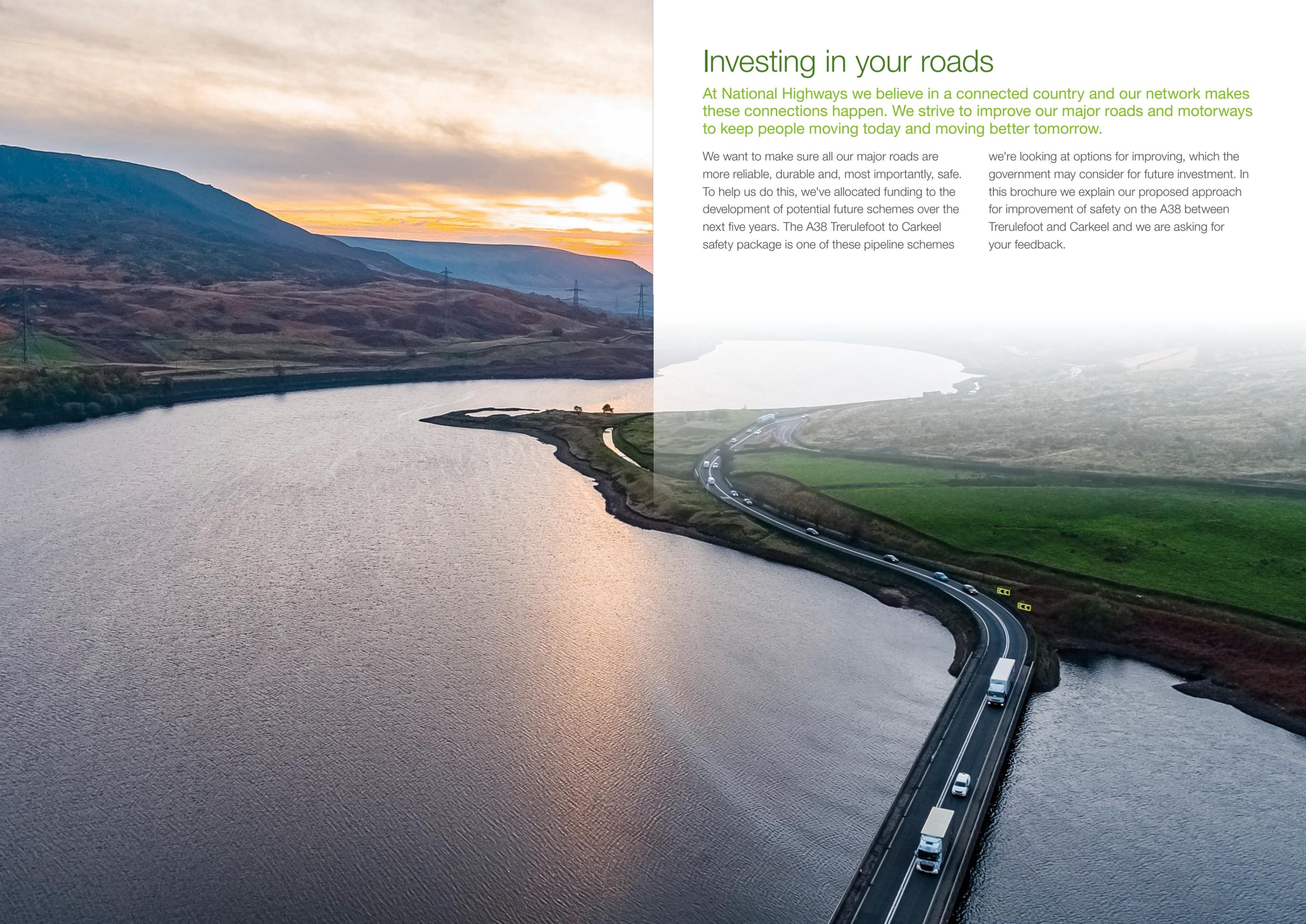


A38

**Trerulefoot to Carkeel  
Safety Package  
Public consultation**





## Investing in your roads

At National Highways we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways to keep people moving today and moving better tomorrow.

We want to make sure all our major roads are more reliable, durable and, most importantly, safe. To help us do this, we've allocated funding to the development of potential future schemes over the next five years. The A38 Trerulefoot to Carkeel safety package is one of these pipeline schemes

we're looking at options for improving, which the government may consider for future investment. In this brochure we explain our proposed approach for improvement of safety on the A38 between Trerulefoot and Carkeel and we are asking for your feedback.

# What is a pipeline scheme?

Pipeline schemes are possible future schemes. We've developed them by working closely with the Department for Transport (DfT) and local stakeholders.

Not all pipeline schemes will progress to construction, but the work we're doing to identify and develop options for each of these schemes

is important. It will help DfT decide which of the schemes may be selected for construction from 2025 and beyond.

