



# Sheryll Murray MP

Mr Ray Lane – Town Clerk  
Saltash Town Council  
The Guildhall  
Lower Fore Street  
Saltash  
Cornwall  
PL12 6JX

16 July 2021

Our Ref: ZA59412

*Dear Ray*

**Re: A38 Road Safety Improvements.**

I am writing to you as a result of the Saltash Town Council Press Release regarding the A38.

As I am sure that you are aware, I held a number of meetings which included many stakeholders in order to put together a document making the case for improvements to the A38. The meetings included the local Cornwall Councillors where County Council Divisions bordered the A38, Highways England, Cornwall Council and Plymouth City Council local Highway Departments, business representatives and a representative from the Safe 38 Group.

The final document, which was presented to the former Transport Secretary, Chris Grayling MP and the present Transport Secretary, Grant Shapps MP is enclosed for your information. As you can see the document is supported by a number of South West Primary Local Authorities and also cross party South West MPs and covers the A38 from Exeter to Bodmin.

I also enclose the most recent update I have from Highways England following my last regular MP Surgery with the senior management from the Agency, which gives an outline of progress. Highways England have also now published the document Vision for Route Strategies – Planning for the future of our roads. I enclose a copy of their letter to me and also a copy of the document for your information.

I will be attending the round table discussions with Baroness Vere the Roads Minister, later this year and will keep the Parish Council informed of any progress.

Kind regards

Sheryll Murray MP  
Your Local Member of Parliament

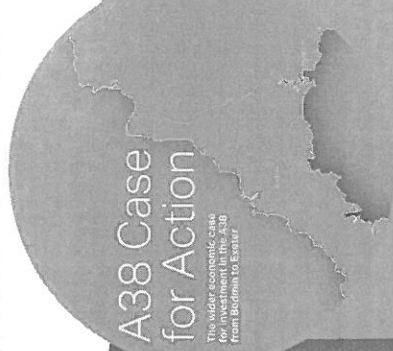
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cc Cornwall Councillor Sheila Lennox-Boyd  
Cornwall Councillor Martin Worth



# A38 Case for Action

The A38 between Bodmin and Exeter is a key strategic route within the Peninsula connecting Cornwall, Plymouth, Torbay and Devon with the rest of the UK.



## The problem

The current A38 is of varying standard with a number of safety, reliability, severance and air quality issues. Several sections are prone to congestion and a lack of network resilience means that our towns and cities become cut off in the event of an incident. The region needs an A38 that can accommodate our growth ambitions.

## The story so far

Councils, Local Enterprise Partnerships, road safety campaigners, and MPs in Cornwall and Devon are providing a collective voice to improve the A38 through the Government's Road Investment Programme.

## The benefits:

The A38 Wider Economic Case shows that nearly £900m of productivity growth and investment would be gained by improving the A38 between Bodmin and Exeter.

## A38 Case for Action

The wider economic case for investment in the A38 from Bodmin to Exeter

## Support for a programme of improvements to the A38

"Cornwall Council has long campaigned for strategic improvements to the trunk road network in Cornwall. Improvements to the A38 will allow South East Cornwall to achieve its economic growth potential and improve productivity. I welcome this 'Case for Action' and look forward to improvements to the A38 between Bodmin and Plymouth."

**Adam Paynter, Leader of Cornwall Council**

"The A38 is an important life-line for Plymouth and in its current state, it just can't cope with the increased demand. The ask of Government to invest in improving Plymouth's road links commands support from all sides of the Council and we are therefore committing to working with Government, our neighbouring authorities and Highways England to ensure Plymouth gets the roads it deserves. I am looking forward to the next steps in the campaign and making the case to improve Plymouth's connectivity."

**Councillor Tudor Evans OBE, Leader, Plymouth City Council**

"The A38 is a key transport corridor for Devon, linking the county to Cornwall, Plymouth, several market towns and the rest of the country via the wider strategic road network. This corridor will continue to be vital to the connectivity of businesses and people in Devon, with large amounts of growth planned along the route. I agree, the current corridor is in need of safety, reliability and resilience improvements to ensure the continued prosperity of the SW Peninsula."

**Councillor John Hart, Leader, Devon County Council**

**"An expressway standard road will result in many lives being saved. We wholeheartedly support the need for this long overdue investment in the South West infrastructure."**

**James Millidge, Chair SAFE38**

"The A38 is key to our connection to the M5, as well as south to Plymouth and beyond. We will continue to support strategic network enhancements outside of Torbay that better enable businesses, visitors, and residents to get to and from Torbay easily and conveniently, on resilient and reliable routes."

**Gordon Oliver, Elected Mayor of Torbay**

"Strategic connectivity is crucially important for improving the productivity of the economy in the Heart of the South West. Business depends upon routes like the A38 offering consistent journey times, and high levels of safety, to avoid unexpected delay or disruption."

**Steve Hindley, Chair, Heart of the South West LEP**

"In order to develop the recently refreshed Strategic Economic Plan we have consulted with a large number of businesses and other interested parties and it is very clear that strategic routes are essential for Cornwall's development. We welcome any improvement to the A38 between Bodmin and Plymouth."

