

## The Effects of the Proposals on the Environment

The options have been designed to minimise the impact on ecology and archaeology, severance, hedgerow loss and on the landscape. Adverse effects on the environment will be reduced as much as possible by:

- visual screening by earth mounding and extensive planting of trees as appropriate.
- preserving as many hedge banks as possible which act as shelters and movement corridors for wildlife
- an archaeological watching brief which will be maintained during the earthworks excavations

## Detailed Information

An exhibition of the proposals will be held in the car park beside Anthea's Country Café on Wednesday 22nd March 2000 from 10am to 8pm.

The purpose of this consultation is to seek the views of local residents, people who use the junction as well as those of the local democratically elected bodies.

## How you can help

You can do this by completing the enclosed questionnaire. We need and welcome your views. The questionnaire can be handed in at the consultation exhibition, or posted free of charge to the Highways Agency by Friday 28th April 2000.

This consultation is an important step in developing the project and provides an opportunity for people to take part in the planning process. The opinions of all will be important in helping us provide the most appropriate solution to the problem at Plusha.

## What happens next

The questionnaires and responses to the consultation will be analysed carefully and, together with the conclusions formed, will be presented in a "Public Consultation Report". This will be a public document and copies will be made available locally for inspection. At the same time, if appropriate, a Preferred Route will be announced.

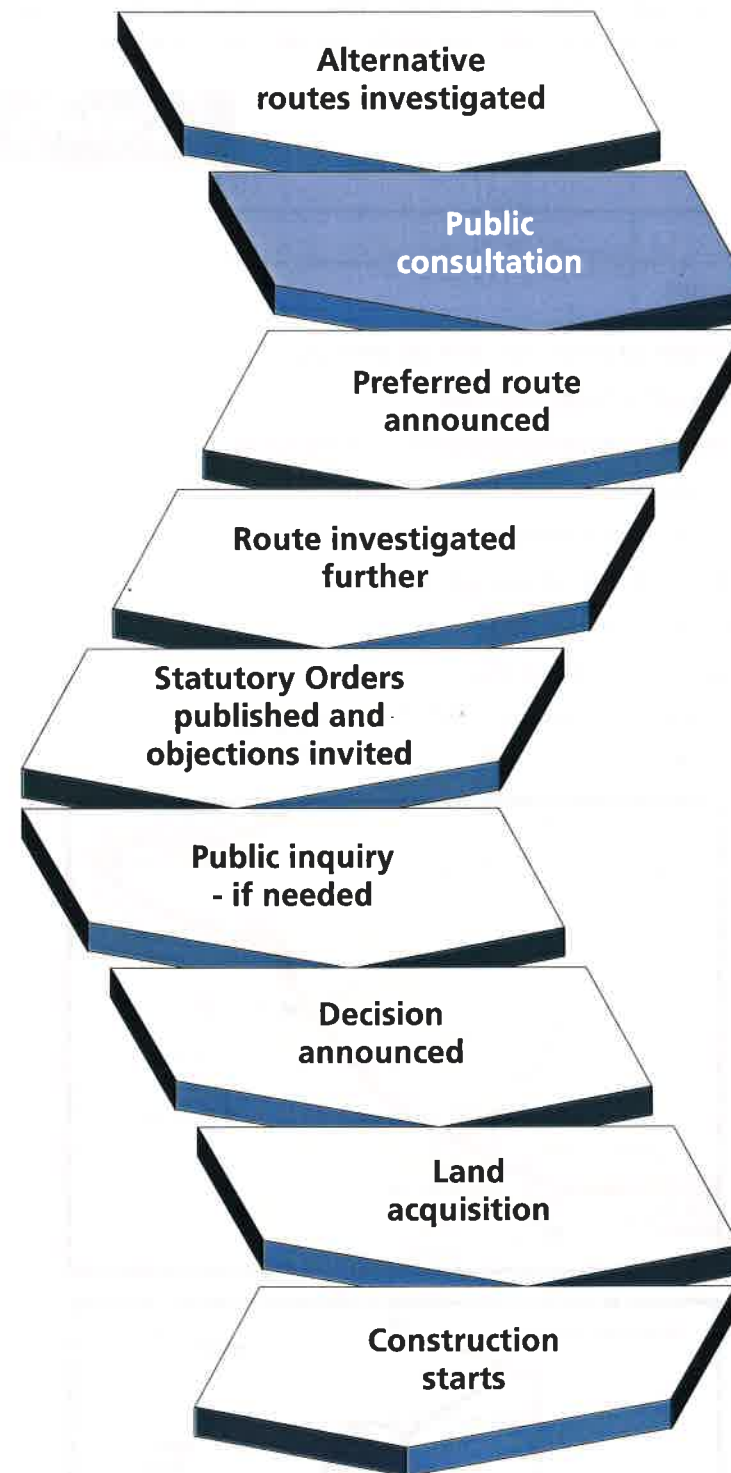
**PLEASE COME TO THE EXHIBITION and PLEASE COMPLETE THE QUESTIONNAIRE**

