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1 Transport & Accessibility

1.1 Summary

Transport & Accessibility is important to the economic, social and environmental well being of Cornwall. Taking into account key messages from the evidence available, the main spatial planning issues are:

Issue TP1- The Core Strategy should establish an approach to improve people's ability to access places and facilities, including reducing the need to travel.

Issue TP2 - The Core Strategy should ensure that new development does not increase the demand for unsustainable transport.

Issue TP3 - The Core Strategy should consider how to enhance sustainable transport options in the light of the future impact of climate change, rising fuel costs and the depletion of oil stocks on existing and future transport infrastructure and services.

Issue TP4 - The role of strategic links and connectivity, such as trunk roads, ports and airports, should be addressed in order to facilitate sustainable growth in the county's economy.

Issue TP5 - The Core strategy should consider car parking provision and the impact that this has on town centre development, amenity, congestion and economy.

1.2 Purpose

This is one in a series of papers dealing with a specific theme. Each can be read in isolation or together with other papers to gain a wider understanding of issues facing Cornwall. This paper sets out the evidence base and the policy context for transport and accessibility and describes how the issues that need to be addressed in relation to these could be taken forward in the Core Strategy. These papers will form the first stage of the development of options for Core Strategy policy. Other issues papers available in this series include:

- *Housing*
- *Economy*
- *Tourism*
- *Retail & town centres*
- *Education & skills*
- *Social inclusion*
- *Crime & anti-social behaviour*
- *Sport recreation & open space*
- *Health*
- *Energy*
- *Climate change*

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- *Soil, air & water quality*
- *Flooding, drought & water consumption*
- *Biodiversity & geodiversity*
- *Landscape & seascape*
- *Historic environment*
- *Design & efficient use of resources*
- *Agriculture & food*
- *Coast & maritime*
- *Minerals*
- *Waste*

This series of papers is closely linked to the topics of the Sustainability Appraisal (SA) scoping report. The SA scoping report identifies the sustainability objectives, decision making criteria and indicators against which the LDF and other plans in Cornwall should be tested, to examine whether plans are sustainable. The SA scoping report also identifies key messages from national, regional and local plans for the Cornwall LDF, a baseline and sustainability issues for each topic. These Core Strategy issue papers largely build on the SA scoping report and start to examine in greater detail the messages from evidence and research, the opportunities and threats and planning issues that need to be considered in the Core Strategy (the SA scoping report can be found at <http://www.cornwall.gov.uk/default.aspx?page=17394>)

1.3 What is Transport & Accessibility?

Transport is an important part of everyday life enabling people to access their work, healthcare, educational, shopping, social and leisure needs. Transport modes include passenger transport by walking, cycling, buses, rail, taxis and private hire, motorcycles and car, and on sea and in the air by passenger ferries and aeroplanes and helicopters. Freight transport must also be remembered and this can utilise road, rail, sea and air. Reliable transport infrastructure is a crucial enabler of economic development. The provision of an integrated transport network can, for example, improve access to employment and other services, reduce congestion, facilitate the movement of goods and improve connectivity both within the county and externally.

Accessibility is a term widely used in the transport and planning fields. It can be defined as the ability of people to move around an area and reach places and facilities (including people with limited mobility or disability, those with young children and those encumbered with luggage or shopping). The term accessibility can often be assumed to refer the traditional approach where a transport solution is sought to 'take people to services'. It is also important to remember that accessibility can equally be improved by 'taking services to the people'. Where this is done, consideration must be given to the appropriateness of any such locations.

1.4 Transport & Accessibility 'Portrait' of Cornwall

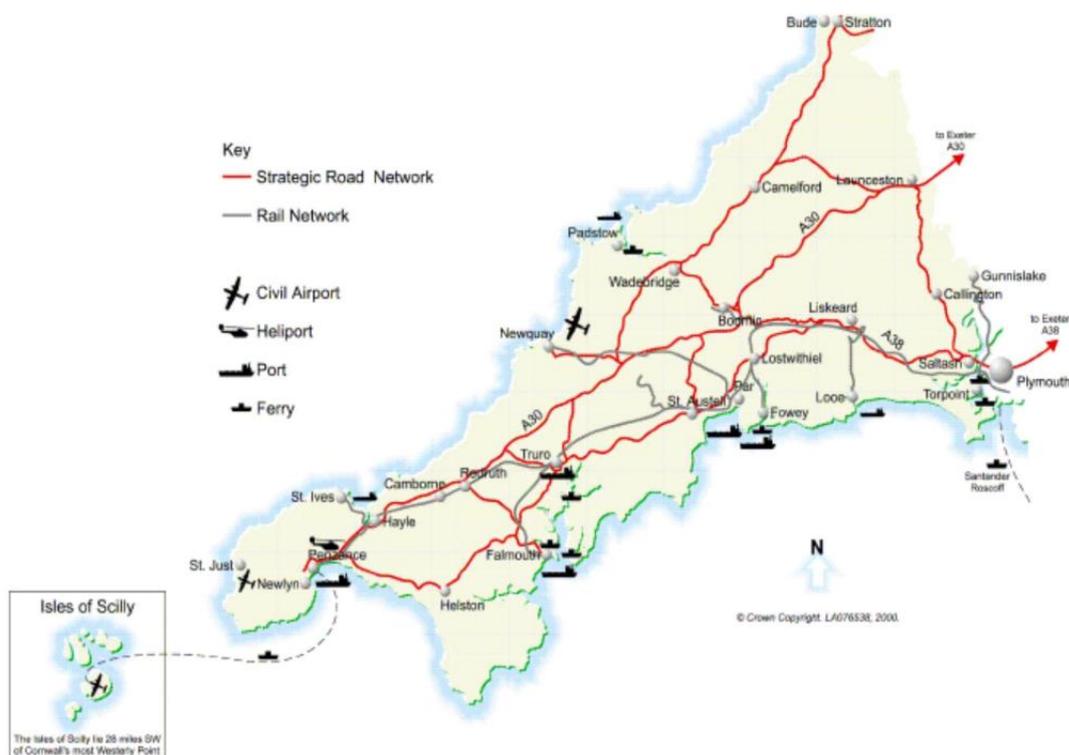
Cornwall lies at the tip of the south-western peninsula of England. It is bordered to the north by the Atlantic Ocean, to the south by the English Channel, and to the east by the county of Devon, over the River Tamar.