**Mark Duddridge, Chair, Cornwall and Isles of Scilly LEP**

"Cornwall Chamber of Commerce has long campaigned for improvements to the A38 in South East Cornwall. The lack of reliability of journey time on the existing road is a serious block to businesses setting up in the area or to flourishing if they are there already. The inability to determine journey times is a serious hindrance to prosperity in the area as people cannot get to work, goods cannot be delivered promptly and contracts are not awarded or are lost because of perceived unreliability. A thriving economy needs connectivity, certainty and consistency"

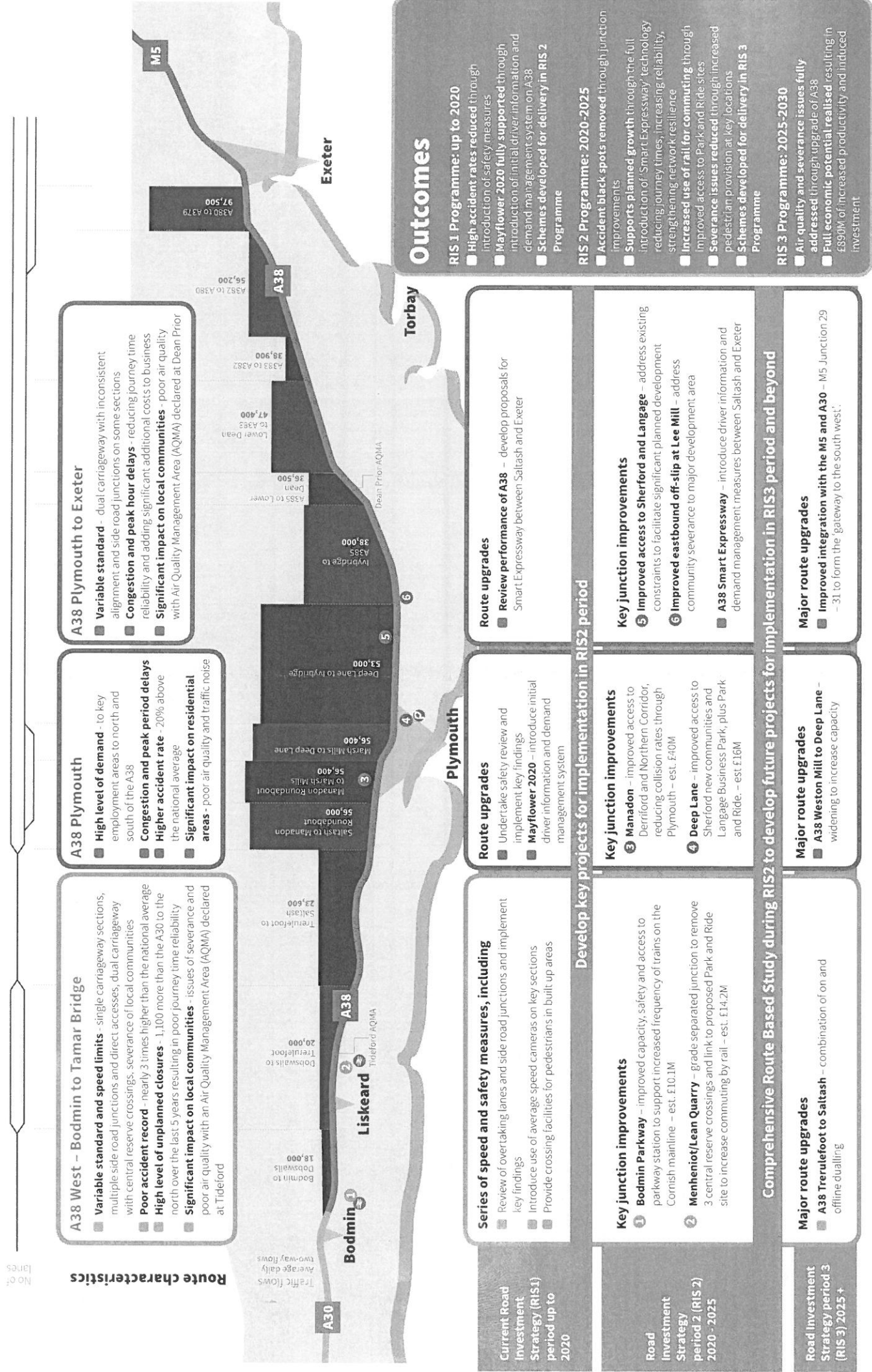
**Kim Conchie, Chief Executive, Cornwall Chamber of Commerce**



Secretary of State for Transport the Rt Hon Chris Grayling MP with local MP's and representatives reviewing proposals for the A38 at recent Westminster Briefing



# Proposed programme of improvements to the A38 between Bodmin and Exeter



Mrs Sheryll Murray MP  
House of Commons  
London  
SW1A 0AA

Elliot Shaw  
Executive Director  
Strategy and Planning  
Highways England  
Bridge House  
1 Walnut Tree Close  
Guildford  
GU1 4LZ

10 June 2021

Dear Mrs Sheryll Murray MP

### **Route Strategies: Planning for the Future of our Strategic Roads in England**

Highways England is the government-owned company responsible for operating, maintaining and improving England's motorways and major A-roads, known as the Strategic Road Network<sup>1</sup>.

We are writing to inform you that today we are publishing our *'Vision for Route Strategies – Planning for the future of our roads'*. This starts our work to build the evidence base that will support government's decisions on future Strategic Road Network investment priorities for the next funding period, due to commence in 2025. These decisions will be taken through the third Road Investment Strategy (RIS3). Alongside the Department for Transport, we are planning to engage with you through round table sessions to discuss RIS3 and the development of the route strategies over the summer and beyond and note your keen interest regarding parts of the Strategic Road Network.

