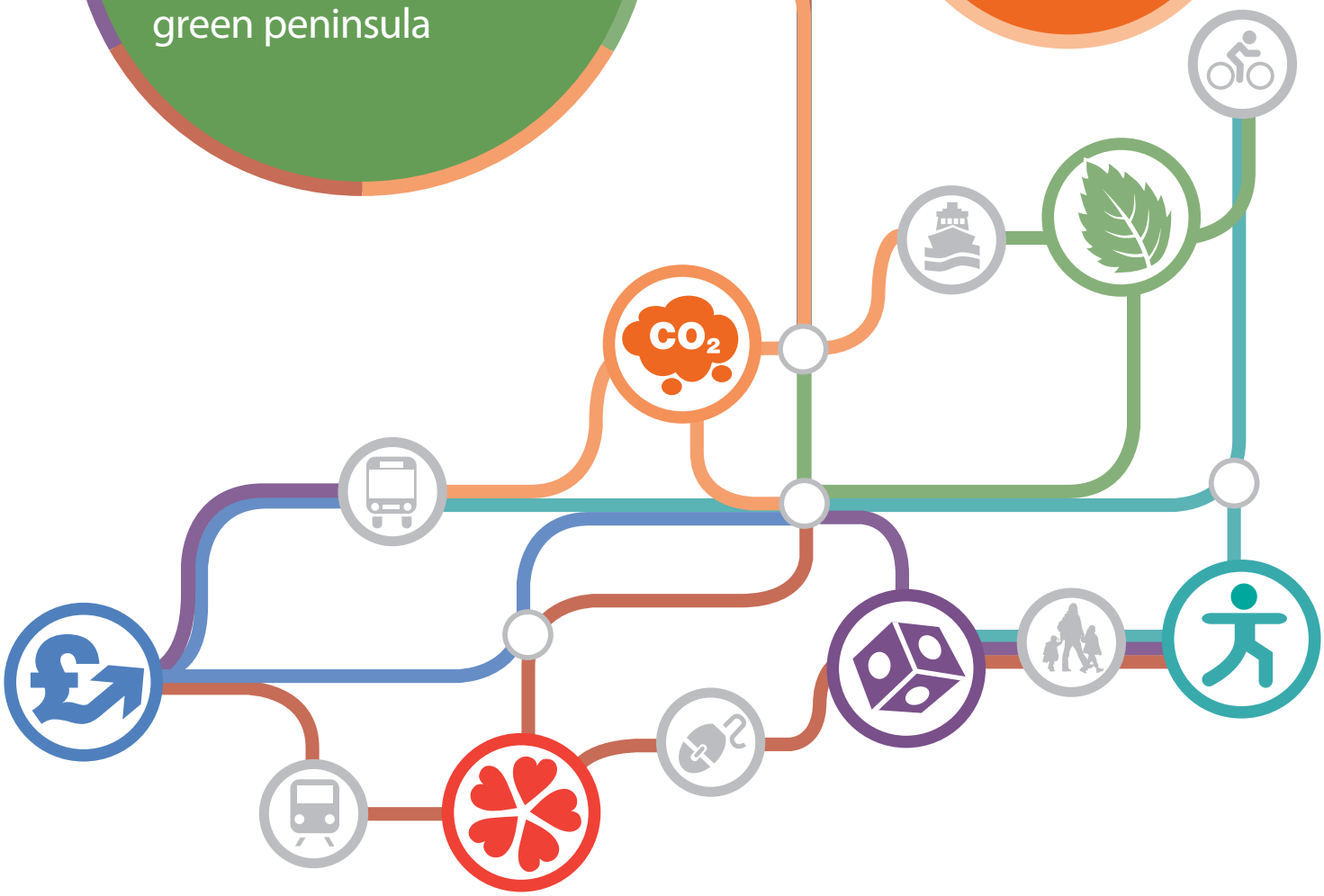
Connecting Cornwall: 2030

moving towards a green peninsula

Implementation Plan 2011 - 2015



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CORNWALL COUNCIL

March 2011

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1.0 Introduction

The Connecting Cornwall: 2030 strategy sets out a 20 year vision, and this is supported by Implementation Plans that cover three or four year periods throughout the life of the strategy.

This Implementation Plan sets out which schemes we intend to deliver between 2011 and 2015, and how the schemes will be funded from capital and revenue sources. A new Implementation Plan will be developed every three or four years to reflect the delivery to date, progress against the Connecting Cornwall goals and the priorities at that time. Naturally, many schemes, particularly the larger ones, will span more than one Implementation Plan.

2.0 Key challenges and opportunities

We are currently facing difficult and uncertain financial times both nationally and locally.

The Chancellor's October 2010 spending review has set out £81bn cuts to be made by 2014/15 with councils seeing a 7.1% annual fall in their budgets. Following on from the spending review, the Department for Transport (DfT) announced that it intends to reduce overall spending by 15% in real terms by making savings of 21% from the revenue budget and a further 11% in capital spending. The DfT allocation has seen a 28% reduction in the local transport budget.

Despite the challenges facing Cornwall in terms of transport funding, there are wider funding opportunities available during this period.

Currently, Cornwall has an opportunity to bid for time limited funding sources, principally Convergence funding, to match fund transport initiatives. It is therefore imperative that the programme for this first Implementation Plan prioritises schemes which can utilise European funding. More information on Convergence funding is contained in 3.9.

As some of the funding sources enter their latter phase, new opportunities will become available to Cornwall. The Government's localism agenda is a guiding principle for the way in which we will deliver our services in Cornwall. Localism means that decision making will be devolved from central government and opportunities provided for communities to ensure that public services reflect local circumstances.

The Future Cornwall strategy sets out how we can make this a reality in Cornwall under the title Big Cornwall. Cornwall Council will work with partners across the whole public sector and beyond to become more of a regional authority for Cornwall. This will mean that service providers will avoid overlap and duplication, leading to an improvement in efficiency and better local services tailored to local need resulting in better value for money. In transport delivery terms, this could mean the championing of public transport by communities in their local areas; maintenance of transport infrastructure or working with businesses to provide transport services.

3.0 Funding

Until recently, transport funding was received from the Government through 26 separate grant streams. From 2011/12 funding will be allocated through only four grant funding streams:

- block funding for small transport improvement schemes (capital);
- block funding for highways maintenance (capital);
- Local Sustainable Transport Fund (capital and revenue); and
- major schemes (capital).

The Government has advised that all other specific grants are ceasing, with the funding being transferred into the main Local Government Formula Grant. This is administered by the Department for Communities and Local Government (DCLG) supporting localism and greater local authority autonomy.

The Government has announced the funding that Cornwall will receive for transport over the next four years. The levels of funding for 2011/12 and 2012/13 are confirmed and the final two years 2013/14 and 2014/15 are indicative. Cornwall's allocation over the next four years must also provide match funding towards Convergence schemes. In the previous local transport plan period, this was provided separately.

Table 1: **Government capital funding allocations for transport**

	2011-12 (£,000s)	2012-13 (£,000s)	2013-14 (£,000s)	2014-15 (£,000s)	Total (£,000s)
Maintenance Capital	18.170	18.124	17.702	16.426	**70.422**
Integrated Transport Block	4.731	5.046	5.046	7.096	**21.919**
Total	22.901	23.170	22.748	23.522	92.341

3.1 Block funding for integrated transport

This funding is the only allocated pot for local transport solutions such as public transport, walking and cycling and safety related schemes. Therefore, this funding is the critical mechanism to achieve the delivery of our goals and enables us to match fund with other funding sources. The funding will be allocated to authorities on a needs based formula, allowing them to identify their priorities and allocate their funding accordingly. The DfT have committed £300m in 2011/12 nationally, and it will remain at this level until 2014/15 when it will rise to £450m. Schemes typically funded from the integrated transport block:

- local safety schemes;
- congestion schemes;
- public transport improvements;
- community transport schemes;
- walking schemes; and
- cycling schemes.

3.2 Block funding for highways maintenance

Our highway network has a key role in sustaining social and economic prosperity within local areas and is the largest single asset of the public sector. Through the 2010 spending review, the Government has committed £3bn nationally over a four year period to the maintenance of the highways. From a national base of £871m in 2010/11, funding will fall steadily to £707m by 2014/15. The funding is allocated according to a needs based formula taking into account factors such as road length, number of bridges and tunnels, and extent of rurality. Local authorities will be expected to seek significant efficiency savings by using their purchasing powers to drive down costs of maintenance. The range of schemes that are carried out with this funding include surface treatments, highway drainage, footway and structures maintenance.

Over the period 2008/09 to 2010/11 the block allocation for highways maintenance was supplemented by approximately £7.2m of prudential borrowing. This funding will significantly reduce during the period of this Implementation Plan.

3.3 Local Sustainable Transport Fund

The Local Sustainable Transport Fund has been established by the Government to help deliver low cost, high output interventions that are sustainable, support economic growth and reduce carbon emissions in local communities. The Fund will also support initiatives that address air quality, safety and congestion.

The Government has committed a total of £560m to the fund over four years, comprised of £350m revenue and £210m capital. Local authorities will need to submit bids to secure this funding and a level of match funding will be required to draw down monies.

3.4 Major schemes

Individual transport schemes being promoted by a local authority that cost over £5m are the subject of a major scheme bid for Government funding.

A number of projects were submitted for the Government Regional Funding Allocation (RFA) programme inclusion during the period 2006-2010. Four transport schemes in Cornwall were successful at being included in the RFA programme as priority schemes for the south west for implementation in the period 2010-19. These are:

- Camborne Pool Redruth (CPR) Transport Package;
- Truro Transport Package;
- A30 Temple to Higher Carblake; and
- Isles of Scilly Sea Link.

Business cases for three of the schemes have been submitted to the DfT.

However, as part of the Government's spending review, all major schemes have been reviewed, which has affected prospects of Department for Transport funding over the next five years for all our schemes.

The Government has announced that they will make a decision on the Isles of Scilly Sea Link in spring 2011. The scheme had achieved programme entry category status (business case acceptance). The CPR Transport Package was included in the pre-qualification by the DfT review as a scheme with programme entry but it was considered to have changed since gaining approval. The scheme was subject to a preliminary assessment in February 2011 which determined that it could move forward to the category of development status. This means that a best and final submission to the DfT will be made in September 2011, following which the DfT will decide whether the scheme progresses towards delivery. The Truro Transport Package had not achieved programme entry and the Government announced that it will not consider any new schemes at this time. The A30 Temple to Higher Carblake is a Highways Agency scheme that, following discussion with Government, is being progressed by Cornwall using local resources and a greater proportion of local funding. Local authorities will be advised on how to progress any schemes in guidance to be published on major scheme funding from 2014/15. In response to this the Council will be reviewing schemes and seeking innovative ways to fund and deliver the proposals.

A position statement, providing more detail on all Cornwall's major transport schemes is included in Appendix A of this document.

3.5 Local Member transport schemes

The Local Member transport schemes programme provides the opportunity for Local Members to support their requests, for highway, traffic engineering and bus infrastructure schemes in their area, using annual allocations of funding approved by the Council. The total funding available to Members is £3m over the period 2010/11 to 2012/13. Each Member receives a budget of £24,000, which can be used to supplement a larger scheme or join with other Members' budgets.

3.6 Transport revenue funding

Revenue funding is critical to keep our infrastructure and services operating on a day to day basis. Over 60% of the total transportation revenue expenditure (approximately £31m) goes on maintaining our extensive road network. The Council utilises a further 20% of this revenue funding to support the public transport network. The majority supports the bus network (including park and ride) with the remaining funds to support public transport technologies, waterborne transport and towards partnerships such as the Devon and Cornwall Rail Partnership (DCRP). The funding allocated to transportation studies, is used to develop any transport scheme business case, this will be critical in aligning transportation schemes with the developing Core Strategy and for securing match funding for the delivery of strategic schemes. Other areas of work that the revenue budget supports are: traffic management, safety and awareness, school crossing patrols, and highway development control.

