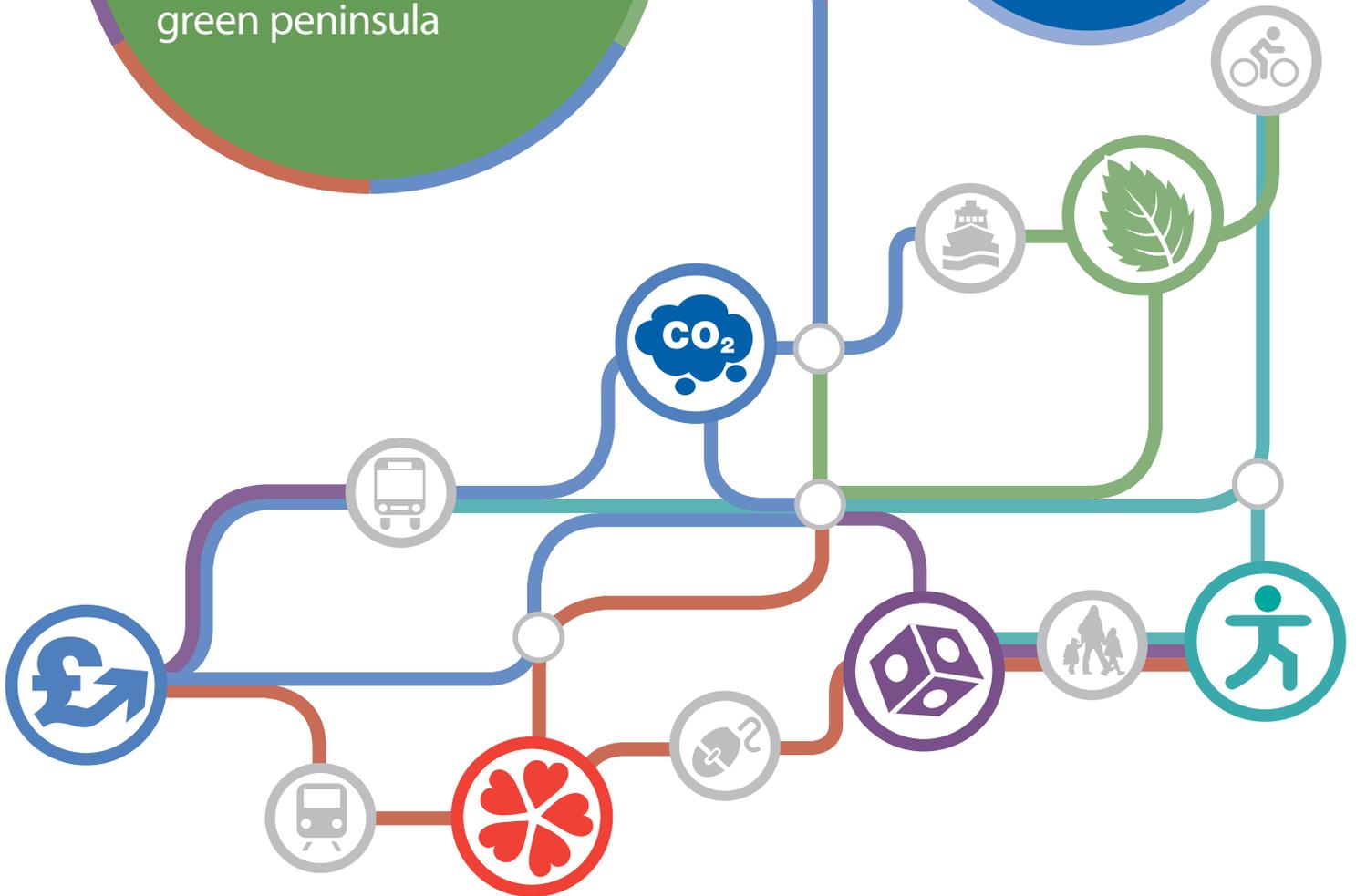


# Connecting Cornwall: 2030

moving towards a green peninsula

## Implementation Plan 2015 - 2019



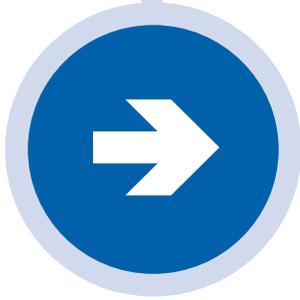
April 2015



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# 1.0 Introduction

Connecting Cornwall: 2030 is the Local Transport Plan (LTP) for Cornwall and sets out a 20 year vision and strategy which is supported by Implementation Plans that cover three or four year periods throughout the life of the strategy

The first Implementation Plan covered the period 2011-2015, and the Integrated Transport Block funding allocation from central government of £21.919m successfully levered in an additional £22.22m to deliver a programme of transport improvements of £44.14m. Integrated Transport Block funding is explained in more detail in section 3.0 Funding.

This Implementation Plan sets out which schemes we intend to deliver between 2015 and 2019, and how the schemes will be funded. A new Implementation Plan will be developed every three or four years to reflect the delivery to date, progress against the Connecting Cornwall: 2030 goals and the priorities at that time. Naturally, many schemes, particularly the large ones will span more than one Implementation Plan.

This Implementation Plan also details the level of capital maintenance funding allocated from The Department for Transport (DfT). This is explained in more detail in section 3.0 Funding.

It should be noted also that this Implementation Plan only addresses capital projects expenditure against Connecting Cornwall: 2030. It does not apply to the Council's main revenue budget allocations.



# 2.0 Key challenges and opportunities



Since the publication of *Connecting Cornwall: 2030* in 2011, there have been significant changes which have altered the way transport projects and programmes are prioritised and funded.

The Coalition government made a clear commitment to tackle the deficit and stimulate economic growth:

‘making the necessary decisions now to realise our vision of stimulating economic growth and tackling the deficit, maximising wellbeing and protecting our environment, without negatively impacting on the ability of future generations to do the same.’<sup>1</sup>