#### **The Strategic Road Network**

The Strategic Road Network is a critical part of our national infrastructure, not only connecting England and its regions but linking the whole UK and providing important access to our international gateways.

The Strategic Road Network:

- Is one of the **safest high-speed road networks in the world**;
- Is used by **more people** than any other transport network in the country;
- Carries over **four million journeys every day** and 95 billion miles of travel every year;
- Represents only 3% of England's road network, but carries **34% of all road traffic and 68% of all freight journeys** by distance;
- Protects and creates jobs, with four sectors reliant on the Strategic Road Network **employing 7.4 million people and contributing £314 billion to the UK economy**;

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<sup>1</sup> <https://www.gov.uk/government/publications/roads-managed-by-highways-england>

- Has played a key role in keeping **essential goods and supplies** moving during COVID-19 and will be essential in our recovery.

### **Operating, maintaining and improving the Strategic Road Network**

Investment in the Strategic Road Network is planned in five-year cycles through the development and delivery of a Road Investment Strategy (RIS), which is published by government. We are one year into the delivery of RIS2 (2020 – 2025), which will see Highways England deliver £27.4bn of investment into the operation, maintenance and improvement of the Strategic Road Network. As we make good progress on RIS2, we are also preparing for future investment cycles by developing strategies for 17 key routes on the network. In each route strategy, we will analyse the performance along the route and use this to support evidence-based recommendations to government on future investment priorities.

As well as analysing the performance of the network along these routes, we will use the development of route strategies to consider some of the strategic challenges facing the Strategic Road Network in the future. These include climate change and decarbonisation, changes to personal and commercial mobility and how people want to travel, digital technology and greater automation of vehicles.

Hearing what stakeholders across the country say about their priorities and how they relate to the Strategic Road Network, now and in the future, is vital to this work. We will seek to engage a range of stakeholders in your region, including sub-national transport bodies, elected mayors, environmental groups, road-users and business and community groups from summer 2021.

In partnership with the Department for Transport, we will be engaging with you on the development of RIS3, including the development of route strategies and future Strategic Road Network investment plans. Later this year, the Baroness Vere of Norbiton, Minister for Roads at the Department for Transport will invite you to round table sessions. This will ensure that you remain informed on the progress we are making and, importantly, that you have the opportunity to share your views on future priorities as the process moves forward.

We look forward to continuing to work with you, as we undertake this important work to prepare the Strategic Road Network for the future.