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Cornwall has a population of 529,200, covering an area of 3,563 km² (1,376 sq mi). The administrative centre and only city is Truro, although Plymouth, in Devon, lies immediately over the River Tamar from south east Cornwall.

Cornwall does not have any motorway but has two major trunk roads, the A30 and A38. Due to the maritime nature of the county there are a number of ports and ferry terminals. Cornwall also has one airport at Newquay, an aerodrome at Land's End and a heliport in Penzance which provides an air link to the Isles of Scilly. Cornwall's overall strategic transport network is shown in Figure 1.

Cornwall's Strategic Transport Network



1.5 What is the Role of the Core Strategy?

The Core Strategy will provide planning policies, with involvement of key stakeholders and the community that will work to benefit and improve the range of themes addressed in this series of Issues Papers.

With regard to Transport and Accessibility, the planning policies that emerge will work to complement and improve Cornwall's transport system and accessibility, in line with the Local Transport Plan and other relevant strategies, policies and programmes. By shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, land use planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.

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1.6 Relevant Policy Context

When preparing the Core Strategy, the Council does not start with a blank sheet of paper. There is a whole series of policies at national and regional level which have to be followed and the Core Strategy needs to be prepared within the framework set by national and European legislation and national & regional Guidance. This section focuses on the most relevant published legislation, plans & strategies and draws out their key messages for the Core Strategy.

The key Directives, Acts, Plans and Strategies identified and used are:

International / European

- Lisbon Agenda, European Council (2000)
- Gothenburg Agenda, European Council (2001)
- European Transport White Paper, Commission of the European Communities (2001)

National

- Planning Policy Guidance 13 (PPG13): Transport, Department for Communities & Local Government (2011)
- Eddington Transport Study, HMSO (2006)
- UK Transport White Paper Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, Department of Transport (2011)
- UK Transport White Paper – The Future of Air Transport, Department for Transport (2003)
- National Strategic Reference Framework, Department for Business, Innovation & Skills (2006)
- Stern Review, HM Treasury (2006)
- The Countryside and Rights of Way Act 2000 (CRoW Act 2000)
- The Rural Challenge. Achieving sustainable rural communities for the 21st century, The Rural Commission (2010)
- Child in the countryside: a challenging reality – Commission for Rural Communities (2010)

Regional

- Regional Transport Strategy, Government Office for the South West (2008)
- Regional Economic Strategy, South West of England Regional Development Agency (2006)

Local

- Sustainable Community Strategy for Cornwall, Cornwall Strategic Partnership (2008)
- Connecting Cornwall, Cornwall County Council (2008)
- Cornwall Local Transport Plan (2006-2011), Cornwall County Council (2006)
- LTP3 Connecting Cornwall: 2030 and Implementation Strategy 2011
- Strategy & Action: The Economic Development Strategy for Cornwall and the Isles of Scilly (2007-2021), Cornwall & Isles of Scilly Economic Forum (2007)
- Cornwall & Isles of Scilly Convergence Operational Program 2007-13, South West of England Regional Development Agency & the European Regional Development Fund (2007)
- Draft Cornwall Countryside Access Strategy, Cornwall County Council (2007)