There is a strong focus in the Connecting Cornwall strategy on revenue schemes such as travel planning, information and awareness and less on heavy, new infrastructure delivery. However, our reliance on revenue to deliver or maintain the transport network is a key risk that must be managed. The revenue budget is typically more limited than capital and can be more vulnerable to budget cuts, both on a national and local level. While a new scheme requires the capital to deliver it, the revenue implications of maintaining its operation in the long term has to be carefully considered and balanced against the scheme outcomes.

3.7 Other funding sources

The core transport funding will not provide sufficient resource in order to deliver all of the identified priorities in Cornwall. Transport facilitates the wider objectives of economic prosperity, sustainable growth and population change, service delivery and addressing climate change. Additional funding sources are available which we can utilise to assist in the delivery of transport solutions where they can demonstrate they meet the objectives of the funding source. To secure financial support, most funding sources will require the preparation of a funding bid business case and the availability of match funding. Potential core sources of additional funding are outlined below. This does not exclude other funding opportunities as they arise.

3.8 Regional Growth Fund

The Government has created a £1.4bn pot of funding known as Regional Growth Fund that has the ultimate aim of unlocking sustainable economic growth. The Fund is designed to help promote investment in the absence of Regional Development Agencies (RDAs), which are being abolished by the Government.

3.9 European Regional Development Fund

The European Regional Development Fund (ERDF) is delivered through the Convergence Operational Programme for Cornwall and the Isles of Scilly, 2007-2013.

Convergence is European funding that supports schemes delivering economic regeneration. Cornwall and the Isles of Scilly have been able to access Convergence funding (formerly known as Objective One) since 1999. Successful economic regeneration is an integrated set of activities focusing on investing in people, business and economic infrastructure - all aimed at contributing to the common goal of strengthening the economy of Cornwall and the Isles of Scilly. To date, transport has

benefitted from Convergence funding with a number of high profile schemes being successfully delivered, including the dualling of the Truro to Falmouth branchline, Newquay Cornwall Airport developments and the Port of Falmouth Masterplan.

Strategic Investment Frameworks (SIFs) provide a framework and justification for potential Convergence investments in specific areas in Cornwall and the Isles of Scilly. Proposed individual investments within the SIFs will be appraised and, if suitable, endorsed for investment. There are seven areas within Cornwall targeted through the SIF programme:

- Bodmin;
- Camborne, Pool and Redruth;
- Newquay and St Columb;
- Falmouth and Penryn;
- Penzance;
- St Austell, St Blazey and the Clay Area; and
- Truro.

Convergence funding is due to draw to a close in 2013 and it is therefore important that projects eligible for Convergence funding are given priority through the first Implementation Plan.

CPR and St Austell and the Clay Country are distinguished from the other SIF towns through Priority 4 of Convergence as 'locations subject to major regeneration changes and requiring long term significant support to address specific economic challenges'. As a result, different activity, including local transport infrastructure and improving accessibility and managing congestion is eligible for ERDF.

3.10 Growth Point funding

Growth Point funding is held by the DCLG and is designed to facilitate housing projects, by delivering the necessary infrastructure needed to enable sustainable development at the local level, including facilities such as schools, healthcare, transport and green spaces. The Council has secured £6.7m of Growth Point funding for Cornwall with around one third of that already committed to ongoing projects. It is focused, geographically, on Truro, St Austell, Newquay, CPR, Falmouth and Penryn and seeks to stimulate the supply of open market and affordable housing in sustainable locations.

Growth Point funding will be made available until 2013.

3.11 Community Infrastructure Levy and developer contributions

Funding of new infrastructure is, in many cases, done with contributions from developers, which, according to current rules, must be related to their specific development. However, this is often not enough to achieve the full benefit of infrastructure, often the case for transport where a number of developments in a town can result in an increased pressure on the network as a whole. To address this, the Council is supporting a move towards the use of the newly introduced Community Infrastructure Levy (CIL), which will enable the Council to pool contributions to help pay for infrastructure based on a fair, viable and transparent tariff system. Evidence of infrastructure needs and costs in this Implementation Plan will form the basis for the CIL.

Developer contributions are secured through section 106 (S106) agreements, as part of the planning application process. Our policies on developer contributions are contained in the Connecting Cornwall strategy document.

3.12 Stakeholder funding

Working with stakeholders often presents us with opportunities to jointly fund and deliver an initiative such as enhanced bus routes, rail improvements or cycle promotion activities. Cornwall Council is proactive in working with stakeholders to deliver improvements to the transport network and services in Cornwall. Schemes are supported on the basis of their impact on the goals and priorities of Connecting Cornwall.

External factors often dictate the deliverability of a project such as the availability of external funding sources, land acquisition and planning permissions. By working with our partners and stakeholders we can often develop schemes which deliver against more than one agenda, therefore maximising the funding, viability and outcomes of the scheme.

3.13 Other Government funded initiatives

The Government has a number of national policies and initiatives that provide opportunities for local authorities to secure funding for schemes that will support these policies. An example of a scheme of this type that will be progressed during the period of this Implementation Plan is the eco communities project.

There is a range of potential funding streams that can be used to progress the development of eco communities in the St Austell, China Clay and St Blazey Regeneration Area. These include funds from the DCLG, the Local Action Group (LAG), Convergence, transport funding and S106 requirements from developers. The DCLG funds are immediately available and linked to the modal choices available to developments in the area. Convergence funds are available on a time limited basis (construction complete by 2015) and bids require schemes to have land available and planning permissions in place.

The Government has also announced Tax Increment Financing (TIF) as a potential funding source for local councils. TIF is aimed at complementing Local Enterprise Partnerships and the Regional Growth Fund through funding for key infrastructure and other capital projects.

Figure 1 on the following page shows how the Implementation Plan fits into the Connecting Cornwall: 2030 strategy and other strategies and funding sources as described above which can be used to deliver Connecting Cornwall schemes.

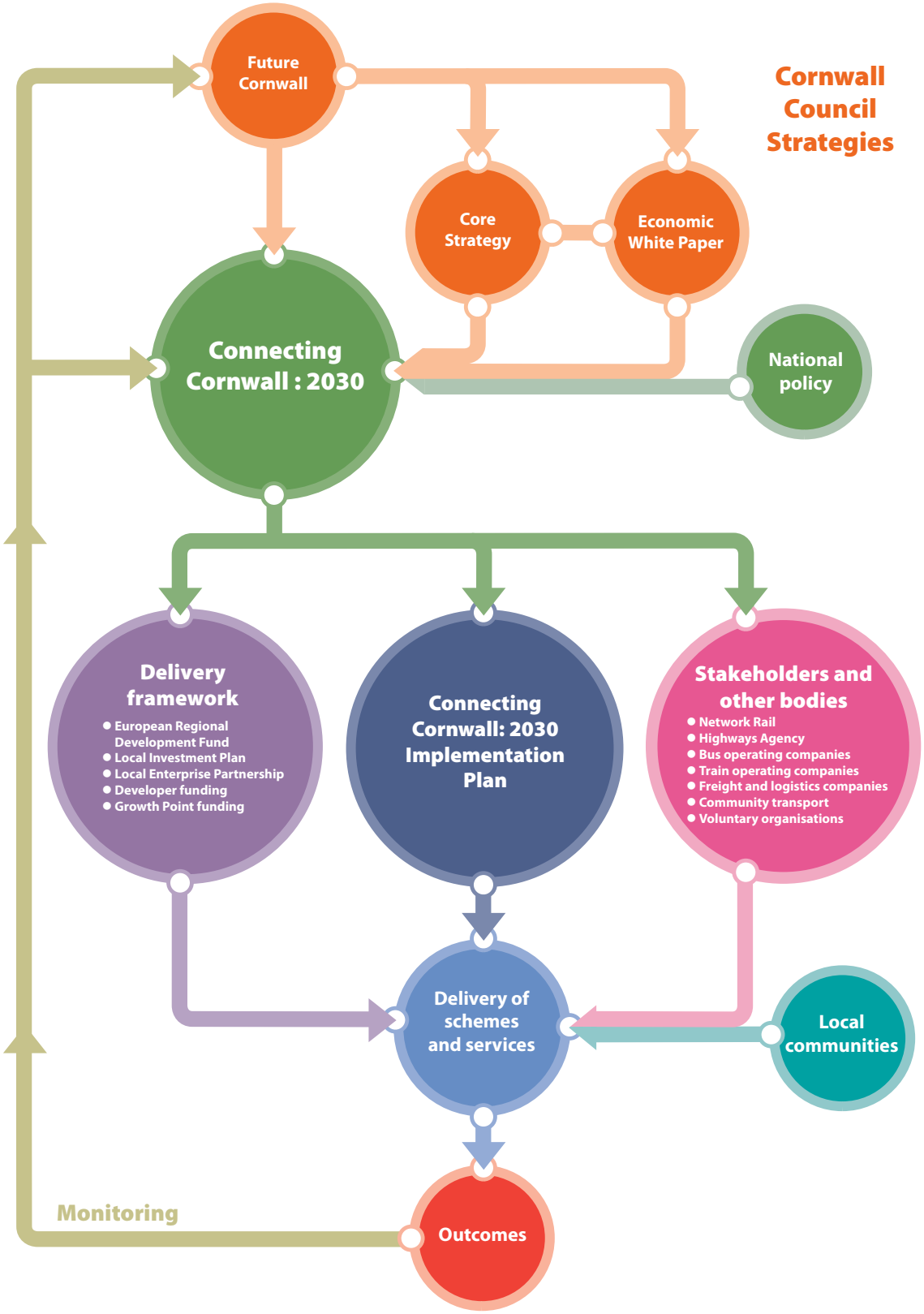


Fig 1 **Delivering Connecting Cornwall: 2030**

4.0 Scheme prioritisation

In determining the schemes that are included within this Implementation Plan, the current priorities and objectives of Cornwall Council and its strategic partners must be considered.

The majority of schemes that we deliver are undertaken to achieve wider outputs and must therefore be prioritised on their ability to achieve this. The key drivers that have prioritised transport schemes for assessment in this implementation plan are set out below.

Transport is key to delivering a number of other goals and ambitions of the Council and, as a key delivery sector within the local authority, the schemes that we deliver must contribute towards the Council's strategic priorities as set out in the Council's White Paper 'Economic Ambition'. These are:

- Leadership in the economy.
- Business transformation leading to high productivity.
- Cornwall connectivity.
- Place shaping.
- Low carbon economy.

Connecting Cornwall: 2030 will also contribute to the five year priorities established by Future Cornwall 2010-2030 on which all partners and agencies will be focusing:

- Improve resilience and self-sufficiency of communities.
- Improve health and radical redesign of health and social care services.
- Bring Cornwall out of recession focusing on the low carbon economy.
- Minimise waste, increase local generation of sustainable and affordable energy and reduce consumption.
- Achieve a balanced housing market that meets local needs.

In addition to meeting our corporate priorities, the Local Transport Act 2008, requires local transport authorities to carry out a number of statutory duties which require a significant proportion of the Council's capital and revenue budgets. The following sets out the minimum that is required:

- Maintain the public highway.
- Provide a 'duty of care' to the public.
- Manage the movement of traffic on the road network.
- Provide home-to-school/college transport.
- Identify and meet social need for public transport, including publicity of all public transport.

