

A30 to St Austell Link Road

Newsletter: No. 1

November 2016



This newsletter gives you an update on progress with the proposed A30 to St Austell Link Road since the public consultation during May and June 2016. Over 1200 people attended the exhibitions and more than a 800 responses were given - thank you to those who took part. The Project team also met with major landowners and representatives of Environmental statutory bodies, such as Natural England and the Environment Agency.

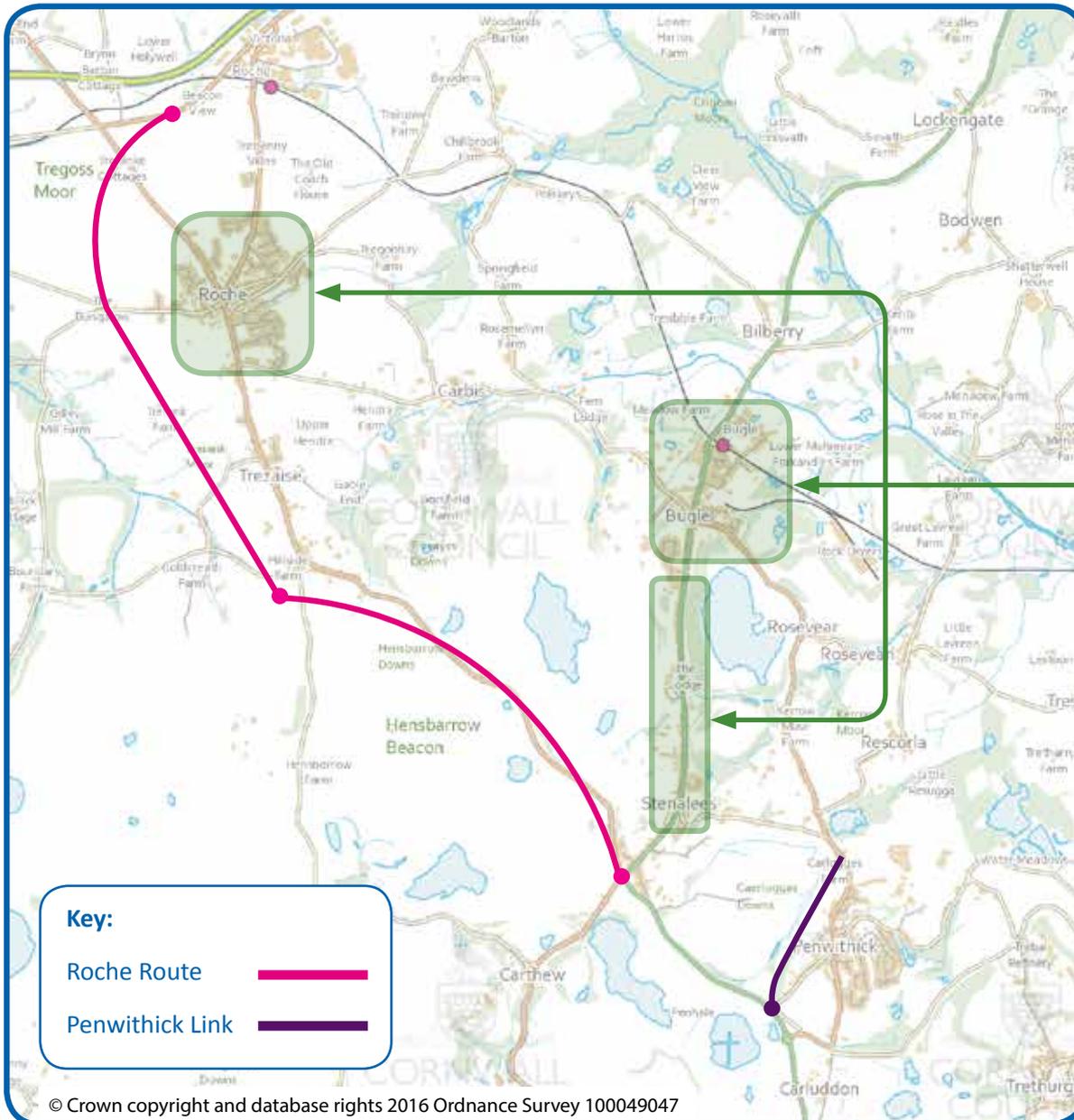
This process and subsequent technical investigations have highlighted that the route we were looking at to the east of Bugle would no longer be acceptable due to new environmental designations (mid-Cornwall Sites of Special Scientific Interest) and increased engineering costs. Therefore an alternative route to the west of Bugle via the former Goonbarrow clay pit is being considered with further design work and environmental investigations now underway. We are also looking at some amendments to the Roche route to reduce earthworks and total costs.