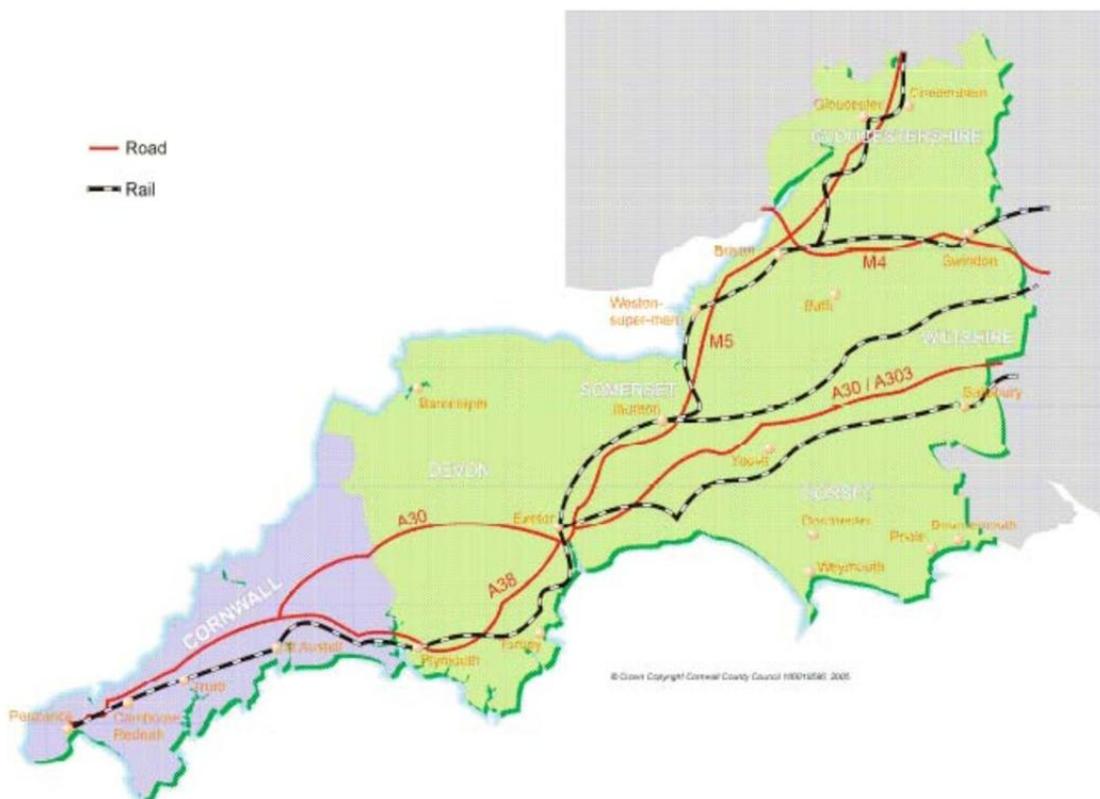
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- Travel Plans – Advice for Developers in Cornwall, Cornwall County Council & the Highways Agency (2007)
- Newquay Cornwall Airport Masterplan (2008 – 2030), Cornwall County Council (2009)
- 'Sea Level Rise Implications – Geographical analysis of future high tides' Cornwall County Council
- Climate Change Strategic Framework, Cornwall County Council (2008)
- Shoreline Management Plan (2011)

1.7 Relevant Evidence and Research

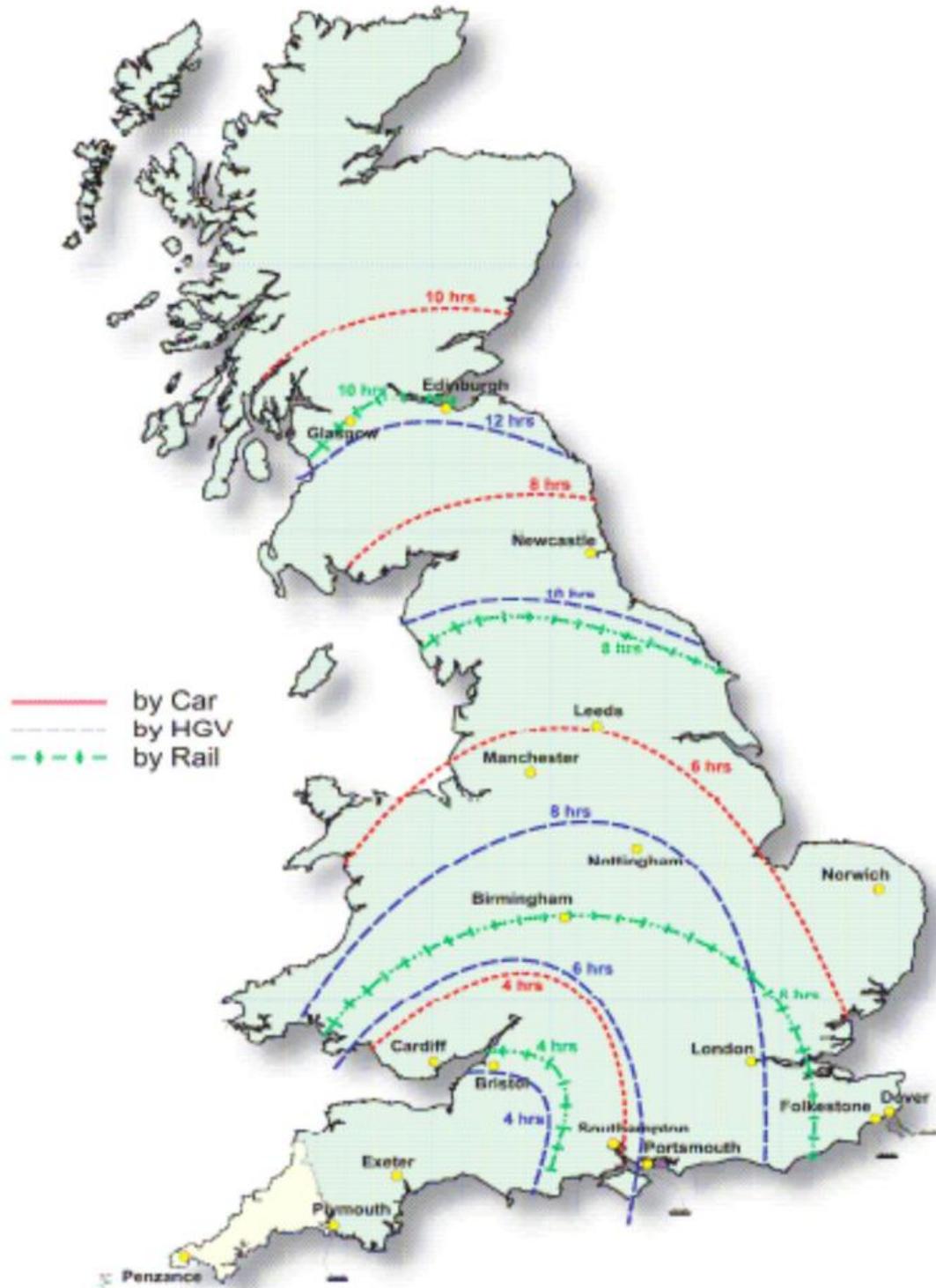
Cornwall is a rural and maritime county in the westernmost part of the South West Region of England. Figure 2 sets the county in the regional context and illustrates the main rail and road transport corridors, whilst Figure 3 illustrates the travel times for different modes to areas of Britain.

