



TRUNK ROAD PROPOSALS

PUBLIC INFORMATION

A38 SALTASH TO TRERULEFOOT IMPROVEMENT

Preferred Route Announcement

November 1994

PUBLIC INFORMATION

Introduction

The Highways Agency is planning to improve the A38 trunk road between Carkeel and Catchfrench, bypassing the villages of Landrake and Tideford.

This leaflet summarises the results of the public consultation held between 9 July and 20 August 1993 and announces the decision of the Secretary of State for Transport on the preferred route.

Why a new road is needed

The existing trunk road is heavily used. It has several long steep hills and tight bends along its length. It also cuts through two villages. It is a single carriageway, with crawler lanes on the hills, and there are very few opportunities for overtaking. The landform and the housing in the villages make an improvement along the line of the existing road impractical. Therefore options for a new route have been investigated over most of the length, which will allow the existing road to be retained for the use of local traffic.

Background

The A38 provides one of the main trunk road links into Cornwall. It runs from the M5

at Exeter, through South Devon and Plymouth, to the A30 at Bodmin.

In 1971 a scheme for the improvement of the A38 between the Tamar Bridge and Trerulefoot was included in the Road Programme and the public was consulted on alternative routes in 1976. A preferred route between the Tamar Bridge and Heskyn, just east of Trerulefoot, was announced in 1978 and protected against development. The Saltash Bypass section of the route opened to traffic in 1988. Work on the remainder of the route was deferred until a further study. Following the study, the current scheme was introduced into the Road Programme in 1989.

Route Options Considered

Partial route options were put forward for public consultation.

These could be combined to give six whole route combinations.

There was a choice between three alignments west of Landrake (Green, Orange-Brown and Blue-Brown) and two alignments to the east (Purple and Grey). The Blue-Brown-Grey Route most closely followed the existing A38.

Other engineering solutions were considered before consulting the public. In particular, the old Protected Route running south of Landrake was reviewed. However it was rejected because it passes through areas which have been recognised as being of great environmental importance. The alternative routes to the north are considered to be much less harmful.

Consultation Arrangements

A consultation brochure and a questionnaire were published and copies were sent to national and local organisations, including Government Departments, local authorities and other bodies either with an interest in or affected by the scheme. Copies were also sent to all owners, tenants and businesses who held property or land within 300 metres of any of the route options, and were delivered by hand to homes and other premises in the area. A presentation was made to elected Members and Officers of

Cornwall County Council, Caradon District Council, Saltash Town Council and Landrake-with-St Erney and St Germans Parish Councils.

Public exhibitions were held in Landrake, Tideford and Saltash. Over five days, the exhibition was open for 34 hours and 811 people signed the attendance register. Further copies of the consultation leaflet and questionnaire were available at the exhibition. Copies were also deposited at County and District Council Offices, Saltash Library and at Landrake and Tideford Post Offices.

A copy of the Preliminary Appraisal Report, which detailed the investigations undertaken prior to the public consultation, was available at the exhibition for reference. The report was also sent to County, District and Parish Councils and was available for purchase from the Department of Transport.

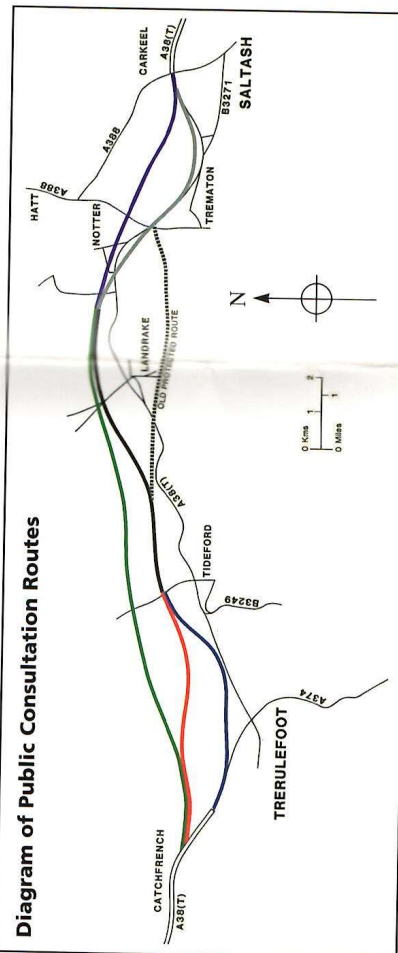
Since the exhibition there have been many meetings with local councils, organisations and individuals affected by the route options to discuss particular concerns.