Further copies of this brochure and questionnaire can be obtained at the exhibition or from:

Mrs HD Phillips  
The Highways Agency  
Falcon Road  
Sowton  
Exeter EX2 7LB

Telephone 01392 312585

## Key stages in the project



The Design and Maintenance Consultancy

# A30 Plusha Junction Improvement



## Public Consultation and Exhibition

### We Need Your Views

#### THE EXHIBITION

You are invited to attend the exhibition in the car park beside Anthea's Country Café on Wednesday 22nd March, 2000, from 10am to 8pm.

Representatives from the Highways Agency and Cornwall County Council will be on hand to answer your questions.





## Introduction

The Highways Agency is proposing to improve the junction on the A30 trunk road at Plusha.

Cornwall County Council has been appointed by the Highways Agency to investigate options to improve safety for all road users at this junction, and contribute to the Government's new safety strategy and targets.

## Background

The A30 trunk road is an important road within Cornwall. Running through the centre of the county to the motorway network at Exeter, it links many centres of population, industry and agriculture. It is also heavily used by holiday traffic. Plusha is a small hamlet beside the trunk road, 6 miles west of Launceston. Here the B3257 county road from Callington joins the trunk road on the south side and a minor county lane joins on the north side. In 1989, the A30 was improved to dual carriageway standard from Plusha to Launceston, and to Bolventor in 1991. The junction with the B3257 and the county lane was formed at road level, with suitable gaps provided in the central reserve to allow vehicles to cross or turn onto the trunk road.

Plusha lies on the eastern edge of the Bodmin Moor down land. There is a scattering of residential and commercial properties around the junction. A few more properties lie to the east of the junction. The fields are small, all bounded by established hedges, generally on top of hedge banks. North of the A30, the land is an Area of Great Landscape Value and to the south of the B3257, the land is of Special Scientific Value.

## The Problem

Since the improvement of the A30 to dual carriageway, many accidents have occurred at Plusha Junction. The majority of these have involved vehicles crossing or turning on to the trunk road. In order to close the central reserve gaps to prevent further accidents, the side roads need to be diverted to pass under or over the trunk road, as has been successfully accomplished at Kennards House, 3 miles to the east. Traffic flows are forecast to increase and it is likely that accidents will continue to occur if the junction remains unaltered.

## Scheme Options

To improve safety, it is necessary to separate the crossing and turning traffic from the main road traffic. This is best achieved by constructing a bridge or an underpass for traffic to pass either over or under the trunk road. Because of the difference of levels between the trunk road and the B3257 to the east of Plusha Junction, an underpass is the more practical, whereas at the junction itself an overbridge would be feasible. However, overbridge options have been rejected because of their intrusion, particularly for the properties at the junction. These options are displayed as rejected options in Purple

and Orange. The preferred underpass options, shown in Blue and Green, have a similar theme but differ in detail. The Blue Option is sited slightly further to the east than the Green Option and has a more compact arrangement. The Green Option is closer to the existing B3257 junction and makes use of the existing minor junction on the

northern side. A further option, shown Brown, was considered utilising the existing underpass beneath the trunk road at Trevell Lane, but this has been rejected, largely due to inadequate width and remoteness from the Plusha junction.

## Details of Junction Options

Factors	Preferred Options		Rejected Options		
	Green	Blue	Purple	Orange	Brown
Number of properties directly affected	None	None	1	2	None
Area of farmland required	1.4ha	1.4ha	1.7ha	2.1ha	1.5ha
Area of farmland proposed for landscaping	2.5ha	2.9ha	1.2ha	1.9ha	1.0ha
Visual effect of new road on properties	Slight	Slight	Moderate	Severe	None
Effects on the landscape	Neutral	Neutral	Moderate	Moderate	Neutral
Effects on sites of ecological interest	None	None	None	None	None
Effects on archaeology	None	None	None	None	None
Effect on listed buildings	None	None	None	None	None
Estimated construction cost at current prices	£2.03m	£2.42m	£1.56	£1.74m	£1.91m