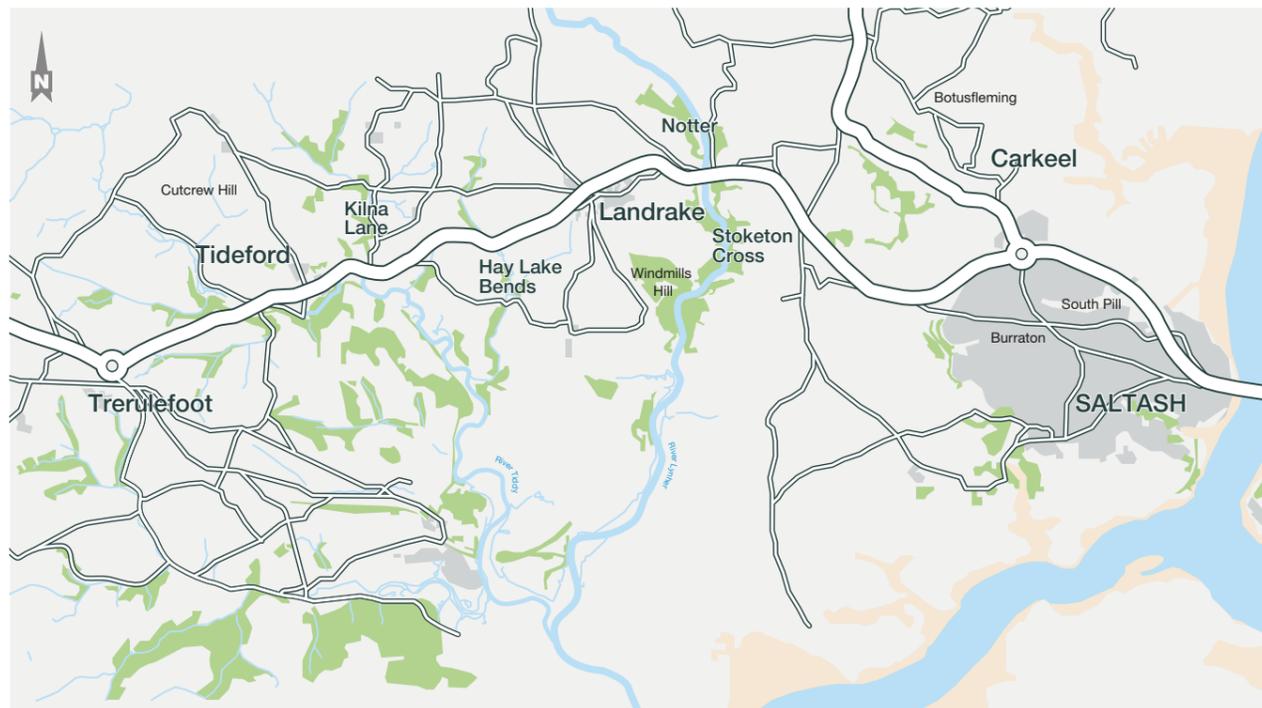
# The need for the scheme

The A38 is an important route within the south western peninsula of England, linking Bodmin to the west and Exeter to the east, particularly serving commuting, tourism, and freight. The road is one of only two major routes serving Cornwall and providing onward connection to Plymouth, Torbay and Devon.

We are considering how we can improve road safety conditions for all road users. The area has an unacceptably high collision rate and this is something we want to address. Alongside the safety issues, we are aware of traffic queues and air quality concerns in the villages in this area.

The section being considered in this scheme has been the subject of road safety reviews in recent years. We have been working closely with Cornwall Council to identify a variety of safety improvements, both in relation to existing collision patterns, as well as proposals to make the road more reliable.

The Trerulefoot to Carkeel safety package is located in south east Cornwall between Trerulefoot Roundabout (A38 / A374) and Carkeel Roundabout (A38 / A388 / B3271).



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# Objectives

## Main objective



### Improve safety

- Reduce the frequency and severity of collisions on the A38 between Trerulefoot and Carkeel
- Improve safety for all road users

## Other objectives



### Provide faster and more reliable journeys

- Improve capacity at bottlenecks and single lane sections, leading to improved journey times and journey time reliability, which will improve road user experience



### Improve connectivity and support economic growth

- Contribute to improved people movement that will aid further economic growth as part of a wider strategy to improve connectivity and support sustainable growth in Cornwall



### Meeting the needs of all users

- Identify and provide opportunities to improve access for all users



### Environment

- Minimise impacts on the natural environment and optimise environmental improvements and mitigation for any additional construction. Avoid developing on Areas of Natural Beauty and other environmentally important sites

# Your views matter

This brochure provides a summary of the A38 Trerulefoot to Carkeel safety proposal currently under consideration.

