

Dear Sir

Please find attached Cornwall Council's response to the Strategic Road Network Initial Report which is in addition to completing the on-line questionnaire.

Cornwall's goal is simple; to bring about the modernisation of the A30 and A38 to ensure these routes address the challenges faced in Cornwall of low productivity caused in part by poor connectivity within the region and beyond to London and the rest of the UK. The key is a road network that supports the economy, improves road safety and protects the environment for this and future generations.

There has been significant investment in the A30 with the Temple to Higher Carblake Scheme opening in Summer 2017 and the Chiverton to Carland Cross scheme now out to public consultation and plans are well advanced for a construction start in Spring 2020. Whilst there remains sections of the A30 in the east of the county it has three priorities: delivery of A30 Chiverton to Carland Cross; Improvements to the A38 and further improvements to the A30 in West Cornwall.

Cornwall Council seeks and supports investment for the whole of the A38 to secure a high quality and resilient connection to the M5/M4/A303 Corridor which is able to provide more reliable journey times overhauling its status as just another 'A' road and cementing its inclusion within the network of Strategic National Corridors.

The modernisation of the A38 links with the Plymouth City Council's and South West Devon Council's Joint Local Plan and provides an over-arching strategic framework for sustainable growth in Plymouth, South Hams and West Devon. To deliver this plan and support regional growth, south-east Cornwall, Plymouth city and the South West region need a modern A38, built to a dual carriageway standard, accommodating planned growth and supporting the South West region's economy in the years to come.

The Ambition for Road Investment Strategy 2

Our A38 priorities are:

- A38 Junction Improvement at Bodmin Parkway Station;
- A38 Junction improvements at Lean Quarry and Menheniott Junctions;
- A38 Improvements between Trerulefoot and Carkeel to address community severance, safety, congestion and air quality;
- To undertake a route based study of the whole of the A38 from Exeter to Bodmin.

Our proposed route strategy for the A38 is attached.

Our A30 priorities are:

- A30 Junction Improvement at Plusha Junction;
- A30 Junction improvements at Helland cattle Crossing;

- To undertake a route based study of the whole of the A30 from Treswithian to Newtown.
- St Erth/Loggans junction improvements.

Our proposed route strategy for the A30 is attached.

Our longer term ambition

Whilst it is acknowledged that the A38 will not be transformed overnight, decades of underinvestment must begin to be addressed now to avoid the stifling of the major centres of growth in the South West. The longer term ask, therefore, is to upgrade the A38 to modern, dual carriageway standard between Bodmin and Plymouth and with capacity to accommodate future growth from Bodmin to Exeter.

Regards

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