Feedback from the consultation showed that there was a strong desire to remove as much lorry traffic as possible from St Dennis and other Clay villages. To aim to achieve this, a new road link from Parkandillick to the Cornwall Energy Recovery Centre (CERC) haul road is under consideration (see back page for details).

You can find an illustrative plan and description of the revised route options with supporting links and measures being considered for Bugle and Roche in the centre pages. These 'Package options' will go through a final appraisal to inform the preferred route recommendation.

Please note that no formal decision has been taken. Further ongoing work is required to enable the Project team to make a preferred route recommendation. Cornwall Council would then consider the recommendation before making a submission for funding from the Department for Transport (DfT) in March 2017. A decision on DfT funding and the formal planning process, including consultation would follow in 2017/18. It is hoped that construction would start in late 2019, with the scheme opening in 2022.

Option A – Roche Route with Penwithick Link



A 5.9 km single carriageway to the west of Roche designed to 60mph standard linking to the old A30 west of Victoria. This route is broadly similar to that previously consulted on, but to reduce costs the latest proposal utilises part of the existing B3274 south of Trezaise.

In addition the Roche route package option includes a potential new road bypassing Penwithick linking B3374 (Penwithick Road) to the A391 at Carluddon. This road would be intended for local traffic with a design speed of 40mph.