It also outlines the processes used to further develop the option if it is taken forward. Information can also be found online at: [www.nationalhighways.co.uk/A38-trerulefoot-to-carkeel](http://www.nationalhighways.co.uk/A38-trerulefoot-to-carkeel) As the potential scheme moves forward, we are committed to ensuring all interested organisations and individuals will be able to comment on the proposal at public information events as well as

online. We will ensure members of our project team are available to answer any questions and concerns. See page 15 for more information on our drop-in sessions and how to contact us for more information. We will be seeking your feedback over a six-week period, from 10 June to 22 July 2022

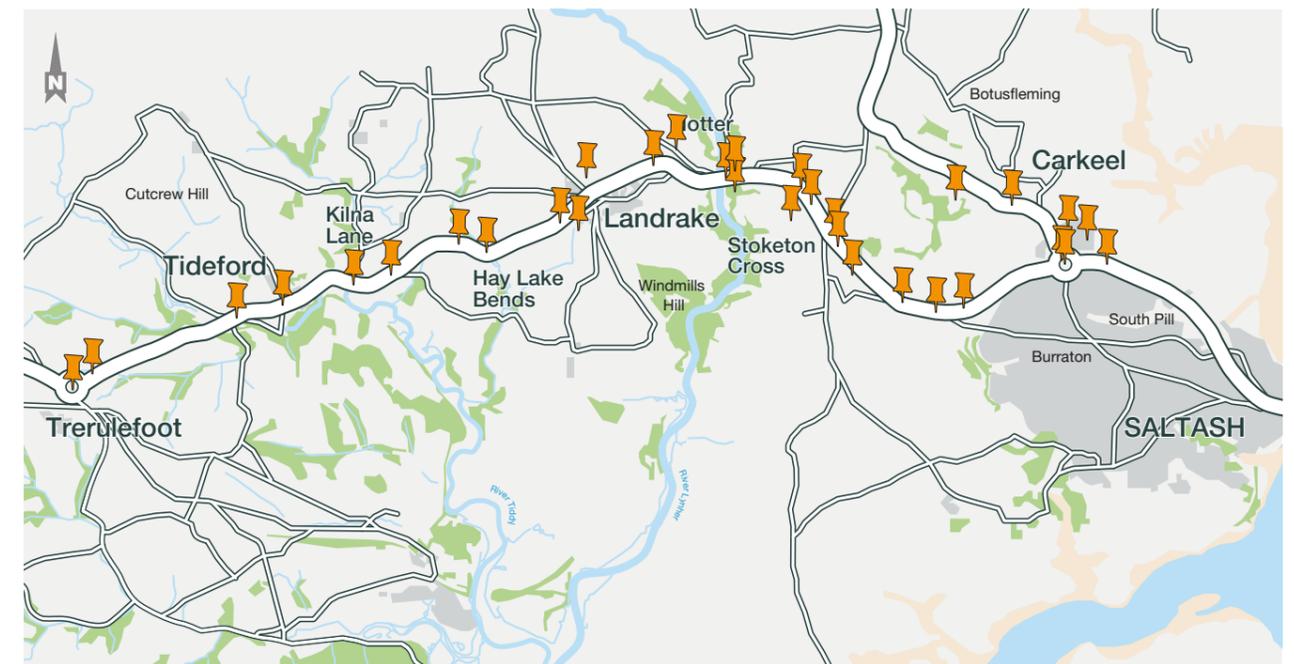


# What have you told us so far?

To date we have identified a significant number of individuals, groups, organisations and businesses that could have a direct interest in the scheme.

Engagement with these key local stakeholders has been underway since March 2021. Meetings took place with Cornwall Council, together with local parish and town councillors along with the Safe38 Action Group to discuss the option currently being developed for this public consultation. These stakeholders have provided valuable insight that

has helped us understand the safety concerns affecting road users, businesses and residents. We will continue to meet with these stakeholders throughout the life of the scheme, as such input is essential to help inform the development and design of the scheme.



