national highways

A38
Liskeard to Trerulefoot
Road safety improvements



What we're doing

We're looking at a suite of improvements along the A38 from Liskeard to Trerulefoot to improve road safety for drivers and local communities. We've been carrying out surveys and investigations to help identify improvement opportunities. Improvements opportunities include:

- Changing junction layouts;
- Visibility improvements;
- Improvements to traffic signs, road markings and road studs; and
- Improvements to features such as safety barriers.
- Mitigation measures on the Cornwall Council network

What we've done so far

Over many years, National Highways and the previous Highways Agency have developed proposals to improve road safety for the A38 around Menheniot. However, the funding case has never been successful for grade separated proposals. As we believe doing nothing is not an option, we've spent recent months developing options that are more likely to be successfully funded. Key to this has been information gathering, which allows us to get a full picture of where improvements are needed.

So far, we have:

- Reviewed 5 years' worth of safety data for the route and an additional review at key collision black spots;
- Reviewed traffic flows and movement round junctions, both on the A38 and on local side roads;
- Assessed junctions, signage, road markings and studs, safety barrier and visibility splays and developed plans to improve these locations;
- Assessed agricultural vehicle movements to identify improvements which could be made for these types of vehicles;
- Assessed pedestrian, cyclists and horse-rider movements to identify improvements which could be made for these types of users; and
- Assessed environmental improvements which could be incorporated into the scheme.

As we're keen to bring together and utilise local knowledge, advice and experience, we've also gathered information, ideas and opinions from stakeholders including your local councillors, parish council members, bus companies, police and Cornwall Council.

Options considered	Description
Do nothing	No action –not deemed appropriate due to the current road safety risks presented to users.
Do minimum	A reduced scope variation of the do something option –this option will be progressed if the funding for the do something option is not obtained.
Do something	At-grade junction improvements –this option has been developed based on forecast deliverability within the current funding envelope. Viewed as a proportionate solution to address the road safety risks presented to users.
Do something plus	At-grade junction improvements and average speed enforcement –this option is still being considered, and implementation will be subject to the junction improvements which are implemented.
Do maximum grade separated solutions	Grade separated solution –this option is not currently viable due to funding and at present it is not value for money. It is possible that this option could be implemented in the future.

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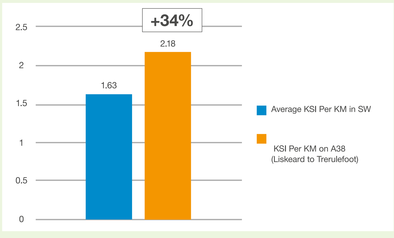
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Overview of safety collisions

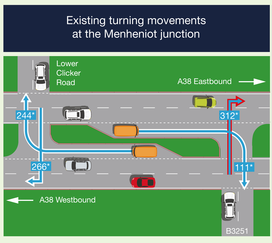
Current safety situation

- The A38 is of varying standard with a number of safety, reliability and severance issues, leaving it vulnerable to incidents and disruption.
- Analysis of long-term historical safety trends shows that on average there is one fatal casualty every 11.5 years at the Lean Quarry and Menheniot junction.
- Between the Liskeard and Trerulefoot junctions, safety is a wider concern, with the number of people who are Killed and Seriously Injured (KSIs) being 34% greater than the regional average when assessing collision data between 2019 and 2024.



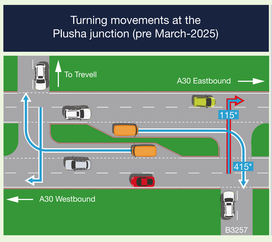
Comparison to similar schemes

Collision comparison between A38 Menheniot junction and A30 Plusha junction



A38 Menheniot collision summary (between 2012 and 2024)

Fatal	1
Serious	3
Slight	9



A30 Plusha collision summary (between 2012 and 2024)

Fatal	3
Serious	7
Slight	10

Existing central reserve gap movements (based on 2024 7am – 7pm turning flows) – refer to inset above for existing left and right turn turning flows* and below for existing straight across movement flows.

195↑ 131↓

Existing turning movement which has involved a fatality.

Existing central reserve gap movements (based on 2021 7am – 7pm turning flows) – refer to inset above for existing left and right turn turning flows*.

Existing turning movement which has involved a fatality.

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Similarities between the junctions:

1. Existing junction layouts enable central reserve gap movements (to/from the minor road) in a stagger type arrangement.
2. Both junctions have a history of serious and fatal collisions as shown above.
3. Emergency intervention was required at A30 Plusha due to 3 fatalities in 2024. The common safety issue between the junctions demonstrates that safety improvements are also required at the A38 Menheniot junction.

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Our proposals

We've identified 4 key junctions for 5 local access junctions for interim improvements between the Liskeard and Trerulefoot junctions on the A38.

Key junctions

1. Tencreek Cottage;
2. Lean Quarry;
3. Menheniot and
4. Castle Air

Local access junctions.

1. Cartuther Barton;
2. Cartuther Vean;
3. Torr Farm;
4. Trebrown and
5. Kinrowan

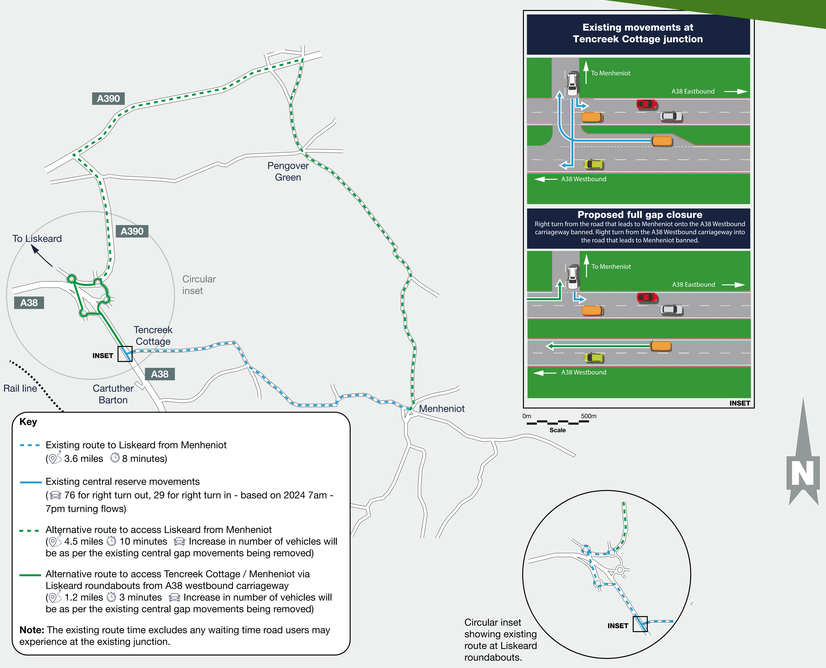
Our proposed changes aim to:

