

Saints Trails – CSI DF Frequently Asked Questions (FAQs)

1	<p>What is the purpose of this public engagement exercise?</p> <ul style="list-style-type: none"> We are holding these events to introduce ourselves to the local community, and provide an update on proposals for the Saints trails programme of multi user paths for cyclists, pedestrians and equestrians. This is an informal public engagement exercise and an opportunity to hear the views of residents, landowners, future users and interest groups, and to feed these views into the design process.
2	<p>Are the route alignments already decided?</p> <ul style="list-style-type: none"> No not yet. We have developed some route proposals and would like to hear your views to help us make the best possible route alignments that suit the majority of users. Ecology, land acquisition, engineering, and cost could still affect the final route design and the start and finish points. Following these exhibitions the design team will work towards finalising the proposed route design. Even at this point the designs and alignments recommended by the Project team will need to be approved by Cornwall Council Cabinet and then go through the Planning process. This could result in changes to the alignment.
3	<p>What works are planned?</p> <ul style="list-style-type: none"> The schemes will provide a comprehensive, high quality network of multi user paths across central Cornwall. The routes will be mainly off road, some will be commuter routes and some leisure routes. The routes are over 30 kilometres in length with a further 13 kilometres to be added once the A30 dualling is complete. There are 5 routes to be delivered: <ol style="list-style-type: none"> Truro to St Agnes; This traffic-free path will provide a multi user trail alongside the A390 from the park and ride at Threemilestone to Chiverton Cross where a dedicated overbridge for cyclists, walkers and horseriders will cross the A30 and then linking with an off road trail alongside the B3277 to St Agnes. This trail will link with the new routes planned as part of the Langarth Garden Village Development. Trispen to Idless. This signed route will link the A39 at Trispen to Lanner Mill and then on off road trails through Bishop's and Lady's wood to Idless and the National Cycle Network (NCN) route 32. St Newlyn East to Carland Cross. This scheme will connect the existing National Cycle Network (NCN) Route 32 at St Newlyn East to Carland Cross via a traffic-free path through Newlyn Downs. Perranporth to Newquay. This scheme will re-use the route of the abandoned railway as a multi-use trail. The route starts in Perranporth and continues through St Newlyn East to Newquay. Improving the existing A30 - This comprises measures that will run along the existing A30 between Carland and Chiverton once it becomes part of the local road network following completion of the new dual carriageway section of the A30.
4	<p>What are the benefits of the planned scheme?</p> <ul style="list-style-type: none"> The routes will significantly improve the cycle network, increasing cycling as a method of travel to work, attract leisure and tourism trips, and contribute to healthy active lifestyles, while opening access to the countryside to be enjoyed by resident and tourist cyclists alike. The routes will be designed such that they can be safely used by an unaccompanied 12 year old. There will be a boost to the local economy with cycling and/or tourism dependent

businesses likely to benefit.

- The Outcomes are summarised as follows
- a) Address long standing severance issues caused by the trunk road
- b) Improve connectivity for non car users
- c) Mode shift ~ reduce congestion ~ Air quality benefits
- d) Extend Cornwall tourism 'offer' for visitors and residents
- e) Encourage healthy active lifestyles for all ages and users
- f) Build on legacy of Environmental Growth projects

5 | How much will the scheme cost and who is funding it?

- Highways England is investing millions of pounds to improve the lives of communities along the A30 in Cornwall and have allocated funding to Cornwall Council to address existing issues of severance caused by the strategic road network in the vicinity of the A30 north of Truro.
- The routes (not including the sections alongside the detrunked A30) are estimated to cost around £19 million. Funding for the scheme has been committed through the Government's Designated Funds programme.
- Highways England will contribute £17.1m and Cornwall Council £2m.

Additional contributions:

- Opportunities will be explored to secure additional contributions from other sources. If successful this will help pay for future programme of projects that are not included in the main 'core' schemes including additional connections.

6 | Can the money be spent elsewhere in Cornwall?

- The Department for Transport have given Highways England circa £660m to pay for schemes to reduce the effect of the Strategic Road Network in England. These are called Designated Funds. Cornwall has been awarded £17.1m for the cycling schemes and further £11m for Environmental schemes. Cornwall Council are managing the delivery of the multi-use paths on behalf of Highways England and their consultants ARUP leading on the Environmental schemes.
- Highways England identified the routes of the trails as part of the wider Designated funds package as a means of improving access to the Environmental improvements. The funding can only be spent on the designated schemes. Cornwall Council are contributing £2m from their Local Transport Plan allocation and leading on the scheme design and construction to ensure the multi-use paths are delivered.