Pins showing issues and concerns that you have told us about

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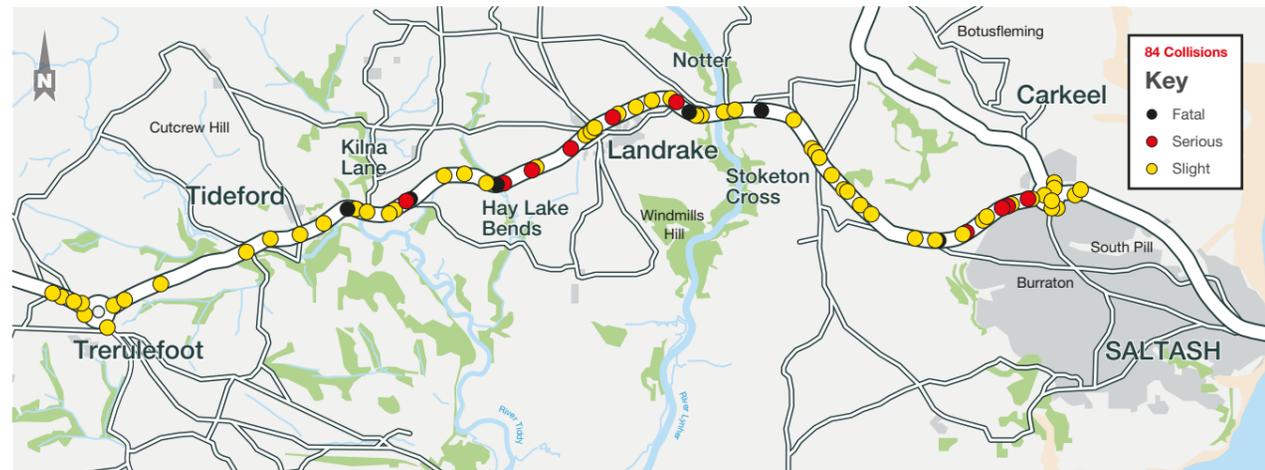
## A38 Case for Action

In 2018, Sheryll Murray MP formed a steering group with local councillors, local authority officers, resident groups and local stakeholders from across the wider region to drive the 'A38 Case for Action'. National Highways Operations have commissioned a safety study that highlighted safety concerns in our section of the route.

# Current safety issues

The safety issues along the A38 are well known locally.

The section between Trerulefoot and Carkeel roundabouts has a higher than average killed and seriously injured rate when compared to the national average; 84 reported collisions occurred on this section of road between 2015 and 2019.

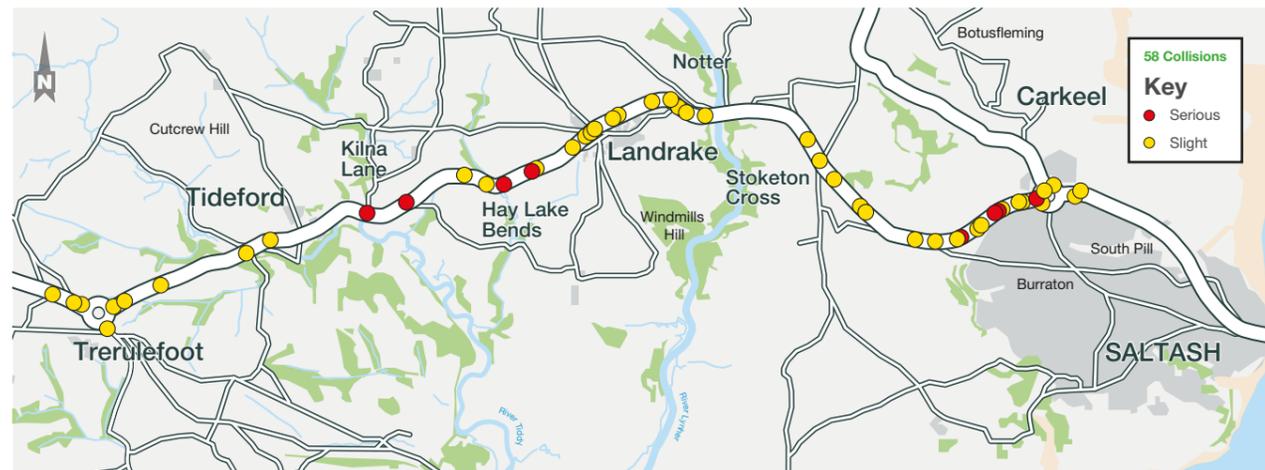


84 reported collisions shown on the map above

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# Proposed safety improvements

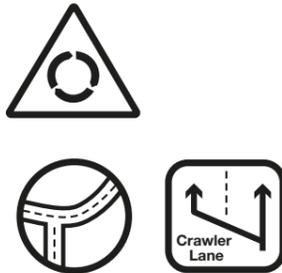
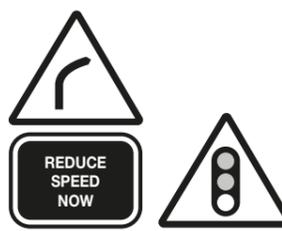
The proposed safety improvements have the potential to reduce collisions to 58 over the same period.



58 collisions shown on the map above.