To ensure we maximise funding opportunities, schemes with match funding potential will be prioritised. Many sources of funding are time limited, such as Convergence and Growth Point, and it is therefore essential that Connecting Cornwall secures match funding during this period. Failure to secure match funding will mean that we will not deliver a number of key improvements and their outcomes. We also need to embrace new initiatives such as localism to maximise ways in which transport can be delivered by providing local communities with more autonomy over the services they wish to see in their area.

The schemes will also be prioritised on the extent to which they contribute towards meeting one or more of the six Connecting Cornwall goals. Through the public consultation on Connecting Cornwall, the goals were all ranked as important and this is reflected in our assessment of the proposals.

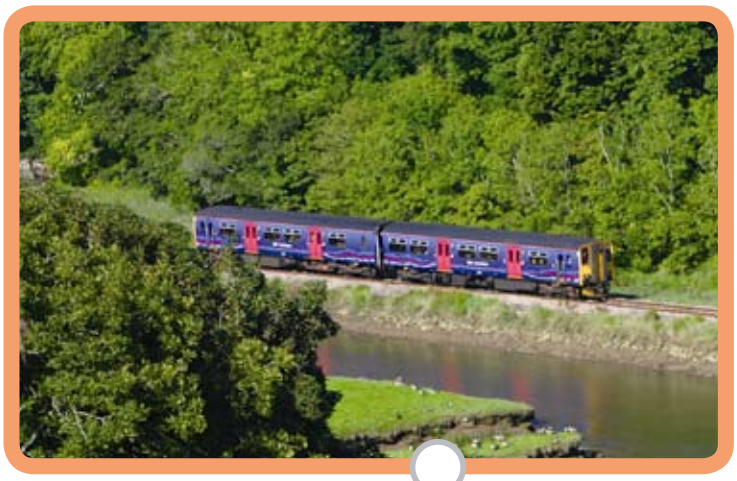
5.0 Scheme assessment

Potential schemes are assessed through a scheme appraisal process to measure them against a number of separate criteria and identify whether they are affordable in the short, medium or long term.

The assessment criteria includes:

- cost and value for money;
- deliverability;
- performance against goals;
- scale of impact;
- performance against strategic/network fit; and
- quality of supporting evidence and risk.

Set against the six goals of Connecting Cornwall and working within the budgets available to Cornwall, schemes are allocated in the implementation programme. The views received as part of the Connecting Cornwall consultation have been considered as part of the assessment process and balanced against the wider challenges and priorities outlined in the strategy document (more information on the consultation results is contained in the supporting Connecting Cornwall consultation report at www.cornwall.gov.uk/connectingcornwall). For specific schemes such as local safety schemes or highway maintenance schemes, additional technical criteria is applied as part of the assessment e.g. asset condition surveys. All schemes are checked against the strategic environmental assessment recommendations for mitigating the impact of scheme delivery on the environment.



6.0 Allocation of resources

Through the assessment process described in chapter 5, we have developed a balanced integrated transport programme for the period of this Implementation Plan.

This section outlines the schemes and initiatives that will be taken forward during the period of this Implementation Plan to deliver the goals and objectives of the Connecting Cornwall 20 year strategy.

The objective of this Implementation Plan is to deliver our strategic projects while also delivering local schemes. We will also seek to implement schemes on an area or corridor basis to achieve better outcomes across a wider set of goals and more efficient delivery.

Transport delivery through the previous transport plan was assessed by Government and therefore focused the majority of delivery in areas of high return. While this Implementation Plan still seeks to deliver in areas that provide value for money and outcomes that achieve wider priorities, we have also sought to deliver a wider number of schemes that meet the local priorities and needs, in order to achieve a more balanced approach to serving our communities. The schemes will generally fall into one of three areas as set out in the sections below and in figure 2.

6.1 Cornwall wide

These will deliver local priorities or strategic initiatives that will benefit all communities in Cornwall. A large number of the initiatives and services delivered through Connecting Cornwall are revenue funded, and these are generally the schemes that deliver Cornwall wide improvements. Given the importance of the Cornwall wide programmes, we have presented them alongside our transport asset management and public transport service delivery alongside the capital programmes in our Implementation Plans.

Cornwall wide schemes are:

- local member schemes;
- local bus services;
- routine maintenance;
- road maintenance;
- locally developed schemes;
- environmental maintenance;
- street lighting improvements;
- Cornwall smartcard;
- Cornwall journey planner; and
- Next Generation Broadband.

6.2 Strategic

Benefits for Cornwall as a whole, or wide areas of Cornwall, will be delivered by the strategic schemes. These schemes are generally initiatives that require external funding for their delivery. They address identified constraints that deliver wider priorities. These are:

- A30 Temple to Higher Carblake;
- Isles of Scilly Sea Link;
- CPR Transport Package;
- Truro Eastern Park and Ride;
- St Erth Park and Ride;
- A30 Junctions;
- Trencreek Relief Road Phase 1;
- Real Time Passenger Information; and
- Electric Vehicle Infrastructure.

Projects of this type by their very nature require longer term planning and implementation and may therefore roll into future Implementation Plans. However, some of these schemes use external funding that is time limited and in order to ensure funding can be secured we must deliver the expected outcomes within the specified time.

6.3 Local

Local improvement programmes will see infrastructure or service improvements in some areas where a need has been identified through the prioritisation process. Many schemes in this category make a strong contribution to many of the Council's corporate objectives by improving road safety, reducing congestion, enhancing access to services and enabling sustainable development. These are delivered by programmes for:

- highway structural maintenance;
- footway maintenance;
- local safety schemes;
- cycle networks;
- speed management;
- community bus;
- rail improvements;
- junction improvements; and
- bus infrastructure.

Table 2 on page 18 shows how integrated transport resources will be allocated during the Implementation Plan 2011-2015. This shows only the funding received from central Government.

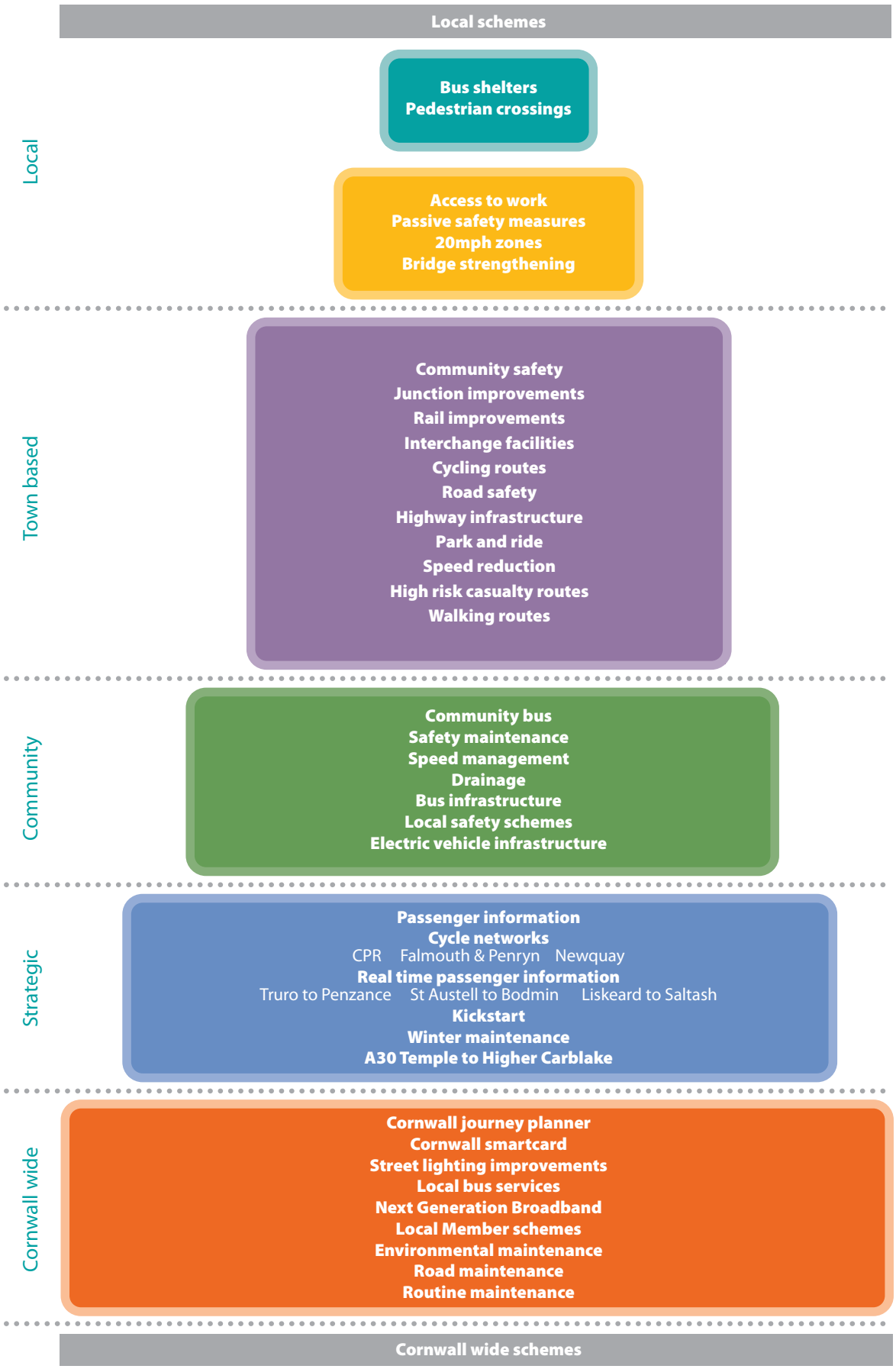


Fig 2: **Connecting Cornwall: 2030 Programme for Implementation Plan 2011-2015**

	2011/12 (£,000's)	2012/13 (£,000's)	2013/14 (£,000's)	2014/1 (£,000's)	Total (£,000's)
Local Member Schemes	1.000	1.000	0.000	0.000	**2.000**
Match Funding with other funding streams – Capital					
Convergence Projects	2.719	3.765	2.016	1.610	**10.110**
Small Transport Schemes – Capital					
Walking Schemes	0.285	0.185	0.217	0.583	**1.270**
Cycling Schemes	0.200	0.245	0.702	0.772	**1.919**
Bus Schemes	0.662	0.421	0.849	1.188	**3.120**
Highway Infrastructure	0.442	0.110	0.530	1.898	**2.980**
Rail Schemes	0.342	0.218	0.384	0.730	**1.674**
Community Transport Schemes	0.080	0.102	0.347	0.315	**0.844**
Maintenance – Capital					
Non-principal Roads	10.800	10.000	9.500	9.500	**39.800**
Principal Roads	2.520	2.074	2.152	2.175	**8.921**
Highways Electrical	0.250	0.250	0.250	0.250	**1.000**
Structures	3.600	4.800	4.800	3.600	**16.800**
Planned Maintenance	0.000	0.000	0.000	0.000	**0.000**
Network Safety	1.000	1.000	1.000	0.900	**3.900**
Highways Maintenance – Revenue					
Highways Maintenance	19.850	18.276	17.100	16.044	**71.270**

Table 2 **Connecting Cornwall capital and revenue funding for 2011/12 to 2014/15**

Note: Funding allocations shown are indicative only for years 2013/14 and 2014/15 and are liable to change with future funding announcements by central Government. Where funding is lower, priorities for spending will be reviewed during relevant years.

If the announced funding levels for 2013/14 and 2014/15 are lower than currently indicated then pro rata adjustments will be made to each area and some identified projects will be removed from the programme to balance the budget.

Speed management and safety have been moved from the integrated transport block to Capital Maintenance funding under the heading Network Safety. This ensures that a high funding priority can be maintained for these programmes.

