

A38 Liskeard to Terulefoot

June 2026

Our Southwest Network

Information Classification: CONTROLLED



SW to end at M5 J9

- 2267km of route network (incl. DBFO)

SW to end of A36

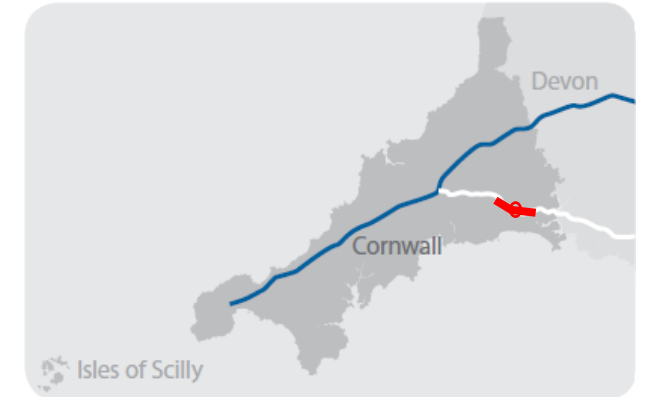
A35 Bere Regis RBT SW/SE
Network Boundary,

- SW A35
- SE A31

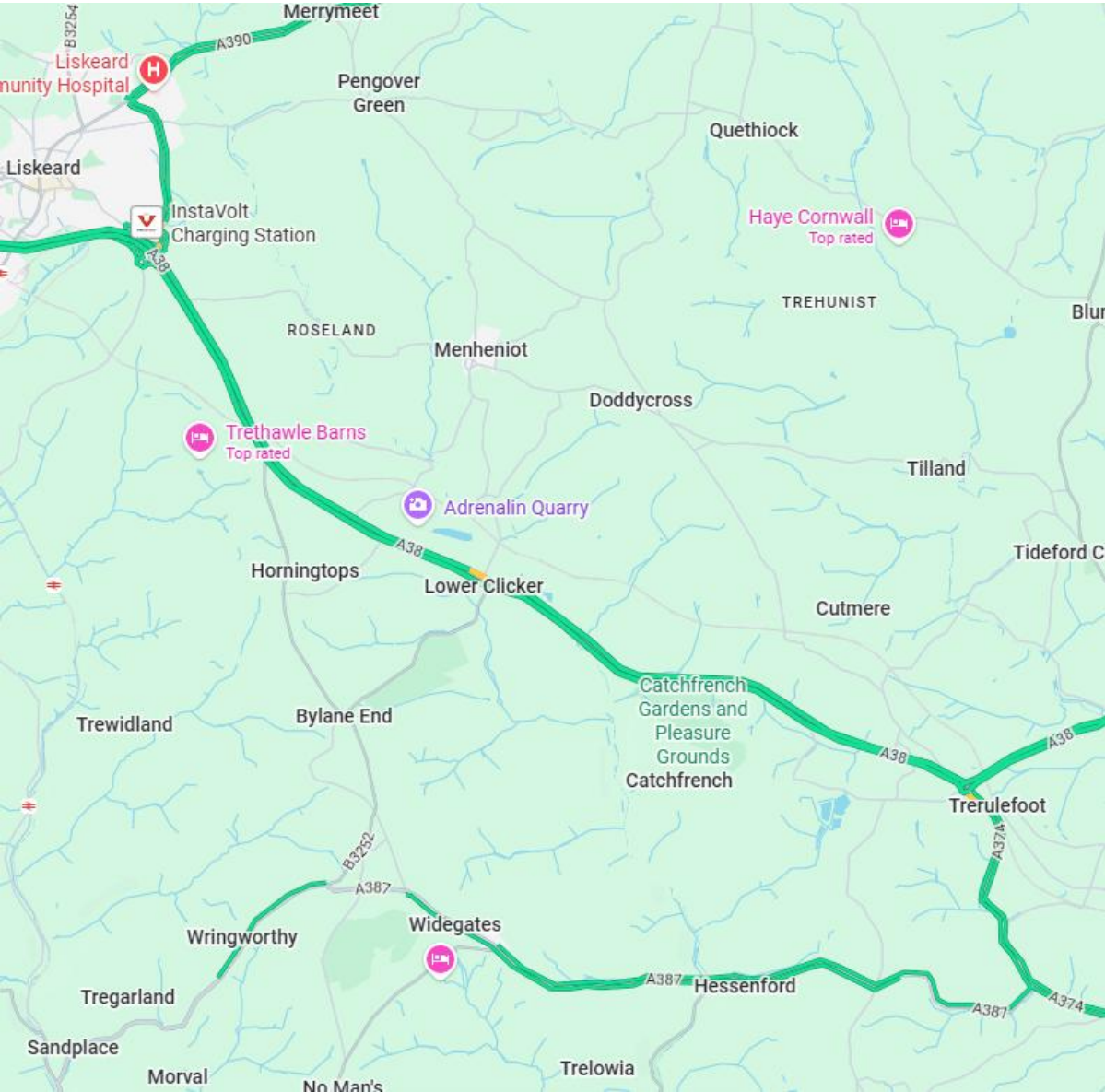
Penzance

1. Background/ Context

- i. A38 Menheniot/ Lower Clicker and Lean Quarry Junctions – history of serious and fatal collisions
- ii. Long standing safety and resilience issues associated with dual carriageway gap crossings on 9 km section of A38 between Liskeard and Trerulefoot.
- iii. Previous attempts to progress Grade Separated Junction(s) at Lean Quarry and Lower Clicker have failed to meet funding and delivery criteria
- iv. DFT letter in 2021 outlining study requirement
- v. Data collection outlining traffic demand collected
- vi. Several options considered for a future scheme
- vii. Met with local authorities and some stakeholders to discuss issues
- viii. First CAP meeting to discuss the route
- ix. Aiming for a future Public engagement later in the year



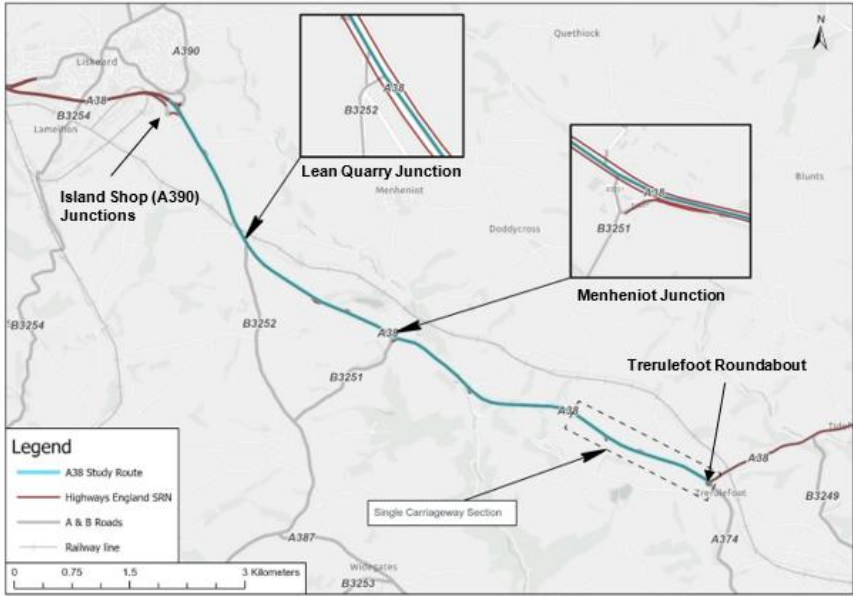
Study area



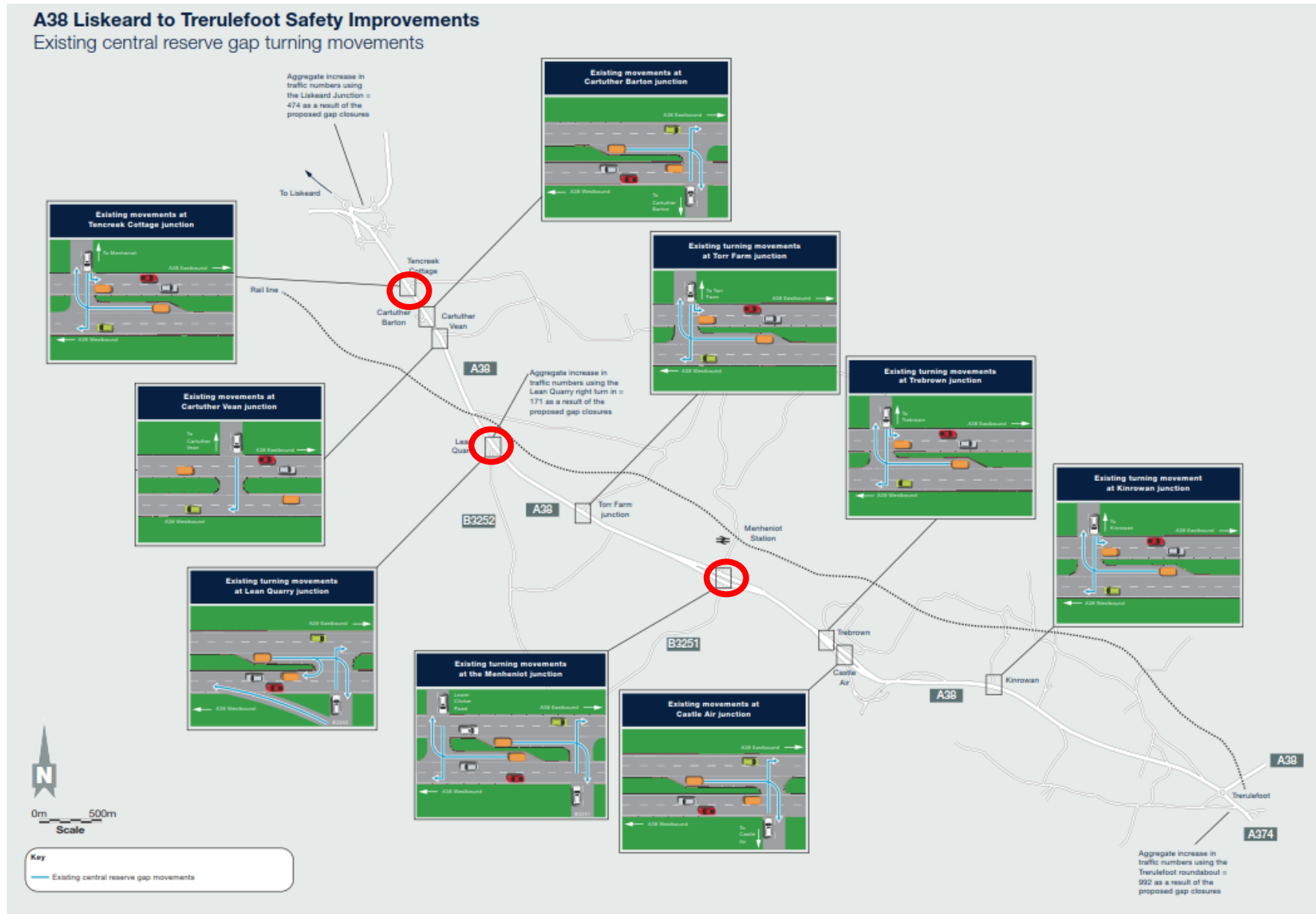
Island Shop Junction



Information Classification: CONTROLLED
Terulefoot Roundabout

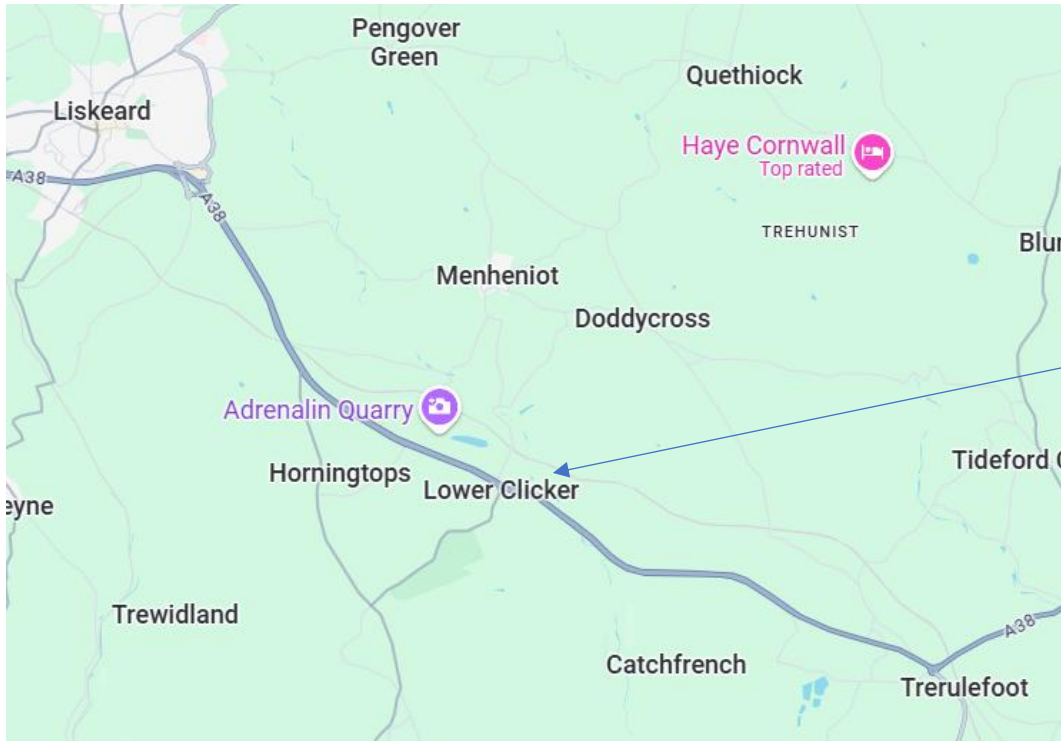


2. A38 Gap Crossings – Liskeard to Trerulefoot



Liskeard to Trerulefoot - Existing situation, Context

1. Dual Carriageway with gaps in the Central Reserve, very Similar to Plusha.
2. Safety Performance of some junctions similar to Plusha including several right turn fatal collisions. previous research showed Menheniot had a higher KSI rate than Plusha.
3. Historically we have failed to produce a business case including attempts over 2021 to 2023



5 years of collisions

Collisions	No.	%	Casualties	No.	%	Collisions involving	No.	%	Norm%
Fatal	1	1	Killed	1	1	Turning right	13	18	9
Very Serious	0	0	Very Serious	0	0	Turning left	1	1	4
Mod Serious	18	25	Mod Serious	22	17	U-Turn	3	4	1
Less Serious	0	0	Less Serious	0	0	Overtaking near/offside	9	12	8
Slight	52	72	Slight	105	82	Parked/parking	1	1	3
Damage	1	1	TOTAL	128		Slowing or stopping	10	14	12
TOTAL	72		Drivers/Riders	87	68	Waiting to go ahead	2	3	15
Passengers	25	35	Passengers	37	29	Skid/jack-knife/overturn	26	36	35
P/C Riders	3	4	P/C Riders	3	2				
Pedestrians	1	1	Pedestrians	1	1				

Adverse Conditions	No.	%	Norm%
Dark with lights	2	3	6
Dark without lights	15	21	16
Adverse weather	23	32	23
Wet road surface	27	38	33
Snow/frost/ice on road	2	3	2
Conditions or c'way hazards	4	6	7

Collisions involving	No.	%	Norm%
Car/Taxi	67	93	92
Motorcycle	6	8	8
Pedal Cycle	3	4	2
Personal powered t'prter	0	0	0
Goods Vehicle over 3.5t	5	7	13
Bus or Coach	0	0	1
Other	12	17	11