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# How we will improve safety

	<p>Average speed cameras work by recording your speed between two different points. They don't capture your speed in a single flash. Instead, they'll monitor your speed over a length of road. This is so people don't slow down just before they see a camera and then speed up again afterwards. They help to keep the traffic flowing steadily instead of stopping and starting.</p>
	<p>Better road layouts allowing for greater visibility on the route with improved crawler lanes, high friction surfacing and a reduction in the number of junctions, together with improved turning facilities, promotes greater journey reliability.</p>
	<p>Reduced speed limits within the villages to reduce air pollution together with a traffic light controlled junction to allow all road users to cross the road safely.</p>
	<p>Bus laybys to be improved or built, allowing safe pedestrian access on and off the buses via new footways. New and improved footways are also being considered at a number of locations.</p>
	<p>Better signage, road markings and lighting to help prevent collisions at known high-incident areas and to warn lorry drivers that the road ahead is not suitable for their vehicles.</p>

## What else matters?



**Congestion** - The A38 between the Trerulefoot and Carkeel roundabouts is often heavily congested. It is largely single carriageway and has few overtaking opportunities. Some junctions don't have capacity for current traffic levels, particularly at Trerulefoot and Carkeel. This affects journey time reliability as overtaking slower moving trucks, agricultural and tourism vehicles is difficult.

East of Trerulefoot roundabout the low Polmarkyn Railway Bridge requires some tall vehicles to slow down and manoeuvre to the middle of the road. This creates congestion in both directions. Truck drivers can miss the low bridge warning signs requiring them to turn around and use an alternative route, causing further delays.



**Severance / Accessibility** - The A38 is a key strategic road that runs through villages, such as Tideford and Landrake, with properties fronting the road. A lack of safe crossing facilities and heavy traffic volumes makes it difficult for residents to cross the road. As a result, this divides these communities for most of the day. We are aware of school buses holding back traffic to help school children cross the road. The existing bus-stop lay-bys are not big enough for some of the buses.



**Environment** - There is currently an Air Quality Management Area (AQMA) at Tideford that extends outwards from the intersection of the A38 and covers most properties within the village. Nitrogen dioxide concentrations at Tideford exceed air quality limits because of stop/start traffic. The main source of these nitrogen emissions is the many heavy goods and diesel vehicles using the road.

Road traffic noise from the A38 is an existing factor; there are eight locations including Tideford, Landrake and properties close to Trematon and Notter where noise levels need to be reduced. This proposed scheme lies in an area designated as flood zone where there is a chance of flooding from rivers.



**Road reliability** - The route provides the only direct access between Plymouth and Bodmin and, if closed, results in a long diversion on the A30. The official diversion route for HGVs is via the A30 at Launceston. This diversion adds 15 miles and up to 18 minutes to a typical journey between Bodmin and Saltash.

There have been 17 route closures as a result of collisions between 2015 and 2019, totalling over 62 hours of delays. Local roads are used during closures and these are not suitable for such levels of traffic. When the A30 is closed the signed diversion route includes the A38, which puts additional pressure on the road.

## What if we did nothing?

**Increased traffic flows will cause additional pressure on the road and its junctions' capacity in the future.**

With the current levels of traffic on the A38 between the Trerulefoot and Carkeel roundabouts the current collision rate is above the national

average. Without intervention, the forecast increase in traffic means this collision rate is likely to persist or worsen.