The implementation programme is contained as Appendix B. The schemes shown in the programme may be delivered in alternative years due to scheme consultation, statutory approvals (such as planning) or variations in funding allocation. To ensure that schemes and outcomes are delivered, and to manage these external influences, active programme management will be employed to move schemes between years in the programme. This will ensure funding allocations and delivery is maintained throughout the four year programme.

7.0 Outcomes and targets

We have set targets and trajectories for the national indicators (NIs) set by the Government to measure local authority performance on the anticipated transport scheme delivery between 2011-2015.

Local indicators (LIs) have also been set to ensure that changes made during the strategy can be reviewed and we can have accountability for the delivery of the strategy in the long term.

A monitoring strategy that will be published in September 2011 will also identify broader indicators that are the direct responsibility of our partners in other sectors e.g. levels of childhood obesity. This will not only capture how we are meeting the six goals but will also show how transport has a contributing role in meeting the targets and priorities of our stakeholders.

The table below shows indicators that are directly monitored by the transport sector.

Ref	Description	Baseline		2011/12	2012/13	2013/14	2014/15
NI 047	Total Killed and Seriously Injured (KSI) casualties	317 (rolling average 2004-08)	Target	240	232	224	216
NI 048	Child Killed and Seriously Injured (KSI) casualties	23 (rolling average 2004-08)	Target	15	15	14	13
LI1	Congestion – average journey time per mile during the morning peak	1'45" per mile (2008/09)	Target	1'50"	1'50"	1'50"	1'50"
LI2	Traffic flow in town centres	93.9 2009/10	Target	93.9	93.9	93.9	93.9
LI3	Vehicle kilometres	106 2008/09	Target	108	109	110	111
NI 168	Principal roads where maintenance should be considered	3.4% (2005/06)	Target	To remain in national top quartile			
NI 169	Non-principal classified roads where maintenance should be considered	7% (2006/07)	Target	To remain in national top quartile			
LI4	Access to services and facilities by public transport	246 areas (2005/06)	Target	80%	82%	84%	86%

Table 3 **Targets and indicators for Connecting Cornwall: 2030**

Ref	Description	Baseline		2011/12	2012/13	2013/14	2014/15
NI 176	Working age people with access to employment by public transport (and other specified modes)	75.1% (2008/09)	Target	75.1%	75.1%	75.1%	75.1%
LI5	Local bus passenger journeys originating in the authority area	12.22m (2009/10)	Target	13.25m	13.50m	13.75m	14m
NI 178	Bus services running on time	82.50% (2009/10)	Target	87.0%	88.0%	89%%	90%
LI6	Bus satisfaction	50% 2006/07	Target	50%	54%	58%	62%
LI7	Use of public transport on tourist routes	154 2009/10	Target	155	157	158	161
LI8	Rail patronage	5.25m 2009/10	Target	10%	16%	22%	28%
LI9	Walking rates	100 2009/10	Target	≥100	≥100	102	104
LI10	Cycling rates	100 2009/10	Target	101	102	103	105
LI11	Children travelling to school – mode of transport usually used	100 (2006/07)	Target	≥100	≥100	≥100	≥100

NI – National indicator

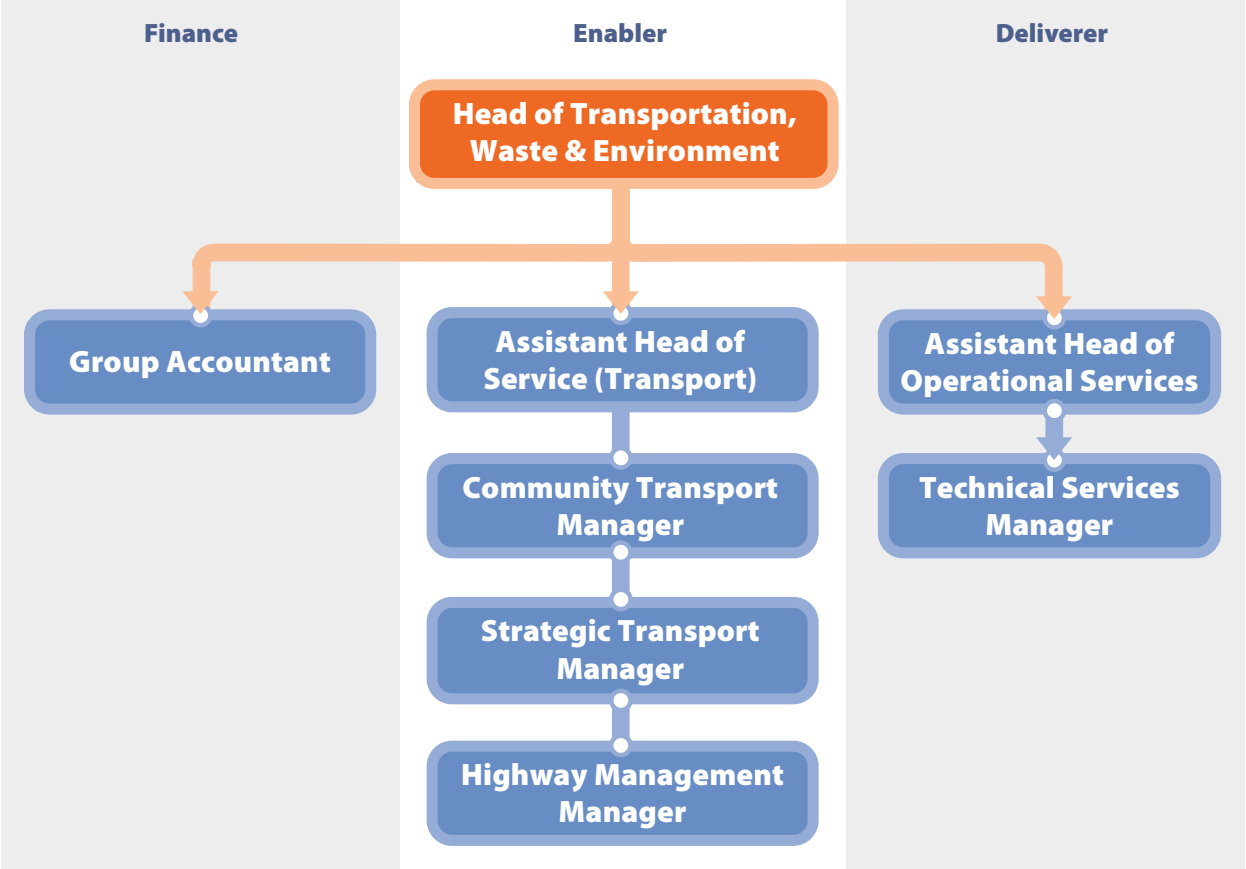
LI – Local indicator

8.0 Managing delivery

Transportation has monthly capital and revenue budget meetings chaired by the Head of Transportation, Waste and Environment.

The meeting has a management board composing of high level representatives from finance, transportation and the contractor as set out in figure 3.

Fig 3: **The management board responsible for the programme**



The monthly budget meetings largely follow the DfT Programme and Risk Management Advice Note monitoring the progress of schemes against the budget, agreed timeframes and outcomes. The DfT Note is based on good practice techniques used by local authorities nationally. Cornwall was one of the authorities highlighted in this Note as being a contributing authority due to utilising a good practice methodology for monitoring project outcomes.

Management of the programme includes these key areas:

- planning of the transport programme;
- control of the transport programme;
- financial management of both the revenue and capital programmes;
- resource management to deliver schemes;
- prioritisation of schemes within the revenue and capital programmes;
- schedule of schemes for delivery;
- risk management of the programme;
- issues management of the programme;
- ensuring the outcomes of the programmes are delivered;
- ensuring the benefits and outputs of the programmes are delivered; and
- governance.

Cornwall Council uses PRINCE 2 qualified practitioners to manage its transport projects. PRINCE 2 is an elite, nationally recognised process by which projects are closely monitored and delivered through controlled environments with strict boundaries and processes to alleviate factors including unnecessary risk and duplication. PRINCE 2 largely aligns with the processes outlined above.

9.0 Risk assessment

Over the next 20 years, Cornwall will face a number of challenges.

While we can not say for certain how circumstances will change over the course

of the Connecting Cornwall strategy, it is clear that in order to deliver the vision and achieve our objectives, there will be a number of risks and pressures as set out in table 4 that we will need to identify, manage and mitigate.

Table 4: **Identification of potential risk and the course of mitigation**

Risk identified	Description of potential risk	Mitigation
Delivery timetable	Time constrained funding opportunities. The strategy is split into three or four year Implementation Plans and Members may wish to see schemes delivered within their timeframe.	Delivery will have to be effectively managed to ensure economic opportunities such as Convergence funding are prioritised.
Political situation	A radical change in Government policy or change in national transport objectives. Non approval of strategy or Implementation Plan on a local level.	Remain fully informed of national policy. Work closely with members to outline the strategic importance of Connecting Cornwall to Cornwall outlining where schemes contribute to wider outcomes.
Public sector borrowing requirement and match funding	Limited resources available to prepare the required business case to unlock match funding sources.	Ensure transport objectives are closely linked to the wider context and national policies. Work closely with local and regional partners.
Alignment with local strategy	The Core Strategy element of the emerging Local Development Framework (LDF) is currently being published for 2012, one year after Connecting Cornwall completion.	Work closely with planning colleagues throughout the ongoing development of the LDF and review Connecting Cornwall in 2012 to ensure they align.

Risk identified	Description of potential risk	Mitigation
Partner working	A number of Cornwall's key infrastructure links are outside of our control e.g. the trunk road and main rail assets. Permissions need to be sought in order to make improvements.	Maintain the excellent working relationship we have with our partners.
Economic and property market conditions	Economic uncertainty including the rise in inflation adding to the cost of materials and land purchase.	Remain vigilant of the economic forecast ensuring schemes are costed up as accurately as possible and prioritised according to funding availability.
Managing local expectations	The schemes and proposals set out in the strategy and Implementation Plan could raise local expectations yet there may be a danger that the document is not fully endorsed unless communities do not see particular schemes within their area.	Implement a thorough scheme assessment. Outline the benefits to Cornwall wherever possible.
Insufficient scheme information/costing estimates	Insufficient scheme information and costing can affect scheme delivery timescales and budgets	Careful costing estimates taking into account inflation and funding partner requirements
Single capital pot	Local Transport Plan funding is no longer ring fenced. Rather the funding is allocated to a pot where a number of services can bid to.	We must present a strong case for transport and how it plays a vital role in supporting other services.
Procurement	Procurement may be delayed due to time involved with in demonstrating best value for large projects.	We must ensure that flexible procurement arrangements are in place in order to deliver projects using private/public contractors.
Confirming matching revenue/ developer and external contributions for schemes	Obtaining funding through developer contributions and Community Infrastructure Levy will become crucial as traditional funding sources are reduced.	Need to ensure we have effective polices and procedures established to make best use of developer funded opportunities.
Interscheme reliance	Interaction between schemes resulting in delay to one scheme affecting another.	Delivery will have to be effectively managed to ensure that scheme programming does not adversely affect other schemes.

10.0 Medium and long term delivery

While this particular Implementation Plan is primarily concerned with the delivery of schemes between 2011 and 2015, it is important that Connecting Cornwall sets out our intentions for the next 20 years.

Some schemes will be delivered within one concise Implementation Plan, while others due a complexity of issues will be developed and delivered over a period of time spanning more than one Implementation Plan.

Appendix C sets out schemes for consideration for future delivery programmes. The schemes have originated through a variety of sources including town wide transport studies, developer plans or stakeholder reports. Each scheme will be assessed against criteria and resources available at the time and may be brought forward through other funding channels should the opportunity arise. Equally a scheme may not be taken forward if funding is not available or the scheme fails to meet the criteria set out through the assessment process. The schemes listed here are only those that could be delivered by Connecting Cornwall and do not consider those that would require other funding sources or resources beyond those available in Connecting Cornwall.

