



Finally, we still have to deal with a large number of wide-loads passing through Temple in either direction. To reiterate, Kier have no control over the scheduling of these wide-loads; however we are still responsible for the safety of all road users who pass through our works area. We are therefore obliged to stop traffic in either direction to ensure the road is clear before the wide-load can be escorted through our site. This all takes time and traffic quickly builds up which can be extremely inconvenient at times, but rest assured everyone's safety is paramount.

## Future programme

As previously mentioned we are currently on schedule to complete the project by spring 2017. With reasonable weather whilst approaching Christmas the scheme should be able to continue the momentum to enable the works to the new road to progress, and the earthworks on the approach roads to all three bridges to be completed.

We are looking forward to our next major key milestone which will be the opening of the overbridge at Preeze Cross (Four Winds); this will be the first bridge to open and is planned for early 2017. The opening of the bridges will considerably help reduce the time taken crossing over the A30 and shorten alternative routes for everyone on both sides of the A30.



Constructing the bridges and their approach roads is a time consuming process. Positioning the bridge decks back in the summer was a major achievement, however there is a lot more work that goes on behind the scenes, it is not just a case of piling up loads of earth to create a bridge approach, it is a major undertaking with strict recording of compaction and settlement over a period of time which has to be taken into consideration before further layers are added. Only when the predicted initial settlement has taken place can construction of the road as we see it continue.

It is also essential for landscaping to continue where possible; this is a massive part of the project and ensures the flora of the area returns to some normality. Allowing plant growth ensures stability of the re-landscaped land and helps retain the moorland setting.



It has already been eluded to in a previous section but there will still be further changes to the lane configurations to enable drainage works to be carried out on the central dual-carriageway sections of the new road. Although advance notice will be given to changes in traffic management please be aware of future changes.

In the coming months a number of overnight road closures will still be required. There will be plenty of advance notice given to local residents living alongside the A30, and the wider community, before these dates are confirmed. Please continue to visit the Kier website [www.kier-a30cornwall.co.uk](http://www.kier-a30cornwall.co.uk) for up to the minute updates on all road closures, diversions and traffic management changes.

Meanwhile carriageway works continue towards achieving the extra lane required for the July opening.

If you would like this information in another format or language please contact:

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Connecting Cornwall: Working towards an improved strategic road network

# A30 Temple to Higher Carblake Improvement

## Newsletter November 2016



Welcome to this our fourth edition of the 'Kier Newsletter' for the A30 Temple to Higher Carblake Road Improvement Scheme.

All in all it has been a successful summer for construction works as we reach the 65% threshold of works completed. We have also witnessed what two lanes of traffic would really be like when the two-lanes running for eastbound traffic was implemented for the busy summer period. It was a resounding success and certainly helped avoid traffic grid-lock in our local back lanes.

Further details of the project and regular updates are available on our dedicated Kier website [www.kier-a30cornwall.co.uk](http://www.kier-a30cornwall.co.uk)

If you wish to contact us on any matter or would like to join our ever increasing band of email contacts then please email us on [a30bodmin@kier.co.uk](mailto:a30bodmin@kier.co.uk) or telephone our answerphone service on **07779 439 637**.

## Recent works

Over the past few months we had relatively good weather which has ensured that works have progressed well. Driving through the works will show just what has been achieved. We have seen three overbridges constructed at Temple Tor, Preeze Cross and Cardinham Downs. The weather was so kind during the overnight closures that it also enabled us to carry out the concrete pours which formed the bridge-decks. Although the bridge decks have been constructed there are still major works continuing off line to complete the access roads to all three bridges.



Major drainage works have been completed and new carriageways constructed in a number of locations throughout the site during the summer period. Since reverting back to single lane running (one lane in each direction) it has meant that similar drainage and carriageway works can now be carried out in other locations, approximately 12,000 metres of drainage has been laid to date equating to over half the drainage ducting required.

The Cornish hedging is continuing to receive accolades with regards to the quality of the work carried out by the Cornish hedgers. The fact that it sets the new road off extremely well in a moorland landscape has been well received. In certain locations the natural vegetative growth has already enhanced the look of the hedge enabling it to become part of the moorland setting.



## Traffic management

Kier does appreciate that our traffic management schemes do have a significant impact on the local community. The problems associated with building a road scheme on the side of a 'live' carriageway are well documented. Overnight closures, right turn restrictions and long term closures of local access roads have all had a toll on the local community.

Right-turn restrictions have only ever been used when required on the grounds of safety, and to improve traffic flows during busy periods. They are removed as soon as appropriate and certainly not retained unnecessarily. The same can also be said for the side roads which have been closed for access to or from the A30 and in some cases for long periods. The challenge with constructing this particular road has been the interface with the 'live' road, considering the needs of the community and the requirement to build the road on time and within budget. Unfortunately this can be inconvenient for residents who have to travel longer distances to go about their daily lives, and for that Kier thanks you all for your forbearance.

As previously mentioned the three lane running (two lanes for eastbound traffic) was a resounding success through the busy

summer holiday period; this certainly helped lessen the number of motorists trying to circumvent the queues which was previously experienced during the holiday period. The return to two lanes running (one lane in either direction) will enable major drainage and carriageway works to continue. This may involve changes in the traffic management over the next few months and even into the New Year in some cases. Looking ahead, please bear in mind that we still have a number of overnight road closures for bridgeworks and the implementation of new traffic layouts throughout the works area.

There has been a lot of publicity recently regarding the number of convictions for exceeding the 40mph speed limit. The Peninsular Road Safety Partnership is quoted as reporting that drivers are still travelling in excess of 70 mph; this included a well-known celebrity. They point out that '40 means 40' and for drivers to be mindful that the speed limit starts the moment a driver enters the well signed speed limit zone.

Our free recovery and breakdown service continues to operate 24/7; one busy Friday the recovery team were required to recover nine broken down vehicles in one single day. This work is carried out efficiently and smoothly, but the knock-on effect of removing the vehicle, utilising temporary road closures for safety, can all create a monumental backlog of vehicles in a very short time.