COLLISION SEVERITY UP TO 2025

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	1	0	0	0	0	0	0	1
Very Serious	0	0	0	0	0	0	0	0	0	0	0
Mod Serious	2	1	2	1	1	2	2	2	2	3	18
Less Serious	0	0	0	0	0	0	0	0	0	0	0
Slight	8	3	6	1	6	6	5	4	7	6	52
Damage	1	0	0	0	0	0	0	0	0	0	1
Total	11	4	8	3	7	8	7	6	9	9	72

10 years of collisions

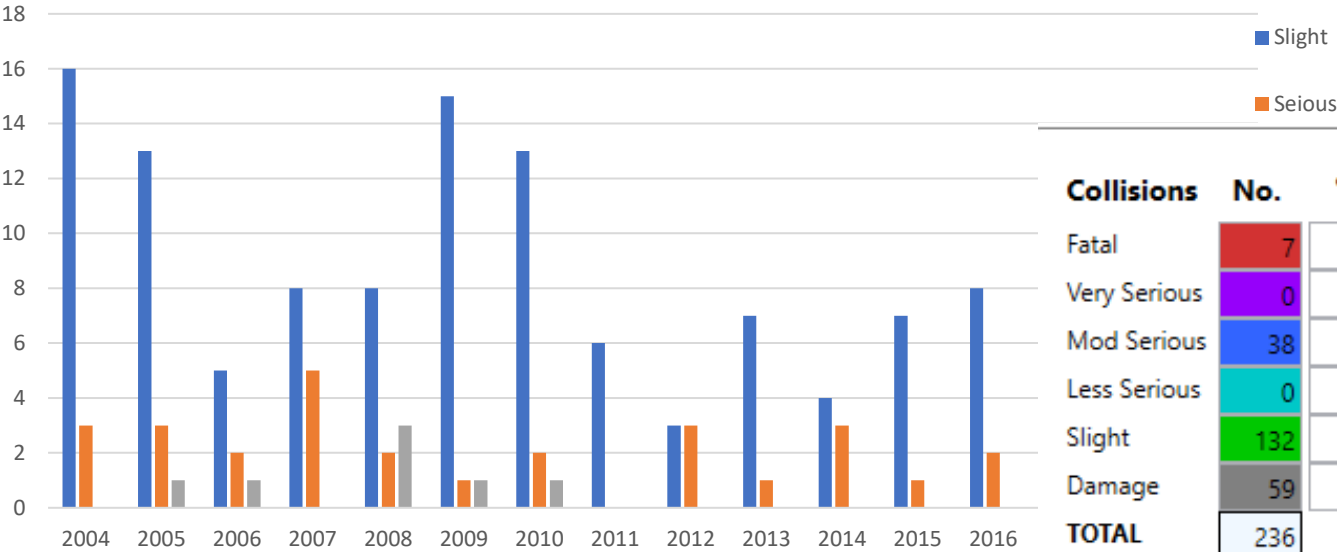
Information Classification: CONTROLLED

Collisions	No.	%	Casualties	No.	%	Collisions involving	No.	%	Norm%
Fatal	0	0	Killed	0	0	Turning right	7	18	9
Very Serious	0	0	Very Serious	0	0	Turning left	1	3	4
Mod Serious	11	28	Mod Serious	11	17	U-Turn	1	3	1
Less Serious	0	0	Less Serious	0	0	Overtaking near/offside	8	21	8
Slight	28	72	Slight	53	83	Parked/parking	1	3	3
Damage	0	0	TOTAL	64		Slowing or stopping	5	13	12
TOTAL	39		Drivers/Riders	43	67	Waiting to go ahead	1	3	15
Passengers	9	23	Passengers	17	27	Skid/jack-knife/overturn	13	33	35
P/C Riders	3	8	P/C Riders	3	5				
Pedestrians	1	3	Pedestrians	1	2				

Adverse Conditions	No.	%	Norm%
Dark with lights	1	3	6
Dark without lights	9	23	16
Adverse weather	10	26	23
Wet road surface	14	36	33
Snow/frost/ice on road	1	3	2
Conditions or c'way hazards	2	5	7

Collisions involving	No.	%	Norm%
Car/Taxi	34	87	92
Motorcycle	5	13	8
Pedal Cycle	3	8	2
Personal powered t'prter	0	0	0
Goods Vehicle over 3.5t	2	5	13
Bus or Coach	0	0	1
Other	6	15	11

Collisions by Year



Slight injuries have reduced over the past 20 years however Serious and fatal collisions remain

20 years of collisions

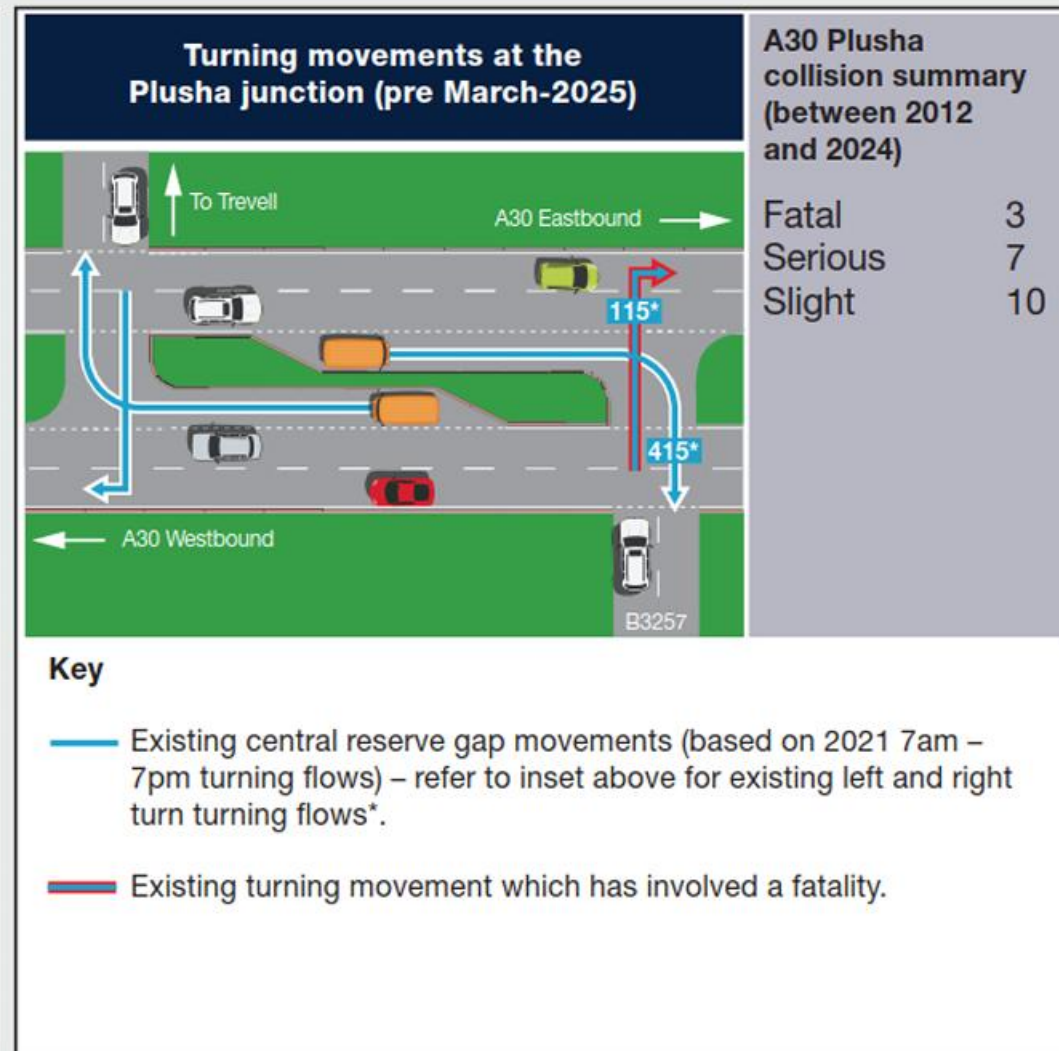
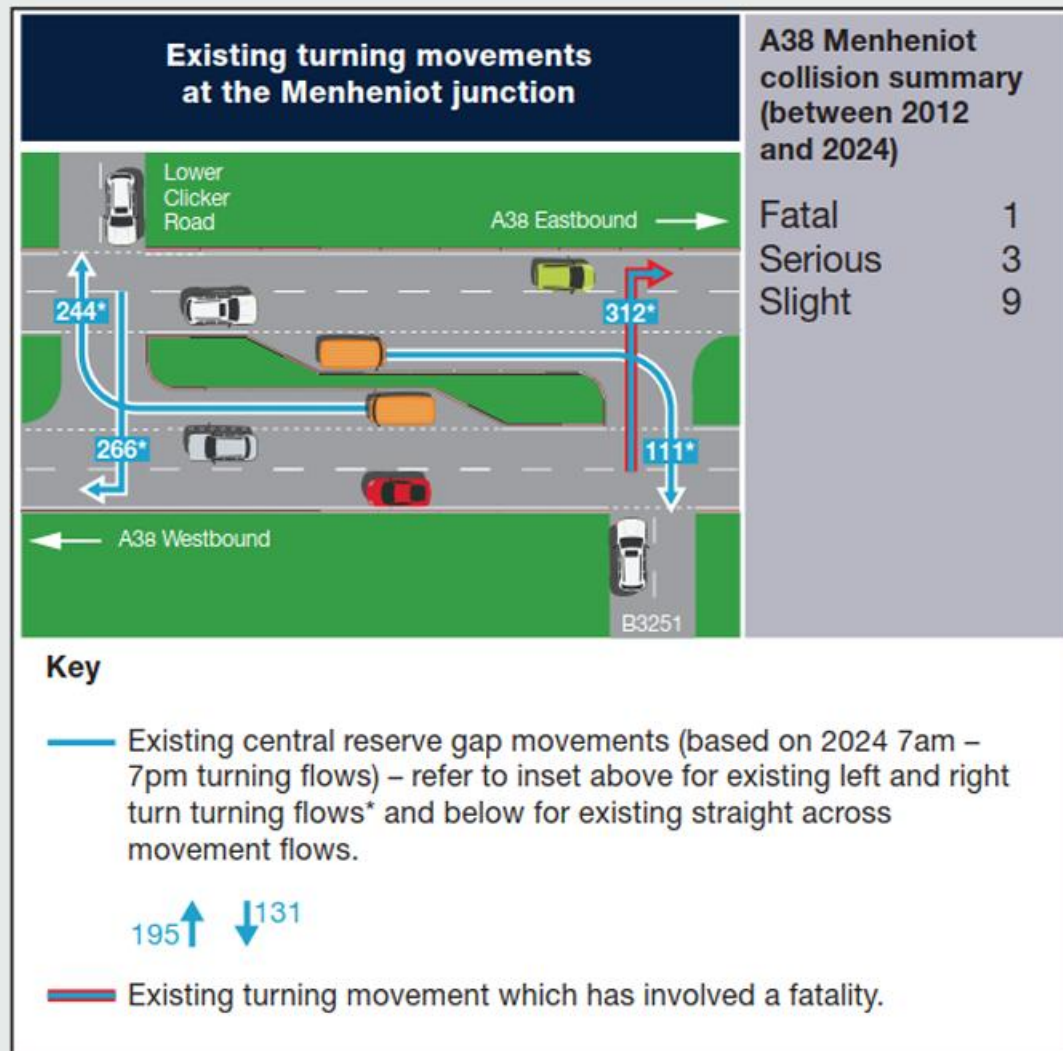
Collisions	No.	%	Casualties	No.	%	Collisions involving	No.	%	Norm%
Fatal	7	3	Killed	7	2	Turning right	45	19	9
Very Serious	0	0	Very Serious	0	0	Turning left	12	5	4
Mod Serious	38	16	Mod Serious	50	16	U-Turn	11	5	1
Less Serious	0	0	Less Serious	0	0	Overtaking near/offside	28	12	8
Slight	132	56	Slight	248	81	Parked/parking	3	1	3
Damage	59	25	TOTAL	305		Slowing or stopping	22	9	12
TOTAL	236		Drivers/Riders	206	68	Waiting to go ahead	9	4	15
Passengers	62	26	Passengers	91	30	Skid/jack-knife/overturn	75	32	35
P/C Riders	6	3	P/C Riders	6	2				
Pedestrians	2	1	Pedestrians	2	1				

Adverse Conditions	No.	%	Norm%
Dark with lights	7	3	6
Dark without lights	36	15	16
Adverse weather	78	33	23
Wet road surface	98	42	33
Snow/frost/ice on road	9	4	2
Conditions or c'way hazards	11	5	7

Collisions involving	No.	%	Norm%
Car/Taxi	213	90	92
Motorcycle	25	11	8
Pedal Cycle	6	3	2
Personal powered t'prter	0	0	0
Goods Vehicle over 3.5t	21	9	13
Bus or Coach	1	0	1
Other	30	13	11

Collision comparison between A38 Menheniot junction and A30 Plusha junction

Classification: CONTROLLED



Similarities between the junctions:

- Existing junction layouts enable central reserve gap movements (to/from the minor road) in a stagger type arrangement.
- Both junctions have a history of serious and fatal collisions as shown above.
- 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.

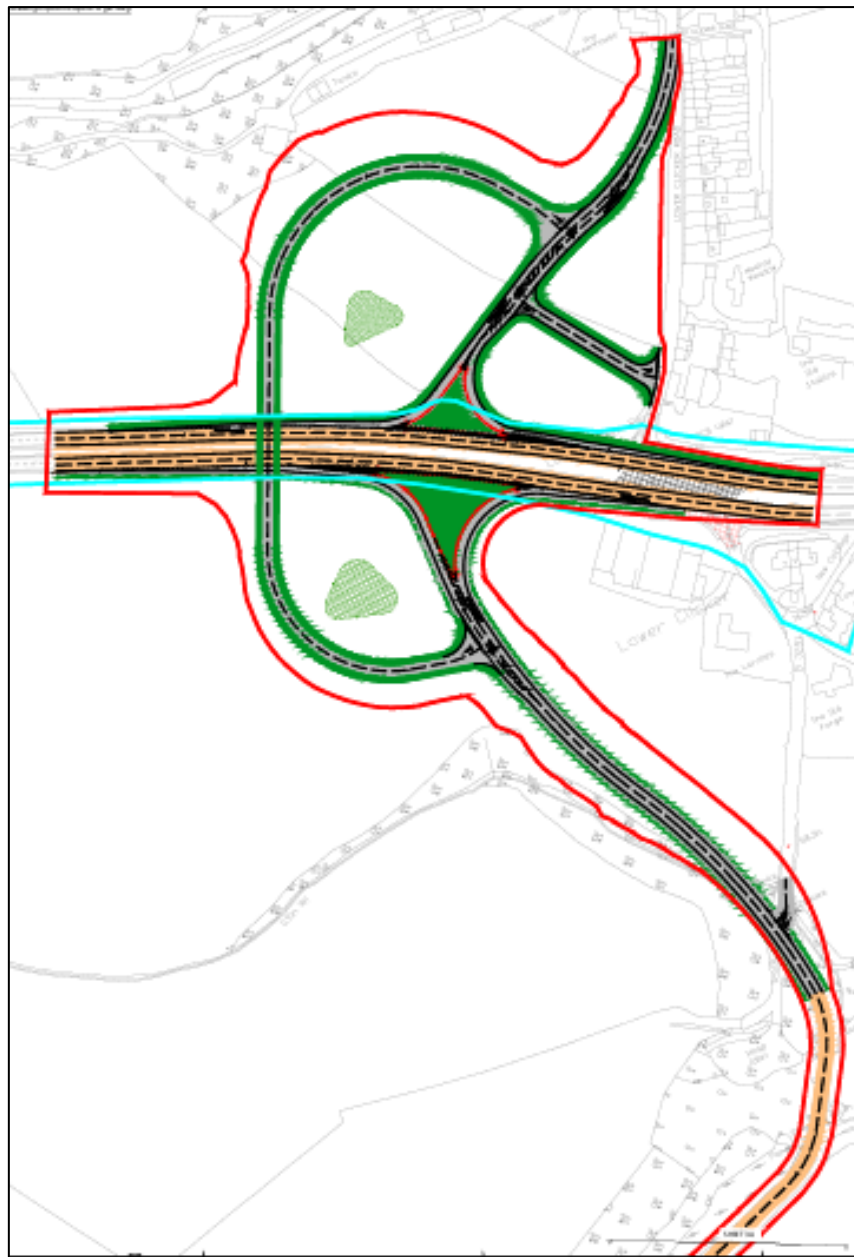
What do we do?