As a result of the need to tackle the deficit, local councils have seen significant cuts. Over the next four years Cornwall Council is anticipating a £196m gap between the funding that it will receive and the forecast expenditure. This particularly affects the transport services and schemes which are revenue funded e.g. bus services, routine highway maintenance. It also has a significant impact on revenue support for development of capital work programmes.

Nevertheless, government has identified that continued investment in infrastructure is required to support the economy. This is evident by the commitments to significant national transport infrastructure investment including High Speed Rail, Rail Electrification and a longer term commitment to strategic roads investment.

As part of the government’s localism agenda, there has been a shift over recent years away from centralised control of transport funding. The key change has been the establishment of Local Enterprise Partnerships (LEPs) and Local Transport Boards (LTBs). LEPs have been given the responsibility to prepare Strategic Economic Plans (SEPs) proposing Growth Deals between themselves and central government. LTBs have devolved powers to decide how major transport scheme funding is spent within the LEP area.

Whilst the majority of national infrastructure schemes will have a limited impact upon Cornwall’s transport network, a number of opportunities remain to take advantage of transport funding. Cornwall has been very successful in securing Local Growth Fund and European funding to deliver transport projects over this Implementation Plan period.

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<sup>1</sup> Mainstreaming Sustainable Development: The Government’s vision and what this means in practice, DEFRA, February 2011

At a local level the following issues and challenges have been identified:

- **Our economy** - still under performing despite investment.
- **Our population** - changing, growing and increasing demands.
- **Our cost of living and increasing inequality** - acute affordability issues.
- **Our geography and settlement pattern** - impacts on service provision and resilience.

The Council has produced a Strategy to address these challenges and steer budget setting over the period 2014-2019 with eight themes (see Figure 1).

The goals of Connecting Cornwall: 2030 support a number of these themes and it is important that the schemes brought forward in this Implementation Plan support these goals.