- Improve road safety along the A38 – reducing the number, severity and frequency of incidents for the travelling public and local communities
- Improve the experience of driving on the A38
- Reduce delays as a result of a reduction in incidents
- Where required, divert traffic to suitable alternative junctions
- Provide mitigation on local roads where appropriate
  - 'Siding out', making good informal passing places
  - Surfacing / surface treatments / drainage
  - Signing / lining

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Tencreek Cottage Junction

Full closure at the Tencreek Cottage junction.

Period	Current Right turn in turning flows	Current Right turn out turning flows
AM Peak	1	15
PM Peak	4	3
IP (max)	5	12

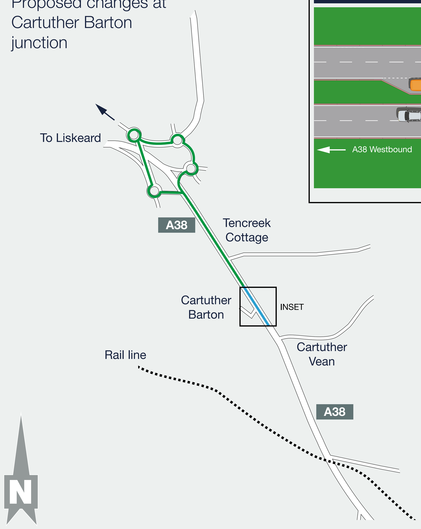
IP (max) – Interpeak which means the highest flow outside of AM and PM peaks

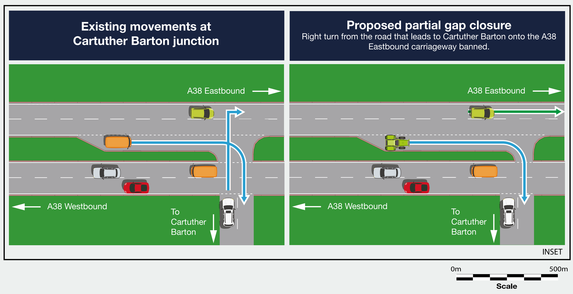
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A38 Liskeard to Trerulefoot Safety Improvements
Proposed changes at Cartuther Barton junction





Key

- Existing central reserve gap movements (no turning counts available but turning movements are observed to be low)
- Alternative route to access A38 Eastbound from Cartuther Barton requires a U-turn via Liskeard roundabout (1.7 miles 3 minutes Increase in number of vehicles will be as per the existing central gap movements being removed)

Note: The existing route time excludes any waiting time road users may experience at the existing junction.

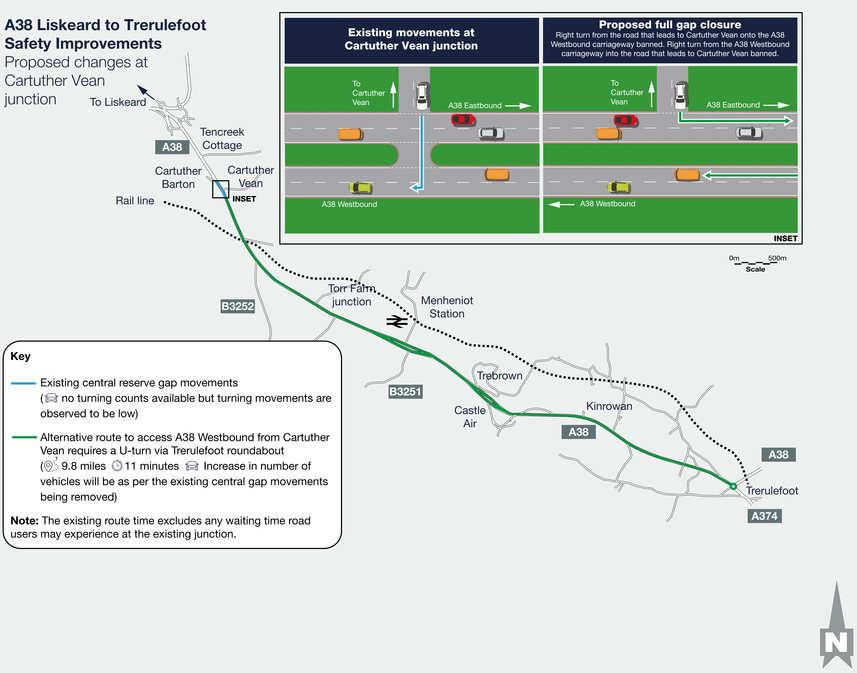
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Cartuther Barton Direct Access

Partial closure of the Cartuther Barton direct access.

The proposals consist of retaining the right turn into Cartuther Barton from the A38 eastbound carriageway only due to agricultural vehicle movements.

A38 Liskeard to Trerulefoot Safety Improvements
Proposed changes at Cartuther Vean junction



Key

- Existing central reserve gap movements (no turning counts available but turning movements are observed to be low)
- Alternative route to access A38 Westbound from Cartuther Vean requires a U-turn via Trerulefoot roundabout (9.8 miles 11 minutes Increase in number of vehicles will be as per the existing central gap movements being removed)

Note: The existing route time excludes any waiting time road users may experience at the existing junction.

