

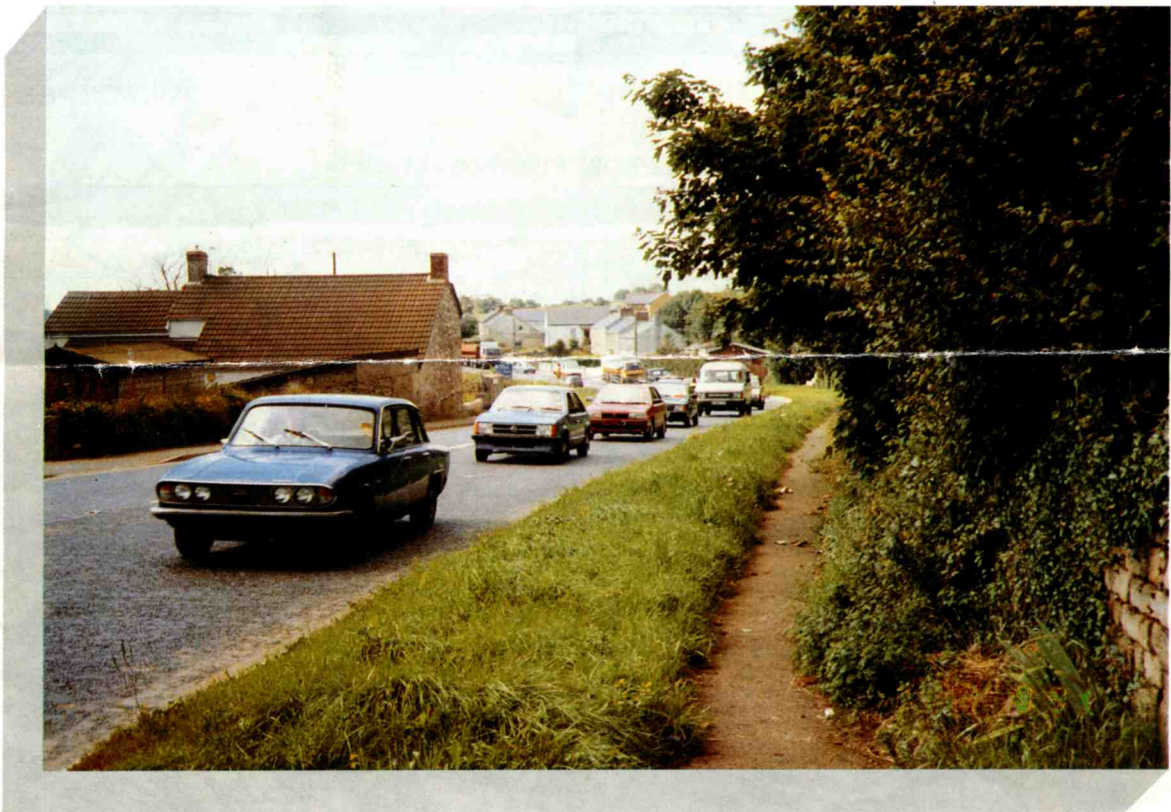


THE DEPARTMENT
OF TRANSPORT

A30 ST ERTH TO NEWTOWN IMPROVEMENT

PUBLIC CONSULTATION

The Department of Transport is planning to improve the A30 trunk road in West Cornwall between the existing roundabouts at St Erth and Newtown. This brochure describes the two routes which are being considered and seeks your views on which route should be chosen.