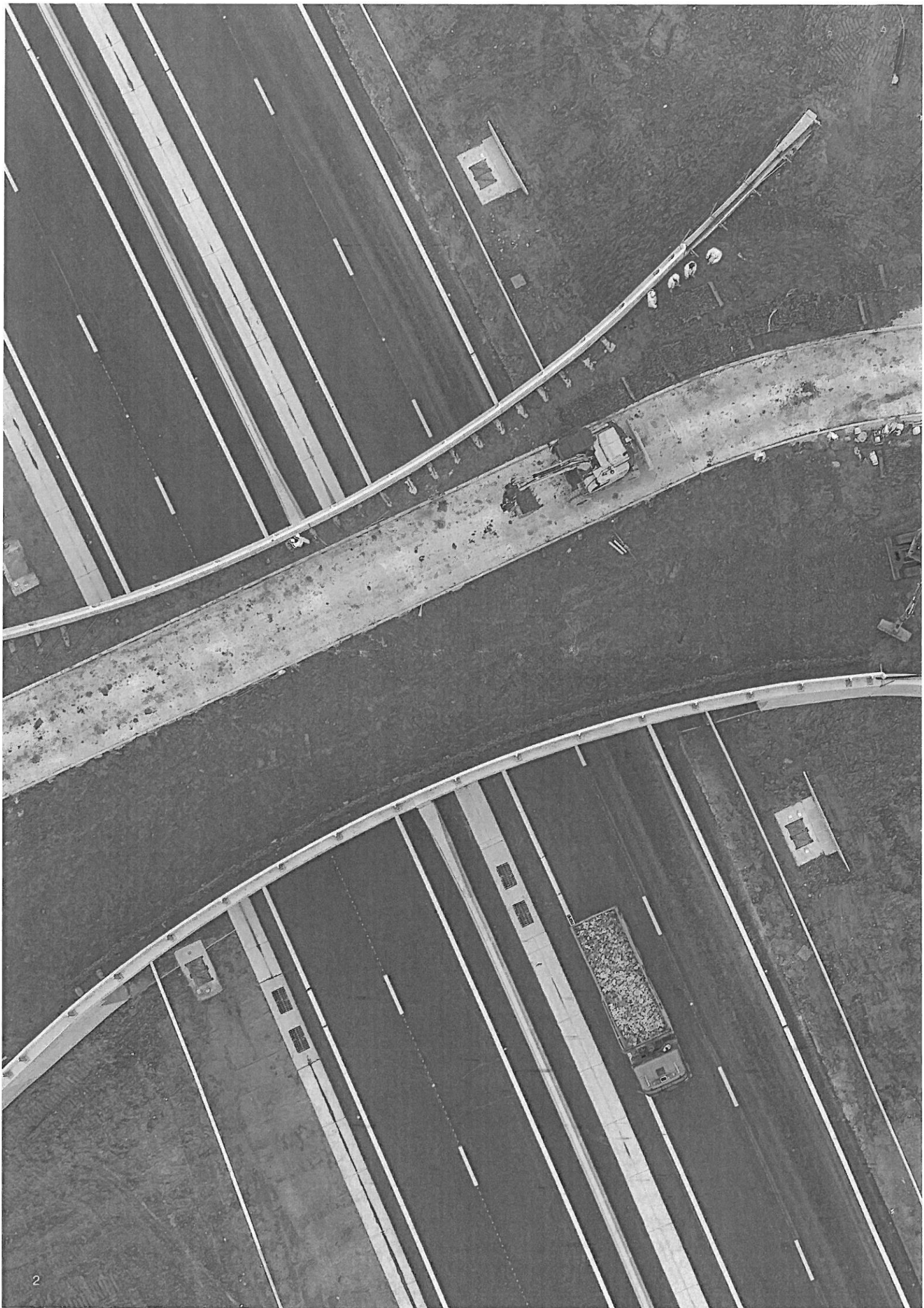
Yours sincerely

**Elliot Shaw**  
**Executive Director, Strategy and Planning**

# Vision for route strategies

Planning for the future of our roads







# Introduction

The roads managed by Highways England play a critical role in enabling businesses to transport products and services, providing access to jobs and suppliers, and facilitating trade and investment across the country. In combination with local roads they also support leisure journeys connecting people and places. The strategic road network of motorways and trunk ‘A’ roads has evolved over time, shaped by the need to provide safe, high-speed connections to move people and goods to where they need to go.

Looking to the future, Highways England will embrace the potential for change by taking a long-term view of our network, including influences that could revolutionise transport, road travel, and personal and commercial mobility. We will consider factors including adapting to climate change and supporting low carbon transport, increasing automation and digital technologies, and changing travel preferences that are captured in the government’s 10-point Green Industrial Revolution plan.

Route strategies will be at the centre of this dynamic future planning of the road network. We will work with our interested parties and road users and build on the learning from previous route strategies. As a Highways England Licence requirement, route strategies are one of the key steps of research required by the Department for Transport in developing future Road Investment Strategies (RIS).

Highways England has produced route strategies since 2015 and these have guided the vision, performance expectations and investment plans for the network. These strategies informed the Department for Transport’s Road Investment Strategy 1 (RIS1) covering the period 2015 to 2020. RIS1 was the first roads programme based upon the assessment of the whole of England’s strategic road network, its evidence base providing a comprehensive description and review of the performance of our roads. RIS2, covering the period 2020 to 2025, was built upon an evidence base embedded in route strategies published in 2017. These strategies have guided the vision, performance expectations and investment plans for the network to improve the service for road users and to support the economy.

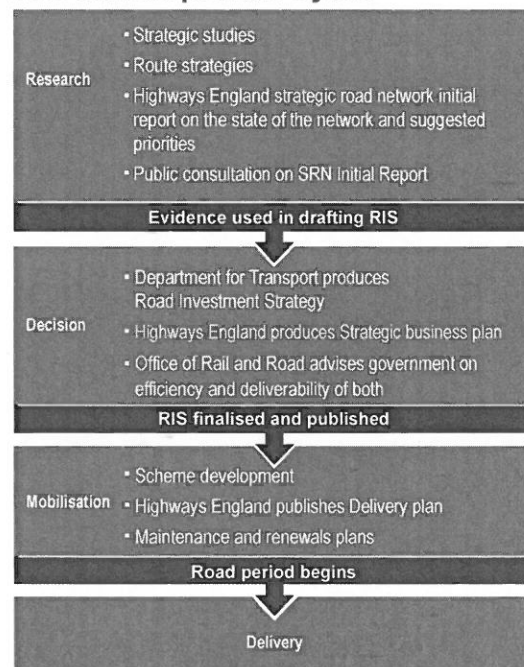
Our aspiration for our next round of route strategies is to build upon the work we have done previously, to set out:

- A planned set of future requirements for the network that is responsive to environmental needs; that accounts for the performance of today as well as the challenges and opportunities of the future;
- Actions and investment that improve the performance of our roads for future road periods that are grounded in evidence and informed by interested parties and road user input;
- Opportunities for investment and integrated interventions that benefit the performance of our roads and meet wider connectivity needs of communities and economies.

The evidence identified through this process will be vital to inform the development of future RIS periods and allow informed decisions to be made on recommendations about future investment priorities, including an overview of maintenance and enhancement choices. Ministers will use this to identify where problems are most severe, where significant new opportunities can be enabled and where the need for action is greatest.

This document sets out our desired ambition for route strategies and is dependent on collaboration with interested parties and road users to prioritise interventions and make a case to DfT to inform future decision making, recognising that not all aspirations can be funded or delivered.