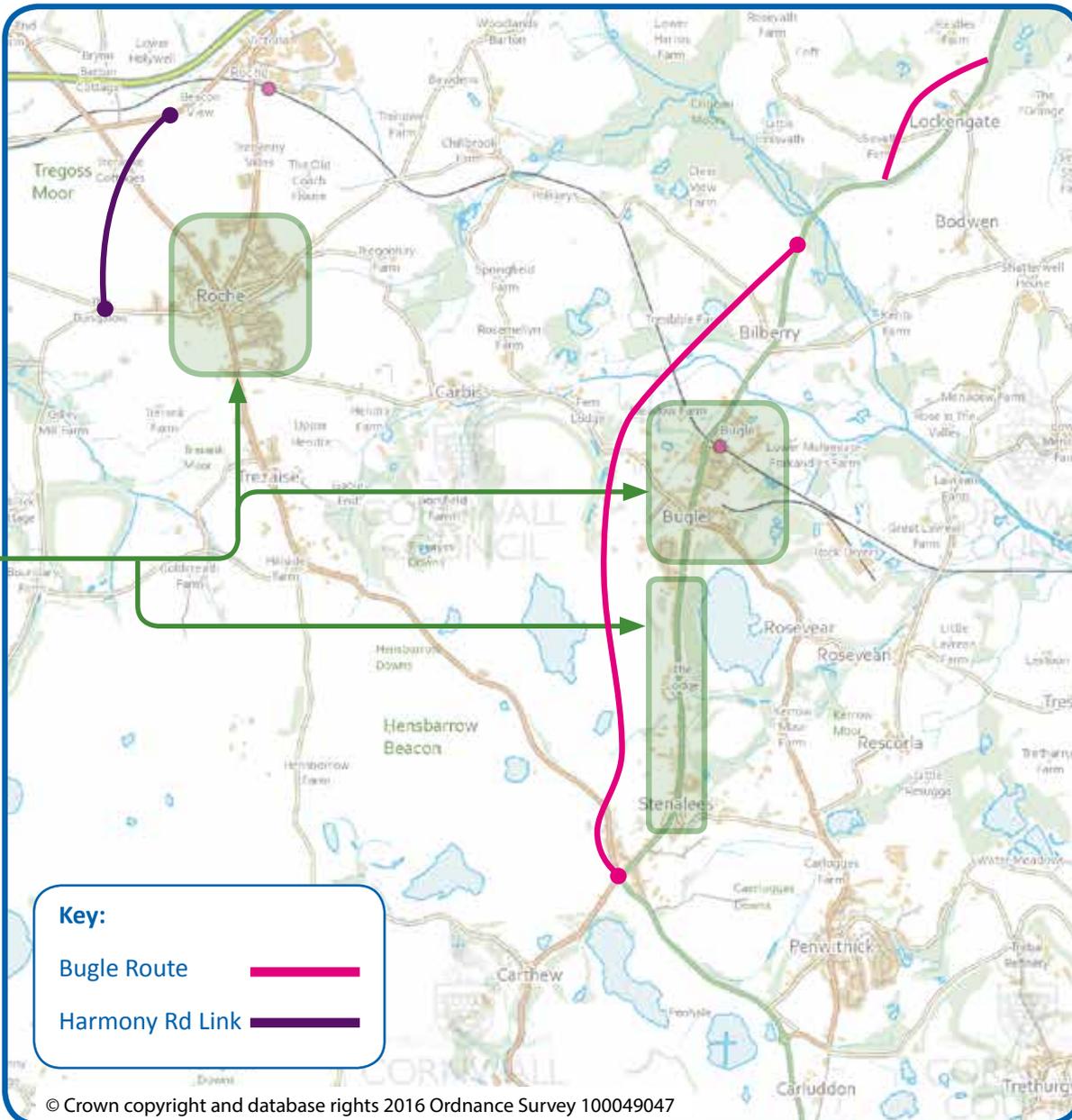
Please note: these plans are illustrative and the route alignments shown are indicative only. The alignments are not yet fixed but more detailed plans are available online

In addition to the new roads, each package option includes complementary traffic management measures in Bugle, Roche and Stenalees to prevent through traffic and enhance the village centres.

These measures include HGV restrictions, widening footways and providing on street parking bays, traffic calming and speed limit reductions to create a low speed environment in village centres.

It will also be necessary to downgrade and restrict traffic on the current A391 through Bugle and Stenalees.