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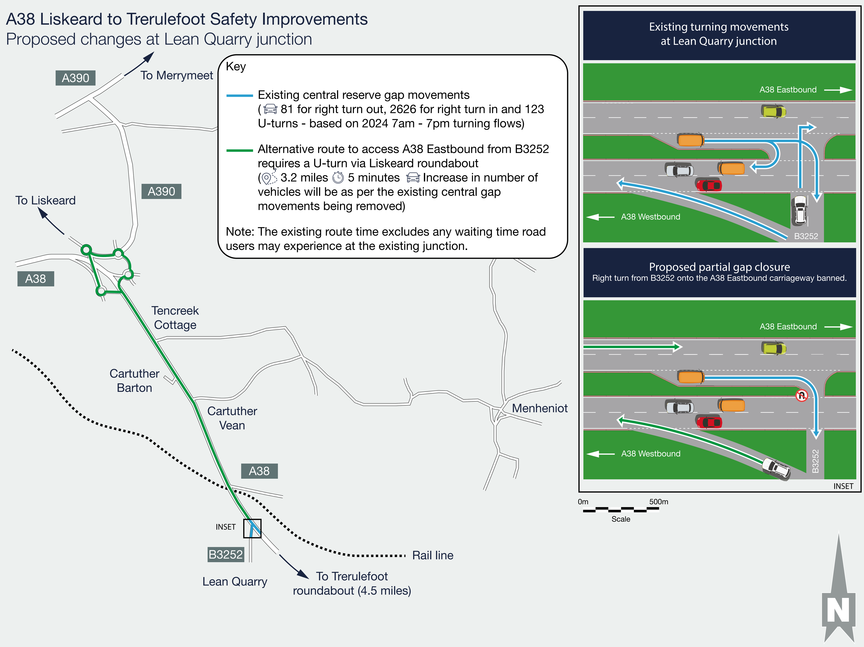
Cartuther Vean Direct Access

Full closure of the Cartuther Vean direct access.

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Lean Quarry Junction

Partial closure of the Lean Quarry junction

The proposals consist of retaining the right turn into the B3252 from the A38 eastbound carriageway only due to high turning flows and large vehicles accessing the quarry.

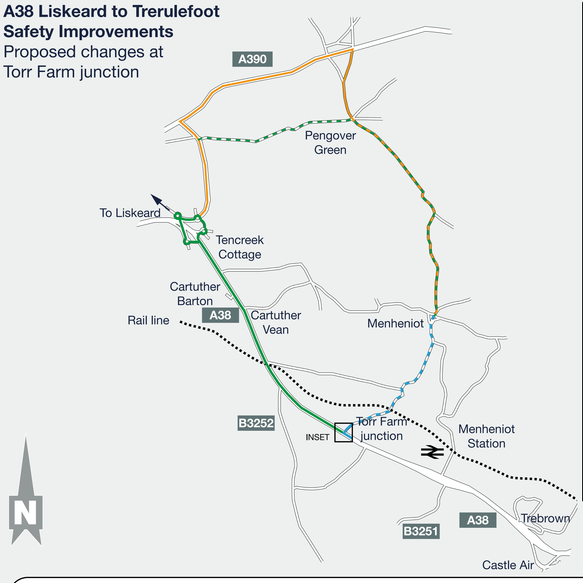
Period	Current Right turn in turning flows	Current Right turn out turning flows	Current U-turn turning flows
AM Peak	195	5	11
PM Peak	312	6	9
IP (max)	349	15	16

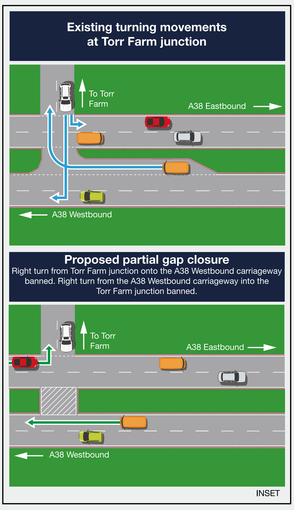
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A38 Liskeard to Trerulefoot Safety Improvements
Proposed changes at Torr Farm junction





Key

- Existing central reserve gap movements (40 for right turn out, 39 for right turn in - based on traffic model forecasts for 2029 estimated daily turning flows)
- Existing route to Torr Farm junction from Menheniot (1.0 miles 3 minutes)
- Alternative route to access Torr Farm junction from A38 Westbound requires a U-turn via Liskeard roundabout (4.3 miles 6 minutes Increase in number of vehicles will be as per the existing central gap movements being removed)
- Alternative route to access Liskeard from Menheniot (2.9 miles 8 minutes)
- Alternative route to access Liskeard from Menheniot (3.7 miles 8.5 minutes)
- Central reserve opening to be retained to facilitate an agricultural vehicle cross carriageway movements only

Note: The existing route time excludes any waiting time road users may experience at the existing junction.

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Torr Farm Junction

Partial closure of the Torr Farm junction

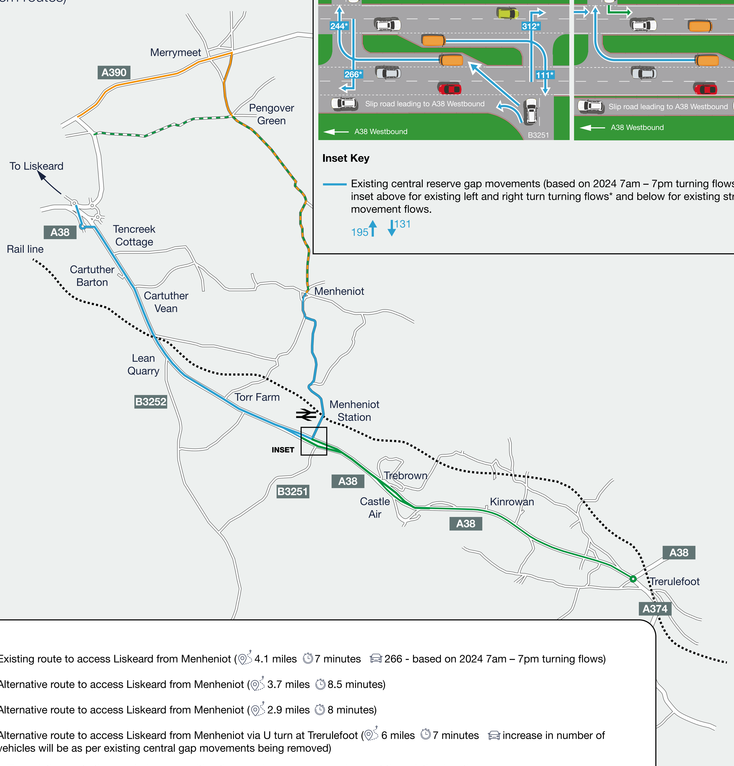
(only agricultural vehicles permitted to navigate through the central reserve)

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Liskeard to Trerulefoot
Road safety improvements

A38 Liskeard to Trerulefoot Safety Improvements
Proposed changes at the Menheniot junction (northern routes)



Key

- Existing route to access Liskeard from Menheniot (4.1 miles 7 minutes 266 - based on 2024 7am – 7pm turning flows)
- Alternative route to access Liskeard from Menheniot (3.7 miles 8.5 minutes)
- Alternative route to access Liskeard from Menheniot (2.9 miles 8 minutes)
- Alternative route to access Liskeard from Menheniot via U turn at Trerulefoot (6 miles 7 minutes increase in number of vehicles will be as per existing central gap movements being removed)

Note: The existing route time excludes any waiting time road users may experience at the existing junction.

