



Dear

Safe38 was formed in 2018 to campaign for vital safety upgrades on the A38 in Southeast Cornwall and longer-term, large scale infrastructure investment in the form of a dual carriageway relief road between Carkeel and Trerulefoot and major junction improvements between Trerulefoot and Liskeard.

In 2018 the killed and seriously injured rate (KSI) on the A38 was 3.5 to 2.5 times higher than the national average. This was a terrible state of affairs and quite simply something had to change in order to save lives and to try and make the road more resilient.

Many safety improvements have been delivered on the A38 over the last eight years with more in the pipeline and we have seen significant improvement in the KSI rate particularly in the Glynn Valley which has seen a 45% reduction in the last 5 years. We are confident we will see similar if not better results between Trerulefoot and Carkeel in the next 5 years after the installation of average speed cameras, decreased speed limits and other safety interventions.

Our thoughts are with the family, friends and loved ones of those affected in the most recent incident on the A30. We write to you today as we feel compelled to call for effective safety measures to be delivered on the A38's sister strategic road the A30 in West Cornwall.

The A30 between Camborne and Loggans Moor roundabout is a wide, modern single carriageway road with a varying 2+1 road layout. We know from our experience with the A38 that merge points at the end of 2+1 sections carry a disproportionate level of risk. We also know that this modern wide single carriageway section experiences high speeds far in excess of the limit as well as heavy congestion at peak times.

It goes without saying that the road itself should likely have been designed as a dual carriageway when first built and, that ultimately, a free-flowing grade separated dual carriageway from Camborne to Marazion should be the long-term aspiration.

However, in the short term, we would implore National highways and Cornwall Council to work together to deliver a package of safety measures similar to what has been delivered on the A38 which will help drivers to negotiate this section more safely.

Measures to be considered should be:

1. Installation of average speed cameras between Camborne and St Erth.
2. A review of the 2+1 lining and signing arrangements on the wide, single-carriageway sections
3. Consideration of a permanent central barrier to segregate traffic
4. Long-term online dualling

We have seen that it is possible, with a moderate investment in the short term, to make a road far safer and far more resilient. We understand that there are always competing priorities for vital safety upgrades and certainly the A30 Plusha junction should not be forgotten.

We need Cornwall's strategic roads to be safe and resilient. If we can invest now to get this critical infrastructure to the standard that it should be, that will ensure that lives are saved and livelihoods are secured for many generations to come.

Kind Regards

James Millidge
Safe38 Chair