

Truro Cycling Campaign – response to the A30 Chiverton to Carland Cross consultation January 2018

- Here are some of the points Truro Cycling Campaign will be making in its response to the Highways England consultation.
- You can use these points in your own comments in replying to the online survey – but it is important that we submit as many different individual responses as possible. So please make your own points as well, especially about routes that you use or would like to use that you know personally.
- This is only from a cycling perspective and of course you may have other points that you want to make in your response. You may not cycle but support the wider benefits of allowing more people to cycle, such as air quality, CO2 emissions, traffic congestion and health.

Q11 – Section A: Chiverton to Chybucca

I am concerned at the lack of provision for a direct cycle route between St. Agnes and Truro. The proposal would mean a significant detour for cyclists to the new junction, or the use of the current signposted route via Key Downs and Dangerous Crossings which is not a safe route for cycling.

The scheme should make provision for a bridge or tunnel on the direct alignment of the St. Agnes to Truro road to enable safe, direct cycle trips - both commuter and leisure - in line with Highways England's own Cycle Proofing policy. The A30 and the Chiverton junction in particular is a barrier to north south cycle movements and this should be an opportunity to remove that strategic barrier to cycling - not lock it in for the next 100 years.

The crossing should be designed and built as an integral part of the A30 improvement, in the same way as wildlife crossings and other related measures are an integral part of the scheme. Highways England has advised that a cycle crossing might be brought forward using "Designated Funds" but our concern is that if the crossing is not built as an integral part of the scheme, it might never happen. This separate project fund is also on a different timetable, and since building a crossing before or after the A30 improvement would be much more expensive, which in turn risks making the crossing less likely to be funded. Other road users are not treated in this way.

The crossing would link to, and make possible, plans to create a new safe cycle route on the St. Agnes Road which we aim to extend all the way to Truro to create a high quality commuter route and provide connections to leisure routes. These plans to unlock cycle journeys in mid-Cornwall will be very difficult to achieve without separate provision for cycling (and walking and horseriding) at Chiverton. The crossing would help unlock the potential for cycling in this area, which could assist with other strategic objectives relating to improving public health, increasing road capacity (bikes take up less road space), improving air quality and reducing CO2 emissions.

Q12 – Do you have any comments on our proposals for the Chybucca junction to Zelah section of the scheme?

The Chybucca junction is being designed for motor vehicles travelling at speed - ie with wide, straight lanes. These are not a suitable environment for cyclists to mix with motor traffic and provision should be made for segregated lanes for cycling or shared use pavements. Chybucca is and will be the only possible crossing point for cycling between Truro and the north coast villages for miles - so cycle journeys are funnelled through this junction. At present it is very intimidating and dangerous for cycling, so cycling is suppressed. But Truro is only 9 miles from the north coast - so there is significant potential if lanes for cycling can be integrated into the scheme to enable safe north/south cycle trips.

The provision of a tunnel to retain the existing route between Tresawsen and Allet is supported. This could be a quiet, safe route from Perranporth to Truro (40 mins), but it is very dangerous and inadvisable to cross the A30 here at the moment. Provision of a tunnel will enable cycle trips along this route and is supported.

The current alignment of the Tresawsen road is direct and flat and should be retained. Moving the road to the east, down the hill, would create an unnecessary diversion and add another incline to this as a cycle route. Hills are another barrier to cycling in Cornwall - so they should not be designed in!

Q13 Do you have any comments on our proposals for the Zelah to Carland Cross junction section of the scheme? Section C

There is potential for a cycle route from St. Erme - Carland Cross - Mitchell using the private farm lane which was the old A30. The proposed scheme is an opportunity to complete this part of the strategic cycle network and remove cycle journeys from the Mitchell Hill section of the A30. At present it is difficult to cycle north east of Truro so this would unlock potential cycle trips. Charity or tourist cyclists can sometimes end up on the dual carriageway as there currently is no alternative. This key missing link could be cheaply incorporated into the scheme to create an additional benefit for cycling in Cornwall.

Q14 Do you have any comments on the Preliminary Environmental Information Report?

- Air quality - the scheme should make provision for direct St. Agnes to Truro cycle trips in order to encourage pollution free modes of transport. Without this provision, the new road layout will lock in the strategic barrier to active travel.
- Climate change - as above, the scheme only makes provision for motorised transport. Provision at Chiverton should be made to enable commuter trips by bike.

Q16 Do you have any comments on what will happen to the existing A30 after the new A30 is built?

The handover of the existing A30 should be an opportunity to create a low speed environment that is conducive to cycling. Signs will not be enough to enforce a lower

speed limit as the road has been designed for speeds of 50-60mph and with no traffic, drivers will feel free to drive at the road design speed and ignore signs. There should therefore be some treatment of the road to slow traffic down, such as chicanes, lane narrowing through landscaping and other measures. If one side of the A30 is closed for maintenance or an accident, the old road can still be used but with a slower design. The old A30 should not be laid out primarily for occasional trunk use – it should be used to create local benefits and only allow slower local traffic.

At present, the only cycle trips along the A30 would be charity or tourist cyclists who do not know the area as it is so dangerous, no local person would cycle there. The stretch of A30 does not connect towns or villages other than Zelah, so it is unlikely to ever see high numbers of regular cyclists. But this section of old A30 could provide a spine route for cycling in mid-Cornwall that connects the local lanes and cycle routes (in the same way that the A30 is used for cars). This is not possible at the moment and instead this stretch of A30 is an absolute barrier to cycling.

Highways England's own Cycle Proofing policy advocates provision for cycling as part of major highway schemes, and parallel cycle routes along major routes is normal in France, Belgium etc in order to enable longer distance cycling and cycle tourism. Such cycling is very difficult in Cornwall at the moment - the A30 scheme could help unlock that potential.