Combined existing route (blue) and alternative route (solid green). (10.1 miles 14 minutes)

Existing route (blue) from Menheniot village centre to Menheniot train station. (1.3 miles 4 minutes)

Combined alternative routes (solid orange and dash green) 779 (+370 predicted additional) based on 2025 7am – 7pm turning flows

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Menheniot Junction **North side of A38**

Partial closure of the Menheniot junction

The proposals consist of retaining the right turn into Lower Clicker Road from the A38 westbound carriageway only due to access requirements to the Adrenalin Quarry.

Turning flows in and out of Lower Clicker Road

Period	Current Right turn in turning flows	Current Right turn out turning flows
AM Peak	10	21
PM Peak	23	11
IP (max)	31	51

IP (max) – Interpeak which means the highest flow outside of AM and PM peaks

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Liskeard to Trerulefoot
Road safety improvements

A38 Liskeard to Trerulefoot Safety Improvements
Proposed changes at the Menheniot junction (southern routes)

0m 500m
Scale

Key

Existing route to access Trerulefoot from South of A38 (5.1 miles 7 minutes 312 - based on 2024 7am – 7pm turning flows)

Alternative route to access Trerulefoot from South of A38 (5.3 miles 10 minutes)

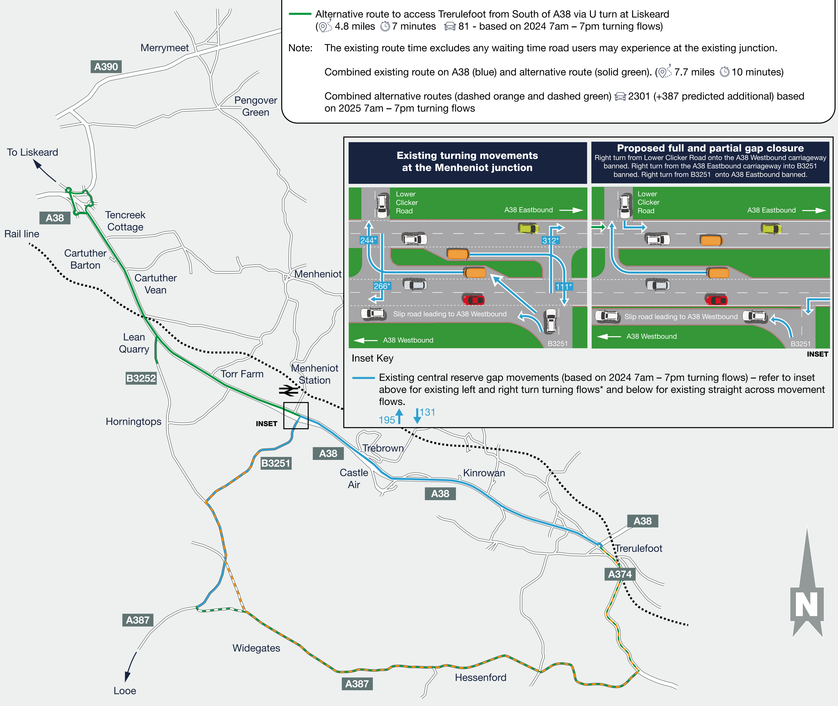
Alternative route to access Trerulefoot from South of A38 (6.6 miles 12 minutes)

Alternative route to access Trerulefoot from South of A38 via U turn at Liskeard (4.8 miles 7 minutes 81 - based on 2024 7am – 7pm turning flows)

Note: The existing route time excludes any waiting time road users may experience at the existing junction.

Combined existing route on A38 (blue) and alternative route (solid green). (7.7 miles 10 minutes)

Combined alternative routes (dashed orange and dashed green) 2301 (+387 predicted additional) based on 2025 7am – 7pm turning flows



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Menheniot Junction **South side of A38**

Partial closure of the Menheniot junction

The proposals consist of retaining the right turn into Lower Clicker Road from the A38 westbound carriageway only due to access requirements to the Adrenalin Quarry.

Turning flows in and out of the B3251

Period	Current Right turn in turning flows	Current Right turn out turning flows
AM Peak	16	29
PM Peak	15	14
IP (max)	16	35

IP (max) – Interpeak which means the highest flow outside of AM and PM peaks

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Liskeard to Trerulefoot
Road safety improvements

A38 Liskeard to Trerulefoot Safety Improvements
Proposed changes at the Menheniot junction (north to south)

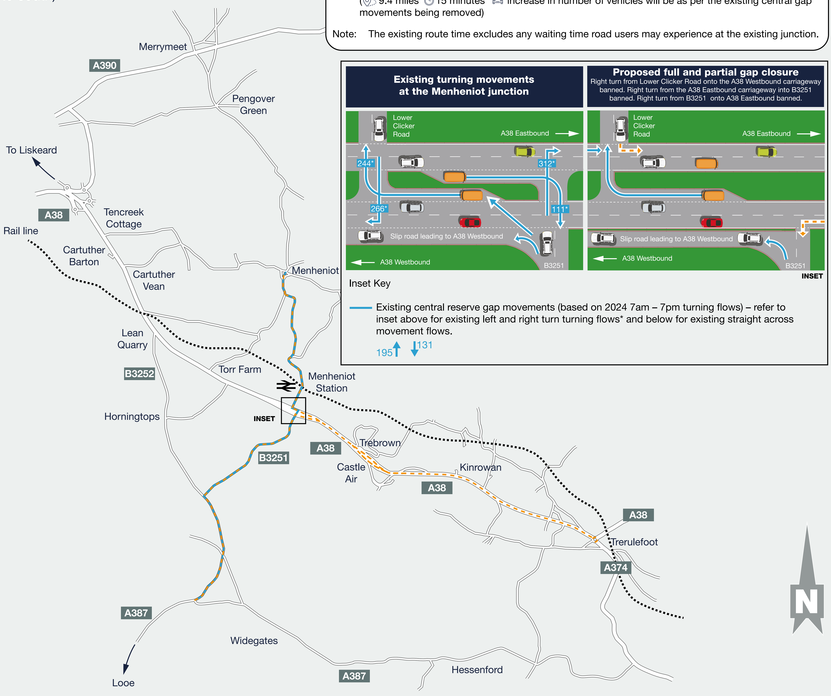
0m 500m
Scale

Key

Existing route to access South of A38 from Menheniot
(3.6 miles 9 minutes 131 - based on 2024 7am – 7pm turning flows)

Alternative route to access South of A38 from Menheniot
(9.4 miles 15 minutes increase in number of vehicles will be as per the existing central gap movements being removed)

Note: The existing route time excludes any waiting time road users may experience at the existing junction.