7 | What progress has been made so far?

- The Design Team comprises Cornwall Council, Cormac, ARUP and AECOM. Initial designs have been produced along with some options where decisions on alignment remain. The proposed route alignments are shown on the displays including the lengths where the alignment is yet to be set.
- We are undertaking statutory and non-statutory consultation. The schemes have entered into Planning with Pre-Applications underway.
- Surveys are underway and these will increase over the next few months. Surveys include; Ecology, Topography, Drainage, ground investigation etc.
- Letters have been sent to the landowners affected by the routes and many have been met. There remain some who have either not responded to letters or have not yet been met by the Land Team. Any landowner who wishes to discuss the effect on their property should talk to Patrick Polglase, Doug Boden, Rick Clayton, or James Lantsbery.

8 | What is Cornwall Council's Role?

- Highways England is the major funding partner and Cornwall Council a key partner. Highways England have learnt a lot by working closely with Cornwall Council when they delivered the A30 Temple scheme and wish to continue this collaboration to deliver these schemes.
- Cornwall Council will be leading on the delivery of these exciting schemes, and over the coming months will be undertaking surveys and collating information to develop the designs. Early engagement with landowners will be followed by public and stakeholder

consultation, with the schemes due to be delivered by spring 2021. All of the schemes except for the cycling provision along the detrunked A30 will be provided irrespective of whether or not the A30 dualling goes ahead.

9 How will you protect the Environment?

- The routes are alignments have been selected to minimise, wherever possible, any negative effect on residents and the environment. The provision of these routes will reduce the number of car journeys made, provide health benefits to the community, and increase access to the countryside.
- These multi-use paths will get people out of their cars, reducing emissions and helping get people exercise to increase wellbeing. The provision of information boards will explain the ecological importance and history of the different sections of the routes.
- Before construction all the routes will undergo a Preliminary Ecological Appraisal (PEA). These will help the Planners determine the type of ecological surveys that need to be done along each section of the routes.
- The detailed surveys be undertaken will include: trees; hedgerows; nesting birds; overwintering birds, endangered species; invasive plant species; dormice; bats; badgers; otters; invertebrates; water voles etc. Some of these surveys will take up to a year to complete.
- Any environmental loss necessary to get the multi-use paths constructed will be mitigated through construction of new Cornish Hedge, tree planting, and swales to provide drainage. Where we go through existing scrub or woodland, the creation of woodland margins are beneficial to many species.

10 What are you asking the public for their views on?

- We are asking the public for their general views on the design and alignment of the cycle routes, to let us know if you support the idea of extra cycle provision, how you think the routes could be improved, and to let us know of any issues that may affect you. These views will be considered in the scheme assessment and design process

11 How will you ensure that the cycle routes will be safe for users?

- The routes have been designed to the latest design standards including IAN195 (DMRB) and the Sustrans Design Guides.
- The routes will be segregated from the highway wherever possible and crossings provided wherever needed including an underpass below the new A30 at Carland and an overbridge at Chiverton for cyclists, pedestrians & equestrians. A number of signalised crossings will be installed where the routes meet busy roads and wherever possible users will be given priority over side roads at junctions.
- Much of the length of the routes will be a shared space with a grassed path alongside for equestrian. In the sections where there will be a significant number of pedestrians on the path then a segregated pedestrian only path will be provided.
- Given the rural nature of the routes there is no intention to light the paths. In urban areas lighting will be upgraded where considered necessary.
- Dog walkers will be encouraged to keep their animal on the lead to prevent conflict with cyclists and equestrians.

12 How will you keep the routes maintained?

- The Highways Department of Cornwall Council will be responsible for the long term maintenance.
- Community groups and other volunteers will be encouraged to assist in maintaining the routes close to their communities.
- Users will be expected to take their rubbish home. Litter bins will be provided only in the urban areas after consultation with Parish & Town councils.