Responses

643 questionnaires and 837 letters were received from the public.

Many questionnaires also contained supplementary remarks. Two petitions were received - one from the owners of Heskyn Mill Restaurant and the other through the Brighton Basin Conservation Group (BBCG). A significant proportion of responses was received through the BBCG, who also made extensive comments on the proposals.

Written comments were received from 31 public bodies and organisations, including local councils, national organisations, Government Departments, environmental bodies, public utilities and others with affected interests.



Analysis of Responses

The local authorities accepted the need for the new road to assist the local economy and bypass the villages of Landrake and Tideford. Nearly all the individual respondents accepted the need to bypass villages, as did those responses received through the BBCG.

Returned questionnaires were divided into two groups for analysis. Local responses were defined as those from people living, or having land or business interests, within the "PL12" postal code area. Non-local responses were defined as those coming from outside this area.

The local responses represented 61% of the questionnaires returned. Out of these 44% preferred the Blue Route, 31% the Green and 18% the

Orange Route. When asked if the Brown Route was generally acceptable, 68% replied "yes" and 19% "no". (This question did not apply to those preferring the Green Route.) At the eastern end, 60% of local people preferred the Purple Route whilst only 32% wanted the Grey. On a number of questionnaires some questions were left unanswered and these make up the balance of the percentages quoted.

Of the non-local responses, 68% were identical typed questionnaires received through the BBCG. The Blue Route was preferred in 89% of all non-local replies whilst the Green and Orange Routes were each selected in only 5% of replies. The Brown Route was not found acceptable by 80% of respondents but was considered generally acceptable by 14%. The Grey Route was preferred over the Purple Route by 83% to 15%.

The factors considered most important by local people were maximising transfer of traffic from the old trunk road and building as close to the line of the existing road as possible.

There was support for the route to be taken south of Landrake and concern over the effect on local businesses, in particular the Notter Bridge Inn.

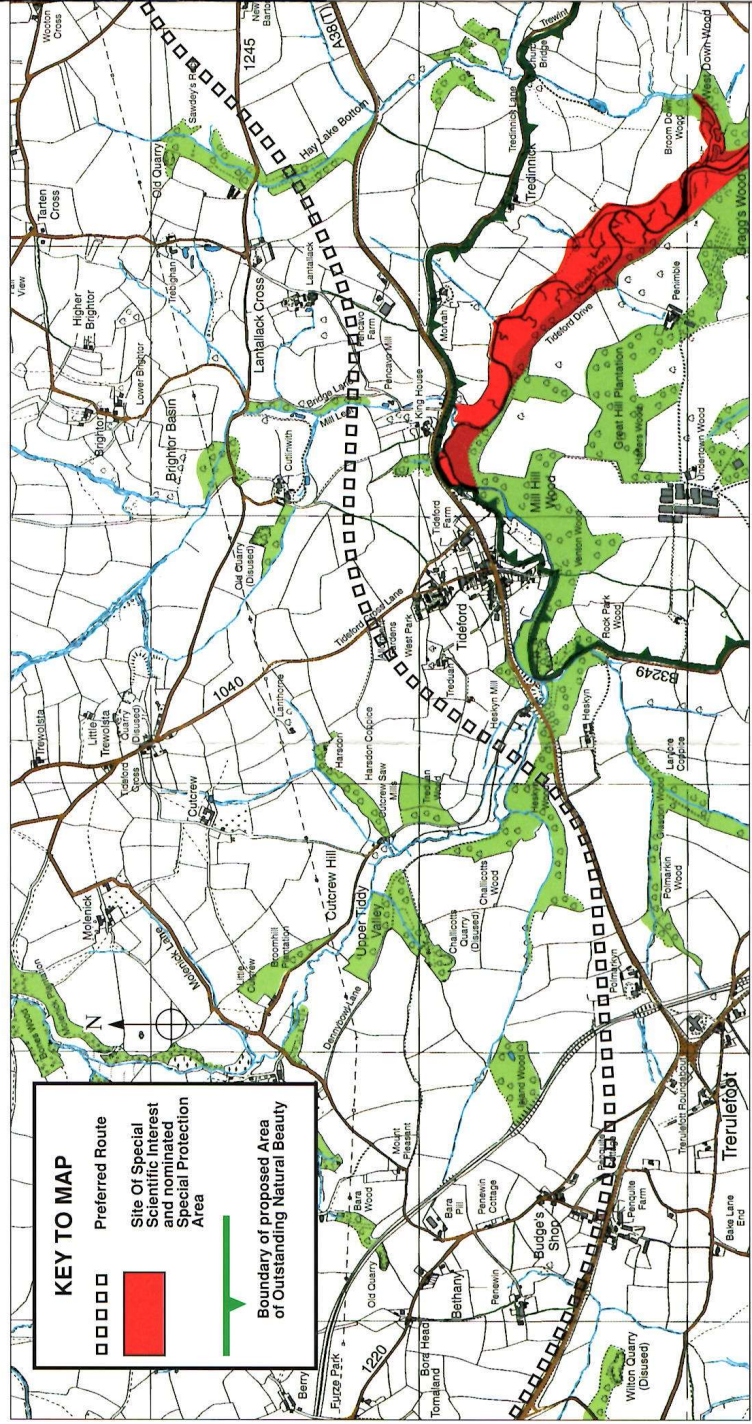
The identical typed questionnaires submitted through the BBCG advocated moving the route out of the Brighton Basin in order to preserve its ecology and beauty, and suggested advantages in taking the route to the south of Landrake. There were only a few comments on the other non-local questionnaires and they were broadly in support of the aims of the BBCG.