Cornwall in the Regional Context



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Cornwall's Remoteness



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Road

The county's geographical shape has dictated the major road network within the county, with the A30 trunk road forming the key spine road serving the County from Launceston, through to the far west at Penzance. The A38 trunk road provides the second important link from Plymouth to join the A30 near Bodmin. The two trunk roads are complemented by 283km of county primary routes that link the trunk roads and serve the main towns.

According to the 'SWRA Transport Network Vulnerability Study' large areas of the M5 between Worcester and Exeter are significantly vulnerable to both fluvial and tidal flooding. However, in particular, the M5 south of Bristol is largely threatened by tidal flooding which could have very significant effects on the M5 and the M4 - a vital link between the South West and the rest of the country.

While road congestion in Cornwall is not yet at a comparable level to that regularly experienced in many other areas of the country, increased population levels and rapid economic growth have led to an increased traffic levels throughout the county and, in particular, on the approaches to the main towns.

There is now:

- An emerging pattern of congestion on key corridors serving the county, with increasing delays and journey times exacerbating the perception of Cornwall as a 'difficult place to get to'.
- An emerging pattern of congestion on the transport network within Cornwall, with increasing seasonal congestion and peak time delays across the county.

The rural nature of Cornwall means that there is a high dependency on personal car ownership. The percentage of households owning two or more cars has risen by almost 6% since 1991, while the number of households with no car has fallen by 4% since 1991 (compared to 5.6% in England). However, there are significant variations across the County, with the households without a car highest in Penwith (at 27%) and lowest in North Cornwall (at 17%). In areas where multiple household car ownership is high, this can mask 'transport poverty', where transport costs can be a high percentage of disposable income (in the same way as 'fuel poverty' exists where heating costs exceed 10% of household income).

Approximately 23,000 people (10% of the working population) either work from home, or use the home as a base from which to work. The Census has established that there are around 219,000 Travel To Work (TTW) trips on an average weekday from residences in Cornwall. The majority of these people, (65%) choose to travel to work by car (58% as a driver, 7% as a passenger). The next most popular mode of TTW trip is walking (13%).

Cornwall Council has undertaken extensive research using 'Accession Mapping' to determine accessibility problems in Cornwall. Many rural areas have poor levels of accessibility and low population density means that public transport may not be viable. The analysis highlights that improving the access to one service may also have the potential to enhance access to other services in the same local town.

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Road Safety

Despite increasing traffic volume on the roads, the trends for road traffic collisions and casualties (all severities) are reducing. There were 1,481 road traffic collisions in 2008/09, of which 11% (158 collisions) resulted in death or serious injury. The total number of collisions dropped by 21% compared with 2007/08 and fatal and serious collisions dropped by nearly a third.

Motorcyclists and young drivers remain the road users at highest risk of injury, particularly most serious injury. Although the numbers of casualties in these groups have reduced, the improvement is less strong than for other categories of road user.

The hotspots for road traffic collisions (all severities) were in the main towns, where there are higher concentrations of traffic, but generally the proportion of fatal and serious collisions is lower. The towns with highest rates of collision per 100 road kilometre were Truro (Boscawen and Higher Town / Malabar), St Austell (Mount Charles), Penzance central, Newquay (Edgcumbe North) and Falmouth (Penwerris North).

The numbers of collisions have reduced in the majority of the main towns across the county, with the exception of Hayle and Launceston. The number of collisions on 'hot roads', on key routes between towns, however, have not improved.

Rail

The rail network comprises the main line (from London) between Plymouth and Penzance, and branch lines to Gunnislake, Looe, Newquay, Falmouth and St Ives. There are also a small number of private lines that link to the main railway network. Rail patronage on Cornwall's rail network has increased by 54.5% since 2005/6.