## RIS development cycle



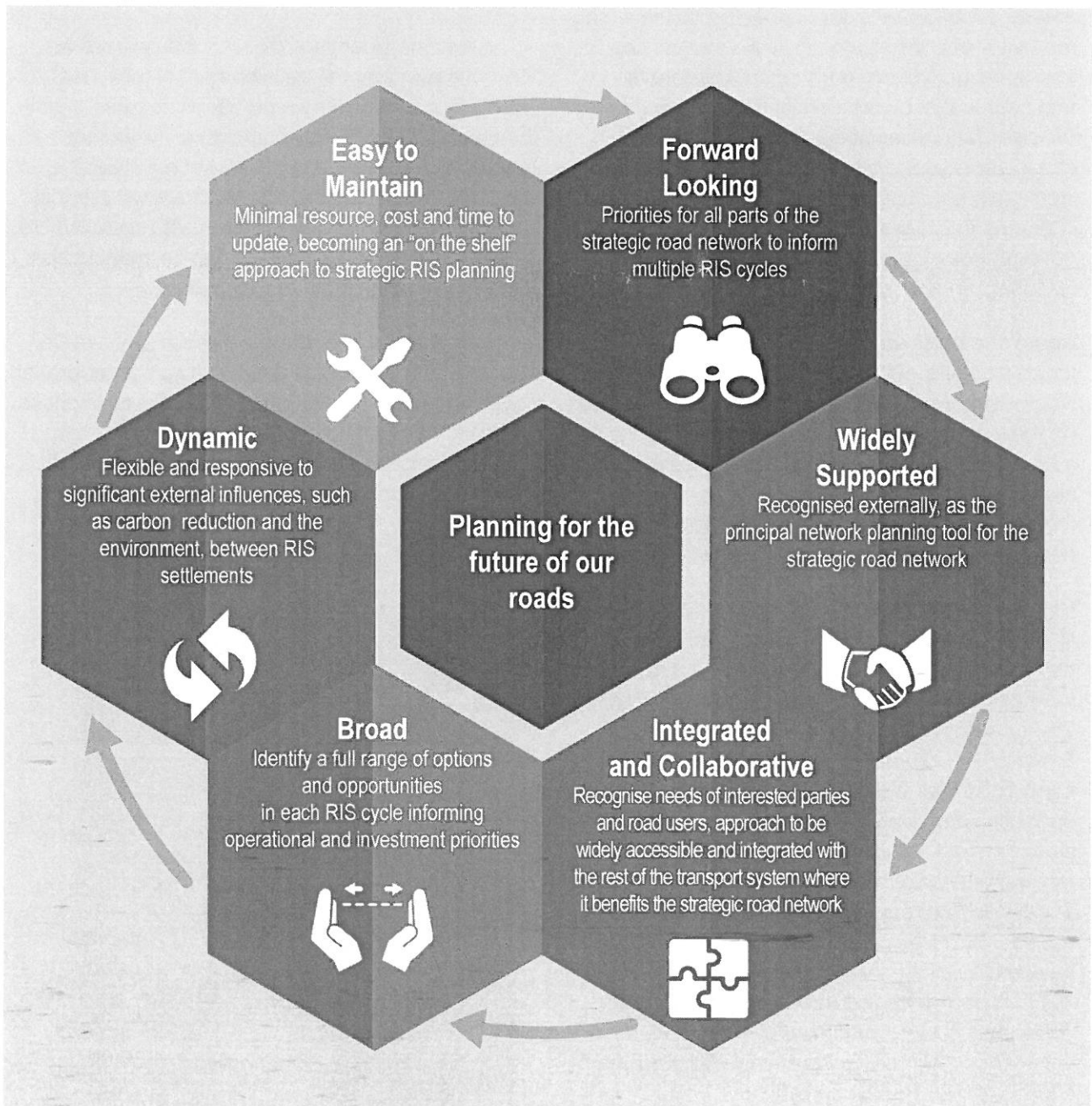
# What will be different

The approach for the next cycle of route strategies will be able to respond to significant changes in the needs of those using or living by the strategic road network. This approach has been informed by the views of interested parties and road users and the desire to improve the evidence provided for future Road Investment Strategies.

The benefits of our enhanced approach will ensure that route strategies are:

- Forward looking
- Widely supported
- Integrated and collaborative
- Broad
- Dynamic
- Easy to maintain

This will ensure that interested parties and road users feel they will have a greater influence in defining the forward looking priorities for all parts of the strategic road network for multiple RIS cycles.



# Scope of route strategies

Our route strategies will clearly set out the strategic purpose and role of the strategic road network across the country. They will cover strategic routes, providing an overview of the centres of population and industry. They will show international gateways served by the route, the type of road and its pattern of use. They will show international gateways served by the route, the type of road and its pattern of use. They will show the current performance, constraints and future anticipated performance of the route will be described. We will also identify the requirements for its future use based on local and strategic needs. We will align work for maintaining, operating and enhancing our roads. The measures considered will include rapidly changing technology and carbon and air quality commitments. Where appropriate our approach should influence driver behaviour, or look further at other modes of travel.

The route strategies will be delivered through three phases:

- **Phase 1 – Complete:** Baseline review of all interventions identified through previous route strategies and subsequent network changes consolidating into an easily accessible format.
- **Phase 2 – 2021/2022:** Engaging with interested parties and road users on their future aspirations and data collection to understand and create our future requirements for the network.
- **Phase 3 – 2021/2023:** In parallel, undertake a gap analysis between the current state and future requirements for the network. Using the analysis to identify a prioritised list of interventions to inform RIS pipelines, wider investment plans and strategies, building on the baseline review and operational priorities.

- **Route based strategy:** Bringing all the phases together, outlining the current performance, function, constraints and opportunities for each route, driving the strategic planning of the strategic road network, to be utilised for future road periods and operational priorities.