A petition of 706 signatures and other written correspondence requested rejection of the Blue Route because of the effect it would have on the setting of Heskyn Mill, which is a Grade II* listed building.

A further petition of 721 signatures called for the route to be taken south of Landrake.

The BBCG forwarded 633 identical typed letters in support of its aims, and 134 individual letters were also received which were in the same vein. A number of other letters were received from members of the public.

An analysis of the questionnaires received is given in the following table.



Views expressed by Consulted Organisations

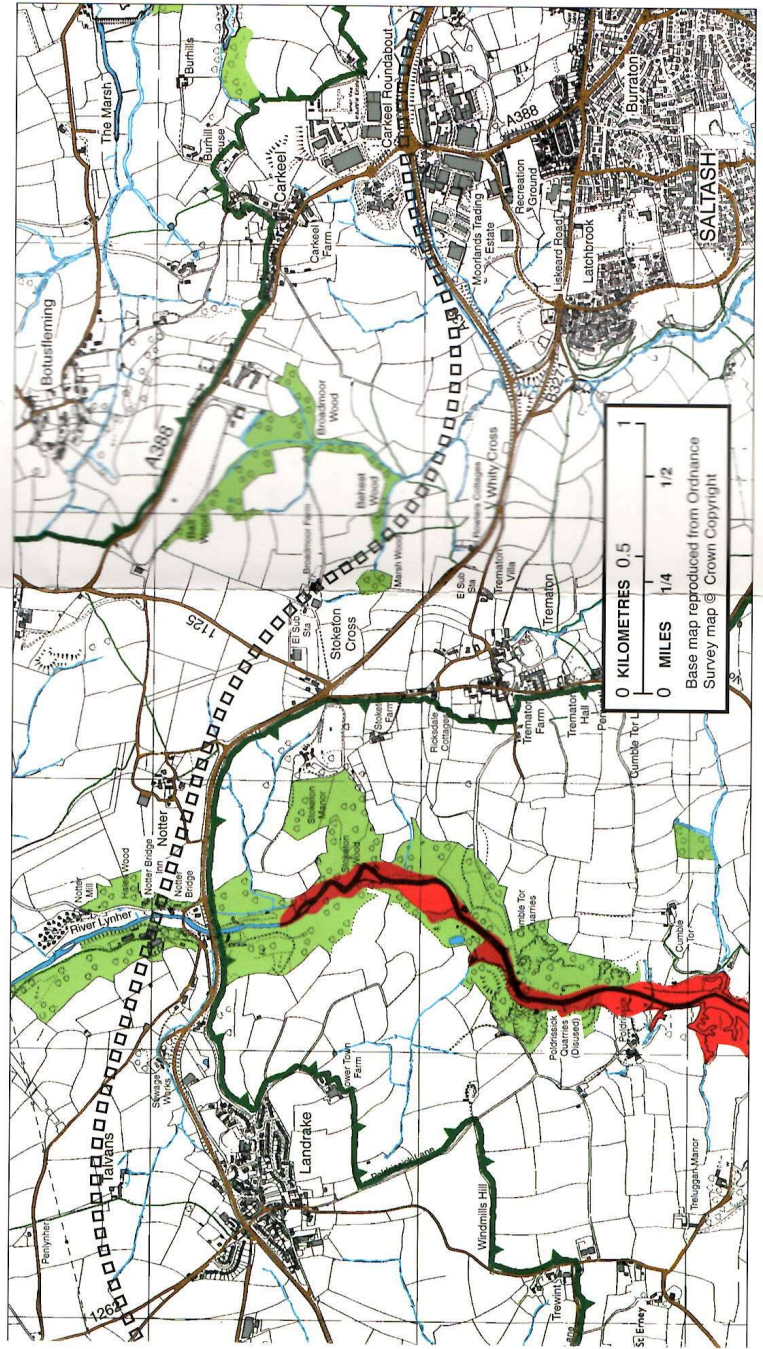
and allowance made for slip roads, car parks and a railway station for a park-and-ride scheme. The Council said it would like to see "flyover" junctions at Carkeel, Stokeon Cross and Trerulefoot, and traffic calming implemented in Landrake and Tideford as soon as the new road opens.