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Menheniot Junction **North to south movement**

Partial closure of the Menheniot junction

The proposals consist of retaining the right turn into Lower Clicker Road from the A38 westbound carriageway only due to access requirements to the Adrenalin Quarry.

Crossing movements from north to south of A38

Period	Current Right turn in turning flows
AM Peak	11
PM Peak	11
IP (max)	14

IP (max) – Interpeak which means the highest flow outside of AM and PM peaks

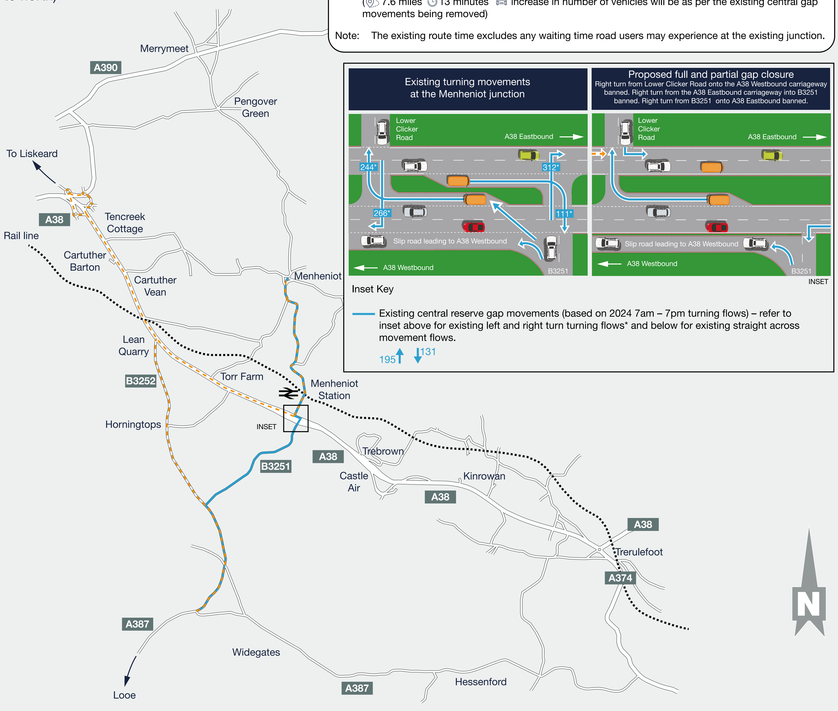
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Liskeard to Trerulefoot
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A38 Liskeard to Trerulefoot Safety Improvements
Proposed changes at the Menheniot junction (south to north)

0m 500m
Scale



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Menheniot Junction **South to north movement**

Partial closure of the Menheniot junction

The proposals consist of retaining the right turn into Lower Clicker Road from the A38 westbound carriageway only due to access requirements to the Adrenalin Quarry.

Crossing movements from south to north of A38

Period	Current Right turn in turning flows
AM Peak	17
PM Peak	11
IP (max)	21

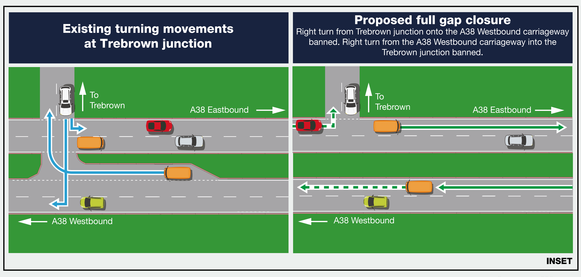
IP (max) – Interpeak which means the highest flow outside of AM and PM peaks

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Liskeard to Trerulefoot
Road safety improvements

A38 Liskeard to Trerulefoot Safety Improvements
Proposed changes at Trebrown junction



Key

- Existing central reserve gap movements (🚗 31 for right turn out, 19 for right turn in - based on traffic model forecasts for 2029 estimated daily turning flows)
- Alternative route from Trebrown junction to access A38 Westbound requires a U-turn via Trerulefoot roundabout (4.6 miles 5 minutes 🚗 Increase in number of vehicles will be as per the existing central gap movements being removed)
- Alternative route from A38 Westbound access Trebrown junction requires a U-turn via Liskeard roundabout (7.2 miles 9 minutes 🚗 Increase in number of vehicles will be as per the existing central gap movements being removed)

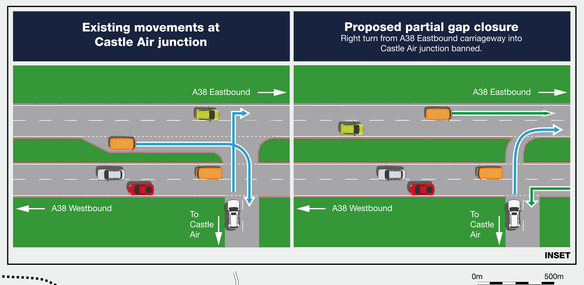
Note: The existing route time excludes any waiting time road users may experience at the existing junction.