Option B – Bugle Route with Harmony Road Link

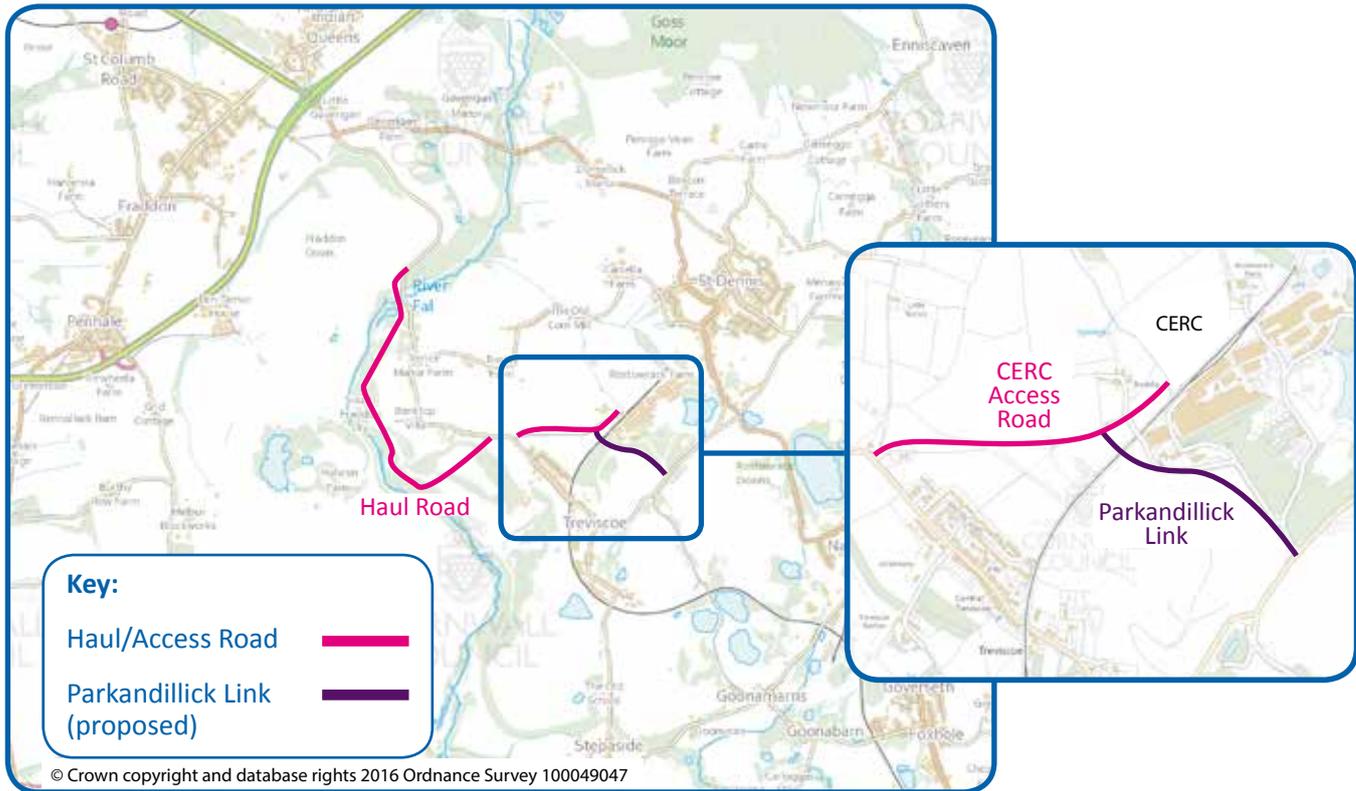


A 4.3 km single carriageway to the west of Bugle designed to 60mph standard utilising the haul road through the Goonbarrow former clay pit and bypassing Lockengate to the west prior to finally re-joining the existing A391 to provide a high quality route to Innis Downs junction on the A30. This route includes a new rail crossing of the Newquay branchline and bridge over the Roche Road connecting Bugle and Roche

In addition the Bugle route package includes a new link road skirting the north west of Roche between Harmony Road and the old A30. Alongside some minor improvements to local roads this would provide an alternative route for lorries that currently travel through Roche to the A30

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Parkandillick Link



Around 200 heavy vehicles a day pass through Treviscoe and St Dennis - up to 17% of all the traffic - which causes delays on narrow roads, difficulties for pedestrians trying to cross, noise and vibration for residents and regular problems with the low bridge in Little Treviscoe.

To address these issues the Project team are investigating the potential for a new road from Parkandillick to the recently built CERC Access Road via a new bridge over the freight railway. This would provide an alternative route for lorries that currently pass through this area on their way to the A30 at Highgate Hill.

Further work is required on the design alignment and how this road would be managed before any decision is taken on progressing with this scheme.

At the moment only the development of the initial investigation work is funded. Detailed design, Planning and Construction of the link road will require funding from the Central Government. Following the submission of the Outline Business Case to Government in March 2017 we anticipate a further round of public consultation on the details of the preferred route and supporting measures (including traffic calming in the village centres) as part of the formal Planning process later in 2017/18.

More detailed plans showing the design options and latest news on the scheme are available online at www.cornwall.gov.uk/a30tostaustell

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