Landrake-with-St Erney Parish Council thought a modification of the old Protected Route taking it out of the Site of Special Scientific Interest in the Lynher Valley would be the best option for the village. It considered both Green and Brown Routes obtrusive and noisy where they pass between the village and Talvans.

Cornwall County Council welcomed the proposals and preferred the Blue-Brown-Grey Route. It supported rejecting the old Protected Route south of Landrake on environmental grounds but was concerned that sufficient road capacity should be available between Stokeon Cross and Carkeel to accommodate traffic from its own improvements to the A388.

Caradon District Council supported the scheme and preferred the Blue-Brown-Grey Route. It wished to see southerly traffic picked up by the scheme at Trerulefoot,

Table of Analysis of Questionnaires	LOCAL Responses As a percentage of ALL Responses	NON-LOCAL Responses As a percentage of ALL Responses	ALL Responses As a percentage of ALL Responses
Questionnaires received	61%	39%	
Preference for:			
Green Route	31%	5%	21%
Orange Route	18%	5%	13%
Blue Route	44%	89%	61%
No stated opinion	7%	1%	5%
Brown Route:			
Acceptable	68%	14%	43%
Not acceptable	19%	80%	47%
No stated opinion	13%	6%	10%
Preference for:			
Purple Route	60%	15%	42%
Grey Route	32%	83%	52%
No stated opinion	8%	2%	6%



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It also wanted the new route to pass close to Trerulefoot Roundabout and be linked to the upgraded A388 to attract as much traffic as possible from the existing road.

St Germans Parish Council was wholeheartedly in favour of bypassing Landrake and Tideford and preferred the Green-Purple Route. It would, however, like to see the western junction moved closer to Trerulefoot Roundabout. It also requested reconsideration of the old Protected Route.

Saltash Town Council felt favourably towards the routes but did not have a preference. It would like the improved A388 to be connected to a junction at Stokeston Cross.

English Nature preferred the Blue-Brown-Grey Route because it followed the line of the existing road most closely and appeared to have least negative impact on wildlife habitats. However, it considered that scope exists for reducing this impact even further. English Nature would need to be convinced that no long term damage would result if the suggestion of using the old Protected Route south of Landrake were adopted.

Countryside Commission considered the Green-Purple Route to be the "least unacceptable" because it has least impact on the Tamar Valley proposed Area of Outstanding Natural Beauty (AONB). The Commission supported the rejection of the old Protected Route for this reason. However, it acknowledged that careful siting and design of the new road will be necessary through the Brightor Basin.

Ministry of Agriculture, Fisheries and Food preferred the Blue-Brown-Grey Route because it requires the least higher grade agricultural land.

Other Organisations

generally expressed support for the scheme or had no specific comments to make. Utility companies (water, gas, electricity and telephones) drew attention to the possible effects on their apparatus. Some replies were concerned with specific matters whilst others confined themselves to particular areas.