Appendix A

Major schemes: Current position

Camborne Pool Redruth (CPR) Regeneration Infrastructure

The development of area-wide regeneration initiatives is being led by the CPR Urban Regeneration Company (URC) and will support the creation of 6,000 new jobs and the provision of 6,000 new houses, and help in reversing the economic decline of the area. The £45m CPR Transport Strategy supports these regeneration plans and seeks to facilitate the development opportunities in the area and economic regeneration by improving access and encouraging sustainable development. The main elements of the transport strategy are:

- Improved east/west and north/south links for all highway users providing improved access within the regeneration area and to the A30 trunk road at Tolvaddon.
- Improvements to the Redruth-Camborne bus corridor.

A Major Scheme Business Case (MSBC) for the project was submitted to DfT in 2006 and Programme Entry status was granted by DfT in June 2008. The scheme was subject to a preliminary assessment in February 2011 which determined that it could move forward to the category of development status. This means that a best and final submission to the DfT will be made in September 2011, following which the DfT will decide whether the scheme progresses towards delivery.

An advanced works project to create the Barncoose Link Road was developed in partnership with the former Kerrier District Council and this was opened to traffic in the spring 2008. This forms the eastern most section of the east/west link and is already encouraging new businesses to invest in the area.

A second £5m advanced works project to link the A30 at Tolvaddon with the East Hill junction has been developed in partnership with the Homes and Communities Agency (HCA) and completion of this was achieved in 2010.

The major scheme itself now benefits from a planning consent, and a Compulsory Purchase Order (CPO) and a Side Roads Order (SRO) have been prepared for publication, but are held in abeyance due to the Comprehensive Spending Review (CSR).

Key stages remaining:

- acceptance in the Government's funding programme;
- publication of Compulsory and Side Road Orders;
- public inquiry;
- final funding approval; and
- construction (either in whole, part, or phases).

Truro Local Distributor Road

The Truro Transport Strategy was approved in 2003 and comprises the development of the highway infrastructure in the Highertown area of the city which was intended to support the proposed Truro and Threemilestone Area Action Plan (AAP).

The draft AAP identified the main growth areas in Truro and Threemilestone to support development of the required housing allocations in Truro as well as economic growth in the western sector of Truro. The AAP was developed by the former Carrick District Council, in conjunction with the former County Council and a revised draft version was published in 2008, but was never adopted. A key feature within the AAP was a proposed new distributor road to the south of Highertown which would provide access to new development areas and relieve congestion on the existing primary route to the west of Truro.

A MSBC for the distributor road was submitted to DfT in September 2006. Since that time, there have been continued ongoing detailed discussions with DfT in relation to traffic modelling matters and revisions to the AAP proposals, but the process was interrupted by the undertaking of the CSR. As a result of the CSR, the Truro Local Distributor Road does not feature in the DfT forward programme for funding over the next 5 years.

Complementary works to the Truro Transport Package have been implemented over recent years, including a number of online improvements to the A390 at Highertown and the development and opening of the 1200 space park and ride site at Threemilestone. In addition, a passing loop has been developed and constructed, in partnership with Network Rail, on the Truro to Falmouth branchline, which has enabled a doubling in frequency of services on this important commuter and leisure route.

Options for the medium term area plan and delivery of the major transport strategy will now need to be reviewed, together with funding options, to identify appropriate and deliverable proposals.

Key stages remaining:

- medium term plan development;
- transport proposals options assessment including finance model;
- approval of preferred options;
- planning permission;
- publication of orders;
- public inquiry;
- final approvals and funding confirmation; and
- construction.

A30 Temple to Higher Carblake

In 2004, the Highways Agency developed and published a preferred route for A30 Temple to Higher Carblake but the introduction of the Regional Funding Allocation (RFA) process for major transport projects resulted in the scheme being removed from the programme.

Following lobbying and further work by Cornwall Council, the scheme was reinstated in the national programme in 2009, only to fall victim to the October 2010 CSR.

In anticipation of this outcome, Cornwall Council proposed to the Transport Minister that the scheme be developed by the Council, in partnership with the Highways Agency, using local resources and a greater proportion of local funding. The Transport Minister indicated that he would be interested in such a proposal and currently the Council is reviewing the work done previously by the Highways Agency, considering alternative approaches that may be available, and developing a funding strategy for submission to the Minister in spring 2011.

Isles of Scilly Sea Link

The Isles of Scilly Sea Link project comprises improvements to the harbours of Penzance, Cornwall and St Mary's, Isles of Scilly together with a new combined freight and passenger vessel. It is seeking to provide a sustainable transport link between the mainland and the Isles of Scilly. The project is awaiting full funding approval from the DfT which is anticipated in spring 2011. The construction of the harbour works is planned to start on site in the spring of 2011 and completed by the end of 2012 in time for the delivery of the new vessel in March 2013. The project total cost is £62m.

Appendix B

Connecting Cornwall funding programme 2011-2015

Convergence schemes

Convergence Schemes	Total Funding 11/12	12/13	13/14	14/15	Total Cost	Connecting Cornwall Funding 11/12	12/13	13/14	14/15	LTP3 Total
A3047 Sustainable Transport Corridor	£400,000	£300,000	£300,000	£0	**£1,000,000**	£200,000	£150,000	£150,000	£0	**£500,000**
Coosebean Cycle and Ped Link	£853,872	£0	£0	£0	**£853,872**	£230,000	£0	£0	£0	**£230,000**
Clay Country Cycle Routes	£350,000	£350,000	£200,000	£0	**£900,000**	£0	£0	£0	£0	**£0**
CPR Cycle Network	£500,000	£500,000	£500,000	£0	**£1,500,000**	£220,000	£250,000	£280,000	£0	**£750,000**
Newquay Summer Park and Ride	£0	£0	£675,000	£2,325,000	**£3,000,000**	£0	£0	£270,000	£930,000	**£1,200,000**
Truro Eastern Park and Ride	£2,250,000	£5,250,000	£0	£0	**£7,500,000**	£1,080,000	£2,520,000	£0	£0	**£3,600,000**
St Erth Park and Ride	£1,850,000	£5,400,000	£2,250,000	£0	**£9,500,000**	£738,539	£845,000	£1,066,461	£0	**£2,650,000**
Trevenson Park South	£400,000	£0	£0	£0	**£400,000**	£0	£0	£0	£0	**£0**
A30 Junctions at CPR	£900,000	£0	£0	£0	**£900,000**	£200,000	£0	£0	£0	**£200,000**
Tolvaddon Business Park Spine Rd	£3,240,000	£0	£0	£0	**£3,240,000**	£0	£0	£0	£0	**£0**
Truro Walking Links	£200,000	£0	£0	£0	**£200,000**	£50,000	£0	£0	£0	**£50,000**
Trencreek Relief Road Phase 1	£0	£0	£505,376	£1,374,624	**£1,880,000**	£0	£0	£250,000	£680,000	**£930,000**
Total Convergence Schemes	**£10,943,872**	**£11,800,000**	**£4,430,376**	**£3,699,624**	**£30,873,872**	**£2,718,539**	**£3,765,000**	**£2,016,461**	**£1,610,000**	**£10,110,000**

Walking schemes

Walking Schemes	Total Funding					Connecting Cornwall Funding				
	11/12	12/13	13/14	14/15	Total Cost	11/12	12/13	13/14	14/15	LTP3 Total
Walking Routes - Urban										
Safer Routes to School - The Burrows, St Ives	£8,000	£0	£0	£0	**£8,000**	£8,000	£0	£0	£0	**£8,000**
Safer Routes to School - Penryn	£0	£5,000	£0	£0	**£5,000**	£0	£5,000	£0	£0	**£5,000**
Kernick Roundabout	£10,000	£10,000	£10,000	£257,793	**£287,793**	£10,000	£10,000	£10,000	£257,793	**£287,793**
Swanpool footway	0	£0	£30,000	£0	**£30,000**	£0	£0	£30,000	£0	**£30,000**
Treluswell Roundabout footway improvement	£15,000	£0	£0	£0	**£15,000**	£15,000	£0	£0	£0	**£15,000**
A3047 Camborne Link to Roskear Estate	£0	£50,000	£0	£0	**£50,000**	£0	£38,133	£0	£0	**£38,133**
Safer Routes to School - Richard Lander, Truro	£5,000	£0	£0	£0	**£5,000**	£5,000	£0	£0	£0	**£5,000**
Safer Routes to School - Poltair	£15,000	£0	£0	£0	**£15,000**	£15,000	£0	£0	£0	**£15,000**
Safer Routes to School - Berrycombe, Bodmin	£60,000	£0	£0	£0	**£60,000**	£30,000	£0	£0	£0	**£30,000**
Morrisons Roundabout, nr Liskeard Tavern	£0	£30,000	£0	£0	**£30,000**	£0	£30,000	£0	£0	**£30,000**
Safer Routes to School - St Martins, Liskeard	£0	£0	£0	£50,000	**£50,000**	£0	£0	£0	£50,000	**£50,000**
A388 Newport Road footway improvements	£20,000	£0	£0	£0	**£20,000**	£20,000	£0	£0	£0	**£20,000**
Hurdon Road, Launceston	£0	£10,000	£0	£0	**£10,000**	£0	£10,000	£0	£0	**£10,000**
Pedestrianisation, Molesworth St, Wadebridge	£10,000	£0	£0	£0	**£10,000**	£7,500	£0	£0	£0	**£7,500**
A389 Launceston Road, Bodmin	£55,000	£0	£0	£0	**£55,000**	£55,000	£0	£0	£0	**£55,000**
Callington Road, Saltash	£7,000	£0	£0	£0	**£7,000**	£7,000	£0	£0	£0	**£7,000**
Salt Mill, Saltash	£0	£15,000	£0	£0	**£15,000**	£0	£15,000	£0	£0	**£15,000**
sub total	**£205,000**	**£120,000**	**£40,000**	**£307,793**	**£672,793**	**£172,500**	**£108,133**	**£40,000**	**£307,793**	**£628,426**

Walking Routes - Rural										
No Man's Land, nr Looe	£0	£32,000	£0	£0	**£32,000**	£0	£32,000	£0	£0	**£32,000**
Carkeel Village to Tamar Valley Ind. Est.	£0	£0	£0	£35,000	**£35,000**	£0	£0	£0	£35,000	**£35,000**
Drakewells to Visitors Centre, Gunnislake	£0	£0	£50,000	£0	**£50,000**	£0	£0	£50,000	£0	**£50,000**
A388 Callington footway improvements & Safer Routes to School	£0	£0	£40,000	£0	**£40,000**	£0	£0	£40,000	£0	**£40,000**
A39 Valley Truckle, Camelford	£0	£0	£0	£50,000	**£50,000**	£0	£0	£0	£50,000	**£50,000**
Safer Routes to School - Dobwalls	£0	£0	£0	£10,000	**£10,000**	£0	£0	£0	£10,000	**£10,000**
St Clear sports field to Caradon View estate	£0	£0	£32,040	£0	**£32,040**	£0	£0	£32,040	£0	**£32,040**
Par Moor Rd, St Austell	£0	£0	£0	£60,000	**£60,000**	£0	£0	£0	£60,000	**£60,000**
Safer Routes to School - Kea	£10,000	£0	£0	£0	**£10,000**	£10,000	£0	£0	£0	**£10,000**
Goldsithney to Marazion B3302	£0	£0	£0	£80,000	**£80,000**	£0	£0	£0	£80,000	**£80,000**
sub total	**£10,000**	**£32,000**	**£122,040**	**£235,000**	**£399,040**	**£10,000**	**£32,000**	**£122,040**	**£235,000**	**£399,040**
Pedestrian Crossings										
A388 Newport, Launceston, ped. crossing	£50,000	£0	£0	£0	**£50,000**	£50,000	£0	£0	£0	**£50,000**
A388 Western Road, Launceston, ped. crossing	£0	£20,000	£0	£0	**£20,000**	£0	£20,000	£0	£0	**£20,000**
Safer Routes to School - The Beacon Infants, Bodmin, ped. crossing	£0	£25,000	£0	£0	**£25,000**	£0	£25,000	£0	£0	**£25,000**
Safer Routes to School - Carclaze (ped. phase at lights)	£0	£0	£55,000	£0	**£55,000**	£0	£0	£55,000	£0	**£55,000**
Safer Routes to School - Charlestown, Holmbush (ped. phase at lights)	£28,052	£0	£0	£0	**£28,052**	£28,052	£0	£0	£0	**£28,052**
Safer Routes to School - Goonhavern, ped. crossing	£0	£0	£0	£40,000	**£40,000**	£0	£0	£0	£40,000	**£40,000**
Fore Street, Chacewater, ped. crossing	£25,000	£0	£0		**£25,000**	£25,000	£0	£0	£0	**£25,000**
sub total	**£103,052**	**£45,000**	**£55,000**	**£40,000**	**£243,052**	**£103,052**	**£45,000**	**£55,000**	**£40,000**	**£243,052**
Total Walking Schemes	**£318,052**	**£197,000**	**£217,040**	**£582,793**	**£1,314,885**	**£285,552**	**£185,133**	**£217,040**	**£582,793**	**£1,270,518**