- Several attempts looking at grade separation and other types of improvement scheme for decades
- Following a DFT request along side the Carkeel to Terulefoot scheme in 2021/22 we started to look at a long list of options to address the risks identified.
- Options considered the major to the minor

Option	Description
1	Close all central reserve movements with signage only.
2	Close all central reserve movements physically.
3	Close only a selected number of central reserve movements. Leave right turn in at Lean Quarry and right turn out of Castle Air. (Menheniot Traffic Study)
4	Close all central reserve movements and install grade separated junctions.
5	Close all central reserve movements and install at grade traffic signals with speed reduction on approach.
6	Close all central reserve movements and install at grade roundabouts with speed reduction on approach.
7	Overall speed reduction along the A38, keeping central reserve movements open (average speed cameras).
8	Dual carriageway to the southern section of the study extents.
9	Erect bridges for agricultural vehicles to cross the A38.
10	Link roads to avoid A38.
11	Install safety signs (no. collisions fatalities).
12	Right turns across central reserve for agricultural use only.
13	Remove dualling where right turn facilities exist to reduce the number of lanes being crossed.
14	Speed reduction through sections of the study where central reserve movements currently exist.
15	Drainage review and maintenance (SAFE38)

Option	Description
Option 2	Close All Central Gaps - Close all central reserve movements physically.
Option 3	Close Some Central Gaps - Close a selected number of central reserve movements physically, leaving right turn in at Lean Quarry and right turn out of Castle Air.
Option 4	Grade Separation - Close all central reserve movements physically and install grade separated junctions.
Option 7	Full Speed Reduction - Overall speed reduction along the A38 study area, keeping central reserve movements open and enforcing with average speed cameras.
Option 8	Dual carriageway – Upgrade the single carriageway to the southern section of the study extents to a dual carriageway.
Option 9	Agricultural Bridge - Erect bridges across the A38 carriageway for agricultural use only.
Option 10	Link Road - Provide a new link road to avoid the A38.
Option 11	Safety Signs - Install safety signs along the A38 that detail number of collisions, fatalities, etc.
Option 14	Partial Speed Reduction - Reduce speed through sections of the study where central reserve movements currently exist and keep these movements open.
Option 15	Drainage Review - Drainage review and maintenance of the study area.

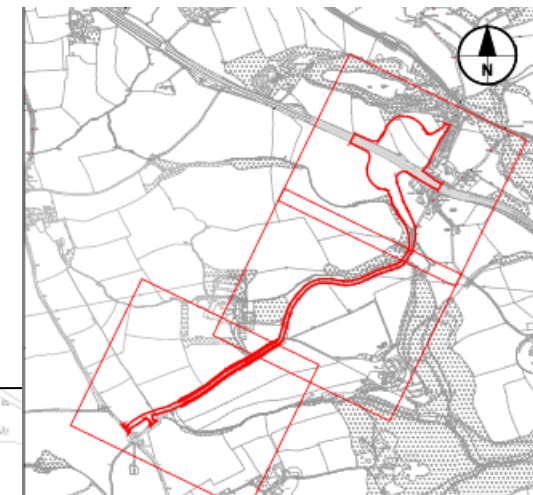
Sub Option	Description
Option 4a	Close right turn central gaps for B-roads and Kinrowan Park Inc. and install 1 grade separated junction.
Option 4b	Close right turn central gaps for B-roads and Kinrowan Park Inc. and install 2 grade separated junctions
Option 4c	Close all right turn central gaps along A38 and install 1 grade separated junction.
Option 4d	Close all right turn central gaps along A38 and install 2 grade separated junctions.

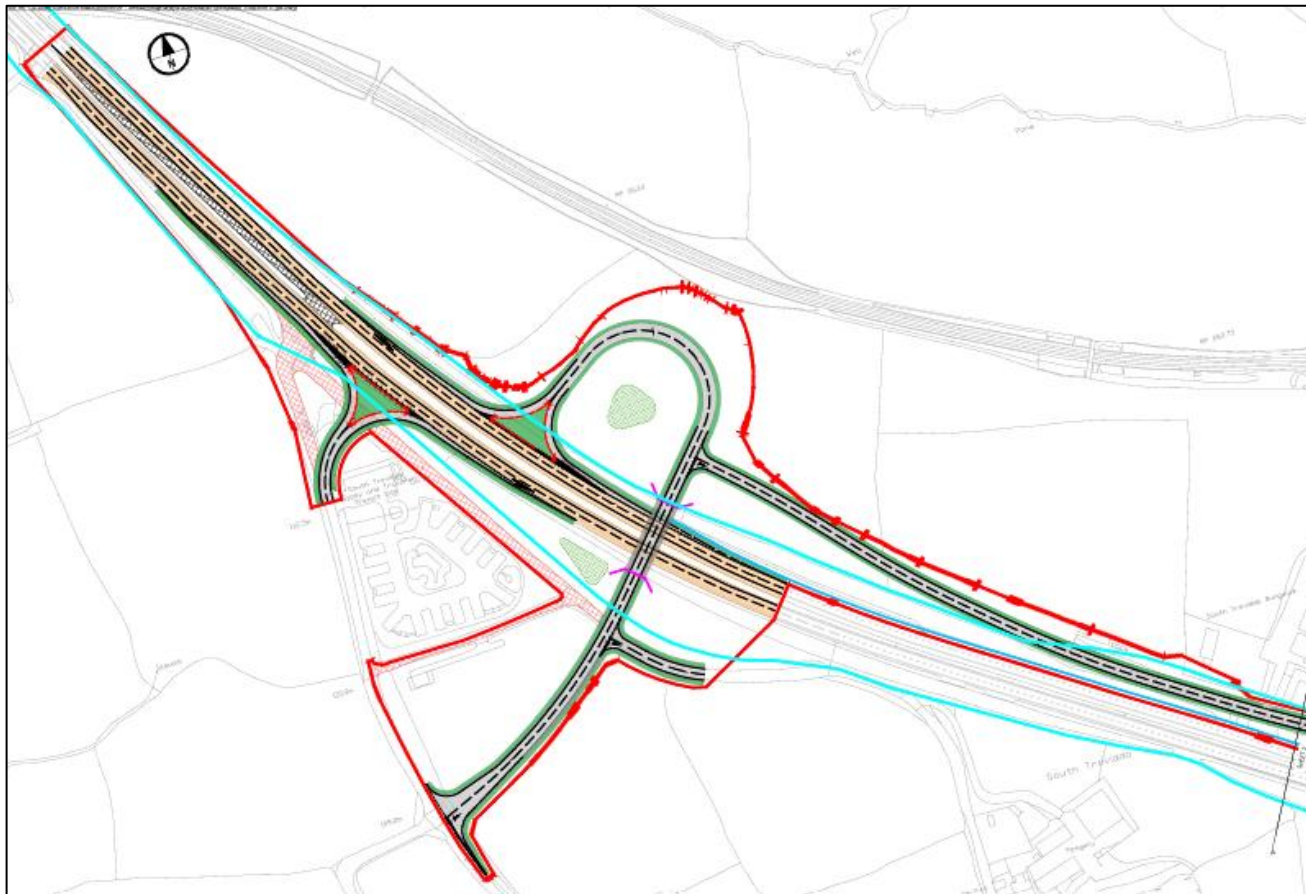


Option 4A

- Grade separated junction at A38/B3251/Lower Clicker Road (Menheniot junction).
- Right turn into Lean Quarry (B3252) closed.
- Upgrade of the B3251.

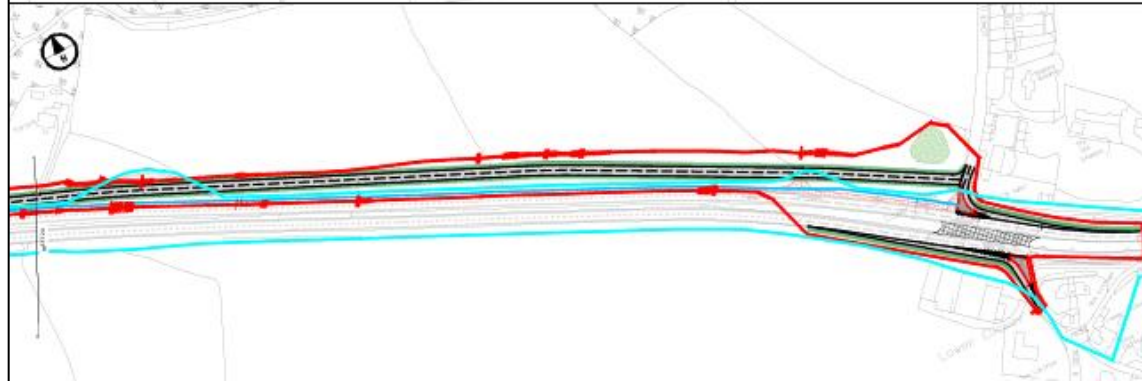
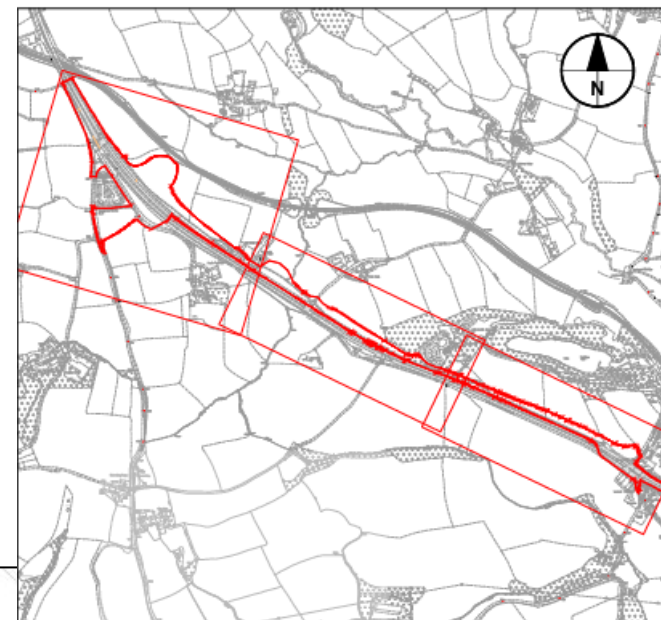
Would come with associated gap closures



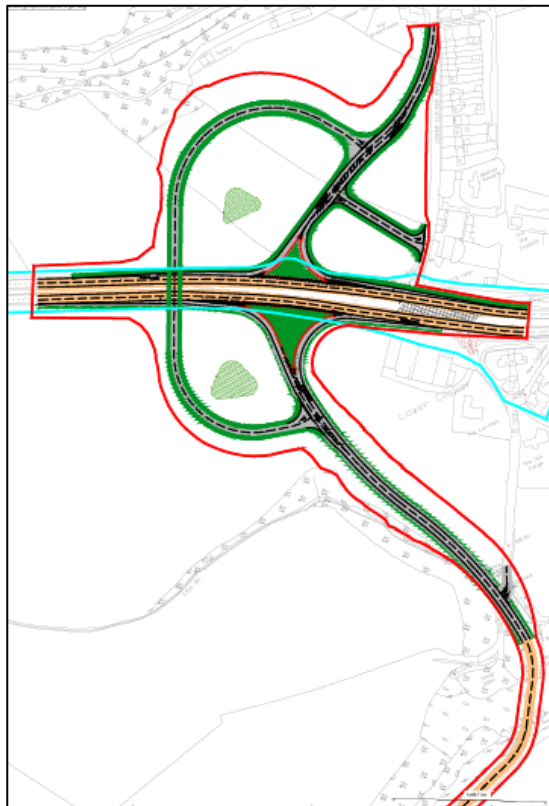


Option 4C

- Grade separated junction at A38/B3252/Lean Quarry.
- Link road between grade separated junction and Lower Clicker Road.

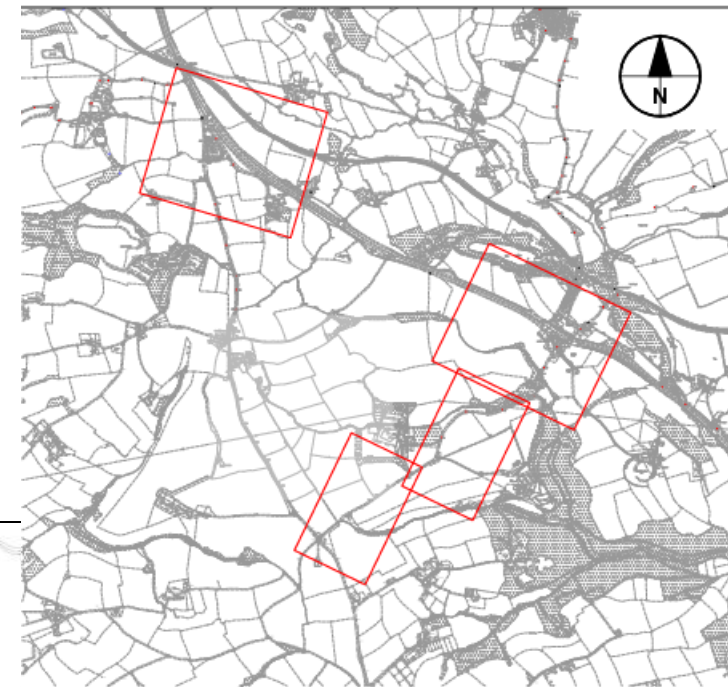


Would come
with associated
gap closures



Option 4B

- Grade separated junction at A38/B3251/Lower Clicker Road (Menheniot junction).
- Grade separated junction at A38/B3252/Lean Quarry.
- Upgrade of the B3251.