Fig 1 **Cornwall Council Strategy themes**

The Council has addressed these issues by developing priorities which are driven by town development strategies and the emerging Local Plan aimed at supporting housing, business development, employment and economic growth. This alignment between transport, development and the Strategic Economic Plan for Cornwall has been successful in attracting external funding support. It is intended that this Implementation Plan will continue to take full advantage of external funding opportunities that exist in Cornwall, for Growth Deal funding, European funding support and private sector investment.

Some responses from consultation of this Implementation Plan expressed concerns about the focus of investment in urban areas. Improving accessibility for all is a key theme in both the Council Strategy and Connecting Cornwall:2030 and many of the investments in this plan seek to address this issue, particularly through countywide bus and rail improvements, supported by community transport initiatives. Public transport investment in towns often supports access to and from rural areas for work, education, health and other services.

Given Cornwall's geography and dispersed settlement pattern, the development of a sustainable transport strategy which does not depend wholly on private car ownership is a key challenge, particularly in light of bus deregulation, partnership working and the need to strengthen involvement and support for public transport. Public transport interchanges, major rail improvements, and provision for more vulnerable road users are therefore key features of Connecting Cornwall; 2030 and the wider vision for sustainable economic growth.





# 3.0 Funding

This section describes the main funding sources that are being used to deliver this transport programme.

## 3.1 Integrated Transport Block funding

The Integrated Transport Block funding is capital funding given to local transport authorities in England, outside of London, for small transport improvement schemes.

Historically this has been used for local transport solutions such as public transport, walking, cycling and safety related schemes, as well as a match to other funding offers.

It is given to local authorities based upon a combination of needs and performance based formula. The government has allocated £4.105m Integrated Transport Block funding per year for Cornwall from 2015/16-2017/18, with a provisional allocation of £4.105 for 2018/19. This is a much reduced allocation compared to the 2011-2015 announcement, the reason being that the government has now allocated a share of this budget for inclusion in the Local Growth Fund, a pot combining a number of different funding streams. In order to secure maximum amount of funding and ensure value for money, the Integrated Transport Block funding will be used to match those transport schemes that were successful in securing the Local Growth Fund.

## 3.2 Local Growth Fund (Growth Deals)

This is a new fund to be spent from 2015/16. It combines a number of funding elements into one pot drawn from funds previously allocated for housing, skills and transport. This includes the major transport scheme funding that was previously decided at a regional level and is now prioritised via the Local Transport Board. The Local Growth Fund (LGF) is awarded as part of a deal between central government and the Local Enterprise Partnership (LEP).

The Cornwall and Isles of Scilly LEP has secured a combined total of £60.2m from the Government's Local Growth Fund following two successful bids for Growth Deal 1 and Growth Deal 2. This funding supports economic growth in the area – with £11m of new funding confirmed for 2015/16 and £40.7m for 2016/17 and £8.5m beyond, to be invested in transport schemes. The total investment from Government will bring forward at least £150m of additional investment from local partners and the private sector. Combined together this will support a wider investment package in excess of £210m for the Cornwall and Isles of Scilly LEP.

By 2021, this Deal aims to create at least 5,000 jobs and allow 7,000 homes to be built.

**Cornwall & Isles of Scilly LEP and Central Government have agreed to co-invest in the following jointly-agreed priorities (Growth Deal 1):**

**Night Riviera Sleeper Service** Improvements to the Night Riviera Sleeper Service including increased capacity, upgraded sleeper berths and lounge area and space for bicycles and surf boards. This is part of a package of projects supported by Government that will see the Traincare Centre for maintenance of the Sleeper Service relocated to Penzance.



**A38 Cornwall Gateway** Improvements to Carkeel Junction that will deliver benefits to Cornwall's connectivity with the UK and accelerate new employment and housing development in Saltash.