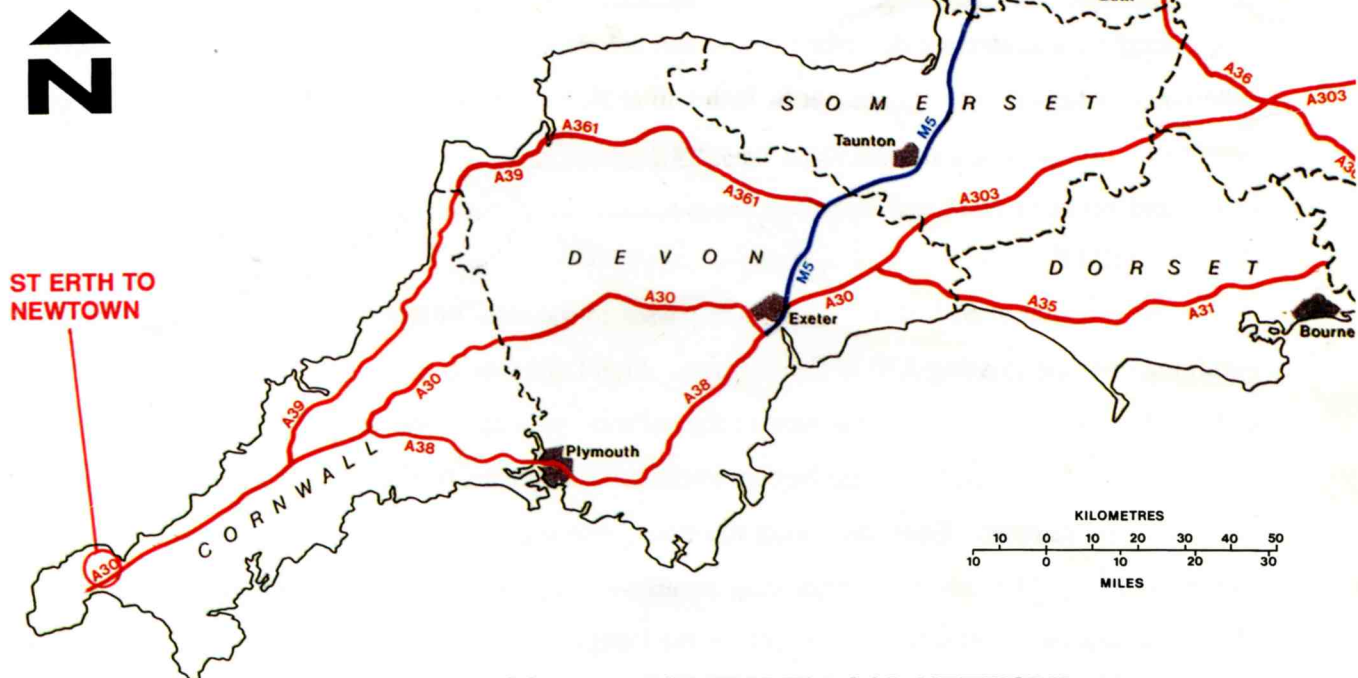
Please read the brochure carefully and talk about the routes with your family, friends and neighbours. Please also help us by attending the free exhibition, details of which are on the back page. The exhibition will include large scale plans showing the routes in more detail and further information about the road scheme.

This is your opportunity to help in the early planning of this scheme. Your views will be very welcome. Please let us know what you think by coming to the exhibition and by completing and returning the enclosed pre-paid questionnaire before 1st July 1993.

Extra copies of this brochure and the questionnaire will be available at the exhibition. They can also be obtained free of charge from the addresses given on the back cover.

WE NEED YOUR VIEWS

THE IMPORTANCE OF THE A30



SOUTH WEST TRUNK ROAD NETWORK

The A30 provides the main highway from the motorway network and the important A303 route at Exeter, through to West Cornwall. The route also acts as the spine road for Devon and Cornwall, linking many centres of population, industry and agriculture. The A30 is also heavily used by seasonal traffic travelling to and from destinations in the West Country.

THE EXISTING SITUATION

The section of A30 to be improved lies between St Erth roundabout, at the western end of the Hayle Bypass, and Newtown roundabout, at the junction between the Longrock Bypass and the A394 Marazion Bypass. An average of 16,000 vehicles a day currently use the road. Considerably more traffic uses it during the tourist season.

The existing road is single carriageway and passes through the communities of Rose-an-Grouse, Canonstown, Whitecross, Cockwells and Crowlas, where it forms the main street. There are shops, roadside parking, and a pelican crossing; twelve priority junctions; and many places where sight-lines are poor and below present day standards of design. Overall the existing road has a poor accident record, particularly at the St Erth and Newtown roundabouts and at the crossroads in Crowlas.

WHAT IS PLANNED?