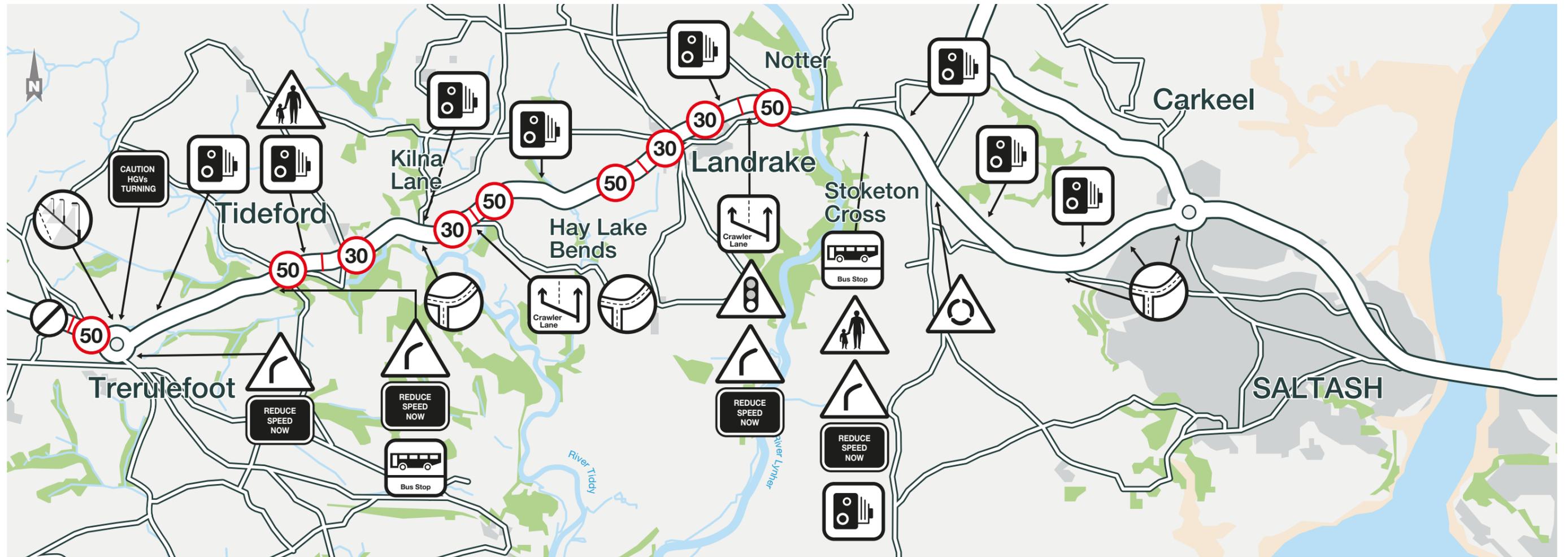
## Other options we considered

**In previous stages of the study, we looked at a wide range of options and how they performed against each other, given the project's objectives.**

**Dual carriageway** - this option/these options were not taken forward because of the extensive disruption during construction, the significant environmental impacts and the affordability of such a scheme.

**Village bypasses** - these were located to the north and south of the current road and were deemed not cost effective. They would cause greater disruption to traffic and local communities during construction, as well as the extensive environmental impacts.

# A38 Trerulefoot to Carkeel location and detail of safety improvements



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- Average speed cameras would be installed along the route between Trerulefoot and Carkeel together with speed camera improvements at Tideford, Landrake and Notter to reduce speeds that are currently contributing to collisions. Their installation would also improve air quality and the environment by reducing emissions.
- Better signage and lighting at Trerulefoot together with a lorry turning facility to prevent oversized lorries from blocking the low bridge. Improved signage with advanced warnings could reduce lorries using the single track roads in the area that is causing these roads to become congested.
- Better road layouts with improved visibility at junctions, areas of localised widening, together with alterations to crawling lanes. These would

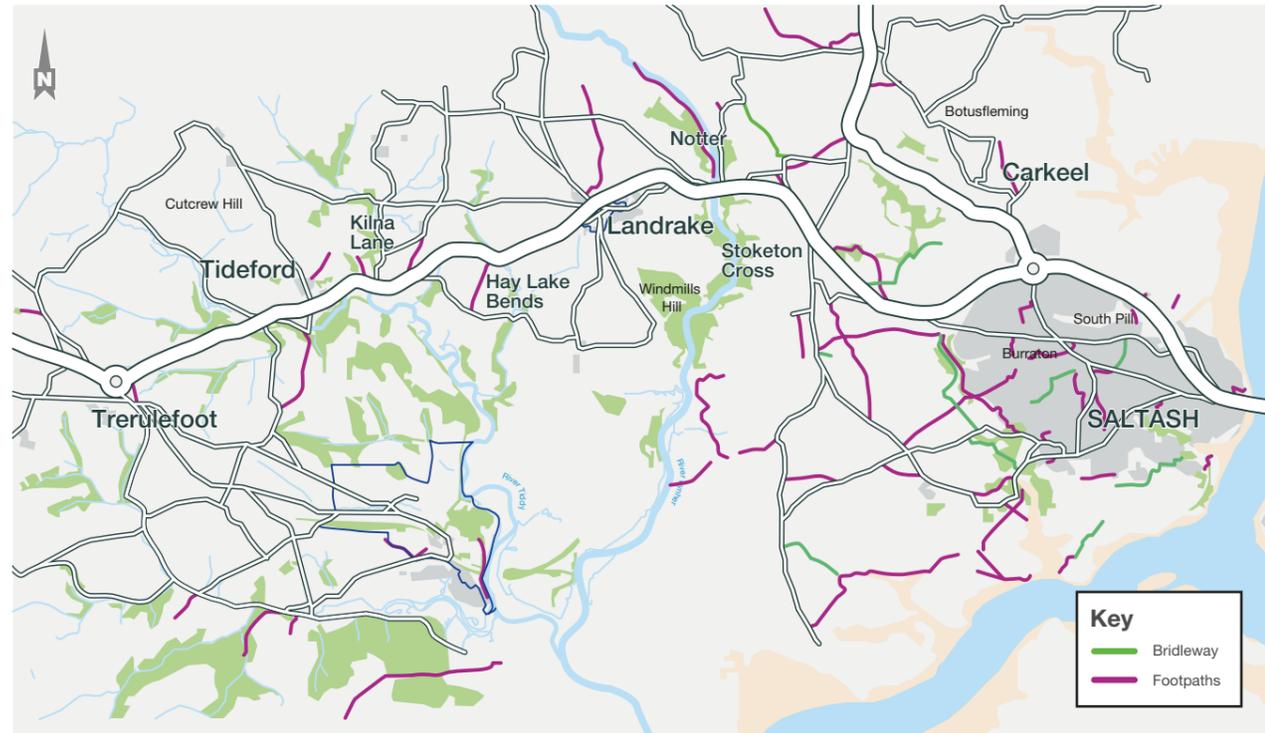
reduce the number of collisions and near misses that currently take place and would further improve the flow of vehicles on this section.