Cycling schemes

	Total Funding					Connecting Cornwall Funding				
Cycling Schemes	**11/12**	**12/13**	**13/14**	**14/15**	**Total Cost**	**11/12**	**12/13**	**13/14**	**14/15**	**LTP3 Total**
Cycle Improvements - Urban										
Hayle cycle improvements	£0	£0	£100,000	£0	**£100,000**	£0	£0	£100,000	£0	**£100,000**
Penzance Promenade cycle wheeling channels	£0	£0	£10,000	£0	**£10,000**	£0	£0	£10,000	£0	**£10,000**
Cycle infrastructure	£0	£0	£20,000	£80,000	**£100,000**	£0	£0	£20,000	£80,000	**£100,000**
sub total	**£0**	**£0**	**£130,000**	**£80,000**	**£210,000**	**£0**	**£0**	**£130,000**	**£80,000**	**£210,000**
Cycle Improvements - Rural										
Extend Mineral Tramways north of Redruth	£40,000	£110,000	£0	£0	**£150,000**	£40,000	£110,000	£0	£0	**£150,000**
Gorran School to Gorran Haven Village	£80,000	£0	£0	£0	**£80,000**	£40,000	£0	£0	£0	**£40,000**
Camel Trail Riverside Route, Wadebridge	£10,387	£50,000	£190,000	£0	**£250,387**	£10,387	£50,000	£190,000	£0	**£250,387**
Marazion cycle & pedestrian path	£50,000	£0	£0	£0	**£50,000**	£50,000	£0	£0	£0	**£50,000**
sub total	**£180,387**	**£160,000**	**£190,000**	**£0**	**£530,387**	**£140,387**	**£160,000**	**£190,000**	**£0**	**£490,387**
Cycle Town Networks										
Falmouth/Penryn Cycle Network	£30,000	£0	£0	£0	**£30,000**	£30,000	£0	£0	£0	**£30,000**
Cycle Demonstration Town pot	£0	£85,390	£381,638	£691,610	**£1,158,638**	£0	£85,390	£381,638	£691,610	**£1,158,638**
Newquay Cycle Network	£30,000	£0	£0	£0	**£30,000**	£30,000	£0	£0	£0	**£30,000**
sub total	**£60,000**	**£85,390**	**£381,638**	**£691,610**	**£1,218,638**	**£60,000**	**£85,390**	**£381,638**	**£691,610**	**£1,218,638**
Total Cycling Schemes	**£240,387**	**£245,390**	**£701,638**	**£771,610**	**£1,959,025**	**£200,387**	**£245,390**	**£701,638**	**£771,610**	**£1,919,025**

Bus schemes

Bus Schemes	Total Funding 11/12	12/13	13/14	14/15	Total Cost	Connecting Cornwall Funding 11/12	12/13	13/14	14/15	LTP3 Total
Intelligent Transport Solutions - East										
RTPI schemes	£0	£0	£100,000	£53,471	**£153,471**	£0	£0	£100,000	£53,471	**£153,471**
sub total	**£0**	**£0**	**£100,000**	**£53,471**	**£153,471**	**£0**	**£0**	**£100,000**	**£53,471**	**£153,471**
Intelligent Transport Solutions - Central										
RTPI schemes	£0	£0	£0	£120,000	**£120,000**	£0	£0	£0	£120,000	**£120,000**
St Austell & Clay Country RTPI	£150,000	£100,000	£0	£0	**£250,000**	£0	£100,000	£0	£0	**£100,000**
sub total	**£150,000**	**£100,000**	**£0**	**£120,000**	**£370,000**	**£0**	**£100,000**	**£0**	**£120,000**	**£220,000**
Intelligent Transport Solutions - West										
RTPI schemes	£0	£0	£0	£100,000	**£100,000**	£0	£0	£0	£100,000	**£100,000**
sub total	**£0**	**£0**	**£0**	**£100,000**	**£100,000**	**£0**	**£0**	**£0**	**£100,000**	**£100,000**
Intelligent Transport Solutions - Cornwall wide										
Cornwall journey planner	£50,000	£0	£0	£0	**£50,000**	£50,000	£0	£0	£0	**£50,000**
sub total	**£50,000**	**£0**	**£0**	**£0**	**£50,000**	**£50,000**	**£0**	**£0**	**£0**	**£50,000**
Cornwall Smartcard										
Cornwall smartcard	£150,000	£80,000	£0	£0	**£230,000**	£150,000	£80,000	£0	£0	**£230,000**
sub total	**£150,000**	**£80,000**	**£0**	**£0**	**£230,000**	**£150,000**	**£80,000**	**£0**	**£0**	**£230,000**
Bus Infrastructure - East										
Wadebridge & Padstow bus infrastructure	£0	£0	£0	£100,000	**£100,000**	£0	£0	£0	£100,000	**£100,000**
Bodmin bus infrastructure	£0	£0	£50,000	£50,000	**£100,000**	£0	£0	£50,000	£50,000	**£100,000**
sub total	**£0**	**£0**	**£50,000**	**£150,000**	**£200,000**	**£0**	**£0**	**£50,000**	**£150,000**	**£200,000**

Bus schemes (continued)

	Total Funding					Connecting Cornwall Funding				
Bus Schemes	**11/12**	**12/13**	**13/14**	**14/15**	**Total Cost**	**11/12**	**12/13**	**13/14**	**14/15**	**LTP3 Total**
Bus Infrastructure - Central										
Perranporth, St Agnes, Truro bus corridor	£0	£0	£0	£100,000	**£100,000**	£0	£0	£0	£100,000	**£100,000**
Quay Street bus priority	£150,000	£0	£0	£0	**£150,000**	£150,000	£0	£0	£0	**£150,000**
St Austell & Clay Country sustainable shelters	£50,000	£20,000	£75,000	£0	**£145,000**	£0	£0	£75,000	£0	**£75,000**
St Austell Trinity Street transport hub	£150,000	£32,000	£0	£0	**£182,000**	£0	£0	£0	£0	**£0**
sub total	**£350,000**	**£52,000**	**£75,000**	**£100,000**	**£577,000**	**£150,000**	**£0**	**£75,000**	**£100,000**	**£325,000**
Bus Infrastructure - West										
Penwith bus infrastructure	£125,461	£0	£0	£0	**£125,461**	£125,461	£0	£0	£0	**£125,461**
Infrastructure on The Lizard	£0	£0	£50,000	£50,000	**£100,000**	£0	£0	£50,000	£50,000	**£100,000**
sub total	**£125,461**	**£0**	**£50,000**	**£50,000**	**£225,461**	**£125,461**	**£0**	**£50,000**	**£50,000**	**£225,461**
Bus Infrastructure - Cornwall wide										
Cycle storage at bus shelters	£0	£30,000	£30,000	£30,000	**£90,000**	£0	£30,000	£30,000	£30,000	**£90,000**
Roadside public transport waiting facilities	£106,585	£130,796	£164,223	£254,981	**£656,585**	£106,585	£130,796	£164,223	£254,981	**£656,585**
sub total	**£106,585**	**£160,796**	**£194,223**	**£284,981**	**£746,585**	**£106,585**	**£160,796**	**£194,223**	**£284,981**	**£746,585**
Community Bus										
Community Bus schemes	£80,000	£80,000	£80,000	£80,000	**£320,000**	£80,000	£80,000	£80,000	£80,000	**£320,000**
sub total	**£80,000**	**£80,000**	**£80,000**	**£80,000**	**£320,000**	**£80,000**	**£80,000**	**£80,000**	**£80,000**	**£320,000**
Park & Ride										
St Austell northern Park and Ride	£40,000	£0	£0	£0	**£40,000**	£0	£0	£0	£0	**£0**
St Austell eastern Park and Ride	£155,000	£0	£0	£0	**£155,000**	£0	£0	£0	£0	**£0**
sub total	**£195,000**	**£0**	**£0**	**£0**	**£195,000**	**£0**	**£0**	**£0**	**£0**	**£0**
Kickstart										
Cornish Kickstart	£0	£0	£300,000	£250,000	**£550,000**	£0	£0	£300,000	£250,000	**£550,000**
sub total	**£0**	**£0**	**£300,000**	**£250,000**	**£550,000**	**£0**	**£0**	**£300,000**	**£250,000**	**£550,000**
Total Bus Schemes	**£1,207,046**	**£472,796**	**£849,223**	**£1,188,452**	**£3,717,517**	**£662,046**	**£420,796**	**£849,223**	**£1,188,452**	**£3,120,517**