**Newquay Growth Area** Supporting access to Cornwall and the Isles of Scilly's Enterprise Zone at the Aerohub at Newquay Cornwall Airport, and housing and employment in the Newquay Growth Area through delivery of transport improvements along the Newquay Strategic Route.

**Falmouth Gateway** Improvements include a new roundabout junction to unblock a key pinch point on the highway network that will accelerate housing and employment growth in support of Cornwall's strategic education and employment sites.

**Bodmin Cornwall's Cycling Town** Improvements to the extensive walking and cycling network in Bodmin to accelerate growth in the local economy and create a more sustainable travel pattern.

**Truro Western Corridor** Package of schemes to accelerate housing and job growth along a key corridor into Truro, including capacity improvements at Threemilestone roundabout and the delivery of critical walking and cycle links along the Western Corridor.

**Central Government has also agreed provisional allocations to the following projects starting in 16/17 and beyond:**

**Bus Network Improvements** Package of improvements to the bus network to facilitate the access to employment, skills and services required by a growing economy.

**West Cornwall Transport Interchange** Creation of a new bus rail interchange including improvements to the A30 junction, Station building and refurbished and improved passenger facilities.

Growth Deal schemes to be delivered by Cornwall Council have been identified in the Connecting Cornwall: 2030 funding programme 2015-2019, Section 5.0.

**Cornwall & Isles of Scilly LEP and Central Government have also agreed to co-invest in the following jointly-agreed priorities (Growth Deal 2)** [Note budget programme and timescales are not set out within this document:](#)

**Cornwall Mainline: Growth for Business** A complementary project supporting the wider rail improvements package providing WiFi across all 42 Cornish stations and trains, upgraded sleeper lounges (Truro, Penzance and remodel at Paddington) canopy at Penzance Station and resurfacing of Truro Station Car Park.

**Truro Housing and Employment Link** Building on accelerated delivery of the Growth Deal 1 package, this project will provide seven new single deck vehicles with RTP1 to deliver increased capacity and quality for the Park and Ride serving the City and foundations for sustainable travel and local housing growth.

**Redruth Strategic Employment Growth** Unlocking housing and employment growth and maximising private sector funding through the delivery of a comprehensive cycle networks and key highway infrastructure improvements.

**Callywith Junction Improvement** A new roundabout junction at termination of A30, providing access to Callywith Gate Development Area, speed reduction along Launceston Road and upgraded walking and cycling facilities linking residential and employment areas in North Bodmin.

### 3.3 Major schemes

Previous rounds of major schemes have been allocated through regional bodies and more recently via the Department for Transport (DfT). Cornwall Council continues to progress a number of major transport schemes that were commenced in the early years of Connecting Cornwall: 2030. These schemes include:

- Camborne - Pool - Redruth (East - West Link) – Works will continue into 2015/16 to provide a new single lane carriageway and shared use footway across the Red River Valley, Camborne to provide strategic east-west transport infrastructure, promote modal choice and aid regeneration of the wider Camborne, Pool and Redruth areas.
- A30 Higher Carblake to Temple Improvement - Online upgrade of the existing 4.5km single lane carriageway to dual carriageway standard to ease congestion, improve journey time reliability and road safety and support wider economic prosperity across Cornwall.



- St Mary's and Penzance Harbour Improvements - In order to safeguard the future of the sea link between Cornwall and the Isles of Scilly, both harbours will be improved to provide deeper water berths which will improve the likelihood of the private sector continuing to operate passenger and goods ferries. Without harbour improvements, it is unlikely that an affordable vessel would be identified and the service(s) could cease which would be detrimental to the economies of both west Cornwall and the Isles of Scilly. At St Mary's the fund is supporting the extension and widening of the quay, together with enhancements to passenger facilities. The project's funding partner (DfT) is also supporting complementary capital dredging and highway improvements at Penzance.