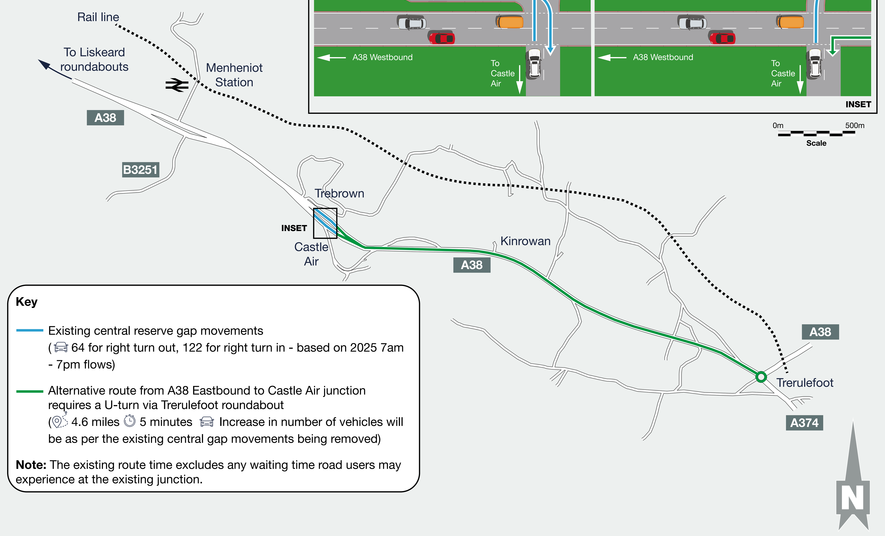
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Trebrown Junction

Full closure of the Trebrown junction

A38 Liskeard to Trerulefoot Safety Improvements
Proposed changes at Castle Air junction





Key

- Existing central reserve gap movements (🚗 64 for right turn out, 122 for right turn in - based on 2025 7am - 7pm flows)
- Alternative route from A38 Eastbound to Castle Air junction requires a U-turn via Trerulefoot roundabout (4.6 miles 5 minutes 🚗 Increase in number of vehicles will be as per the existing central gap movements being removed)

Note: The existing route time excludes any waiting time road users may experience at the existing junction.

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Castle Air Junction

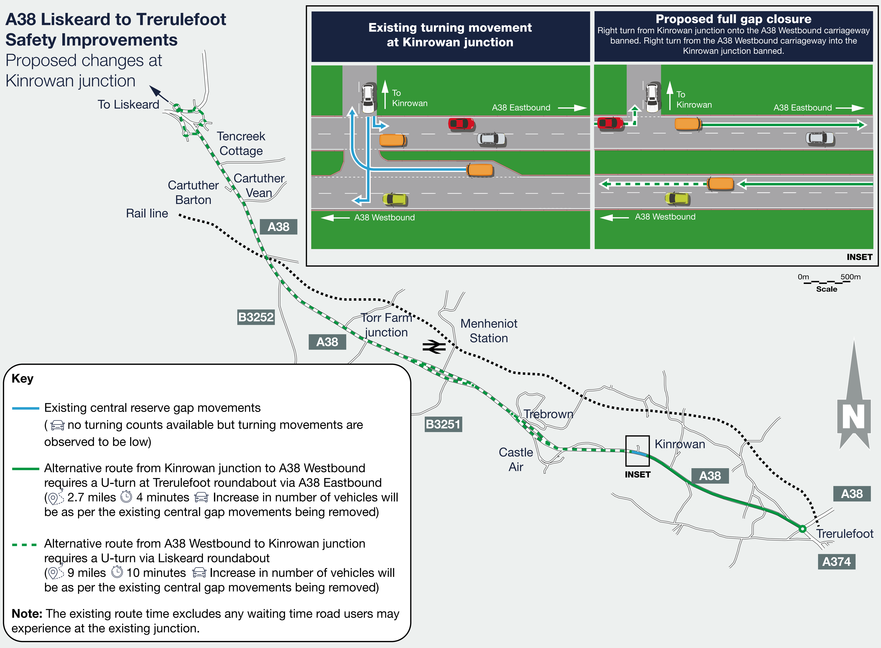
Partial closure of the Castle Air junction

The proposals consist of retaining the right turn out of Castle Air onto the A38 eastbound carriageway only due to the very narrow local road to the south of the Castle Air facility in between the A38 and the A387.

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Key

- Existing central reserve gap movements (no turning counts available but turning movements are observed to be low)
- Alternative route from Kinrowan junction to A38 Westbound requires a U-turn at Trerulefoot roundabout via A38 Eastbound (2.7 miles 4 minutes Increase in number of vehicles will be as per the existing central gap movements being removed)
- Alternative route from A38 Westbound to Kinrowan junction requires a U-turn via Liskeard roundabout (9 miles 10 minutes Increase in number of vehicles will be as per the existing central gap movements being removed)

Note: The existing route time excludes any waiting time road users may experience at the existing junction.

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Kinrowan Direct Access

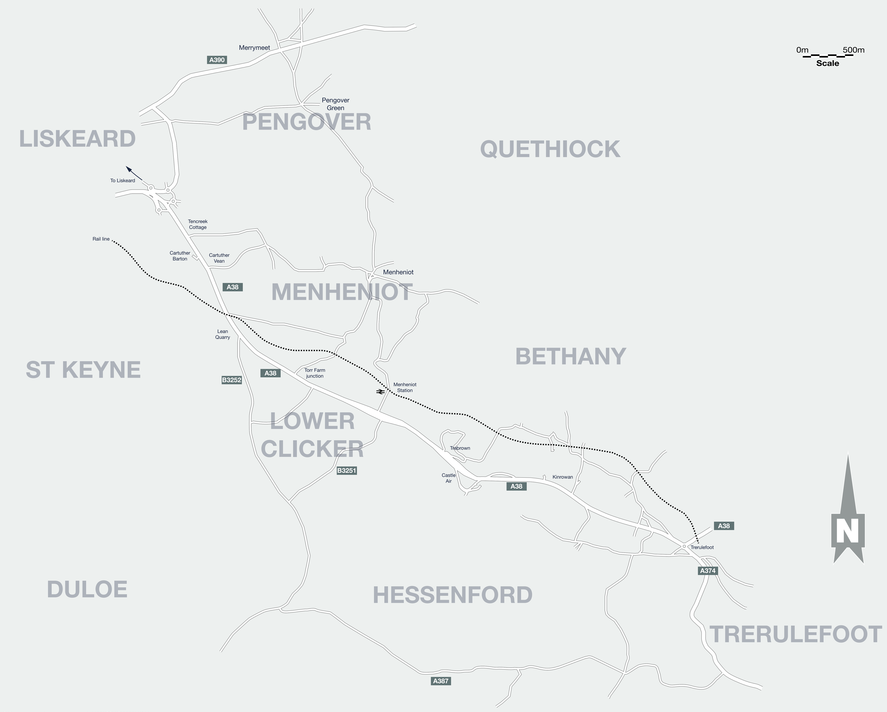
Full closure of the Kinrowan Direct Access

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A38 Liskeard to Trerulefoot Safety Improvements
High Level Area Zones used for journey impact assessments



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Local road impact assessment

Area impact assessment

Read the High-Level Area Zones map in conjunction with the Journey Impact Summary Table to determine whether a route you currently undertake would be impacted by the scheme.