Highway infrastructure

Highway infrastructure	Total Funding 11/12	12/13	13/14	14/15	Total Cost	Connecting Cornwall Funding 11/12	12/13	13/14	14/15	LTP3 Total
Highway Infrastructure - East										
A39 Skitches Corner	£0	£10,000	£100,000	£0	**£110,000**	£0	£10,000	£100,000	£0	**£110,000**
A39 Hillhead, Bude	£0	£10,000	£100,000	£0	**£110,000**	£0	£10,000	£100,000	£0	**£110,000**
Launceston traffic management	£0	£19,760	£30,000	£40,000	**£89,760**	£0	£19,760	£30,000	£40,000	**£89,760**
Rame Peninsula traffic management	£0	£0	£0	£50,000	**£50,000**	£0	£0	£0	£50,000	**£50,000**
Bodmin Road infrastructure	£0	£0	£0	£57,840	**£57,840**	£0	£0	£0	£57,840	**£57,840**
Liskeard traffic management	£0	£0	£0	£100,000	**£100,000**	£0	£0	£0	£100,000	**£100,000**
St Mellion average speed	£0	£0	£50,000	£200,000	**£250,000**	£0	£0	£50,000	£200,000	**£250,000**
sub total	**£0**	**£39,760**	**£280,000**	**£447,840**	**£767,600**	**£0**	**£39,760**	**£280,000**	**£447,840**	**£767,600**
Highway Infrastructure - Central										
A390 traffic improvements	£0	£0	£0	£100,000	**£100,000**	£0	£0	£0	£100,000	**£100,000**
A390 Sawles Road junction	£0	£0	£0	£100,000	**£100,000**	£0	£0	£0	£100,000	**£100,000**
Trafalgar, Quay Street	£480,000	£60,000	£0	£0	**£540,000**	£425,000	£60,000	£0	£0	**£485,000**
Truro Road infrastructure	£0	£0	£0	£250,000	**£250,000**	£0	£0	£0	£250,000	**£250,000**
Francis Street, Truro	£0	£0	£100,000	£0	**£100,000**	£0	£0	£100,000	£0	**£100,000**
Falmouth Road infrastructure	£0	£0	£0	£200,000	**£200,000**	£0	£0	£0	£200,000	**£200,000**
A30 Chiverton Cross	£250,000	£0	£0	£0	**£250,000**	£0	£0	£0	£0	**£0**
sub total	**£730,000**	**£60,000**	**£100,000**	**£650,000**	**£1,540,000**	**£425,000**	**£60,000**	**£100,000**	**£650,000**	**£1,235,000**
Highway Infrastructure - West										
A30 traffic improvements	£0	£0	£0	£500,000	**£500,000**	£0	£0	£0	£500,000	**£500,000**
East Hill	£150,000	£0	£0	£0	**£150,000**	£0	£0	£0	£0	**£0**
Trewennack average speed	£0	£0	£50,000	£200,000	**£250,000**	£0	£0	£50,000	£200,000	**£250,000**
sub total	**£150,000**	**£0**	**£50,000**	**£700,000**	**£900,000**	**£0**	**£0**	**£50,000**	**£700,000**	**£750,000**
Cornwall wide Road Schemes										
Cornwall wide school zig-zag lines	£17,250	£10,000	£100,000	£100,000	**£227,250**	£17,500	£10,000	£100,000	£100,000	**£227,500**
sub total	**£17,250**	**£10,000**	**£100,000**	**£100,000**	**£227,250**	**£17,500**	**£10,000**	**£100,000**	**£100,000**	**£227,500**
Total Road Schemes	**£897,250**	**£109,760**	**£530,000**	**£1,897,840**	**£3,434,850**	**£442,500**	**£109,760**	**£530,000**	**£1,897,840**	**£2,980,100**

Rail schemes

	Total Funding					Connecting Cornwall Funding				
Rail schemes	**11/12**	**12/13**	**13/14**	**14/15**	**Total Cost**	**11/12**	**12/13**	**13/14**	**14/15**	**LTP3 Total**
Rail - Intelligent Transport Solutions										
Upgrade of passenger information system	£0	£50,000	£0	£0	**£50,000**	£0	£50,000	£0	£0	**£50,000**
sub total	**£0**	**£50,000**	**£0**	**£0**	**£50,000**	**£0**	**£50,000**	**£0**	**£0**	**£50,000**
Rail Infrastructure - East										
Lostwithiel Station improvements	£0	£0	£30,000	£50,000	**£80,000**	£0	£0	£30,000	£50,000	**£80,000**
Bugle Station	£0	£0	£0	£210,000	**£210,000**	£0	£0	£0	£210,000	**£210,000**
Saltash Station parking	£0	£0	£100,000	£0	**£100,000**	£0	£0	£100,000	£0	**£100,000**
St Germans Rail Station parking	£0	£0	£0	£100,000	**£100,000**	£0	£0	£0	£100,000	**£100,000**
sub total	**£0**	**£0**	**£130,000**	**£360,000**	**£490,000**	**£0**	**£0**	**£130,000**	**£360,000**	**£490,000**
Rail Improvements - Central										
Newquay Station improvements	£0	£16,984	£83,016	£0	**£100,000**	£0	£16,984	£83,016	£0	**£100,000**
Truro Rail Station	£315,000	£0	£0	£0	**£315,000**	£215,000	£0	£0	£0	**£215,000**
St Austell Station accessibility improvement	£1,403,534	£151,140	£0	£0	**£1,554,674**	£126,860	£151,140	£0	£0	**£278,000**
sub total	**£1,718,534**	**£168,124**	**£83,016**	**£0**	**£1,969,674**	**£341,860**	**£168,124**	**£83,016**	**£0**	**£593,000**
Rail Infrastructure - West										
sub total	**£0**	**£0**	**£0**	**£0**	**£0**	**£0**	**£0**	**£0**	**£0**	**£0**
Rail Infrastructure - Cornwall wide										
Riviera Project - station improvements	£0	£0	£171,191	£370,278	**£541,469**	£0	£0	£171,191	£370,278	**£541,469**
sub total	**£0**	**£0**	**£171,191**	**£370,278**	**£541,469**	**£0**	**£0**	**£171,191**	**£370,278**	**£541,469**
Total Rail Schemes	**£1,718,534**	**£218,124**	**£384,207**	**£730,278**	**£3,051,143**	**£341,860**	**£218,124**	**£384,207**	**£730,278**	**£1,674,469**

Community transport schemes

Community Transport Schemes	Total Funding					Connecting Cornwall Funding				
	11/12	12/13	13/14	14/15	Total Cost	11/12	12/13	13/14	14/15	LTP3 Total
Electric Vehicle Infrastructure										
Demonstration project	£300,000	£300,000	£0	£0	**£600,000**	£0	£0	£0	£0	**£0**
sub total	**£300,000**	**£300,000**	**£0**	**£0**	**£600,000**	**£0**	**£0**	**£0**	**£0**	**£0**
Community Safety										
Support community safety programmes to manage crime & fear of crime by providing appropriate highway infrastructure	£40,000	£40,000	£50,000	£50,000	**£180,000**	£40,000	£40,000	£50,000	£50,000	**£180,000**
sub total	**£40,000**	**£40,000**	**£50,000**	**£50,000**	**£180,000**	**£40,000**	**£40,000**	**£50,000**	**£50,000**	**£180,000**
Community Transport										
Pilot scheme	£20,000	£20,000	£20,000	£20,000	**£80,000**	£20,000	£20,000	£20,000	£20,000	**£80,000**
sub total	**£20,000**	**£20,000**	**£20,000**	**£20,000**	**£80,000**	**£20,000**	**£20,000**	**£20,000**	**£20,000**	**£80,000**
Access to Work, Health and Leisure										
Wheels to work	£5,000	£5,000	£5,000	£5,000	**£20,000**	£5,000	£5,000	£5,000	£5,000	**£20,000**
Car clubs	£0	£0	£222,431	£165,027	**£387,458**	£0	£0	£222,431	£165,027	**£387,458**
Workplace travel plans	£15,116	£36,797	£50,000	£75,000	**£176,913**	£15,116	£36,797	£50,000	£75,000	**£176,913**
sub total	**£20,116**	**£41,797**	**£277,431**	**£245,027**	**£584,371**	**£20,116**	**£41,797**	**£277,431**	**£245,027**	**£584,371**
Total Community Transport Schemes	**£380,116**	**£401,797**	**£347,431**	**£315,027**	**£1,444,371**	**£80,116**	**£101,797**	**£347,431**	**£315,027**	**£844,371**

Capital maintenance

Capital Maintenance	Total Funding					Connecting Cornwall Funding				
	11/12	12/13	13/14	14/15	Total Cost	11/12	12/13	13/14	14/15	LTP3 Total
Maintenance non-principal roads	£10,800,000	£10,000,000	£9,500,000	£9,500,000	**£39,800,000**	£10,800,000	£10,000,000	£9,500,000	£9,500,000	**£39,800,000**
Maintenance principal roads	£2,520,000	£2,074,000	£2,152,000	£2,175,000	**£8,921,000**	£2,520,000	£2,074,000	£2,152,000	£2,175,000	**£8,921,000**
Highways electrical	£250,000	£250,000	£250,000	£250,000	**£1,000,000**	£250,000	£250,000	£250,000	£250,000	**£1,000,000**
Invest to Save	£5,174,000	£0	£0	£0	**£5,174,000**	£0	£0	£0	£0	**£0**
Structures	£3,600,000	£4,800,000	£4,800,000	£3,600,000	**£16,800,000**	£3,600,000	£4,800,000	£4,800,000	£3,600,000	**£16,800,000**
Planned maintenance	£1,000,000	£4,000,000	£4,000,000	TBC	**£9,000,000**	£0	£0	£0	£0	**£0**
Network safety	£1,000,000	£1,000,000	£1,000,000	£900,000	**£3,900,000**	£1,000,000	£1,000,000	£1,000,000	£900,000	**£3,900,000**
Total Maintenance	**£24,344,000**	**£22,124,000**	**£21,702,000**	**£16,425,000**	**£84,595,000**	**£18,170,000**	**£18,124,000**	**£17,702,000**	**£16,425,000**	**£70,421,000**

LTP3 Summary table

LTP3 Summary Table	% of LTP3 Scheme Total	Total Funding					Connecting Cornwall Funding				
		11/12	12/13	13/14	14/15	Total Cost	11/12	12/13	13/14	14/15	LTP3 Total
Walking Schemes	**10.8%**	£318,052	£197,000	£217,040	£582,793	**£1,314,885**	£285,552	£185,133	£217,040	£582,793	**£1,270,518**
Cycling Schemes	**16.3%**	£240,387	£245,390	£701,638	£771,610	**£1,959,025**	£200,387	£245,390	£701,638	£771,610	**£1,919,025**
Bus Schemes	**26.4%**	£1,207,046	£472,796	£849,223	£1,188,452	**£3,717,517**	£662,046	£420,796	£849,223	£1,188,452	**£3,120,517**
Highway infrastructure	**25.2%**	£897,250	£109,760	£530,000	£1,897,840	**£3,434,850**	£442,500	£109,760	£530,000	£1,897,840	**£2,980,100**
Rail Schemes	**14.2%**	£1,718,534	£218,124	£384,207	£730,278	**£3,051,143**	£341,860	£218,124	£384,207	£730,278	**£1,674,469**
Community Transport Schemes	**7.2%**	£380,116	£401,797	£347,431	£315,027	**£1,444,371**	£80,116	£101,797	£347,431	£315,027	**£844,371**
Total	**100.0%**	**£4,761,385**	**£1,644,867**	**£3,029,539**	**£5,486,000**	**£14,921,791**	**£2,012,461**	**£1,281,000**	**£3,029,539**	**£5,486,000**	**£11,809,000**
Convergence Schemes		**£10,943,872**	**£11,800,000**	**£4,430,376**	**£3,699,624**	**£30,873,872**	**£2,718,539**	**£3,765,000**	**£2,016,461**	**£1,610,000**	**£10,110,000**
Maintenance		**£24,344,000**	**£22,124,000**	**£21,702,000**	**£16,425,000**	**£84,595,000**	**£18,170,000**	**£18,124,000**	**£17,702,000**	**£16,425,000**	**£70,421,000**
Highways Maintenance - Revenue		**£19,850,000**	**£18,276,000**	**£17,100,000**	**£16,044,000**	**£71,270,000**	**£19,850,000**	**£18,276,000**	**£17,100,000**	**£16,044,000**	**£71,270,000**
	Capital Total	**£40,049,257**	**£35,568,867**	**£29,161,915**	**£25,610,624**	**£131,390,663**	**£22,901,000**	**£23,170,000**	**£22,748,000**	**£23,521,000**	**£92,340,000**
Grand Total							**£42,751,000**	**£41,446,000**	**£39,848,000**	**£39,565,000**	**£163,610,000**

			Total Funding		
Major Schemes	**11/12**	**12/13**	**13/14**	**14/15**	**Total Cost**
Isles of Scilly Sea Link	£22,186,000	£27,958,000	£1,858,000	£0	**£52,002,000**
CPR Transport Package	£320,000	£4,670,000	£12,530,000	£11,220,000	**£32,330,000**
Truro Transport Package	£14,313,000	£15,172,000	£365,000	£0	**£29,850,000**
A30 Temple to Higher Carblake	£6,283,000	£14,317,000	£23,949,000	£4,369,000	**£59,046,000**
Total Major Schemes	**£43,102,000**	**£62,117,000**	**£38,702,000**	**£15,589,000**	**£159,510,000**