The Department of Transport plans to provide a new dual carriageway road with two lanes in each direction. Access to the new road will only be available via junctions at St Erth and Newtown. There will be no intermediate junctions. The existing local roads will be carried over or under the new trunk road. The proposed high standard of the new highway will provide quicker, safer travel for road users and will improve conditions in the communities along the present A30 by removing trunk road traffic from them.

THE ROUTE OPTIONS

Two alternative routes are described below and are shown on the plan opposite. There are also alternative junction arrangements at St Erth and at Newtown, with details given at the bottom of this page. Both routes are the same between St Erth and a point just to the south of Gitchell Lane, but between there and Newtown there is a choice of routes.

BLUE ROUTE

From the junction at St Erth the blue route passes to the west of Rose-an-Grouse village before bridging over the existing A30 at Canonstown. Arch Lane would be diverted under the new A30, which then continues southwards next to the railway, passing to the east of Polgrean Farm. At Gitchell Lane a new bridge would be constructed allowing local traffic to cross over both the new A30 and the railway. From this point the blue route takes a more westerly direction, passing under Rospeath Lane and then continuing parallel to the existing A30 for a short distance before finishing at a new junction with the end of the Longrock Bypass at Newtown.

YELLOW ROUTE

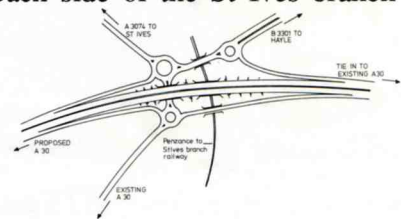
The yellow route is the same as the blue route as far as a point east of Trevorrow Farm. From there the yellow route closely follows the railway line before passing under Rospeath Lane. It then curves westwards, passing between Bowgyheere Farm and the Marazion Bypass to finish at a new junction with the end of the Longrock Bypass at Newtown.

THE JUNCTION OPTIONS

ST EARTH JUNCTION

Two possible arrangements are being considered for the junction at St Erth. Both use the two existing railway bridges. Either:

1. A single level junction with two roundabouts, one on each side of the St Ives branch railway line. or:
2. A two-level junction allowing A30 traffic to travel directly between the Hayle Bypass and the new carriageway, passing over the new roundabout and railway. Access to and from the trunk road would be via slip roads.



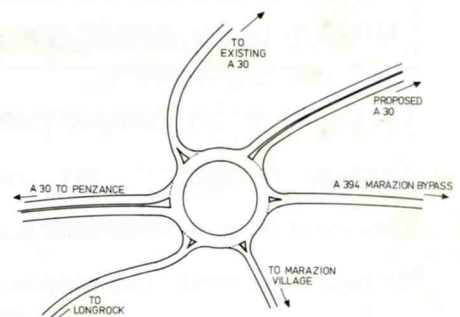
Two-level junction option at St Erth

NEWTOWN JUNCTION

Similarly two alternative arrangements are being considered at Newtown.






Either:

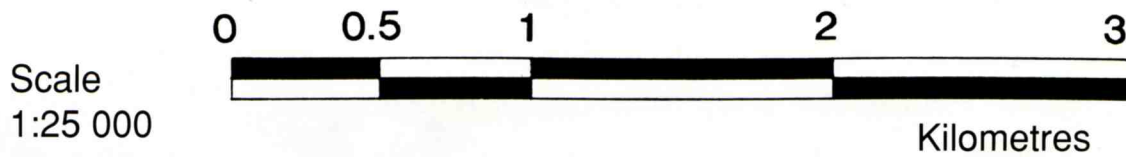
1. A roundabout at the present location but with a much larger diameter in order to connect the new A30 dual carriageway with all the existing roads. or:
2. A two-level junction directly linking the Longrock Bypass with the new A30. The existing A30 would pass underneath with slip roads allowing access to and from the trunk road in both directions.



Roundabout Junction option at Newtown

PLAN OF THE POSSIBLE ROUTES

-  BLUE ROUTE
-  YELLOW ROUTE
-  BLUE AND YELLOW ROUTES
-  REJECTED ROUTES
-  SITE OF SPECIAL SCIENTIFIC INTEREST



Taken from Ordnance Survey Pathfinder 1: 25000 Published in 1989