- Bus lay-bys would be improved or built at Tideford and Notter that would allow the public to access the local buses. Many existing bus stops are too small and in places inaccessible and are causing a risk to all road users. Parking lay-bys are to be improved at Carkeel.
- Reduced speed limits at Tideford and Landrake together with a traffic light controlled junction at Landrake. This would reduce the collisions that currently take place and would allow people within the villages to cross the road more easily. The reduced speed would further help with air quality.

Impact of the proposed safety improvements					
The more icons under each theme, the more improvements the new scheme would deliver					
Strategic objectives	Improving safety for all	Providing fast and reliable journeys	A well maintained and resilient network	Being environmentally responsible	Meeting the needs of all users
<b>Project objectives</b>	To reduce the frequency and severity of collisions on the A38 between Carkeel and Trerulefoot for all road users	Improve capacity at bottlenecks and single lane sections, leading to improved journey times and journey time reliability, which will improve road user experience	Contribute to improved people movement that will aid future economic growth as part of a wider strategy to improve connectivity and support sustainable growth in Cornwall	Minimise impacts on the natural environment and optimise environmental improvements and mitigation for any additional construction	Identify and provide opportunities to improve access for all road users
<b>Current A38</b>					
<b>Proposed A38</b>					

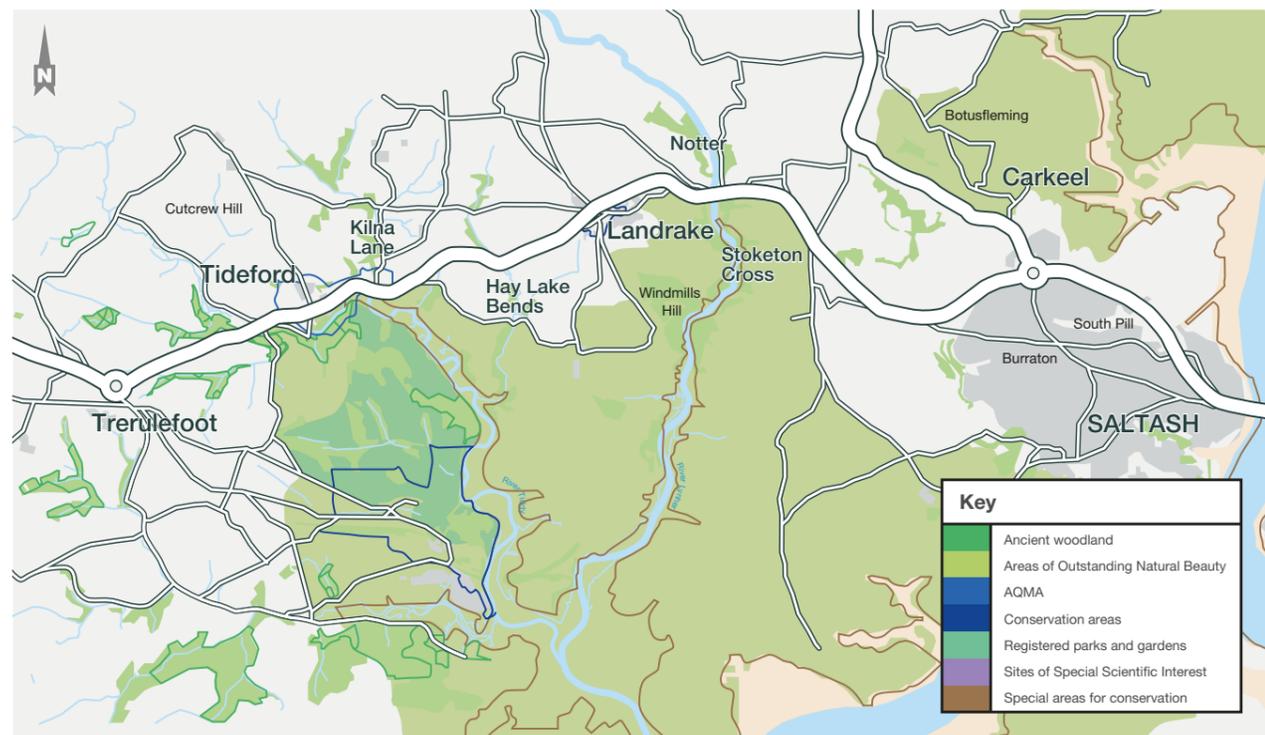
# Impact of environmental constraints

Public Rights of Way (PRoW) map is provided below.