Would come
with associated
gap closures

Option	Cost Range (2022! Likely higher now)
A	£80m – 146m
B	£110m – 207m
C	£167m

- Scheme costs are based on commercial estimate rates however are based on early stage of work and would be refined though further work
- Obtain funding to deliver such schemes would likely take a significant amount of time
- BCR figures show challenges that could see this as a lower priority compared with other schemes

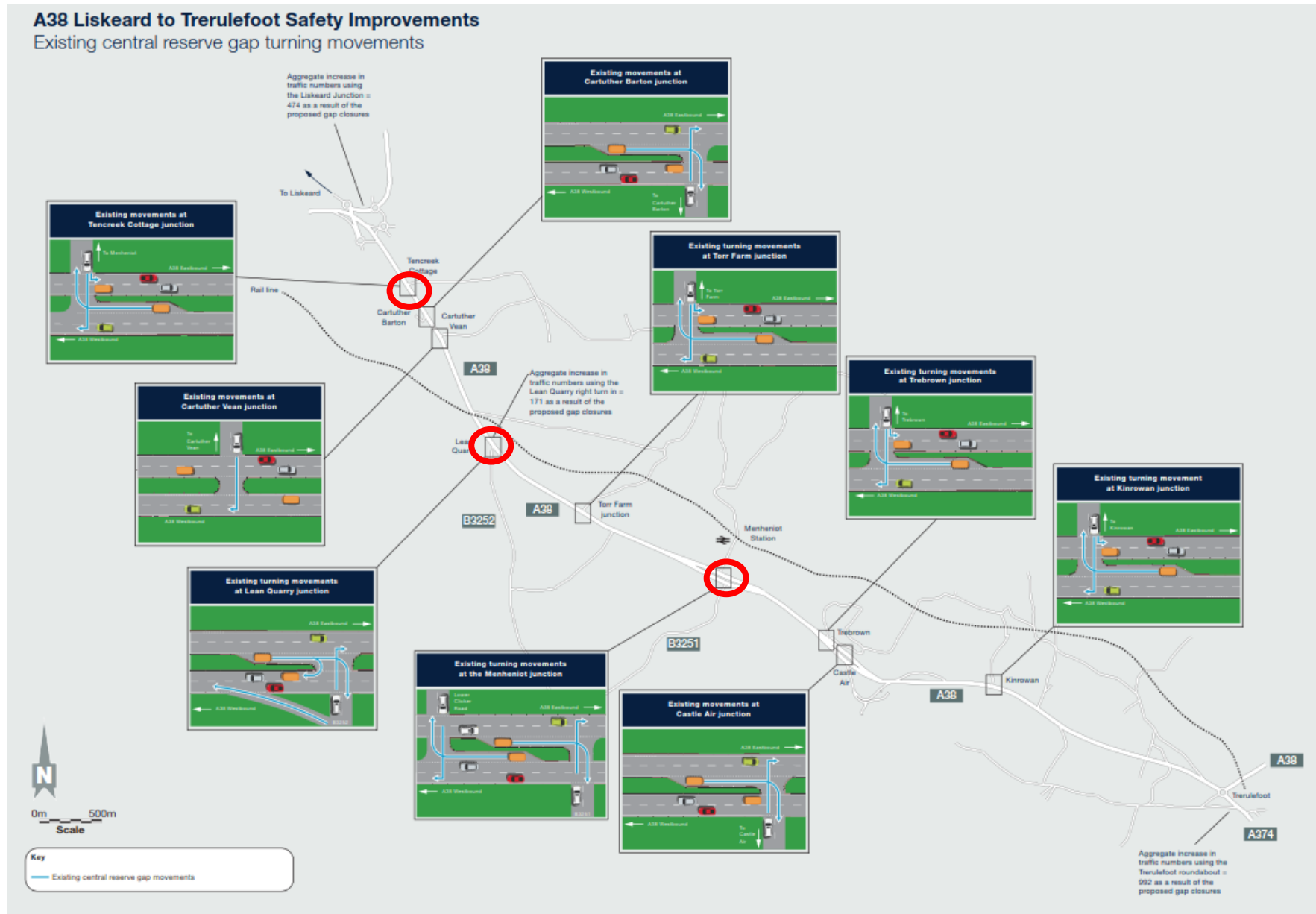
	Do Nothing Assessment		
	A	B	C
Appraisal Period	2031-2091	2032-2091	2032-2091
Accidents	£3,392	£1,752	£933
Economic Efficiency: Consumer Users (Commuting)	-£1,591	-£858	-£1,011
Economic Efficiency: Consumer Users (Other)	-£4,509	-£2,305	-£2,708
Economic Efficiency: Business Users and Providers	-£4,675	-£2,646	-£2,760
Wider Public Finances (Indirect Taxation Revenues)	£942	£626	£658
Present Value of Benefits (PVB)	-£6,442	-£3,432	-£4,888
Broad Transport Budget	£52,204	£72,164	£57,770
Present Value of Costs (PVC)	£52,204	£72,164	£57,770
Net Present Value (NPV)	£58,646	£75,596	£62,658
Benefit to Cost Ratio (BCR) based on low cost range	-0.12	-0.05	-0.08

Other Options, the interim option

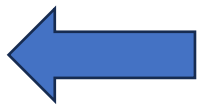
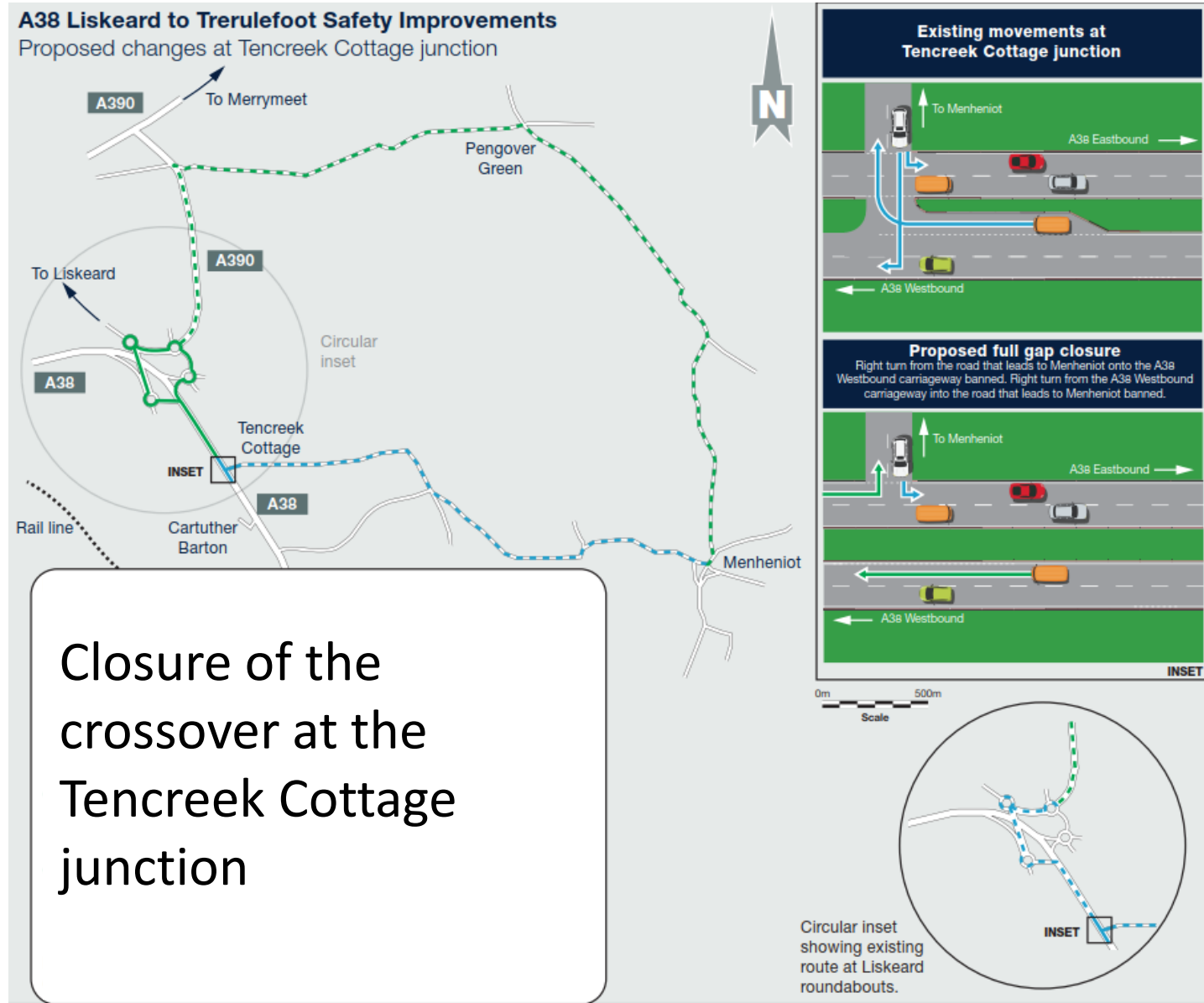
To look at what can be done

- Signage upgrades
- Junction enhancements
- Partial gap closures in central reserve – Option 3
- Speed limit reductions with potential speed cameras – option 14 ish
- road marking changes
- Minor route length improvements such as barrier terminals etc
- Enhancements to drainage and other assets option 15

A38 Gap Crossings – Liskeard to Trerulefoot existing crossings

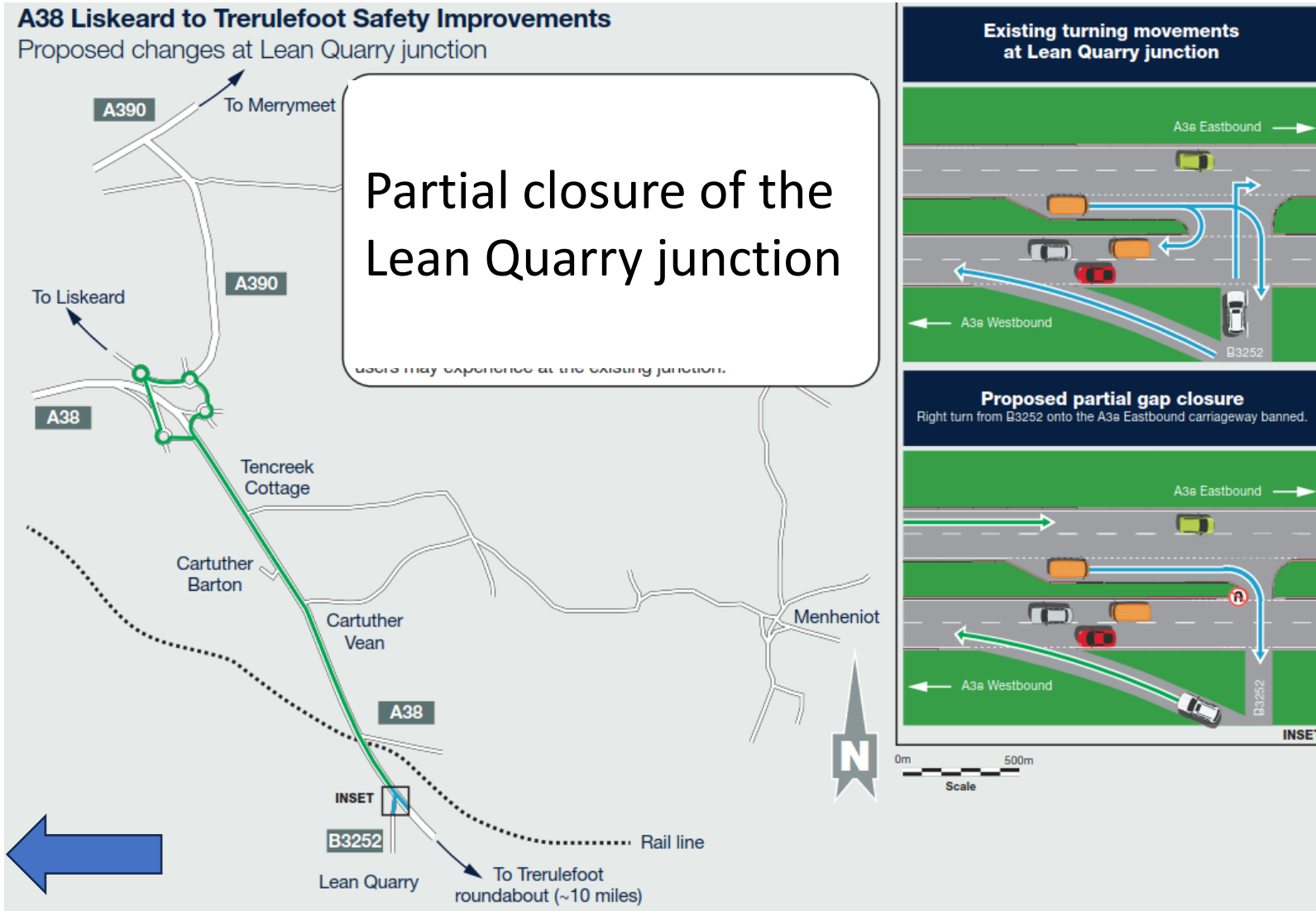


Tencreek Cottage Junction

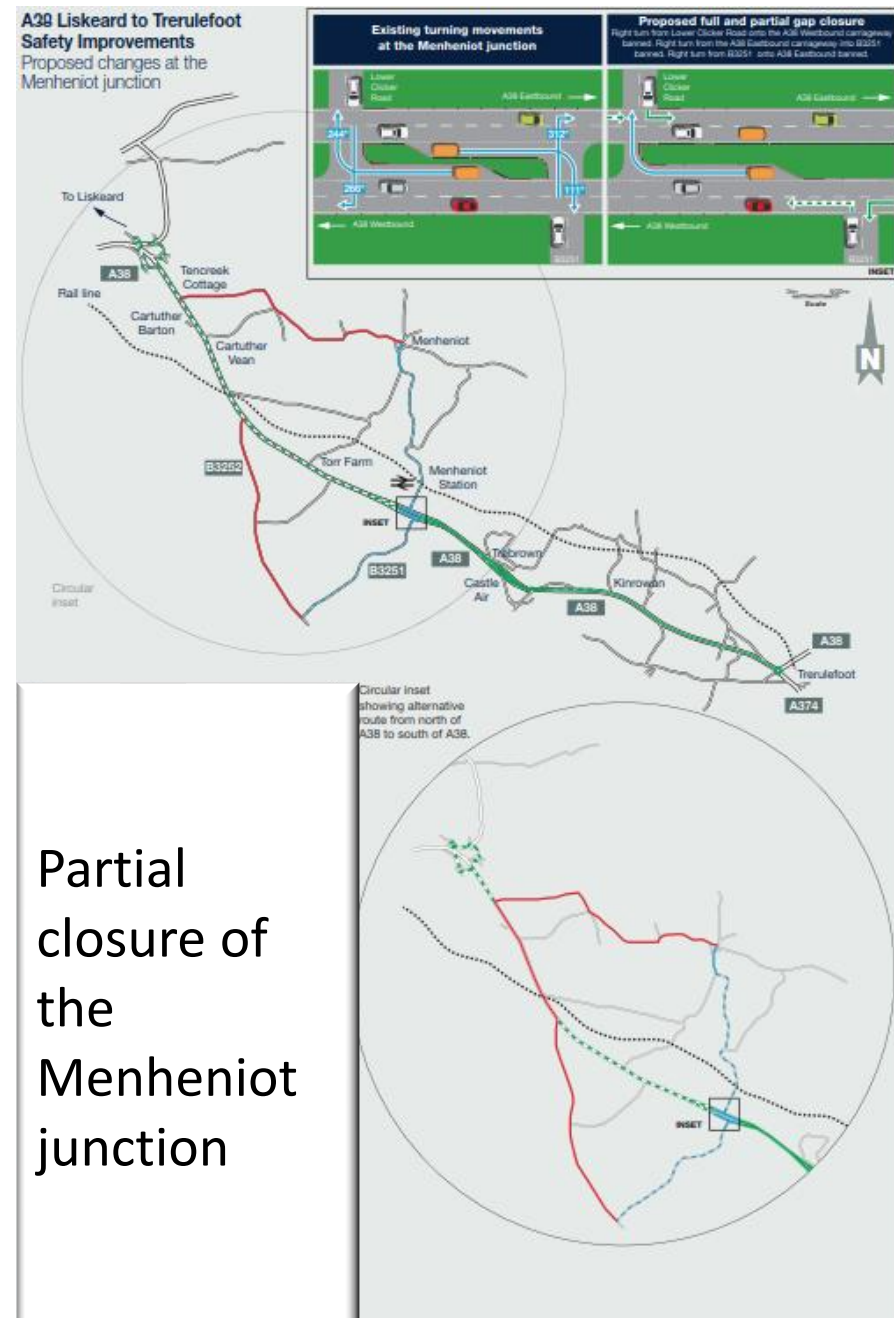
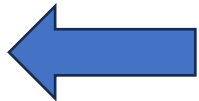
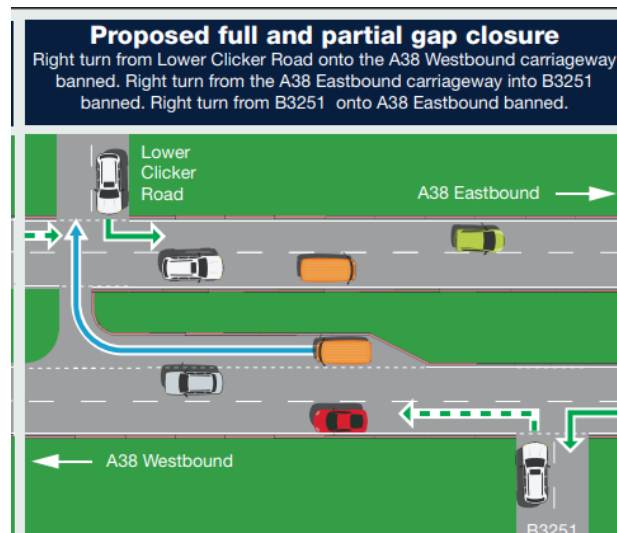
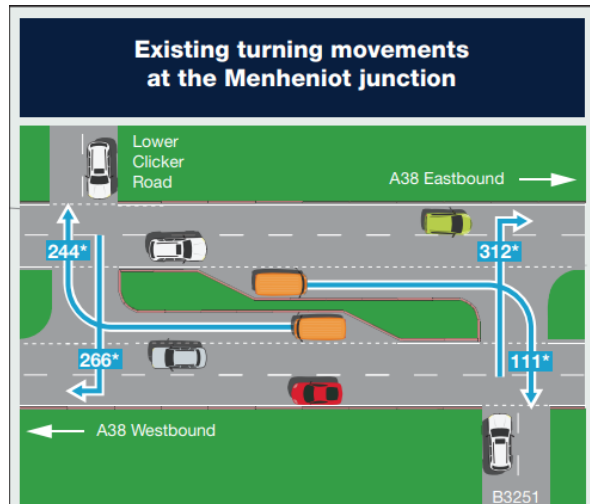