Buses

The public bus services in the county are mainly operated by First Devon and Cornwall, and Western Greyhound. There is a further network of less intensive routes run by a number of smaller operators. There are daily coach services operated by National Express between Cornwall and the rest of the country. In addition, around 15,000 pupils are transported each school day to schools and colleges across the county. For those who do not have access to conventional public transport or are unable to use it, there are community bus services organised by local people within particular communities to meet local needs.

Air

In addition to the county's principal civil aviation facility at Newquay Cornwall Airport, there are also civil aviation facilities at Penzance Heliport (helicopters) and the Land's End Aerodrome (fixed wing) for scheduled services between the mainland and the Isles of Scilly. There are a number of other small private airfields within the county.

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Public Rights of Way

There are 21,000ha of 'Open Access' land in Cornwall and there are also over 6,500 Public Rights of Way, amounting to a total length of over 4,000km. In addition, Cornwall boasts 431km (47%) of Britain's longest national trail, the South West Coast Path. The National Cycle Network, in the form of 'The Cornish Way', runs from the County boundary, near Bude, to Land's End.

Coast and Maritime

Within the County, eight estuarial ferry crossings operate all year round. These comprise of two services across the River Tamar (one vehicular, one pedestrian), two across the River Fowey (one vehicular, one pedestrian), three across the River Fal (one vehicular and two pedestrian) and one pedestrian service across the River Camel. A sea ferry operates from Penzance to the Isles of Scilly, providing a vital link between the Isles and mainland Cornwall. Ferry links are also available from neighbouring Plymouth to Roscoff (Brittany) and Santander (Spain).

Cornwall has a range of medium and small-sized ports. Of these, the most important ones are at Fowey (serving the china clay industry), Falmouth (largely ship repair and cruise liners) and Truro (general cargo). Newlyn is the principal fishing port, with Looe, Mevagissey, Newquay, Padstow, Par and St Ives also locally important.

There is a separate Issues Paper in this series addressing Coastal and Maritime Issues in Cornwall.

Key evidence supporting Cornwall's Local Transport Plan (2006-2011) can be found at: <http://www.cornwall.gov.uk/default.aspx?page=4595>

Climate Change

According to the UK Climate Projections 2009 (Climate SouthWest), average temperatures have been increasing and by 2050, under a medium emissions scenario, the average summertime temperature is expected to have increased by as much as 2.7°C since the baseline period 1961-1990 (central estimate). The change is very unlikely to be less than 1.3 °C and very unlikely to be more than 4.6°C. A wider range of uncertainty is from 1.1°C to 5.1°C. This poses a number of implications for Cornwall's transport system - an increase in tourism and therefore more congestion and an increase the rate of road deterioration, for example. Asphalt in particular starts to deform at temperatures above 45°C, road surfaces could melt causing aggregate to subside and leading the roads to lose grip and generally deteriorate at a faster rate. Hotter summers will also lead to a change in the way that our roads are used, during the summer of 1995 the effects of drought upon North Yorkshire authority led to £1 million of damage to the roads due to 2,500 water tankers feeding stand pipes everyday for 6 months.

Increased winter precipitation (low estimate of 6% by 2020s, UK Climate Projections 2009) and increases in the severity of winter depressions coupled with increased sea level rise (9-16cms by 2020 – 20-80cms by 2080 - SWCCIP) also pose major implications for Cornwall's transport network. Sea level rise poses a major threat, according to Cornwall County Council's 'Sea Level Rise Implications – Geographical analysis of future high tides' in total over the next 100 years 15 –

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30km of Cornwall's roads are liable to become inundated by extreme tidal levels and there is also a heightened risk to the mainline rail track (in Devon) which connects Cornwall with the rest of the country.

A separate, cross-cutting Climate Change paper has been prepared which looks in detail at the subject.

1.8 Emerging Evidence and Policy

With a topical and cross cutting theme such as Transport and Accessibility new evidence and research is continually being worked upon. For example:

- a study is currently being undertaken by Plymouth University looking into the economic impact that the loss of the main rail connection between Cornwall and the rest of the Country could have upon the West Country; and
- on an annual basis the Annual Progress Report for Transport monitors the outcomes of policies within the Local Transport Plan and provides a range of information against indicators.

The gathering of evidence is an iterative process and must be continued throughout the preparation of the Core Strategy. Listed below are the known emerging relevant guidance & studies, which will be taken into account where available before the submission of the Core Strategy:

- Cornwall Council Network Management Plan
- Local Transport Plan 3 (2011-2016)
- A Study of the Bulk Transport Potential of the Ports of Fowey and Par having particular regard to the Bulk Transport of Secondary Aggregates.

1.9 Key Messages from the Context and Evidence Review

A number of key messages and issues are drawn out from the Policy and Evidence Review. The table below identifies the messages deemed most relevant and the source documents.