Additional Investigations

Brightor Basin Conservation Group - Questionnaires returned through the BBCG suggested a modification to the Brown Route which would move it further south where it crosses Bridge Lane. The route would have to run south of the existing A38 between Bridge Lane and Hay Lake Bottom.

A modification to the Blue Route would also be needed, taking it slightly further north where it crosses the River Tiddy.

Crossing the A38 twice would increase the construction costs considerably because of extensive diversions of existing services. However the modification to the Blue Route in the Tiddy Valley, in conjunction with a small re-alignment and lowering of the Brown Route where it crosses Bridge Lane, could go some way towards meeting concerns.

Through a report, the BBCG suggested a route that would cross the River Tiddy north of Heskyn Wood and pass to the south of the Brightor Basin near the A38. This route would then follow the old Protected Route south of Landrake to Stokeston Cross. From here the BBCG suggested a connection to the Grey Route. For the purposes of direct comparison with the public consultation routes, this alignment was

modified to run through to Carkeel.

The costs and benefits of this route are similar to those for the public consultation routes and it would have less impact on the village of Landrake. It would, however, have an increased effect on Tideford and would cross the environmentally important areas to the south of Landrake.

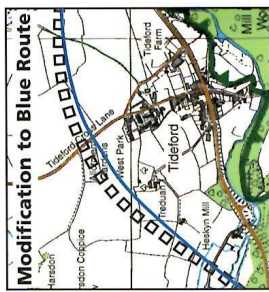
Old Protected Route -

Landrake-with-St Erney Parish Council requested re-examination of the old Protected Route to the south of the village. Whilst this route compares favourably with the consultation routes in cost and benefit terms, and requires very little demolition of property, its effect on the environment would be high. Both the Countryside Commission and English Nature have indicated that they would oppose further development of this route.

Modified Old Protected Route - The Parish Council also suggested a modification of this route which would pass south of Landrake but north of the SSSI in the Lynher Valley. This modification would still cross the proposed AONB. Whilst this route would benefit the properties in Landrake which face northwards, there would be an adverse effect on properties south of the village and at Notter Bridge. The cost would be considerably

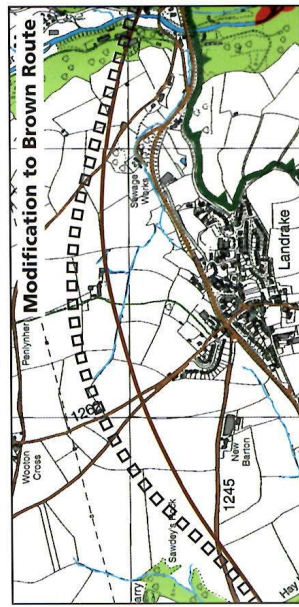
Modified Blue Route -

A modification of the Blue Route taking it slightly further from Tideford and lowering it to pass under Tideford Cross Lane was developed during consultation. It would cost slightly more to build than the original Blue Route and would provide slightly less value for money, but would have less impact on the village.



Modified Brown Route -

A modification of the Brown Route, taking it north of Talvans, was developed during the consultation. It would cost slightly more to build than the original Brown Route and would provide slightly less value for money. However, being further from the village, it would be less visible. The Landrake-with-St Erney Parish Council majority view was that a southern route over the SSSI continued to be the best. Their opinion concerning the Brown Route and modification was preference for the more northerly route.



Purple-to-Grey Route -

The consultation draft of the Caradon Local Plan, published in April 1993, contained a proposal to develop the land between the A38 and the A388, between Stokeston Cross and Carkeel, for employment.

As a result, a modified route linking the Purple Route to the Grey Route has been investigated. This "Purple-to-Grey" Route would cross the River Lynher to the north of the Natter Bridge Inn along the line of the Purple Route and then follow a more southerly line from east of Natter to merge with the Grey Route near Latchbrook. This route avoids the proposed AONB. To the east of Stoketon Cross it follows land boundaries more closely and has less effect on the development potential of the land than the Purple Route. It has similar costs. It does not provide as much value for money as the Purple Route but it is much better than the Grey Route. Overall, its effects on the environment would be similar to those of the Purple and the Grey Routes.

The route has been discussed with local residents, landowners and Officers of the County and District Councils.