Starting location \ End destination	Liskeard	Pengover	Menheniot	Quethiock	Bethany	St Keyne	Duloe	Lower Clicker	Hessenford	Trerulefoot
Liskeard										
Pengover										
Menheniot										
Quethiock										
Bethany										
St Keyne										
Duloe										
Lower Clicker										
Hessenford										
Trerulefoot										

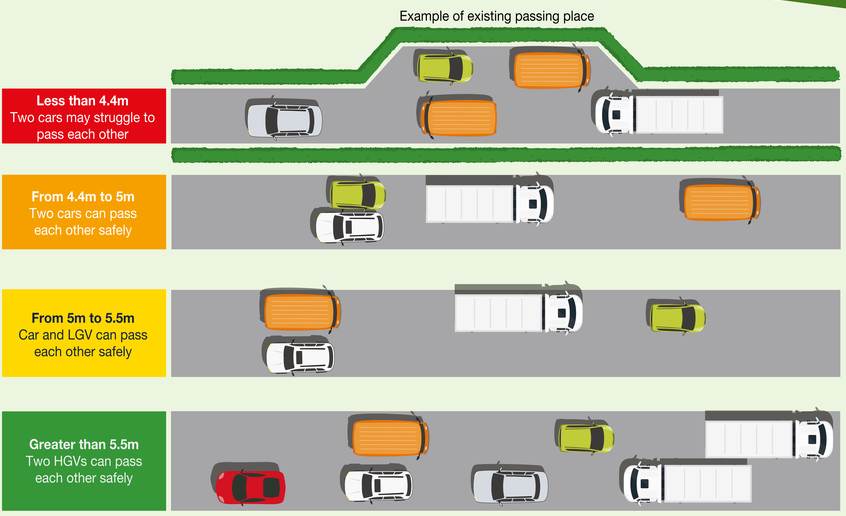
Route not impacted by scheme

Route impacted by scheme

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Local road impact assessment

Road characteristic assessment

- The study looked at local roads used by most of the traffic, focusing mainly on car movements.
- Roads were grouped by width, which indicated how easily vehicles can pass each other.
- This helped identify potential impacts on local roads resulting from the proposals.

Refer to print outs for drawings showing the categorisation on the local road network

Seasonal Impact

The seasonal increase in traffic during the summer months is expected to increase flows up to 30%. The worst case would be on the A387 near Hessenford, this would result in 282 (+103) vehicles per hour during this period. Refer to print outs for more details.

Mitigation measures for the local roads

- ‘Siding out’, making good informal passing places
- Surfacing / surface treatments / drainage
- Signing / lining



Summary

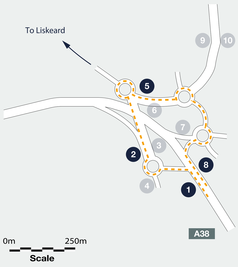
- Reassignment has been based primarily on an ‘all or nothing’ approach whereby the total traffic will be assigned to one of the potential routes between an origin and destination. In reality, multiple routes are likely to be used, but by assessing each route with the anticipated total volume of traffic, a worst-case assessment of potential link capacity has been developed.
- Whilst increases in traffic flows on local roads are proportionally significant, they do not result in exceeding the capacity of the existing network.
- Worst-case increases in traffic are generally less than one additional vehicle per minute on local roads as a result of the proposals
- Overall, the assessment shows that the existing local roads have enough capacity, and traffic growth is not expected to cause congestion or road safety problems.

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A38 Liskeard to Trerulefoot Safety Improvements
Liskeard (Island Shop)







Key

Rerouting vehicles from Tencreek Cottage, Lean Quarry and Menheniot Junctions now U-Turning at Liskeard (Island Shop)

Location	Before	After
1	5462	5632 (+3%)
2	8310	8925 (+7%)
5	6530	6700 (+3%)
8	5155	5326 (+3%)

Rerouting vehicles from Tencreek Cottage and Menheniot Junction towards Liskeard and A38

Location	Before	After
2	8310	8925 (+7%)
3	2866	3311 (+16%)
4	2759	3204 (+14%)
6	4456	4901 (+10%)
10	6024	6393 (+6%)

Rerouting vehicles currently U-Turning at Lean Quarry now U-Turning at Liskeard (Island Shop)

Location	Before	After
2	8310	8925 (+7%)
3	2866	3311 (+16%)
4	2759	3204 (+14%)
6	4456	4901 (+10%)
7	2715	2790 (+3%)

Note: Traffic flows are based on a 12 hour period 7:00 - 19:00 as data showed flows are relatively consistent throughout the day

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A38 & Local Road Traffic Impact Assessment

Liskeard (Island Shop)

The worst-case link flow is location no.6 westbound on the A390.

- Equates to a maximum of 42 additional vehicles during the worst-case hour during the PM Interpeak period (13:00-16:00 PM) - less than 1 vehicle per minute)

The worst-case turning flow is location no.4 which is a U-turn movement.

- Equates to a maximum of 59 additional vehicles during the worst-case hour during the PM Interpeak period (13:00-16:00) - 1 vehicle per minute).