Table 1.1

Message	Relevant Document(s)
<p>Need to integrate planning and transport to promote more sustainable transport choices for both people and moving freight.</p> <p>Ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked.</p> <p>Support communities to live locally and reduce the need to travel.</p>	<ul style="list-style-type: none"> • Connecting Cornwall: 2030 • PPG13 • Travel Plans – Advice for Developers in Cornwall

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<p>Supporting economic prosperity by</p> <ul style="list-style-type: none"> -Improve connectivity of Cornwall to the rest of the world. -Ensure a resilient and reliable transport system for people, goods and services. -Support the vitality and integrity of our town centres and rural communities. 	<ul style="list-style-type: none"> • Connecting Cornwall • Convergence • Eddington Transport Study • Regional Economic Strategy Strategy & Action: The Economic Development Strategy for Cornwall and the Isles of Scilly (2007-2021) • Stern Review • UK Transport White Paper – The Future of Air Transport (2003) • UK Transport White Paper (Follow Up) – Delivering a Sustainable Transport System • Connecting Cornwall: 2030
<p>A response to the UK Transport White Paper – The Future of Air Transport (2003):</p> <ul style="list-style-type: none"> • The high growth in the number of passengers and aircraft will bring accelerated global warming. • Communities around airports will experience higher levels of air and noise pollution. • More pressure will be put on our already congested road and rail network. • The Government’s current plans are insufficient to either provide for, or manage, this growth, in that the Aviation White Paper has failed to achieve the correct balance between costs and benefits. 	<ul style="list-style-type: none"> • The 2003 Aviation White Paper Did the Government get it right? (The Strategic Aviation Special Interest Group <p style="text-align: center;">of the Local Government Association</p> <p style="text-align: center;">November 2006)</p>
<p>To increase accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.</p> <p>Promote greater equality of opportunity for all citizens.</p> <p>Encouraging healthy active lifestyles</p> <p>Improve the health of our communities through provision for active travel.</p> <p>Increase awareness and an understanding of the health benefits of walking and cycling.</p>	<ul style="list-style-type: none"> • Connecting Cornwall: 2030 • PPG13 • Sustainable Community Strategy for Cornwall • Draft Cornwall Countryside Access Strategy (2007)

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<p>Promote Sustainability and reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.</p> <p>Respond to the challenges of climate change by adapting and improving the transport network to ensure resilience to climate change.</p>	<ul style="list-style-type: none"> • Connecting Cornwall: 2030 • Eddington Transport Study • Stern Review • Sustainable Community Strategy for Cornwall • UK Transport White Paper – The Future of Air Transport (2003) • UK Transport White Paper (Follow Up) – Delivering a Sustainable Transport System • Cornwall Local Transport Plan (2006-2011) • Climate Change Strategic Framework (2008)
<p>-Supporting community safety and individual wellbeing</p> <p>-Improve road safety.</p> <p>-Increase public confidence in a safer transport network.</p> <p>-Reduce noise and air quality impacts.</p>	<ul style="list-style-type: none"> • Connecting Cornwall: 2030 • PPG13 • UK Transport White Paper (Follow Up) – Delivering a Sustainable Transport System
<p>To improve quality of life for transport users and non-transport users, reduce congestion and to promote a healthy natural environment.</p>	<ul style="list-style-type: none"> • Connecting Cornwall: 2030 • Cornwall Countryside Access Strategy • Cornwall Local Transport Plan (2006-2011) • PPG13 • UK Transport White Paper (Follow Up) – Delivering a Sustainable Transport System
<p>-Respecting and enhancing the environment</p> <p>-Make the most of opportunities to protect and enhance the environment.</p> <p>-Minimise the use of natural resources and minimise waste.</p> <p>Provide sustainable access to Cornwall's environment.</p>	<ul style="list-style-type: none"> • Connecting Cornwall:

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<p>Supporting equality of opportunity</p> <p>Improve access to employment, education, healthcare and leisure.</p> <p>Improve access to public transport.</p> <p>Encourage community participation in shaping and delivering transport services.</p> <p>Local strategic transport planning should take greater account of access issues for dispersed rural communities, to ensure that they are effectively linked to regional and national road and rail networks.</p>	<ul style="list-style-type: none"> • Draft LTP3 Connecting Cornwall • The Rural Challenge. Achieving Sustainable Rural Communities for the 21st Century (2010) • Child in the countryside: a challenging reality (2010)
<p>Reduce the need to travel, especially by car:</p> <ul style="list-style-type: none"> • Urban growth should be managed effectively to make fullest use of public transport and focus major generators of travel demand in city, town and district centres near to major public transport interchanges; • Day to day facilities which need to be near their clients should be located in local centres so that they are accessible by walking and cycling; • Housing should be accommodated principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling; and, • In rural areas, locate most development for housing, jobs, shopping, leisure and services in local service centres which are designated in the development plan to act as focal points for housing, transport and other services, and encourage better transport provision in the countryside. 	<ul style="list-style-type: none"> • Connecting Cornwall • Cornwall Local Transport Plan (2006-2011) • PPG13 • Stern Review • UK Transport White Paper (Follow Up) – Delivering a Sustainable Transport System
<ul style="list-style-type: none"> • Review parking standards 	<ul style="list-style-type: none"> • New government amendment to PPG13

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1.10 Gaps in Evidence

- Further work needs to be carried out to develop appropriate accessibility criteria. This should provide more detailed guidance (including the relationship to both the strategic and local transport networks) to assess particular development proposals or inform individual planning decisions.
- A countywide study on the broad implications of growth, to include transport and accessibility is required.
- Strategic Town Plans are needed for the main centres in the county and will provide a local context for the Local Development Framework. These should incorporate local transport studies.