			Total Funding		
Local Member Schemes	**11/12**	**12/13**	**13/14**	**14/15**	**Total Cost**
Local Member schemes	£1,000,000	£1,000,000	£0	0	£2,000,000
Total Local Member Schemes	**£1,000,000**	**£1,000,000**	**£0**	**0**	**£2,000,000**

Appendix C: Implementation programme

Medium and long term schemes for consideration in future delivery programmes

Location	Project	Description	Outcomes	Cost	Project Source	Lead Agency
Bodmin	Bodmin cycle network	Town wide cycle infrastructure.	Supports Connecting Cornwall goals and objectives.	TBD	Bodmin Masterplan	CC
Bodmin	Bodmin improved pedestrian network	Town wide improved pedestrian facilities.	Supports Connecting Cornwall goal.	TBD	Bodmin Masterplan	CC
Bodmin	Bodmin park and ride	A bus based park and ride facility for Bodmin located on the east side of the town.	Provides relief to traffic levels entering Bodmin to address congestion and air quality.	TBD	Bodmin Masterplan	CC
Bodmin	Bodmin to Bodmin Parkway link	A public transport based connection between Bodmin town centre and Bodmin Parkway station.	Provides a frequent link between the station and the town addressing safety issues for cyclists and walkers.	TBD	Bodmin Masterplan	CC/NR/Bus operators
Bodmin	Rail freight facility	Facilities to allow interchange of freight between road and rail.	Supports Connecting Cornwall goals and objectives.	TBD	Private sector	CC/NR/ private sector
Bodmin	Bodmin traffic management	Junction enhancements and road prioritisation assessment.	Relieves congestion and addresses air quality issues.	£500K+	Bodmin Masterplan	Developer
Bude	Bude cycle network	Town wide cycle infrastructure.	Supports Connecting Cornwall goals and objectives.	TBD	Local community	CC
Bude	Bude summer park and ride	A seasonal bus based park and ride facility to help alleviate congestion in Bude during the summer.	Relieves seasonal congestion in the town and supports economic vitality.	TBD	Community	CC
Bugle	Rail station	Refurbishment of the provision of car parking at Bugle Station.	Supports the Eco Communities Strategy and objectives.	£210K	Eco Communities Strategy	Developer/ NR/CC

Location	Project	Description	Outcomes	Cost	Project Source	Lead Agency
Camborne	Camborne bus interchange	Relocation of Camborne bus station to create a superior quality transport hub.	Existing site is poor and subject to development proposals. Supports Connecting Cornwall goals and objectives.	£1m est.	CPR Urban Regeneration Company	FDC (CC)
Cornwall wide	Cornwall cross rail	Frequent rail service between Falmouth, Truro, St Austell and Newquay.	Supports Connecting Cornwall goals and objectives.	TBD	SIF	CC/NR/Train operators
Cornwall wide	Average speed routes	Introduction of average speed cameras along appropriate routes in Cornwall.	Supports Connecting Cornwall goals and objectives.	£250k est. per route.	Connecting Cornwall: 2030	CC/DCSCP
Cornwall wide	New rolling stock	New rail rolling stock to improve capacity and conditions for travelling passengers in Cornwall.	Increased rolling stock capacity is required on the Cornish branchlines to meet current demand.	TBD	Connecting Cornwall: 2030	Train operating company (CC/NR)
Falmouth	Cornish Way	Multi use trail connecting Falmouth to the National Cycle Network (The Cornish Way).	Provides for sustainable tourism and connects Cornwall's university town to the National Cycle Network.	£70K	Connecting Cornwall: 2030	LTP
Fowey	Walking network	Improved conditions for pedestrians in the town centre.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Hayle	Station improvements	Enhancements to the facilities and access at Hayle railway station including walking and cycling links.	Supports development proposals in the town. Supports Connecting Cornwall goals and objectives.	TBD	Community	Developer/ CC/NR
Hayle	A30 Loggans Moor	Junction improvement to accommodate development proposals in the Hayle area and summer congestion.	Improvement to accommodate the Core Strategy growth in the area.	TBD	Cornwall Convergence Programme Study 2010 HA Report	Developer (HA/CC)
Helston	Helston cycle network	Town wide cycle infrastructure.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Helston	Helston Walking Network	Improved conditions and access for pedestrians around Helston.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Helston	Helston bus interchange	Introduction of a high quality passenger transport hub.	Supports Connecting Cornwall goals and objectives.	£750k est.	Connecting Cornwall: 2030	CC
Helston	Bus real time passenger information (RTPI)	Introduction of bus real time information displays in Helston and the surrounding area.	Supports Connecting Cornwall goals and objectives.	£250k est.	Connecting Cornwall: 2030	CC

Location	Project	Description	Outcomes	Cost	Project Source	Lead Agency
Launceston	Launceston cycle network	Town wide cycle infrastructure.	Supports Connecting Cornwall goals and objectives.	TBD	Launceston Town Transportation Study	CC
Launceston	Launceston traffic management	Traffic management scheme to assess the role of key routes through Launceston.	Relieves congestion on A39 and addresses environmental impact of traffic.	TBD	Launceston Town Transportation Study	CC
Liskeard	Liskeard cycle network	Town wide cycle infrastructure.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Lizard	Cornish Way extension	Multi use trail connecting Helston and the Lizard.	Supports Connecting Cornwall goals and objectives and tourism.	TBD	South Kerrier Transport Study	CC
Newquay	Station improvements	Reopen platform 2 at Newquay rail station and improvements to station infrastructure and access.	Supports Core Strategy growth in Newquay. Supports Connecting Cornwall goals and objectives.	TBD	FOCAL proposal	NR/CC
Newquay	Cubert Cross safety improvement	Safety scheme to improve the Cubert Cross junction on the A3075.	Supports Connecting Cornwall goals and objectives.	£500k	Connecting Cornwall: 2030	CC
Newquay	Trevemper Roundabout improvement	Scheme to improve the capacity of the roundabout and the pinch point.	Relieve a bottleneck congestion on key route into Newquay.	TBD	Newquay Growth Area	CC
Newquay	Newquay bus priority	Bus priority measures to provide buses with an advantage during the congested summer months.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Newquay	Trencreek relief road phase 2	Scheme to address congestion and traffic routing within Newquay. Facilitates improvements to rail connections to Truro.	Supports Core Strategy growth in Newquay. Supports Connecting Cornwall goals and objectives.	TBD	Newquay Town Framework	CC
Newquay Airport	Sustainable transport link	Increased bus service provision to the airport.	Supports Connecting Cornwall goals and objectives.	TBD	Airport Surface Access Strategy	Newquay Airport (CC, Bus operators)
Padstow	Padstow improved pedestrian access and infrastructure	Improvements to provide pedestrians with greater priority in the town centre.	Supports Connecting Cornwall goals and objectives and tourism.	TBD	Community	CC
Padstow	Padstow bus interchange	Improved bus terminus at Padstow with enhanced waiting facilities and access.	Supports Connecting Cornwall goals and objectives.	£750k est.	Connecting Cornwall: 2030	CC

Location	Project	Description	Outcomes	Cost	Project Source	Lead Agency
Penryn	Commercial Road	Streetscape upgrade to provide for pedestrians and cyclists including a parking management programme.	Supports Connecting Cornwall goals and objectives.	£500K	Developer led	CC
Penryn	Treluswell Roundabout improvement	Junction improvement.	To address congestion and accommodate the Core Strategy growth in the area.	TBD	Falmouth and Penryn Transport Study	CC/ Developer
Penzance	Penzance cycle network	Town wide cycle infrastructure.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Penzance	Penzance walking network	Improved conditions and access for pedestrians around Penzance.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Penzance	Penzance bus interchange	Improved passenger transport hub with good walking and cycling access.	Supports Connecting Cornwall goals and objectives.	£750k est.	Connecting Cornwall: 2030	CC
Pool	Tolvaddon cycle bridge	Cycle and pedestrian bridge connecting Tolvaddon Energy Park to Pool across the A30.	Provides sustainable transport connection between CPR growth areas and main services in Pool.	£2.5m	CPR Sustainable Transport Study	CC/Developer
Saltash	Saltash cycle network	Town wide cycle infrastructure.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Saltash	Saltash station enhancement	Enhancements to Saltash to station to improve the 'gateway' to Cornwall.	Gateway to Cornwall.	£500K.	Riviera Projects with DCRP	CC/NR
Saltash	A38 Carkeel junction	Safety and capacity enhancement scheme.	Supports economic vitality, provides capacity and safety.	TBD	HA Report on Convergence Scheme Impacts	HA
South Cornwall	South Cornwall Trail Bodmin to Torpoint	Multi use trail linking Bodmin to Torpoint.	Supports the tourism economy. Supports Connecting Cornwall goal.	2.5m	Long Term Strategy for Cornwall 2007-2021	CC
St Austell	St Austell cycle network	Town wide cycle infrastructure.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
St Austell	Walking network	Improved conditions and access for pedestrians around the centre.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
St Austell	St Austell bus priority	Bus priority measures to provide buses with an advantage and promote sustainable transport.	Supports Connecting Cornwall goals and objectives.	TBD	Eco Communities Strategy	CC

Location	Project	Description	Outcomes	Cost	Project Source	Lead Agency
St Columb Major	Bus interchange	Quality transport hub to allow a comfortable and efficient transfer of bus passengers between services including RPTI displays.	Key interchange point on the bus network with poor existing facilities. Supports Connecting Cornwall goals and objectives.	£750k	Connecting Cornwall: 2030	CC
St Ives	St Ives walking network	Improved conditions and access for pedestrians around St Ives.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Stratton	Hill Head junction improvements	Provision of a mini roundabout to replace a priority junction.	Improves safety.	£100k	Local community	CC
Truro	Truro cycle network	Town wide cycle infrastructure.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Truro	Walking network	Improved conditions and access for pedestrians around the centre.	Supports Connecting Cornwall goals and objectives.	TBD	Connecting Cornwall: 2030	CC
Truro	Truro bus interchange	Relocation of Truro bus station to create a superior quality transport hub.	Existing site is poor and subject to development proposals. Supports Connecting Cornwall goals and objectives.	£1m est.	Truro SIF	CC
Truro	Truro southern park and ride	Third phase of Park for Truro. Bus or rail based park & ride to the south of Truro.	Completes the Park for Truro strategy for park and ride provision in Truro.	£7m est.	Truro Transport Strategy	CC
Truro	Newham Road improvement	Provision of walking and cycling infrastructure adjacent to an existing restriction on the road width.	Opens up industrial estate and addresses existing safety issue. Supports Connecting Cornwall goals and objectives.	TBD	Truro Transport Strategy	CC
Truro	Fairmantle Roundabout improvement	Junction improvement.	To address congestion and accommodate the Core Strategy growth in the area.	TBD	Truro Transport Strategy	CC

Key:

CC	Cornwall council
DCSCP	Devon and Cornwall Safety Camera Partnership
FDC	First Devon and Cornwall
HA	Highways Agency
NR	National Rail
SIF	Strategic Investment Framework
TBD	To be determined

For more information about
Connecting Cornwall: 2030 please contact:

Cornwall Council, Transportation
A3.02, Carrick House, Pydar Street
Truro, Cornwall TR1 1EB

telephone: **0300 1234 222**
email: **localtransportplan@cornwall.gov.uk**
www.cornwall.gov.uk

If you would like this information
in another format or language
please contact:

Cornwall Council, County Hall,
Treyew Road, Truro TR1 3AY

or telephone: 0300 1234 100
email: enquiries@cornwall.gov.uk
www.cornwall.gov.uk

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