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Environmental considerations map is provided below.



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## What are the environmental concerns/constraints?

Category	Concerns/constraints	Improvement/impact
<b>Air quality</b>	Tideford Village declared an Air Quality Management Area (AQMA) in 2011.	Works unlikely to worsen the Tideford AQMA. The scheme would minimise the start/stop vehicle movement and improve general vehicle flow.
<b>Noise</b>	The noise climate is likely to be dominated by road traffic and is an existing factor in the ambient noise.	Reduced traffic speeds are proposed in villages and average speed cameras will reduce speeds outside village locations. These improvements will create a reduction in traffic noise.
<b>Landscape</b>	The Tamar Valley Area of Outstanding Natural Beauty.	Improvements will have a limited impact on landscape as land take will be small.
<b>Geology and soils</b>	The majority of the A38 route is Upper Devonian Rocks, Mudstone, Siltstone and Sandstone.	An assessment of the likely significant effects on the geology and soils is proposed at a later stage in the project, together with a walk over survey.
<b>Minerals and waste</b>	The use of materials in construction has the potential to impact natural resources.	The improvements are likely to generate a low volume of waste given the size of nature of the proposed improvements. Further assessment will be undertaken at a later stage to understand the impacts on regional landfill capacity and waste infrastructure.
<b>Land contamination</b>	There are two permitted authorised landfills.	No change expected.
<b>Heritage and historic resources</b>	No scheduled monuments. 53 Grade II and Four Grade II* listed buildings.	No major impact from the proposed improvement on heritage and historic resources.
<b>Biodiversity</b>	There are five statutory designated sites and 17 non-statutory sites within 2km of the existing A38 corridor.	Improvements are considered to have minimal impact on ecological area because the majority of the proposed improvement works fall within the existing highway boundary.
<b>Water environment</b>	The majority of the road drainage along the A38 road corridor is via kerb and gullies. There are also a number of surface water courses and ponds.	No change expected.
<b>Carbon</b>	The impact on carbon levels will be largely during construction. Contractors will adopt a reduced carbon approach.	Carbon levels remain largely the same. The scheme would minimise the start/stop vehicle movement and improve general vehicle flow.
<b>Walking, cycling, horse riding &amp; Public Rights of Way (PRoW)</b>	The Cornwall Council interactive map identifies the definitive rights of way within the county. Map shown on the opposite page indicates the PRoW.	New crossing points and bus lay-bys will be created to improve safety around junctions for non-motorised users.

# Scheme development process



# How to find out more

Location	Date
Eliot Hall, St Germans, Cornwall PL12 5NR	15 June, 3pm-8pm
Saltash Guildhall, Fore St, Saltash PL12 6JQ	1 July, 2pm-7pm
Saltash Guildhall, Fore St, Saltash PL12 6JQ	2 July, 9am-2pm
Royal British Legion Club, Church Rd, Tideford, Saltash, PL12 5HW	14 July, 3pm-8pm
Royal British Legion Club, Church Rd, Tideford, Saltash, PL12 5HW	15 July, 9am-12pm

Information pick up points
Liskeard Post Office, The Parade, Liskeard PL14 6AA
Spar Community Shop, Menheniot, Liskeard PL14 3QR
Community Shop, Fore St, St Germans, Saltash PL12 5NR
Landrake Post Office, Tideford Rd, Landrake, Saltash PL12 5DP
Spar Community Shop, 47 Mote Park, Lower Burraton, Saltash PL12 4JY
Kernow Mill, Nr Trerulefoot, Saltash PL12 5BL



Please visit our website to find out more:

[www.nationalhighways.co.uk/A38-trerulefoot-to-carkeel](http://www.nationalhighways.co.uk/A38-trerulefoot-to-carkeel)

Email: [A38TCSafetyPackage@nationalhighways.co.uk](mailto:A38TCSafetyPackage@nationalhighways.co.uk)



## What happens next?

Having received the full range of responses to the consultation, National Highways will analyse the feedback you give us and produce a consultation report. This report will be made available to the public once the consultation has concluded. The A38 Trerulefoot to Carkeel safety package will continue through the options stage with all our normal reviews and governance.

Should it continue into the next stage, this would be for preliminary design and planning approval. There is no commitment to build any of the pipeline schemes presently. We will learn which schemes are funded for construction when the third roads investment strategy is published in 2024.



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