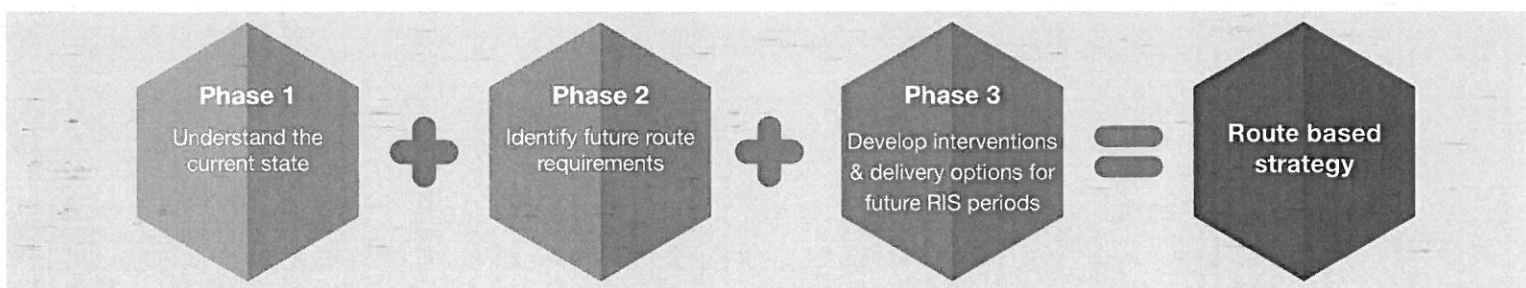
## Forward looking

To ensure route strategies are building on previous work, Phases 1 and 2 of our approach will bring together priorities previously identified. We will build on data we hold on our network with supplementary data collection by engaging with interested parties and road users.

For Phase 1, we have reflected on our current priorities and undertaken a review of our potential schemes, comparing with the conclusions and priorities from previous route strategies, strategic studies and aspirations of Sub-National Transport Bodies. This will form our baseline for this round of route strategies.

For Phase 2, we will identify future requirements for each route through collaboration with our interested parties and road users, balancing the strategic need of our roads with the local needs of those using or living alongside them through:

- relevant local plans and priorities concerning local roads and other transport networks, wider socio-economic developments, and government policy;
- the need for effective integration with the rest of the transport system, including carrying out joint studies with other organisations where it benefits the strategic road network;
- the needs of each place contributing to connecting communities and supporting their growth aspirations;
- the views of relevant national and local interested parties and road users, including the views of Transport Focus, the Office of Rail and Road and elected representatives.





Widely supported by interested parties and road users representing the needs of local communities, construction partners and environmental groups

Engagement with interested parties and road users is vital to developing route strategies, recognising the need for effective integration of our network with the rest of the transport system and wider communities where it benefits the strategic road network.

We have already gathered a wealth of evidence from the previous rounds of route strategies and through our ongoing monitoring of the condition and performance of our roads.

We will strengthen our existing relationships with interested parties developed through the engagement undertaken during the first road period. We will ensure their priorities are reflected and taken into consideration in the development of the requirements for the network and potential interventions, all of which will inform our priorities for future Road Investment Strategies.

We will engage with and take account of the views of relevant national and local interested parties and road users. Sub-National Transport Bodies (STBs) will be key to the consultation and engagement process, along with Network Rail, environmental bodies, and other key interested parties. Transport Focus, the Office of Rail and Road and elected representatives will also be important interested parties when considering the needs of all network users.

A collaborative approach will enable common goals to be identified and considered throughout. We will ensure that we collaborate with local interested parties and road users representing local communities, and environmental groups, building on the knowledge within Highways England.

We will continue to engage with interested parties and road users throughout the route strategy process ensuring:

- their priorities are reflected in the review of our current route priorities
- consideration is given to their needs for our roads at a local and strategic level when developing the requirements for each route
- their data and intelligence is incorporated into our evidence base supporting the development of the requirements and a programme of potential interventions
- opportunities are identified for collaboration on interventions and investment strategies to deliver the route requirements, progressing joint studies where this benefits the strategic road network.

The engagement process will be developed with our interested parties to find the most efficient and productive approach to delivering route strategies. A range of approaches will be employed including workshops and one-to-one sessions to ensure all interested parties are engaged comprehensively. Road users will also be able to provide their views through a digital platform.

The evidence we gather, that will consider the needs of our road users and interested parties, will help determine the locations which are priorities for further intervention and potential action. We want all our recommendations to be based on the evidence that informs the development of the RIS and operational priorities.



## Integrated, collaborative and broad

For Phase 3, we will develop a programme of potential investment and other priorities. This programme will be built on our knowledge of current priorities for our roads and informed by the requirements for each route. We will consider, as per our Licence, opportunities for integrated and collaborative solutions such as jointly promoted schemes, where this can be shown to improve the performance of the network and deliver value for money. The benefit of this approach is that the strategic routes reflect the interaction across the network and with other interested parties' networks, including the Major Road Network and local roads, particularly at interfaces and "last mile" connections.

We will assess a broad range of proposals for investment on a consistent basis. This will ensure ideas coming forward from our interested parties and road users, representing motorists, local communities, construction partners, environmental groups and from our own regional teams on the ground are properly understood before decisions are made about potential investment priorities. This will ensure interested parties feedback on important issues are taken into consideration in developing the priorities.