1.11 SWOT Analysis

Table 1.2

Strengths	Weaknesses
<ul style="list-style-type: none"> • Clear understanding of the roles and relationships of and between the main urban areas • Clear vision and strategic framework for transport planning • Continuing support from the European Union through the Convergence programme (2007-2013) • Cross sector partnership working to deliver Countywide objectives, for example the Cornwall Rail Forum • Good ICT infrastructure • Good rail network coverage, given the rural nature of the County • Large network of ports • Majority of jobs are located within the main towns • Newquay Cornwall Airport reduces peripherality of the County and provides a high quality transport gateway for Cornwall and South Devon • Public support for public transport improvements • Strong evidence base supporting transport planning • Traffic congestion not at a comparable level to that experienced in many other areas of the UK 	<ul style="list-style-type: none"> • Dispersed and low density population • Insufficient funding to address all of the County's transport infrastructure needs • Limited public transport services - need for more inclusive and integrated services. • Limited revenue funding for sustainable transport services • Location of Newquay Cornwall Airport in relation to the County's existing sustainable transport network • Peripherality of county and poor external connectivity • Poor level of basic infrastructure • Poor transport connectivity between key centres • Reliance on strategic transport network outside of Cornwall • Single carriageway stretches on the A30 • Use of the A30 & A38 for local journeys constrains the ability of these routes to deliver their strategic function (e.g., A30 around Camborne-Pool-Redruth and the A38 western approach to Plymouth). • Strong reliance on private car • Transport system put under pressure at tourism peaks

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	<ul style="list-style-type: none"> ● Trunk road network nearing capacity at certain locations/times ● Public perception that public transport is expensive
Opportunities	Threats
<ul style="list-style-type: none"> ● ‘Environmental Technologies’ and ‘Marine’ sectors present potential for developing sustainable transport solutions ● A larger population may result in additional demand for public transport and help achieve critical mass - issues are likely to remain relating to the viability of services, particularly if the population distribution remains dispersed. ● Integrated and inclusive transport systems. ● Convergence funding. ● Cornwall is in a good position to learn from more built up areas of UK ● Development of a sustainable tourism programme with an emphasis on inclusive integrated transport ● Maximise use of water based transport, including recreational transport in river valleys ● Protect existing slipways, wharves and landing points in order to safeguard future water transport opportunities ● Increasing levels of development with potential for leverage of private investment in transport ● Integrated planning and ICT improvements reduce the need to travel ● LTP match funding to support regeneration in main towns ● Policy support for transport improvements such as greater use of the sea, shifting freight from road to rail etc ● Reducing the need to travel and promoting sustainable modes 	<ul style="list-style-type: none"> ● An increasingly ageing population will place additional demands on public and community transport services and will make access to services an even more important consideration ● Capacity and safety issues relating to the trunk road network threaten to constrain development ● Too much car parking provision could encourage overuse of private motor vehicles and create congestion ● Conversely, lack of car parking in town centres can be considered a disadvantage to the local economy ● Changes in global economy/markets ● Continued growth in traffic leading to the declaration of Air Quality Management Areas ● Deterioration of internal transport network and external links, including the strategic transport network outside of Cornwall (for example the main line rail connection at Dawlish) ● Future transport network will be influenced by depleting oil reserves ● Increasing energy prices due to global oil depletion ● Increasing infrastructure expenditure as a result of need to support future development growth ● Increasing population, economic growth and associated development pressures will exert additional demands on Cornwall’s transport infrastructure ● Lack of public support for additional development due to potential increased congestion

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<ul style="list-style-type: none"> • Regeneration programmes in 7 key towns, and redevelopment of Camborne, Pool and Redruth • Develop a major employment area in the vicinity of Newquay Airport, based around aviation related and associated activities which will act as a key driver of the Cornish economy • Working in partnership through Strategic Investment Frameworks and local Regeneration Strategies to achieve sustainable transport outcomes and development • Car parking provision – an increase in parking provision could provide economic opportunities for areas whilst a reduction in parking provision could provide an opportunity to encourage more people to travel by more sustainable modes. • More inclusive and integrated public transport. 	<ul style="list-style-type: none"> • Level of revenue funding not sufficient to address future demand for sustainable travel • Loss of infrastructure assets for future use (Port of Par) • The importance of maintaining and enhancing Cornwall's connectivity not being recognised/ prioritised at a regional and national level resulting in limited/no funding • Negative effects on tourism due to congestion and journey time reliability • Outdated infrastructure constrains economic growth • The impacts of climate change (loss of existing infrastructure and an increase maintenance expenditure) • The role of Cornwall as a visitor destination will continue to exert pressures on the transport network
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1.12 Climate Change Considerations

Climate change is further explored in a separate issues paper in this series, as well as in the Sustainability Appraisal Scoping Report (visit www.cornwall.gov.uk). The potential effect climate change has/ will have on the County's Transport Network and Accessibility needs to be considered. Below are some of the main considerations:

- Possible warmer summers could lead to an increase in tourism and therefore more congestion on the County's main roads in particular the A30 (as Cornwall's main spine), this will not only increase the rate of road deterioration but more congestion will increase travel times and have an adverse effect on supply and transport costs thus damaging the economy.
- Over a longer period of time, possible rising temperatures will have further effects on Cornwall's road and rail infrastructure inflicting higher maintenance costs.
- Possible increased rainfall will cause localised flood problems in areas with poor drainage and increase the risks of landslides on exposed and unstable embankments on both the road and rail network. Higher winds could also bring down power cables and debris on roads and railway lines again adding to further deterioration of the transport network;
- Cornwall's roads are liable to become inundated by extreme tidal levels. In the long term these include some major transport links such as the Branwell Lane roundabout and Eastern Green on the A30 at Penzance which form a link to west Penwith and the A387 linking Looe and Sandplace with the A38 from Plymouth.