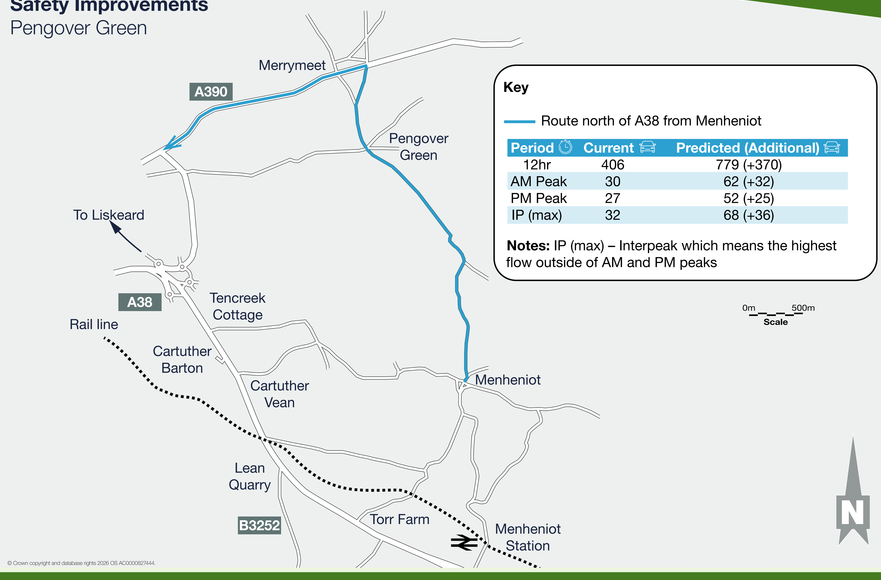
The percentage increases are generally within daily variation which is currently up to +13% from the average. Therefore, Liskeard (Island Shop) junction is deemed to have enough capacity for the additional traffic.

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Road safety improvements

A38 Liskeard to Trerulefoot Safety Improvements
Pengover Green



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A38 & Local Road Traffic Impact Assessment

Pengover Green

The worst-case period on the link north of Menheniot is between 07:00 –10:00.

The existing flow is 30 vehicles per hour and after the scheme is implemented it is predicted there would be 62 vehicles per hour during this period.

This local road will have enough capacity for the additional traffic as shown in the below table.

Maximum Link Capacity (Vehicles)	Current Link Capacity	Future Link Capacity
200	25%	41%

*based on two-way flows whereby the before and after flows in the south direction are both 19

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Key

U-Turns at Trerulefoot Roundabout

Period	Current	Predicted (Additional)
12hr	88	655
AM Peak	7	64
PM Peak	6	47
IP (max)	9	61

Route south of A38 via A387

Period	Current	Predicted (Additional)
12hr	1914	2301 (+387)
AM Peak	179	217 (+38)
PM Peak	129	158 (+31)
IP (max)	173	202 (+29)

Notes: IP (max) – Interpeak which means the highest flow outside of AM and PM peaks



A38 & Local Road Traffic Impact Assessment

Trerulefoot & South of A38

The worst-case period on the A387 near Hessenford is between 07:00 – 10:00.

The existing flows is 179 and after the scheme is implemented it is predicted there would be 217 (+38) vehicles per hour during this period.

The seasonal increase in traffic during the summer months is expected to increase flows by up to 30%. This would result in 282 (+103) vehicles per hour during this period.

The A387 is deemed to have enough capacity for the additional traffic. This A387 link between the B3252 and the A374 is a typical single carriageway road which for the vast majority is delineated by centre line road markings which can cater for two-way flows.

The worst-case period for U-turns at the Trerulefoot roundabout is between 07:00 – 10:00.

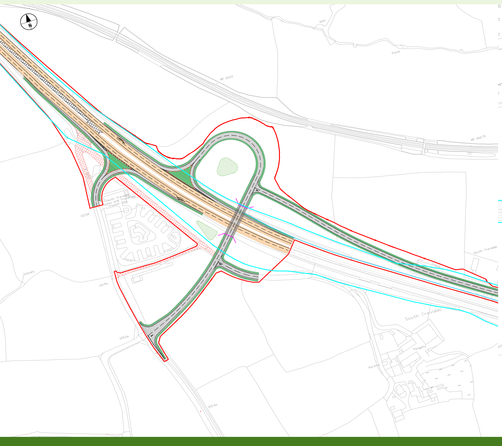
The existing flow is 7 vehicles per hour and after the scheme is implemented it is predicted there would be 64 vehicles per hour during this period.

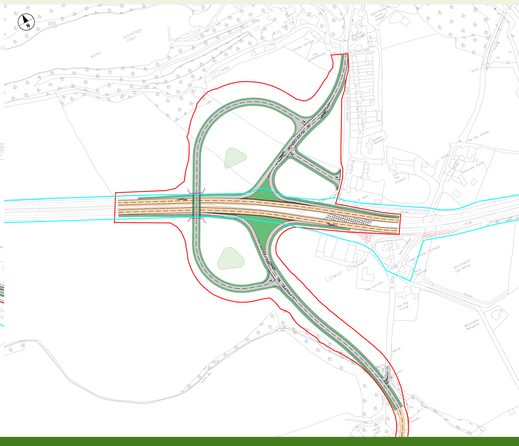
The impact of the additional U-turns at the Trerulefoot roundabout is expected to have limited impact to the junction due to the overall increase in traffic flows being 3% as a result of the reassignment.

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Other options considered

Grade separated options

The grade-separated options are currently not viable due to funding and at present are not value for money. They could be implemented in the future. At this time, the interim proposals presented at this event have been developed based on deliverability within the current funding envelope to address the road safety risks.

Average Speed Enforcement (with speed reduction)

This option is still being considered, and implementation will be subject to the junction improvements which are implemented.

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Who we've spoken to so far

Over the past few years we have engaged with key stakeholders to keep them informed of progress of the scheme and gain feedback into possible issues related to various options considered. This has included;

- Cornwall Council Members
- Parish Council Members
- Member for Parliament
- Cornwall Council Officers
- Bus Companies
- Police

We're holding engagement events so we can inform the public of our plans and gain further feedback to ensure we have considered all risks, benefits or issues related to the proposals.

FAQ

When are you looking to start work and how long will it take?

We plan to start the delivery of improvements during financial year 2028/29 subject to funding.

When will you know if the work will go a head?

We are expecting to undertake detailed design in the coming financial year 2027/28 with some work continuing into the following. During this period we will start to look at the availability of delivery funding with an aspiration to start delivery in the latter part of 2028/29. This is subject to funding and the avoidance of any issues that could see delays in that process.

How much will the scheme cost?

Based on current costs, the full scheme is estimated to cost £5-6m.

What happens if the budget isn't agreed?

We will look at delivering a reduced scope option that is more affordable.

What happens next

We're keen to bring together and utilise local knowledge, advice and experience, so we're gathering information, ideas and opinions from stakeholders including your elected members and holding events like this one.

We'll then use this to further develop our plans.

Where to find more information:

We'll be posting regular updates on our webpage:

nationalhighways.co.uk/A38SafetyPackage

0300 123 5000 (open 24/7)

Email info@nationalhighways.co.uk

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