Closure of the
crossover at the
Tencreek Cottage
junction

Lean Quarry Junction



Menheniot Junction



A38 Liskeard to Trerulefoot Safety Improvements

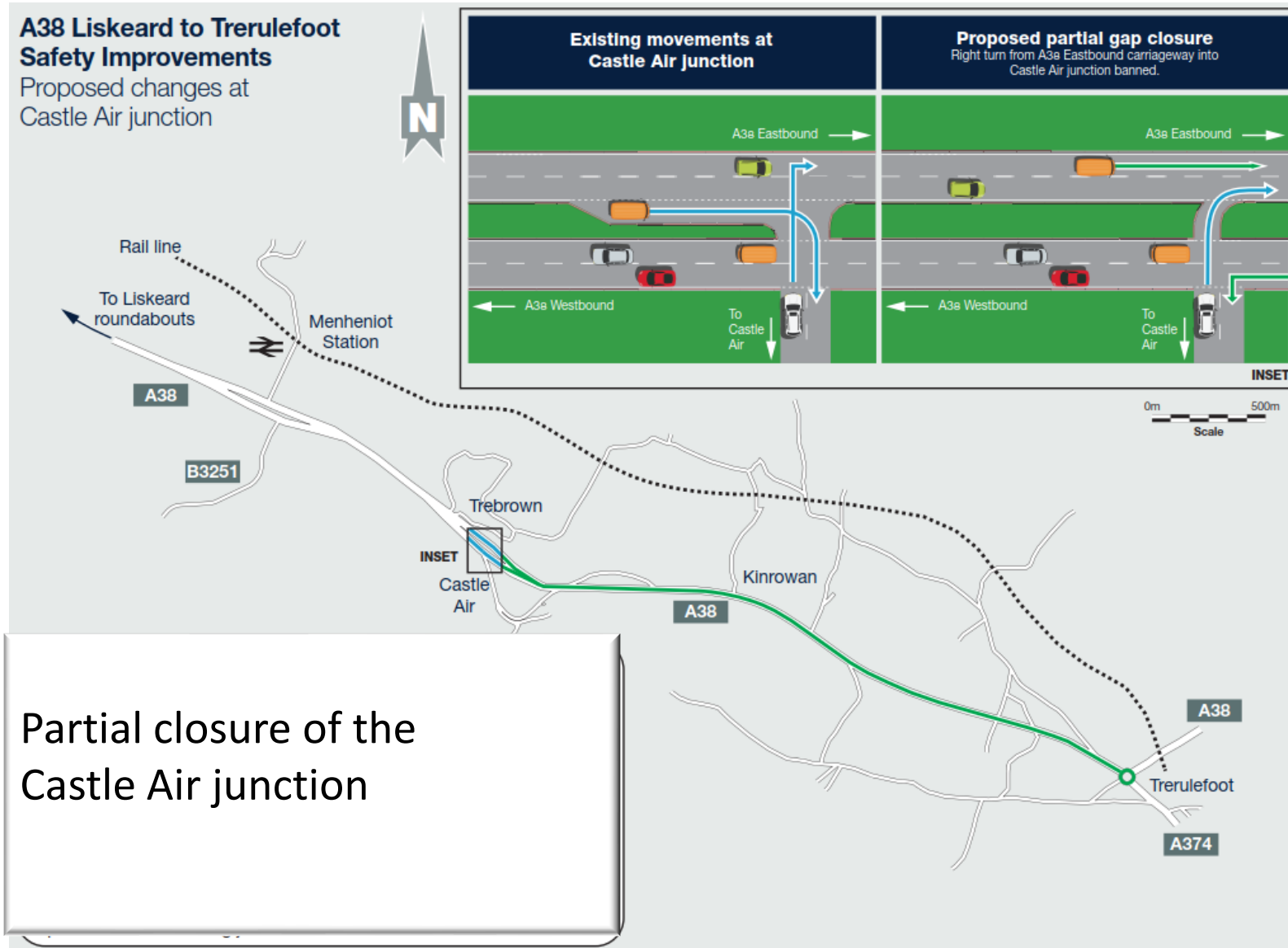
Proposed changes at the
Menheniot junction
(northern routes)



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

Castle Air Junction



Impacts on Local Network related to gap closures

Key issues

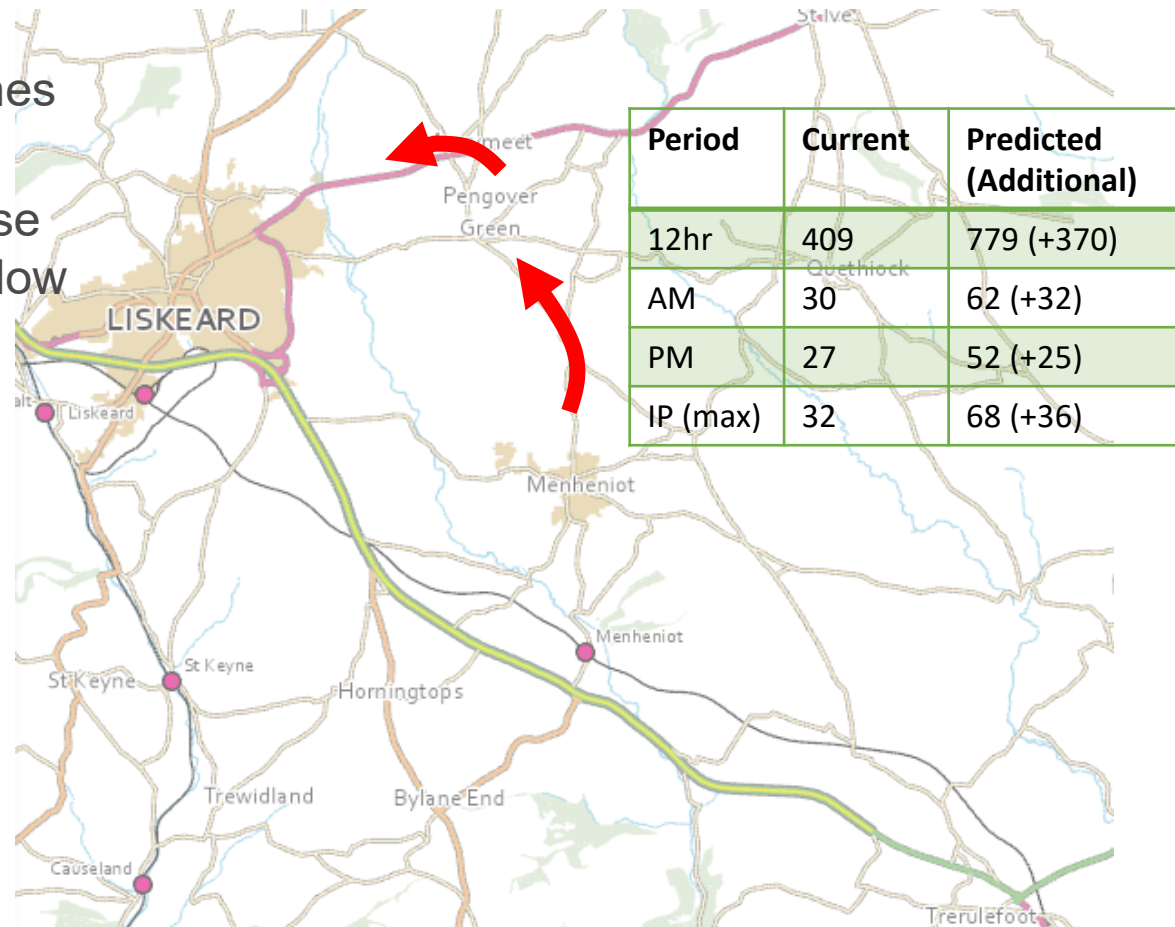
- a. Increases in traffic flows on local roads due to re-routing
- b. Condition and Capacity of surrounding local road network to deal with re-routed traffic
- c. Extra time and distance for those compelled to re-route
- d. Safety implications of re-routed traffic
- e. Scale of impacts on local communities and users



Increases in traffic flows on local roads

Summary of key findings

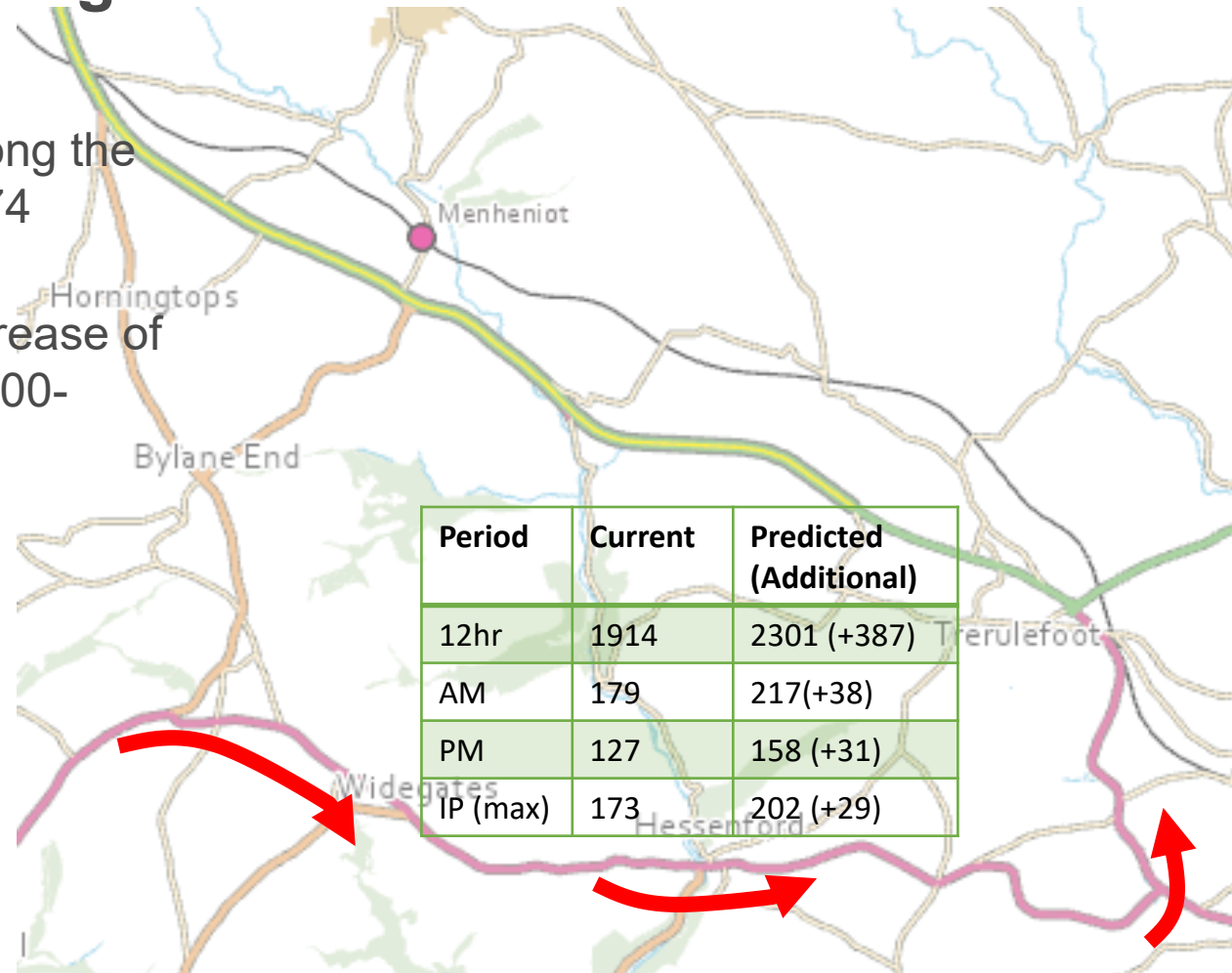
- North of A38
 - Low current usage of rural lanes north of Menheniot
 - Significant percentage increase but actual numbers relatively low