13 How long will the scheme take to deliver?

- The intention is that the routes will be open by the end of March 2021. The routes will be constructed in sections and where there are no issues with acquiring land or ecology the work will start at the end of this year or in early spring 2020. Cormac will be constructing the routes.
- Some sections that are environmentally sensitive or where lengthy land negotiations

	<p>are required will be delivered later in the programme.</p> <ul style="list-style-type: none"> The exception being the overbridge at Chiverton that would be installed alongside the A30 dualling works. The current intention is to provide an interim diversion route at Chiverton that will take users across the A30 at Key Downs until the overbridge is open.
14	<p>Will any roads be closed during construction or as part of the final schemes?</p> <ul style="list-style-type: none"> The majority of the construction will be away from roads but there may be local disruption when the road crossings are installed. There is no intention to permanently close any roads or accesses. All properties that have direct access to the public highway will still be accessible.
15	<p>Why don't you just get on with it as soon as possible?</p> <ul style="list-style-type: none"> The Planning Application process needs to be followed and this will run alongside the surveys required to obtain permission. Land acquisition needs to be agreed with the landowners. Negotiations are currently underway - the intention is to secure the land by agreement but if necessary the Council would acquire the land through the compulsory purchase order (CPO) process. In sections where there is no need to obtain planning permission or work can be carried out within the existing highway boundary, the construction work will commence as quickly as possible.
16	<p>How much will I be compensated for land, disruption to my business etc.?</p> <ul style="list-style-type: none"> There is a legal process for compensation for land that is compulsory purchased, or temporarily used during construction, and land agents engaged by land owners will ensure that the compensation package is accessed. Wherever possible land acquisition will be agreed through negotiation with landowners. Only if absolutely necessary will the Council acquire land through the compulsory purchase order (CPO) process. Reasonable legal fees and land agent fees incurred by landowners during the land acquisition process will be paid by the Council. Anyone affected by the construction works or blighted by the cycle routes when in use is entitled to compensation through a Part 1 claim. If you think this is likely to be an issue for you then please contact the Council Land Team who can explain the process.
17	<p>When will the detrunked A30 have provision for cyclists, horses, walkers?</p> <ul style="list-style-type: none"> The A30 will be a dual carriageway with a 70mph speed limit and as such will be unsuitable for use by non-motorised users. It will be an expressway and non-motorised users will be directed onto the detrunked A30. Negotiations are currently underway between HE and Cornwall Council on what will happen to the detrunked A30. The traffic along this route will be greatly reduced once the new A30 is open and this will give an opportunity to put provision for cyclists, walkers and equestrians on either side of the old A30. The dualling of the A30 is currently going through a statutory approvals process, including the application outcome of the Development Consent Order that will be determined later this year. If successful and if funding remains available, then site clearance could start in the spring 2020 and the scheme delivered by 2023. Once the new A30 is opened the changes to the old A30 can begin and these are likely to be complete within one year of the opening of the new dual carriageway.
18	<p>What will happen where the routes enter Newquay, Perranporth & St Agnes?</p> <ul style="list-style-type: none"> The funding from Highways England does not cover the routes entering the towns and villages. We are looking at taking the routes to a suitable termination point and the Council may be able to obtain further funding but this is by no means certain at this point. We would encourage you to tell us about the 'nice to haves' that you'd like to see and to leave your comments on the questionnaire sheets.
19	<p>What is happening on the A390 corridor from Chiverton to Truro?</p> <ul style="list-style-type: none"> The cycle route will be placed alongside the southern side of the A390 and will be segregated from the traffic by a low Cornish hedge. This path will go as far south as the proposed roundabout at the top of the Northern Access Road (NAR) and the Langarth development. Here a signalised crossing will be provided to allow users the choice of cycling towards Truro along the NAR or to continue cycling alongside the A390

but now on the northern side all the way to the existing Threemilestone roundabout. This section will be provided with a segregated cycle path and pedestrian pavement. This trail will link with the new routes planned as part of the Langarth Garden Village Development.

• **Will the section of the route between West Langarth and Threemilestone be 4m wide?**

- Possibly but this depends upon the available room within the maintained highway boundary and the cost.

20 | When do you expect to complete the scheme?

- Subject to statutory approvals, including the application outcome of planning applications, we are looking to deliver the schemes by the end of March 2021. As we go forward we will be looking for ways to accelerate progress and deliver the routes as soon as possible. You can expect to see surveyors on site over the summer & autumn, and for construction to start before the end of the year or early in 2020.

21 | What happens now

- All of the feedback received during this public engagement will be collated and a report compiled which will assist the designers finalise the routes and hopefully to show the level of local support.
- Surveyors will be on site over the summer & autumn 2019.
- Land negotiations will continue with a view to agreeing in principle the land purchase in preparation for acquiring the land prior to the start of construction.
- A report will need to be presented to Cornwall Council Cabinet to get their approval for the land purchase needed to allow the schemes to go ahead.
- Planning will need to be determined so that construction can commence.
- For sections where it is determined that planning permission is not needed, construction could start towards the end of the year.