

A30 to St AUSTELL LINK ROAD - CONSULTATION ANTICIPATED QUESTIONS

Q No.	Anticipated question	Suggested answer.
1	What is the purpose of this project	To provide a strategic link between St Austell and the A30 with a wider vision to extend the link down to Newquay. The project should improve a number of concerns raised including: journey times, congestion problems, improve air quality and redirect abnormal loads from Roche and Bugle.
2	What will the affect on Journey times be?	Journey times and reliability to/ from St Austell to key destinations will improve - the length of the new links are 6.2km(west) and 7.6km (East), which based on ave speed of 45mph would take approx 5 to 6.5 mins (respectively) to drive along
3	What are the traffic calming measures?	A range of complementary traffic management measures could be employed to reduce or prevent through traffic - see board
4	Why wasn't the previous design built?	RDA funding was lost in 2005 and the scheme was subsequently pulled
5	Why has the previous design changed?	Changes to road networks and development areas since the last bid. Also Wildlife designations and changes to China Clay operations
6	Why do you not have a preferred option, when the western option performs better?	We have much more investigation work to do on environmental, engineering design and transport economics before we can formally state a preferred route
7	Who will be funding it?	We are looking to create a Business Case that will be used to compete for central Government funding against other Highway schemes through out England
8	What will the disruption be like?	We're still at an early stage and depending on the final route chosen will effect the amount of disruption - but majority of works are offline, and construction of new junctions with existing roads would be managed as any other major highway project to minimise delays to traffic and noise disruption to residents
9	How much will I be compensated for land, disruption to my business etc.	There is a legal process for compensation for land that is compulsory purchased, or temporarily used during construction, and land agents engaged by land owners will ensure that the compensation package is accessed.
10	Will the schemes result in any road closures?	some restrictions on the existing network will be required to stop rat running through villages and inappropriate minor roads
11	When will the scheme be completed?	the current programme, subject to approvals and funding is for completion by 2022
12	What will be the effect on traffic flows?	the intention is that all through traffic (inc HGV's) will be on the new road and that routes into the villages will be local access only.
13	Are the route designs set in stone?	No - the alignments shown are subject to change dependant upon further ground investigation, environmental investigation
14	Why consider links to Newquay when there is already a route from the A30 to Newquay?	The current connections between St Austell area and Newquay are less than ideal, being somewhat tortuous and indirect. The wider vision is to provide a high quality link between the areas to links jobs and business with population, and the A30.
15	How is this scheme going to be funded?	Subject to a successful Outline Business Case we will be applying for funding from DfT Central Government

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16	Is this work really needed?	Yes. Since Carluddon A391 road improvements have been completed, the focus has returned to providing a link road between St Austell and the A30. St Austell is seen as the only major conurbation remaining that does not have a direct link to the A30, this is considered to be causing a major economic block to economic growth in the area. With the addition of the potential regeneration to St Austell and the China clay areas the current route is not suitable.
17	How will this affect parking/access?	Access to all properties and businesses will be maintained although some routes may be diverted or reduced capacity to stop rat running traffic. On street parking will be reviewed as part of the range of complementary measures we are considering for the village centres.
18	How will you stop people using the current route through Roche/Bugle as a rat run?	There are a range of measures we are seeking views on from minor traffic management thru to sever through routes.
19	Why is there not a third route straight through the middle?	This was looked at as an option - indicative cost approx £150M due to large amount of earthworks and engineering difficulties with ground conditions, gradients and alignments.
20	How will the schemes impact the environment?	Any construction scheme will have positive and negative environmental impacts - we have much more work to do in this area and liaison with statutory environmental bodies to undertake inc Natural England, English Heritage, Environment Agency to make sure that overall the positive impacts outweigh the negative impacts.
21	Why build a cycle/walkway? Who will have priority?	We need to make provision for cyclists and walkers in any new scheme we build as they have as much right as car drivers to a safe and direct route. Over 20% of people in St Austell area have no access to a car
22	Why is it costing so much?	We have produced initial estimates based on info we know to date using costs from recent schemes. We include allowance for unknowns such as ground conditions/ stability, environmental constraints, drainage issues
23	What will it do for me?	Improve air and noise quality; reduce the number of cars and HGVs through the villages; reduce accidents; improve local economy; improve journey times and reduce congestion.
24	Why have you not considered public transport?	An initial study was conducted to establish the need for intervention. This included: do nothing, public transport improvements, road improvements and rail improvements. It was concluded that public transport measures alone would have limited benefit in terms of opening up the China Clay region and improving access to St Austell. Due to the dispersed nature of villages and population centres bus services struggle to be economically viable.
25	Will it drive out people from my business in the long run if traffic levels fall?	To some degree this depends on the nature of the business and the type of customers. The intention is that through traffic will significantly reduce in the villages but access will be maintained - this will mean passing trade will reduce but the village environment will improve, hopefully enhancing the location for businesses
26	Are there any new development plans, that are likely to impact this scheme?	There are a number of development areas, including: China Clay Area, the Eco-communities projects and the Carclaze business park as just a named few - likely to increase traffic flows.
27	What evidence is there that noise and air pollution will reduce significantly?	This is part of the work we need to do to put together the evidence, but by reducing congestion and delays on main route, and removing traffic from centre of villages it is anticipated that air and noise impacts would be significantly reduced
28	Why are you using roundabouts rather than priority junctions for connecting to side roads?	Some minor accesses will be priority junctions but at the moment we're proposing roundabouts for the main network connections - roundabouts are generally safer (lower accident rate), lower speed, better for capacity and can provide a useful transition in joining tricky alignments.

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29	Why is development and regeneration important to a road scheme?	To qualify for Government funding we need to demonstrate that the scheme will help meet national objectives in terms of facilitating growth and jobs, unlocking land for potential development and housing
30	Does my view count?	We need to demonstrate public and political support to ensure the scheme is deliverable. This means that as far as is reasonable we seek to address any specific concerns you raise, and hopefully gain your support. This scheme won't benefit everybody, but over the long term offers an opportunity to help overcome the existing issues, and make the area a better place to live and work.
31	I can see the benefit of the road, but don't want any more houses in my village	In addition to Q29 - The emerging Local Plan sets out the long term development allocations for the area - this is based on wide range of social demographic factors and planning/ environmental constraints outside this project
32	How fast will the new road be?	It's designed to a 60mph (National Speed limit) standard
33	When will you confirm the preferred route?	we should be in position to announce the preferred route later this year (autumn) when we've analysed the consultation feedback and had chance to complete the engineering, traffic modelling and environmental investigations.
34	What will the scheme do to ease traffic problems in St Austell town centre?	The scheme itself won't provide any relief to congestion in central St Austell on the A390 corridor - these issues are being addressed through the St Austell Transport Strategy which is a combination of junction improvements and public transport/ cycle/ walking network measures
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