Increases in traffic flows on local roads

Summary of key findings

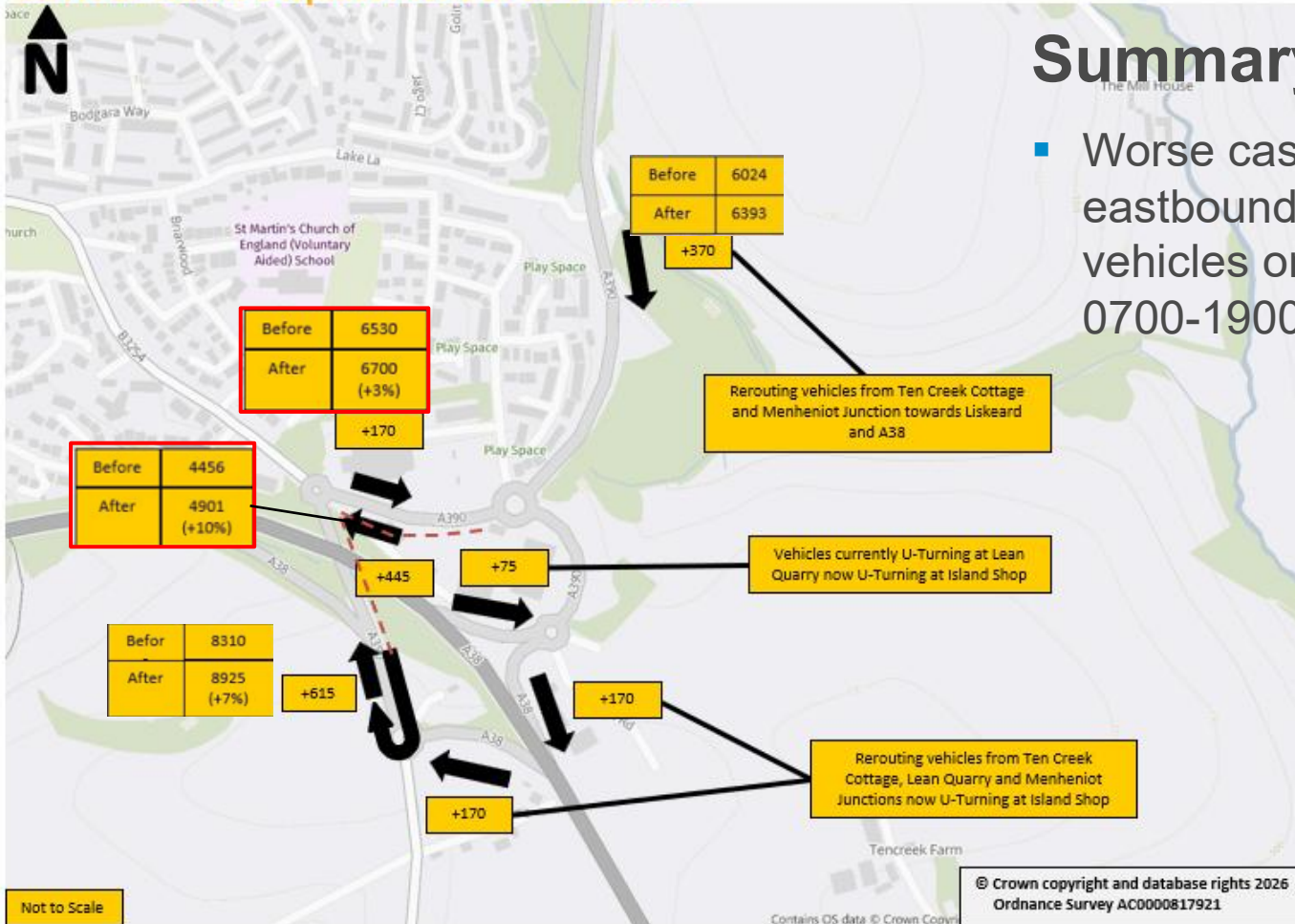
- South of A38
 - 387 vehicles diverting along the A387 eastbound and A374 northbound
 - with maximum hourly increase of 38 vehicles during the 0700-1000 peak period



a. Increases in traffic flows on local roads

Island Shop Impact

12 Hour Traffic Displacement 0700 to 1900



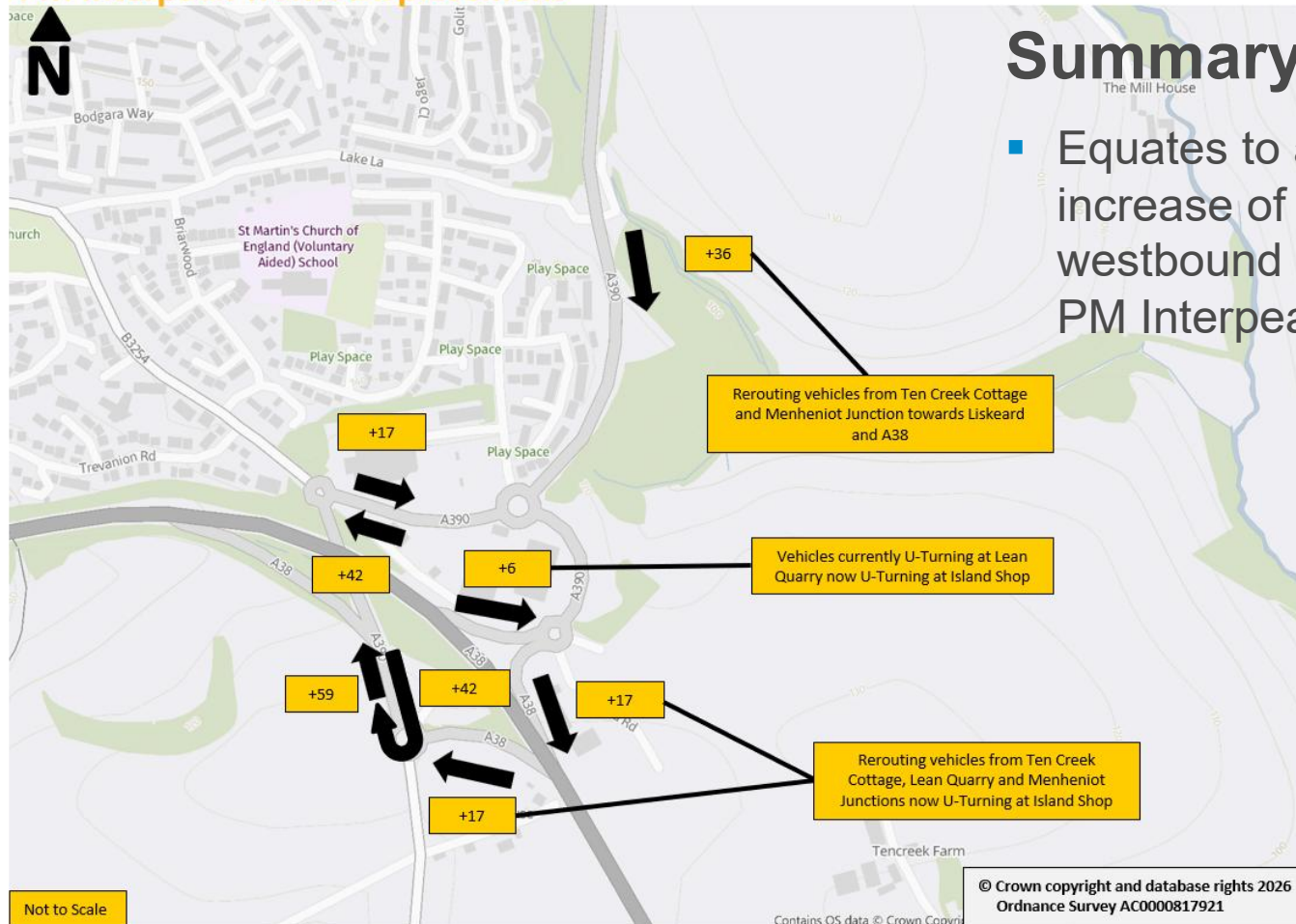
Summary of key impacts

- Worse case additional 170 eastbound and 445 westbound vehicles on the A390 between 0700-1900

a. Increases in traffic flows on local roads

Island Shop Impact

PM Interpeak Traffic Displacement



Increases in traffic flows on local roads

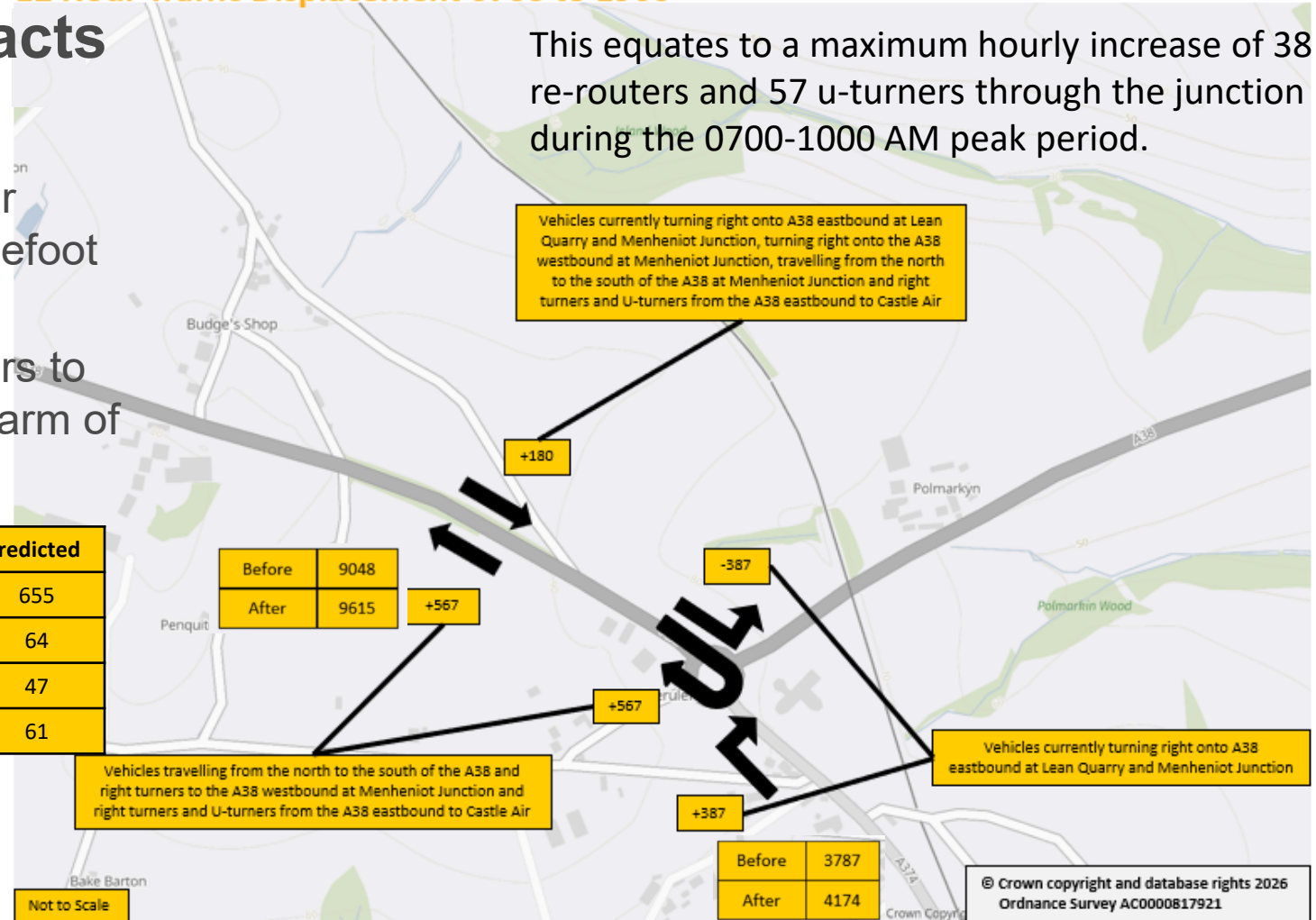
Trerulefoot Impact

12 Hour Traffic Displacement 0700 to 1900

Summary of key impacts

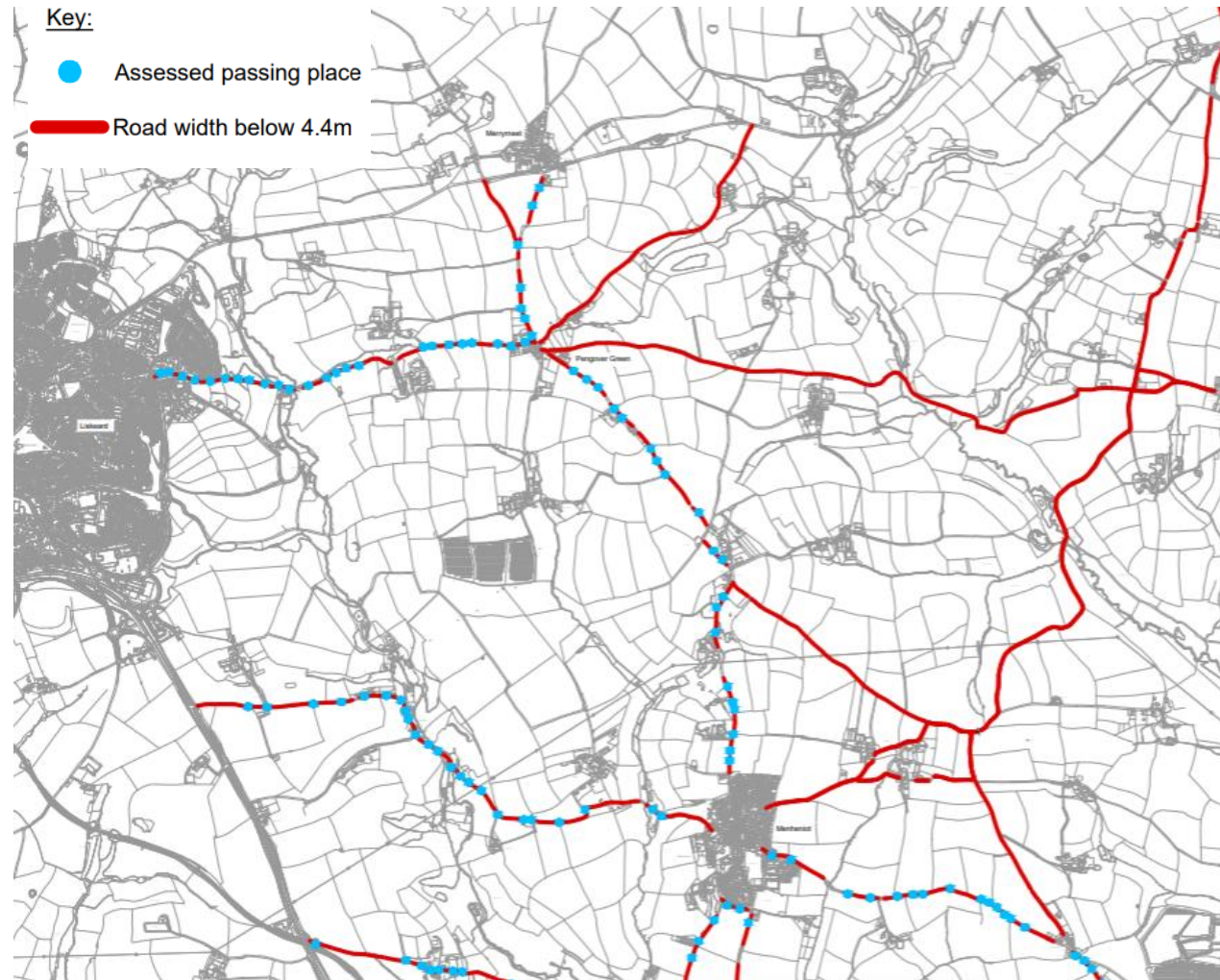
- Trerulefoot
 - 387 vehicles changing their routeing through the Trerulefoot roundabout over 12 hours
 - and 567 additional U-turners to and from the western A38 arm of the roundabout.