Existing Road - As a result of comments received from various people, including English Nature, improvement of the existing route to dual carriageway standard was re-examined. The line investigated would pass north of Trerulefoot Roundabout and north of Tideford but through Landrake. Steep gradients and tight bends could not be eliminated completely and a significant number of properties would be demolished. Several other properties would be severely affected by noise and visual intrusion. Whilst the transfer of traffic to this route would be very high, its cost would be significantly higher as well, thus reducing the overall benefits of this alternative.

The Views of the Highways Agency

A route at the western end which follows the line of the existing A38 is preferred because it will maximise the transfer of traffic onto the new road whilst keeping new construction within the existing road corridor. Having taken full account of the views expressed by the general public and by the local Councils and by other organisations, the Blue (Modified)/ Brown (Modified)/ Purple-to-Grey route combination

would provide the best route for this improvement of the A38.

The Decision of the Secretary of State

The Secretary of State for Transport has considered the views of all those who responded to the consultation. He has noted the high level of support for the provision of an improvement to this section of the A38 and to the removal of trunk road traffic from the villages of Landrake and Tideford. This support comes from both the general public and the various public bodies and other organisations consulted.

The Secretary of State has accepted the Highways Agency's recommendation for the section between Trerulefoot and Natter Bridge; he has chosen the Blue (Modified)/ Brown (Modified) Route as the Preferred Route.

For the section between Natter Bridge and Carkeel the Secretary of State has chosen the Purple-to-Grey Route as the Preferred Route.

Local discussions have largely supported the Purple-to-Grey Route but the Secretary of State would welcome any further comments. These should be sent to the Highways Agency at the address shown on the back of this brochure before 20 January 1995.

The Secretary of State has decided that these routes should now be protected against development.

What happens next?

The Preferred Route will now be protected against other development under Article 15 of the Town and Country Planning General Development Order 1988 (S1988/1813). The local planning authorities are being notified.

If there are no significant adverse comments on the Purple-to-Grey Route that have not already been considered, then it will be confirmed as the Preferred Route and no further announcement will be made.



The design of the route will be developed further before the publication of statutory proposals, as draft Orders under the Highways Act 1980, together with an Environmental Statement.

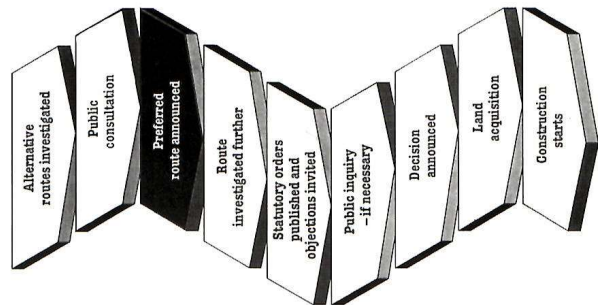
At that stage there will be wide publicity and a further opportunity for people to comment or object. A public inquiry would follow if objections could not be resolved.

All aspects of the scheme will be kept under review as the proposals are developed in more

detail but particular consideration will be given to:

- minimising the adverse effect of the road on the environment.
- the possible connection to Cornwall County Council's scheme to improve the A388.
- the location, form and layout of junctions.
- the form of major viaducts.

Steps in Trunk Road Planning



Further information

More detailed information is published in the **Report on Public Consultation**, which summarises the responses made to the public consultation, and the **Scheme Assessment Report**, which describes the reasons for the choice of improvement and the best way of providing it.

Copies of these Reports can be inspected at:

Cornwall County Council
County Hall, Truro

Caradon District Council
Luxstowe House, Liskeard

Saltash Public Library
Callington Road, Saltash

Landrake Post Office
Tideford Road, Landrake

Tideford Post Office and Stores
Church Road, Tideford

Copies of these Reports are also being sent to Parish Councils whose areas are affected by the improvement for the benefit of local parishioners.

Individual copies of the Reports can be purchased from:

Highways Agency
South West Construction Programme Division
Tollgate House
Houlton Street
Bristol BS2 9DJ

Telephone 0117 987 8770

at a price of £32.00 for the Report on Public Consultation
and £13.00 for the Scheme Assessment Report.
(These prices cover the cost of printing only.)

Further copies of this brochure can be obtained, free of charge,
at any of the above addresses.

Please contact the Highways Agency in Bristol,
if you have any queries about the scheme.

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The HIGHWAYS AGENCY is an Executive Agency
of the Department of Transport