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- On a strategic level, the main rail line from London to Penzance is also at risk from potential sea level rise in particular at Dawlish, this important line forms the main rail connection between Cornwall and the rest of the country. Also, although in the long term (beyond 2025), the M5 south of Bristol is largely threatened by tidal flooding. This would have very significant effects on the M5 and the M4. The M5 forms a vital link between the South West and the rest of the country losing this link would have a huge economic and social impact upon Cornwall.

Climate change is further explored in a separate issues paper in this series, as well as in the Sustainability Appraisal Scoping Report (visit www.cornwall.gov.uk). The scoping report sets out a series of sustainability objectives against which the Core Strategy and other parts of the LDF will be assessed, to gauge how far they will promote sustainable development. The relevant objectives for transport and accessibility are:

"To improve access to key services and facilities by reducing the need to travel and by providing safe sustainable travel choices."

"To reduce traffic congestion and minimise transport related greenhouse gas emissions."

1.13 Main Spatial Planning Issues

Taking into account the key messages from the current evidence available, a number of spatial planning issues are listed below.

Issue TP 1

The Core Strategy should establish an approach to improve people's ability to access places and facilities, including reducing the need to travel.

Issue TP 2

The Core Strategy should ensure that new development does not increase the demand for unsustainable transport.

Issue TP 3

The Core Strategy should consider how to enhance sustainable transport options in the light of the future impact of climate change, rising fuel costs and the depletion of oil stocks on existing and future transport infrastructure and services.

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Issue TP 4

The role of strategic links and connectivity, such as trunk roads, ports and airports, should be addressed in order to facilitate sustainable growth in the county's economy.

Issue TP 5

The Core strategy should consider car parking provision and the impact that this has on town centre development, amenity, congestion and economy.

These issues will work towards achieving the following long term objectives for Cornwall as set out in the Sustainable Community Strategy - 'Future Cornwall':

- To promote equality of opportunity and well-being, improve access to quality services, increase participation in influencing local decision making and encouraging individuals to engage in shaping and delivering services in their communities
- To make the most of our environment, reduce greenhouse gas emissions and invest in and promote sustainable use of natural resources

This paper summarises the evidence on Transport and Accessibility brought together to inform the Cornwall Core Strategy. However, it will be added to and kept up-to-date as other relevant evidence becomes available. In updating these papers all previous versions will be archived to ensure it is clear what evidence was available at each stage.

1.14 Appendix A

Appendix A

Consultation to date:

The Issues papers were first published for stakeholder consultation in September 2009. The papers were amended to take into account consultee responses and were then circulated to Planning Policy Advisory Panel members in November 2009. They were also given to all members at a series of three area based consultation events in March 2010.

Revisions to Issues Papers:

In writing the draft Issues and Options report in March 2010 it was clear that it was necessary to revise the issues identified in some of the topic based issues papers. Some issues were requirements under other legislation or procedural matters, and therefore options could not be set against them (*e.g. The Core Strategy should work with other plans and programmes...*) Others were in fact options and needed to be set as options under an overarching issue (*e.g. The Core*

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Strategy has a role in supporting the growth and sustainability of the micro and small business economy). There was also some repetition between different topics and these issues could be amalgamated.

Criteria for Changes:

The issues have been rationalised against the following criteria:

- Is this a Spatial Planning Issue?
- Is the issue covered by other legislation?
- Can options be generated against each issue?
- Is this an issue and not an option?
- Is the issue rooted in evidence?
- Is there potential to amalgamate issues?

Issues in Consultation Version:

Issue TP1 - The Core Strategy should establish an approach to improve people's ability to access places and facilities.

Issue TP2 - The Core Strategy should ensure that new development does not increase the demand for unsustainable transport.

Issue TP3 - The Core Strategy should consider future sustainable transport options in the light of rising fuel costs and the depletion of oil stocks.

Issue TP4 - The role of strategic links and connectivity, such as trunk roads, ports and airports, should be addressed in order to facilitate sustainable growth in the County's economy.

Issue TP5 - The Core Strategy should consider the future impact of climate change on existing and future transport infrastructure and services.

Revised Issues:

Issue TP1 - The Core Strategy should establish an approach to improve people's ability to access places and facilities.

Issue TP2 - The Core Strategy should ensure that new development does not increase the demand for unsustainable transport.

Issue TP3 - The Core Strategy should consider enhancing sustainable transport options in the light of the future impact of climate change, rising fuel costs and the depletion of oil stocks on existing and future transport infrastructure and services.

Issue TP4 - The role of strategic links and connectivity, such as trunk roads, ports and airports, should be addressed in order to facilitate sustainable growth in the county's economy.

Issue TP5 - The Core strategy should consider car parking provision and the impact that this has on town centre development, amenity, congestion and economy.