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



3. Impacts on Local Network

b. Condition



3. Impacts on Local Network

b. Capacity

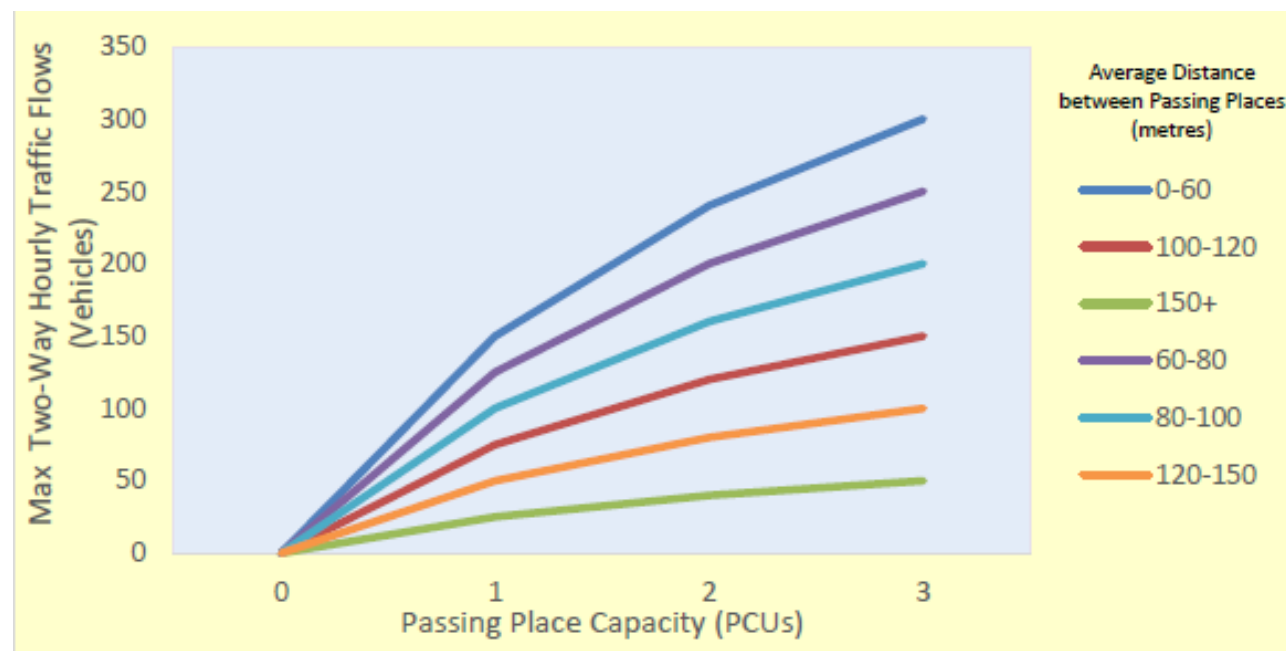


Figure 2.3: Calculated Maximum Traffic Flows (Single Track Roads)

Key findings - Whilst increases in traffic flows on local roads are proportionally significant, they do not result in exceeding the capacity of the existing network

Impacts on Local Network

C. Change in Journey Times & Distances From Menheniot to Liskeard with A38 Gap Closures

Changes for vehicles currently travelling from Menheniot via Ten Creek Cottage

Journey Time Changes (minutes : seconds)

Route	0700-1000 (AM Peak)	1000-1300 (AM Interpeak)	1300-1600 (PM Interpeak)	1600-1900 (PM Peak)
	+2:09	+2:08	+2:20	+2:14
	+1:35	+1:46	+1:58	+1:56

Journey Distance Changes

Route	Distance (km)
	+2.16
	+0.90

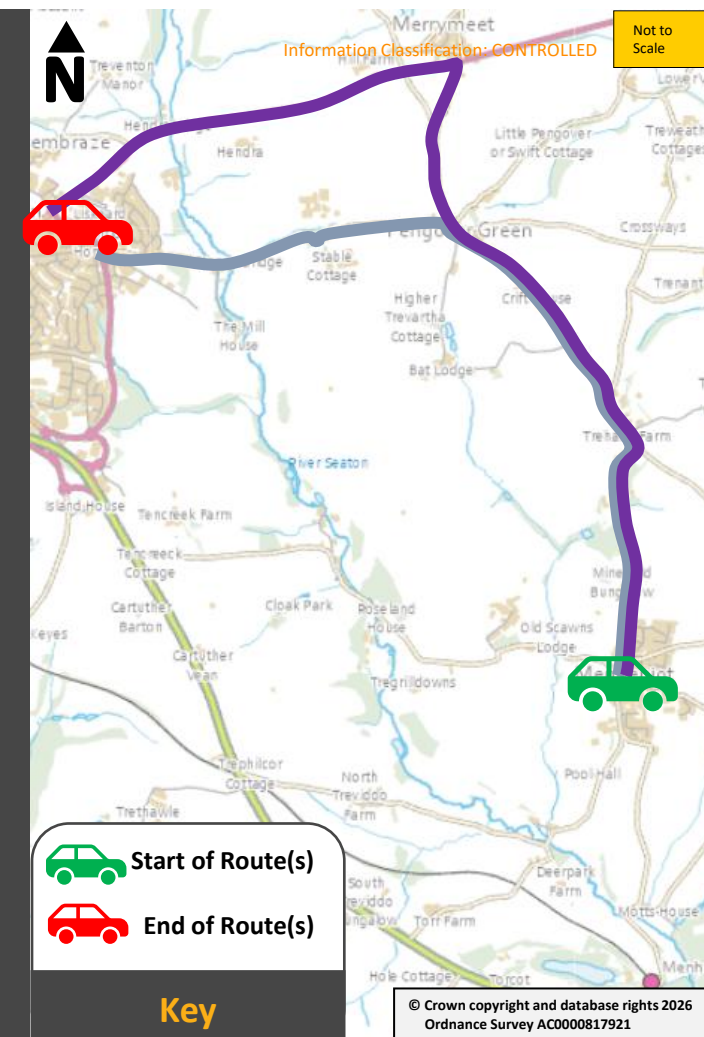
Changes for vehicles currently travelling from Menheniot via Lower Clicker

Journey Time Changes (minutes : seconds)

Route	0700-1000 (AM Peak)	1000-1300 (AM Interpeak)	1300-1600 (PM Interpeak)	1600-1900 (PM Peak)
	+1:37	+1:37	+1:32	+1:24
	+1:04	+1:15	+1:09	+1:05

Journey Distance Changes

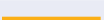
Route	Distance (km)
	-0.72
	-1.98



Impacts on Local Network

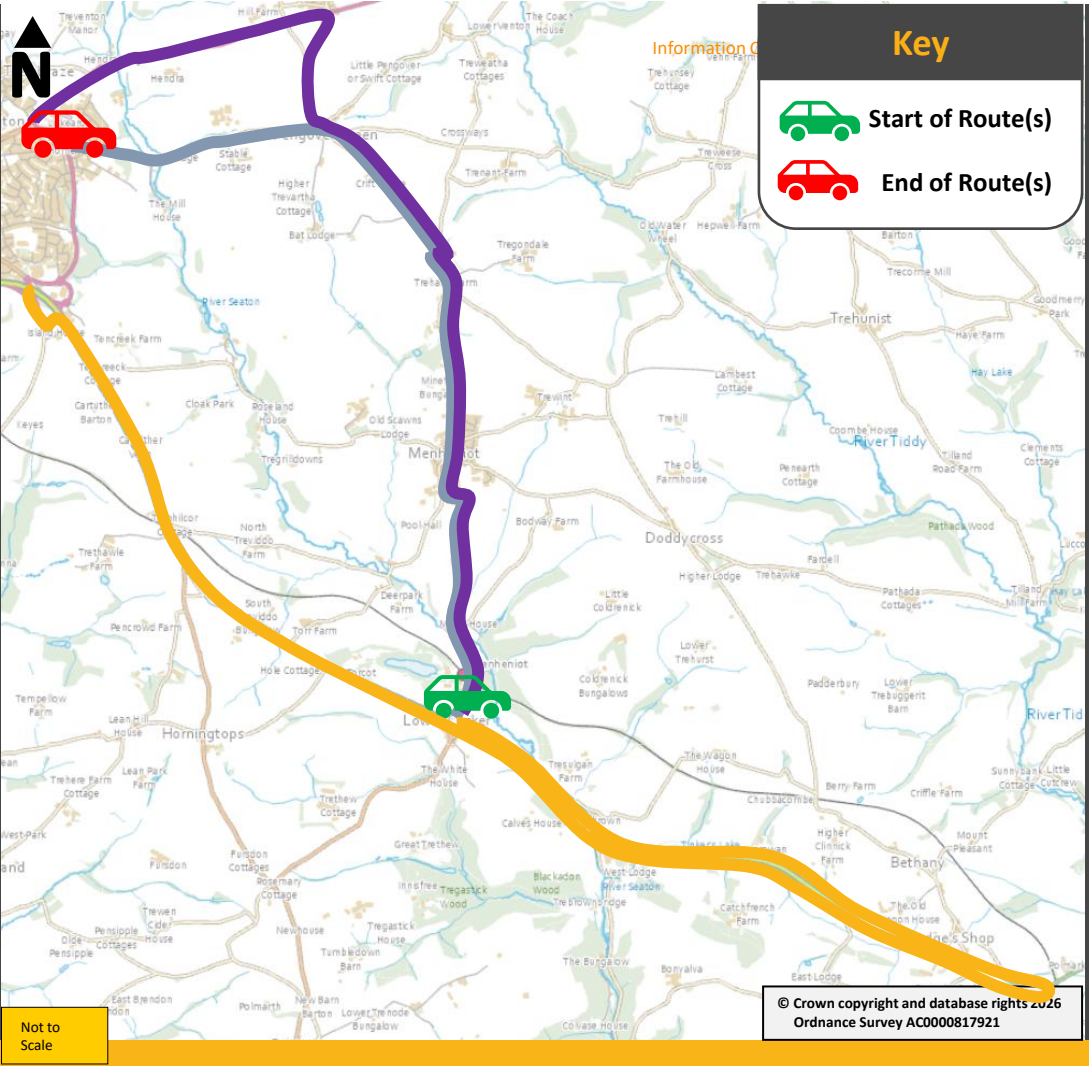
C. Change in Journey Times & Distances From Lower Clicker to Liskeard with A38 Gap Closures

Journey Time Changes
(minutes : seconds)

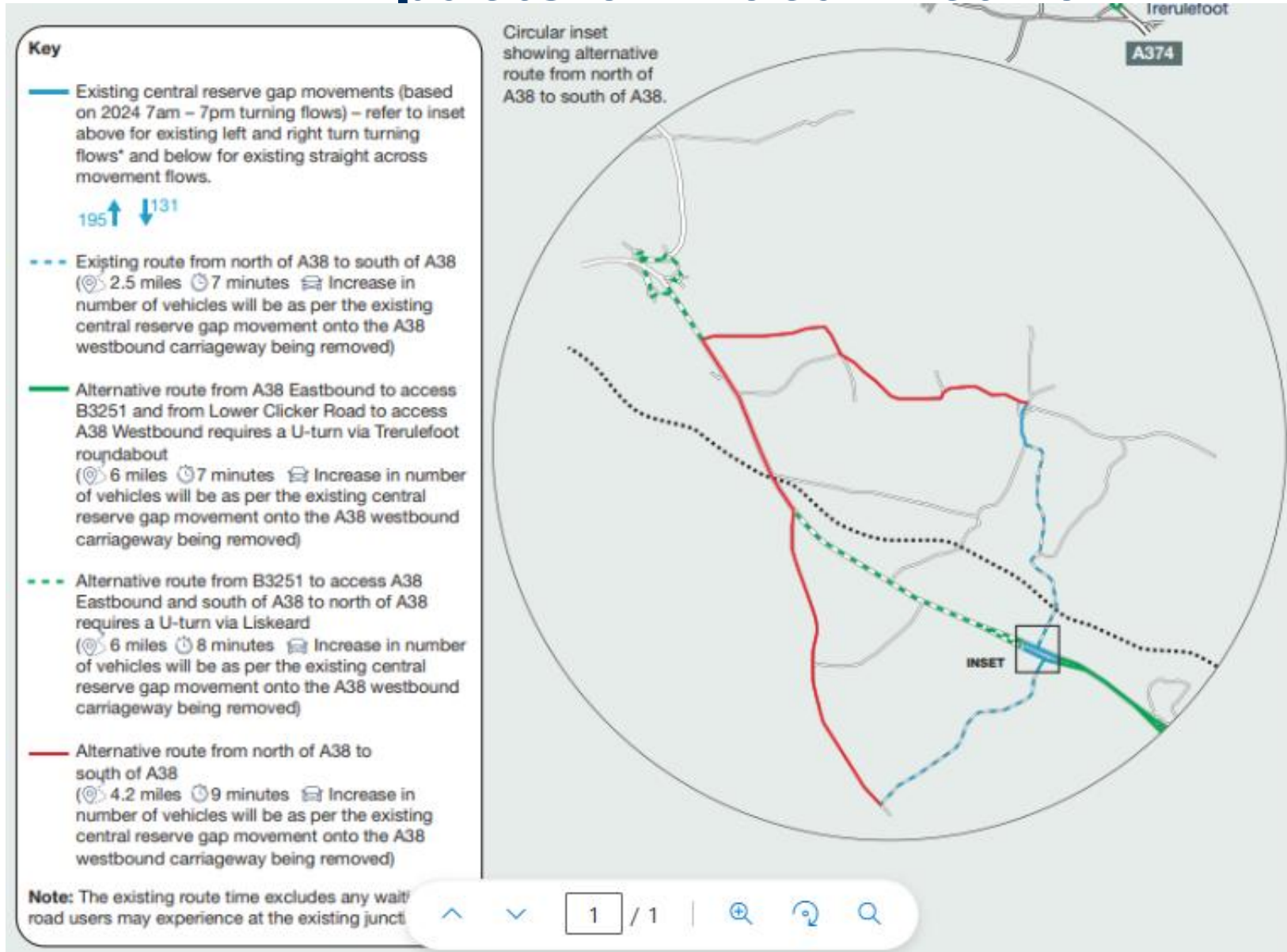
Route	0700-1000 (AM Peak)	1000-1300 (AM Interpeak)	1300-1600 (PM Interpeak)	1600-1900 (PM Peak)
	+8:42	+8:43	+8:44	+8:30
	+8:09	+8:20	+8:22	+8:11
	+6:21	+6:22	+6:18	+6:12

Journey Distance Changes

Route	Distance (km)
	+3.42
	+2.16
	+9.37



Impacts on Local Network



Information Classification: CONTROLLED

C. Change in Journey Times & Distances From Lower Clicker to Liskeard with A38 Gap Closures

3. Impacts on Local Network

Routes Options from South of A38 to the East (Various Origins) With A38 Gap Closures

Two primary route options for vehicles travelling to the east from south of the A38:

