered that the statements made on behalf of Highways England at the issue specific hearing must be revisited. In particular, the suggestion that "it is not even close" cannot be made out given the issues identified. The data included in Table 4-1 cannot be relied upon as being an accurate estimate.

Consequently the basis on which Highways England have determined to omit east facing junctions is therefore flawed and must be reviewed.

Journey times

When the inevitable alterations to the existing route are taken into account the effect on journey times is marked. In 2023, HE's figures suggest that only half of the journey types in the table would experience a noticeable decrease in journey time as a result of the scheme. With the consideration of the alterations to speed limits, the journey time improvements as a result of the scheme are limited – the benefits of the scheme would be significantly greater if the east facing junctions were provided. The new information on journey times on the existing route should be compared with Table 4-4 in document

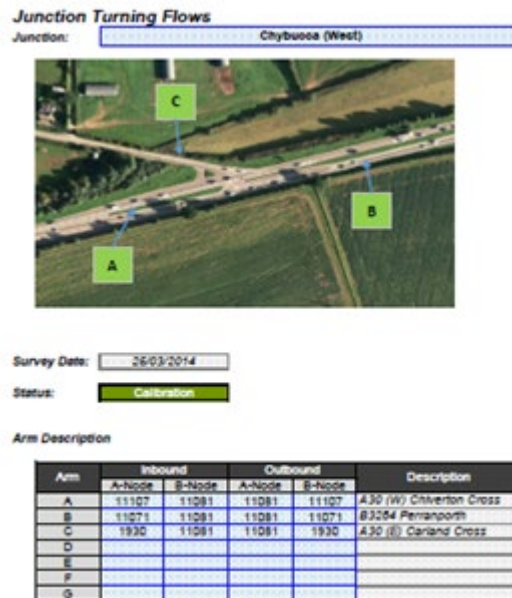
8.17 in order to identify the benefit that east facing slips would provide.

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Junction analysis

The labelling of the Chybucca West junction in Annex B of the ComMA Report (HA551502-ARP-GEN-SW_WCH-RP-TR-000001 P08 | S4 dated 06/08/18) transposes arms B and C between the diagram and the table (see below).



At this stage we have been unable to confirm with our client's highways consultant as to how this affects the validity of the traffic model. E.g. with reference to the diagram, the junction turning flows suggest that (am peak) 943 vehicles are leaving the B3284 turning right across A30 traffic, to proceed westbound on the A30. In contrast, only 1 vehicle is proceeding along the A30 eastbound.

EIA

As set out in the issues specific hearing, it is inevitable that as a result of this scheme the local highway authority will reduce the speed of traffic on the existing route. The current proposal includes 30mph zones with gateways. The scheme takes no account of this notwithstanding that the effects of this will be to result in vehicles accelerating and braking between these various sections, resulting in increased noise, vibration and air pollution. Such factors have not been taken into account notwithstanding that they are "likely significant effects" of the scheme, if not directly, then cumulatively, and they are reasonably foreseeable and quantifiable. HE suggested that the environmental impacts of east facing slips were significant, that is not accepted by our client, particularly when considered in context of the west facing slips and the scheme as a whole, however, it is clear that the effect of east facing slips has not been considered against the effect on the environment of requiring HGVs to take a route which will involve changes of speed along the existing route.

Conclusion

Without the addition of east facing slip roads the proposal will not deliver the benefits stated in the NPSNN as referred to Appendix 1 of the letter dated 21 Sep 2017, included in REP-2-35.

Yours,

Chris Tofts

Christopher Tofts

For and on behalf of Stephens Scown LLP

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