Preliminary assessments of deliverability and value for money will be significant factors in any decision making.



## Dynamic and easy to maintain

Central to this approach will be the dynamic use of data and intelligence collected in relation to our roads and the wider transport network. The ability to adapt and update the route strategies when significant changes occur through horizon scanning and intelligence gathering will mean they are more dynamic rather than fixed at a particular point in time. It will support a more flexible approach, responding to external factors when necessary.

This will be achieved through the establishment of digital platforms that will be capable of visually representing future opportunities and incorporating timely updates to the data that supports them.

The map overleaf shows the proposed routes covering the strategic road network (17 routes). It is an evolution of the 18 routes that were used in the previous rounds of route strategies to reflect the role of the overall route and the requirements of interested parties and road users. They balance strategic and more localised needs including a wider consideration of multiple connections between sub-national geographies as well as a focus on the single strategic corridor. The routes now reflect the strategic needs of the country such as east-west connections and union connectivity, for example London to Scotland.




















# Route Strategies


The division of routes for the programme of route strategies on the strategic road network.

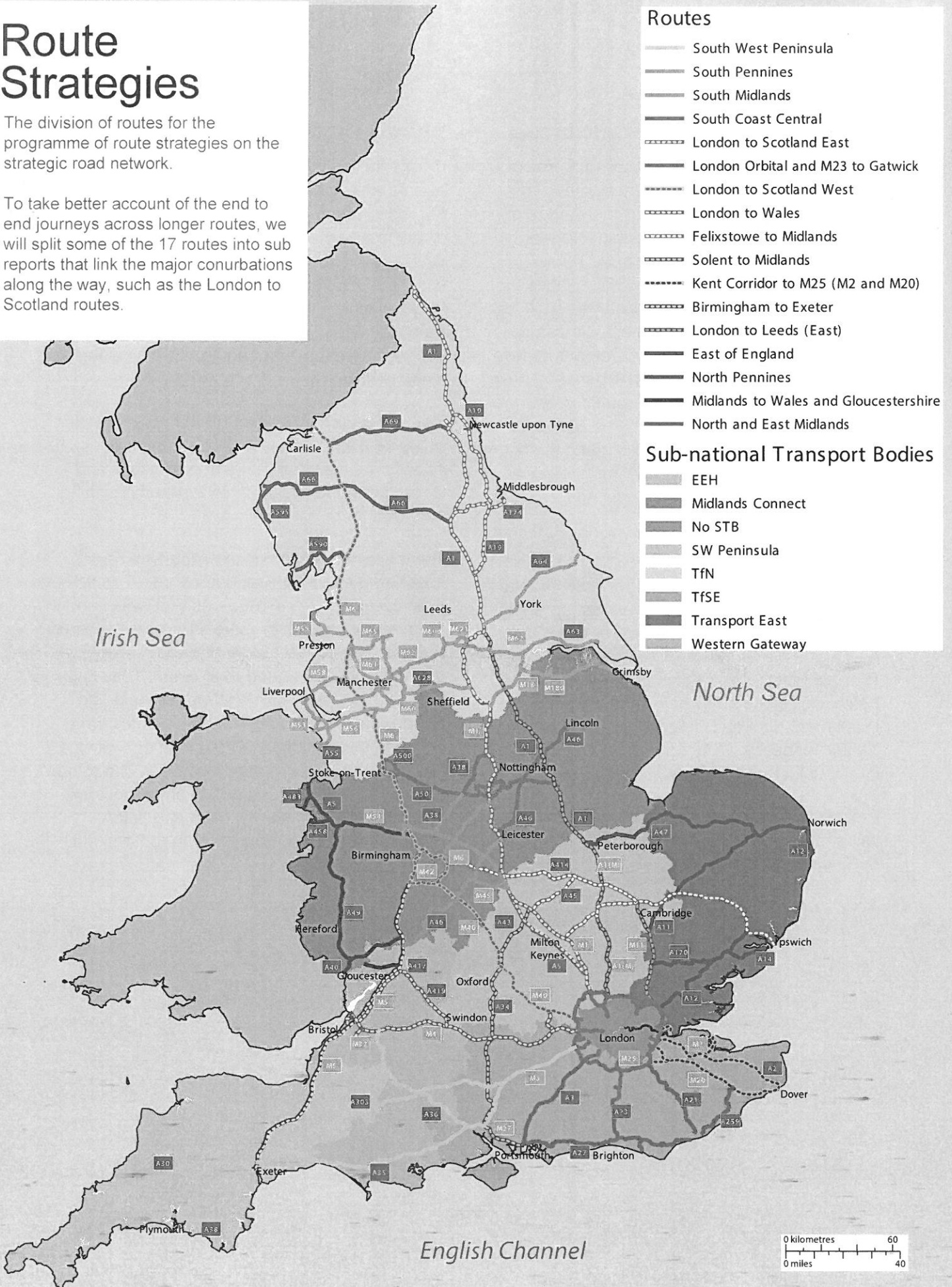
To take better account of the end to end journeys across longer routes, we will split some of the 17 routes into sub reports that link the major conurbations along the way, such as the London to Scotland routes.