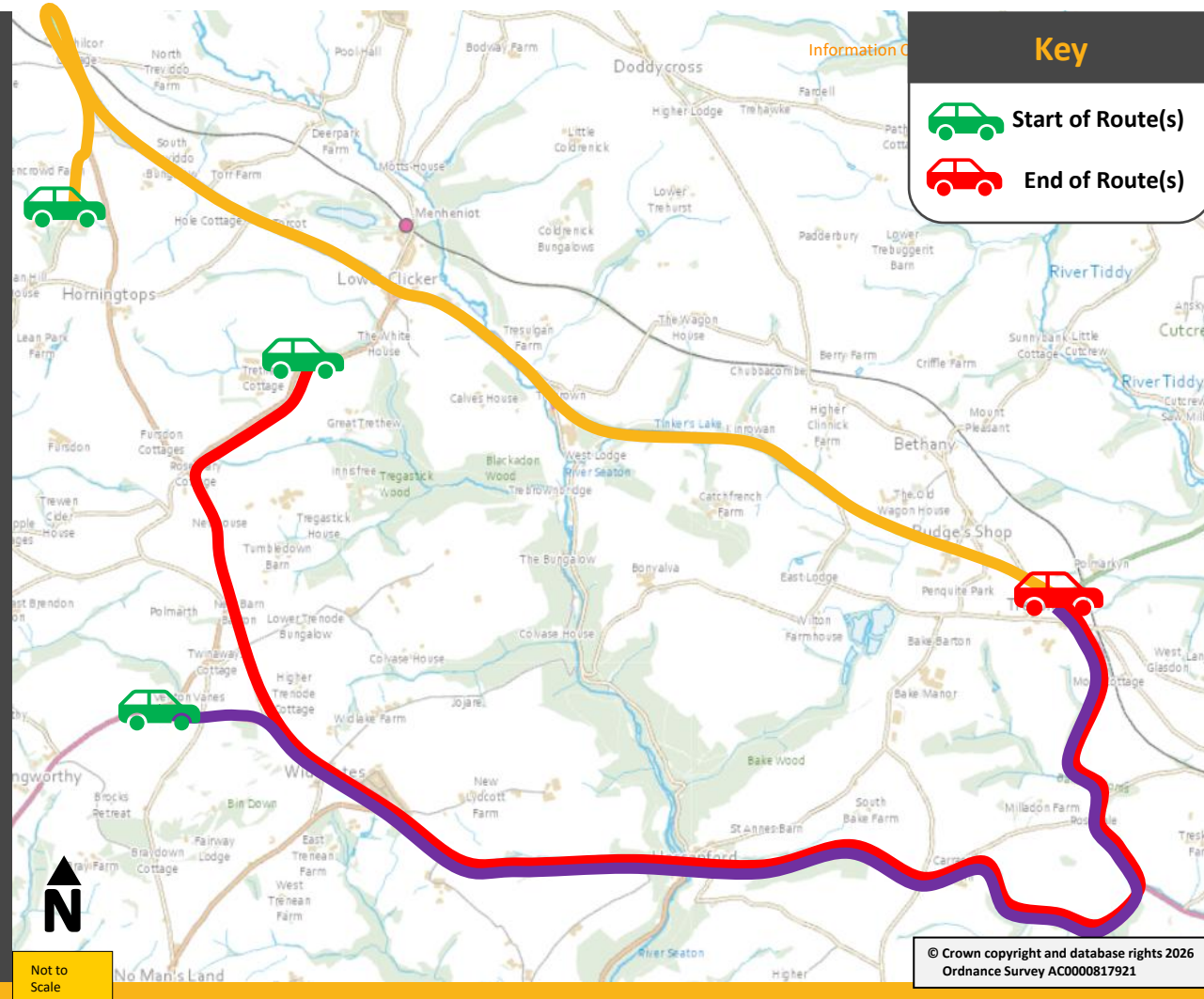
- A387
- U-Turn at Island Shop

Journey Times (minutes : seconds)

Route	0700-1000 (AM Peak)	1000-1300 (AM Interpeak)	1300-1600 (PM Interpeak)	1600-1900 (PM Peak)
	9:59	10:16	10:07	10:01
	12:02	12:25	12:15	12:03
	10:14	10:12	10:05	9:45

Journey Distances

Route	Distance (km)
	8.59
	10.69
	12.48



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3. Impacts on Local Network

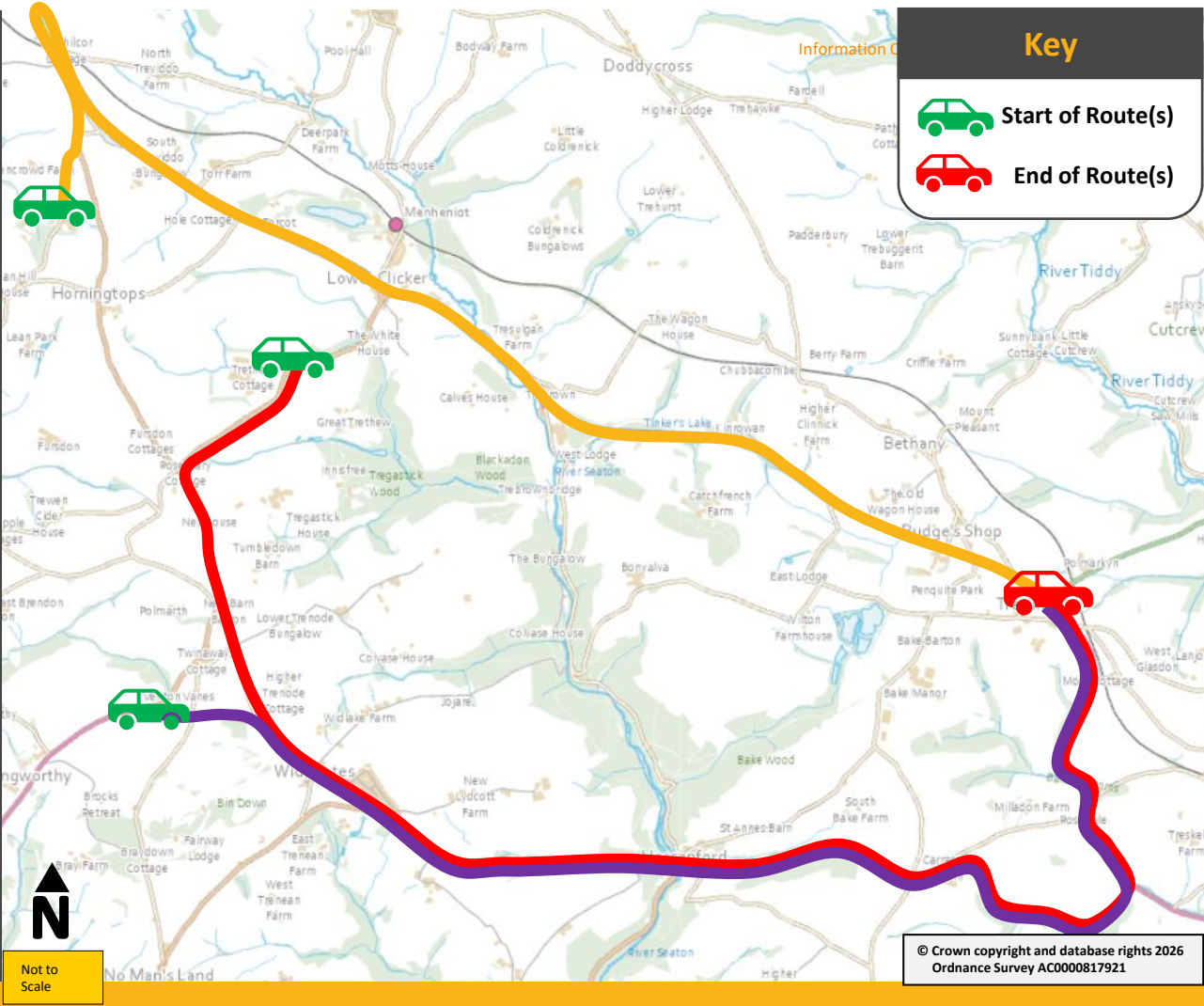
C. Changes in Journey Times & Distances for Routes from South of A38 to the East (Various Origins) With A38 Gap Closures

Journey Time Changes
(minutes : seconds)

Route	0700-1000 (AM Peak)	1000-1300 (AM Interpeak)	1300-1600 (PM Interpeak)	1600-1900 (PM Peak)
	+2:54	+2:56	+2:52	+2:52
	+7:43	+8:03	+7:55	+7:46
	+4:39	+4:37	+4:36	+4:36

Journey
Distance
Changes

Route	Distance (km)
	+0.36
	+5.03
	+5.05



Impacts on Local Network

- e. Scale of impacts on local communities and users
 - Increase in traffic on local roads – not exceeding capacity but likely to cause some disbenefit and localised community severance
 - Some of the impacts on journey time and distance are significant
 - 5 → 8.5 mins additional time
 - 5+km additional distance
 - the changes in vehicle routeing may only impact a relatively small number of people but its still an impact
 - Some of the minor junction restrictions will have a disproportionately large impact on properties/ farms/ businesses immediately adjacent to (and reliant on) them

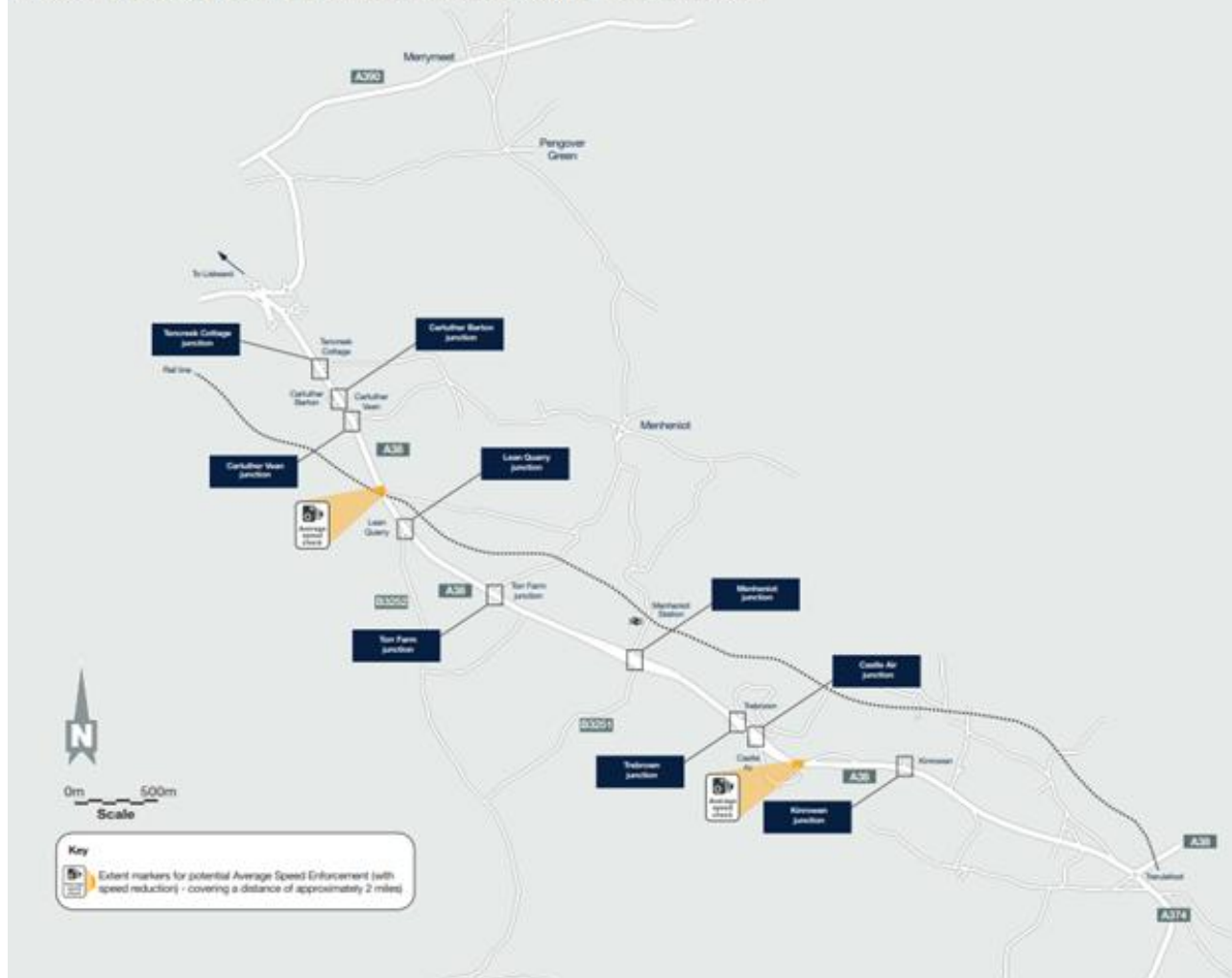
4. Council Position

- A38 Gap restrictions **with LRN Mitigation measures**
 - Enhanced maintenance on rural network,
 - ‘siding out’, making good informal passing places
 - Surfacing/ surface treatments/ drainage
 - Signing/ lining
 - Measures to address specific access issues
 - Chequered Flag and Lean Quarry Waste centre ‘U’ turners
 - Pedestrian improvements/ TM in Menheniot, routes to Primary schools, School bus routes/ pick up locations
 - A387 Hessenford and Widegates Village TM measures
 - Focused road safety improvements to address known issues/ emerging visibility etc

Other Options

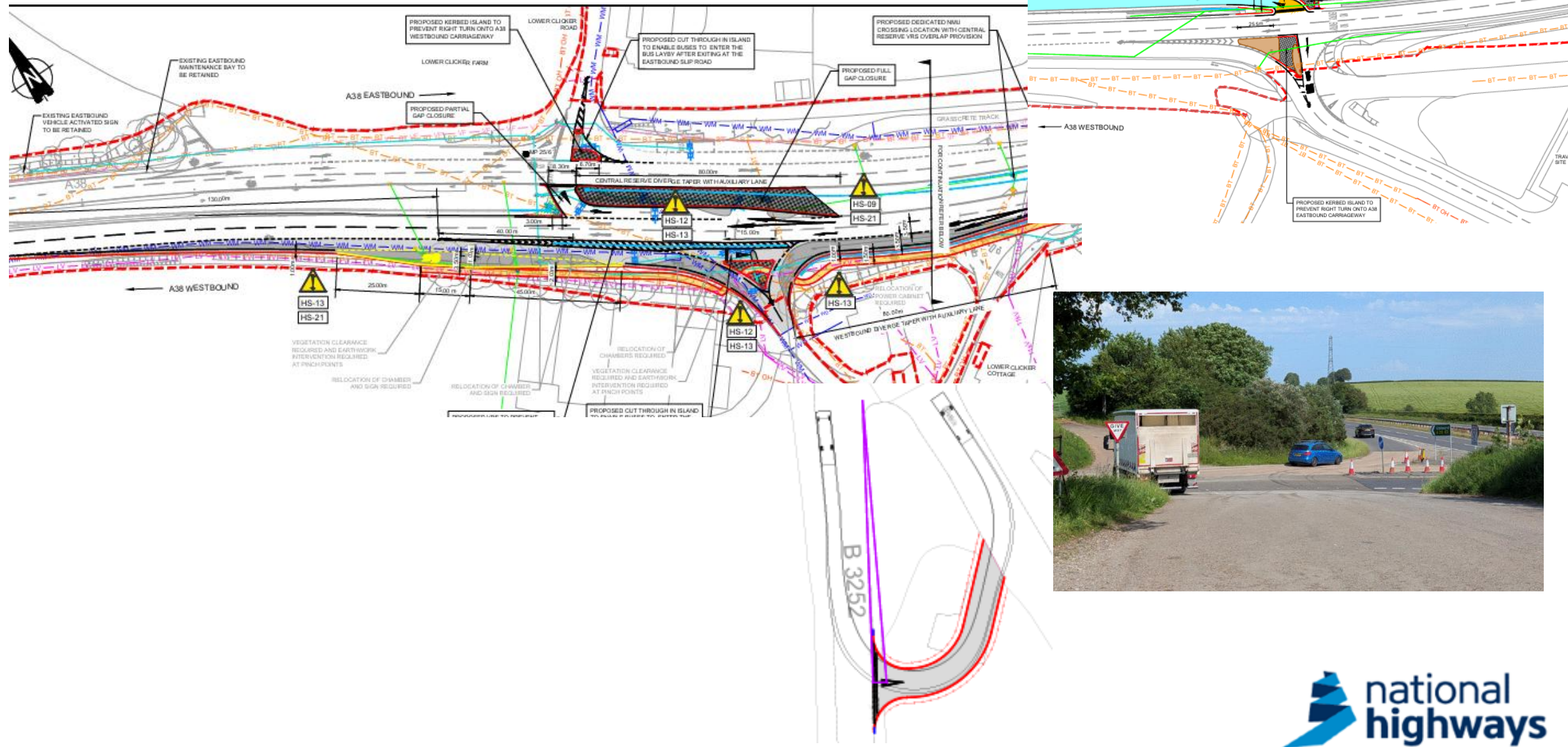
1. Speed limit reduction and average speed cameras

A38 Liskeard to Trerulefoot Safety Improvements
Potential Average Speed Enforcement extents (with speed reduction)



Other Options

1. Example of junction changes



Next steps

1. Hear to your feedback
2. Work towards a public consultation
3. Further consider feedback
4. Finalise proposals with an aim to start detailed design next financial year if not sooner
5. Delivery subject to funding but aiming for RIS 3