## Routes

-  South West Peninsula
-  South Pennines
-  South Midlands
-  South Coast Central
-  London to Scotland East
-  London Orbital and M23 to Gatwick
-  London to Scotland West
-  London to Wales
-  Felixstowe to Midlands
-  Solent to Midlands
-  Kent Corridor to M25 (M2 and M20)
-  Birmingham to Exeter
-  London to Leeds (East)
-  East of England
-  North Pennines
-  Midlands to Wales and Gloucestershire
-  North and East Midlands

## Sub-national Transport Bodies

-  EEH
-  Midlands Connect
-  No STB
-  SW Peninsula
-  TfN
-  TfSE
-  Transport East
-  Western Gateway





## Utilising route strategies

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Route strategies and the evidence supporting them will be central to the department's development of future Road Investment Strategies, specifically RIS3 for 2025-2030, but also looking beyond.

The RIS3 investment programme will use the route strategies as its foundation.

In preparing RIS2, the Department for Transport looked both to consider specific network needs as well as to make longer-term plans to tackle longstanding issues or to create new economic opportunities.

The Department's preparations for RIS3 and subsequent RISs will follow a similar path. They will comprise a combination of prioritised scheme development, strategic studies that address network wide issues, and route strategies analysing the performance, future pressures and opportunities facing key routes.

## Getting started

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Engagement has already started and we will be contacting road users and a wide range of interested parties to collate the evidence base.

If you would like to know more about our progress or be involved in route strategies please refer to our website at [www.highwaysengland.co.uk](http://www.highwaysengland.co.uk) or you can email us directly with any questions at: [routestrategies@highwaysengland.co.uk](mailto:routestrategies@highwaysengland.co.uk)





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Dear Sheryll,

## Highways England – update on local A38 activities

As agreed previously, I'm writing to update you on our progress on the development work we are carrying out in your constituency.

### **A38 Trerulefoot to Carkeel safety package (RIS3 Pipeline)**

First of all, I'd like to acknowledge the fatality on the A38 near Landrake this week. Our thoughts are with those who have been affected by this tragic accident.

Every road death is a tragedy, and we are determined to reduce the number of fatal incidents, and injuries, on our roads. This fatality only emphasises the need for safety improvements. We are working with the police to understand the cause of the accident. We had already arranged for a meeting with Landrake Town Council for Tuesday 27 April so will be keen to hear their views then. As previously indicated, we are also working to identify safety improvements that can be implemented relatively quickly (an update on those is provided further down this email), as well as major improvements, which will take longer to progress and are subject to the Department for Transport (DfT)'s approval.

In terms of an update, since Julie Crawford and I last spoke to you, we have been engaging with key stakeholders about this project. We've met with Cornwall councillors and officers, have held meetings with local town and parish councillors, and have had two meetings with the Safe 38 group. Meetings are also being arranged with statutory bodies such as the Forestry Commission and Environment Agency as well as with emergency services, so they can share their knowledge of the project area too.

The information we've gathered thanks to these meetings has been very useful. It's being used, alongside the data we already have, to identify the main areas of concern and highlight any local constraints.

In this vein, I'd like to thank you for sending us the completed questionnaires from the survey you carried out. It's taking us some time to go through the raw data you provided but, from what we have processed so far, views appear to back what we have learnt through discussions during the above meetings. We would be happy to share our initial analysis of the data if it would be useful.

As we move forward, the people who have taken part in your survey, as well as the wider public and stakeholders, will have the opportunity to have their say on our proposals at an options consultation. We currently anticipate holding this in spring 2022, after which we will write up our findings and refer the scheme back to DfT for decision-making.

Our next steps on this scheme will be to process the information we've gathered thanks to the conversations we've had. We will also look to brief any relevant newly elected councillors following the May elections, to make sure that they're aware of what we are doing and why.

For more information about the RIS3 Pipeline, you can now visit [www.highwaysengland.co.uk/ris3pipeline](http://www.highwaysengland.co.uk/ris3pipeline). If your constituents have any queries or feedback to share with the team, they can be contacted directly via [A38TCSafetyPackage@highwaysengland.co.uk](mailto:A38TCSafetyPackage@highwaysengland.co.uk).

#### **A38 Trerulefoot to Liskeard junctions study (preliminary study)**

Following DfT's instruction in February 2021, the preliminary study looking at the Lean Quarry Menheniot junctions started in March. We are at the very early stages of the study still, but have started our evidence gathering work to understand the key issues and constraints along the route, and identify the study objectives. Our intention is to complete the preliminary study as quickly as possible to allow the Department for Transport to make an informed decision on possible further development stages alongside the other pipeline projects.

#### **A38 Trerulefoot to Liskeard Menheniot interim measures**

Highways England's Operations team is reviewing potential proposals and their possible impact on road users. We are working closely with our colleagues in major projects to share resources and ensure the measures are right in the context of the major scheme proposals. We have also begun discussions with Cornwall Council and key stakeholders to gain their views.

#### **A38 Bodmin to Saltash**

We continue to keep all safety aspects of the network under review. Shorter term interventions for the whole length of the A38 has been split into two phases with the aim of starting selected engineering works (improved lining) this financial year.

#### **A38 Saltash Tunnel refurbishment**

This scheme is progressing well, final specification being completed including the average speed camera scheme.

I would like to reassure you that the various teams doing the work in and around the A38 are working collaboratively and sharing information. This is allowing projects to progress quickly and efficiently.

I trust this information is helpful. As agreed, I will continue to provide updates around every eight weeks, so you're sighted on our progress and have the opportunity to provide feedback or ask questions.

Yours sincerely,

Andrew Page Dove