In 2012, the government announced that the prioritisation of major local transport scheme funding would now be decided at a local level and Local Transport Boards (LTBs) were established matching the Local Enterprise Partnership boundaries. The Cornwall and Isles of Scilly LTB was allocated £8.9m by central government (this is included within the £49m from Growth Deal) and selected the resignalling of the Cornish mainline as the priority project for major scheme funding from 2015. The resignalling now forms part of the Cornwall Rail Improvement Package, a Growth Deal scheme, which has further funding support from LGF of £7m and £130.7m private sector funding. This will deliver the following:

- Additional signals and acceleration of the delivery of the planned signalling works.
- Proposal to locate heavy maintenance facilities for the London – Paddington Night sleeper and other services to Long Rock, Penzance.
- Increased capacity and upgrade to rail rolling stock to accommodate the increased demand and ensure continued commercial viability of the service.

### **3.4 European Funding (European Structural and Investment Fund Strategy)**

The first Implementation Plan included schemes partly funded by the EU Convergence programme totalling £30.9m. Cornwall Council continues to progress the following schemes:

- Truro Eastern Park and Ride (P&R) - Complementing the Langarth P&R site, this new site allows an extension to the successful Park for Truro service that will intercept trips from the east and north of Truro, thus reducing the existing traffic demand along the A39 and A390 corridor. In turn, this will ease the impacts of future developments in Truro and along the A390 western corridor. The 1370 space car park mirrors the sustainable design ethos of its sister site and provides specific facilities for disabled people, parents with children, and electric vehicle users.
- A391 Carludon - The Carludon A391 road improvement to the north of St Austell in Cornwall, involves construction of approximately 1.6km of new 40mph carriageway, which will tie into the existing A391 at either end. The road improvement will bypass the settlement of Carludon and the double mini roundabouts that provide access to Penwithick and the Eden Project. The road improvement includes a new roundabout at the northern end of the scheme and two bridges, whilst also providing a number of new cycle and pedestrian links.
- Camborne - Pool - Redruth (East - West Link) – see section 3.3

For the 2014 to 2020 funding period, the European Regional Development Fund (ERDF), the European Social Fund (ESF) and part of the European Agricultural Fund for Rural Development (EAFRD), will be brought together into an EU Structural and Investment Funds (EUSIF) Growth Programme. The top priorities of this Programme are innovation, support for small and medium enterprises (SMEs), low carbon, skills, employment and social inclusion.

£37m EUSIF has been identified as a priority for 'promoting sustainable transport and removing bottlenecks in key network infrastructures'. This is intended to support the Cornwall Rail Improvement Package, the A30 Carland Cross to Chiverton Cross upgrade (project being led by Highways Agency) and West Cornwall Transport Interchange projects and will be subject to agreement on the Operational Programme and subsequent applications to the Programme. There will be further opportunities as the programme develops to deliver transport initiatives to meet the wider objectives of the EUSIF programme.

### 3.5 Block funding for highways maintenance

The highway network is the largest and most visible publicly owned asset. It is used daily by the majority of the travelling public for commuting, business, social and leisure activities. It is fundamental to the economic, social and environmental wellbeing of local communities and to the prosperity of the nation as a whole.

The Government announced in June 2013 that it would be making available £5.8 billion capital, £976 million each year, over the course of the next parliament to tackle highway maintenance on the local highway network. This is a significant increase on past levels and presents an opportunity to make a real difference to the condition of our highway infrastructure.

Highway maintenance capital funding is primarily for structural renewal of highway assets (including roads, footways, bridges, drainage and lighting).

This 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. Cornwall has been allocated £81.983m for the period 2015/16-2018/19.

### 3.6 Other funding sources

In addition to the main sources of funding described above, there are a number of other funding streams that will be used for transport improvements.

#### Developer funding

When developers build new housing estates, business sites or other developments, there is often an impact upon the transport network. There are therefore opportunities through the planning system to receive developer contributions either through section 106 agreements or the emerging Community Infrastructure Levy (CIL) to fund new transport infrastructure to mitigate the impacts of the new development.

#### 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: 2030.

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.

The delivery of the Carland to Chiverton upgrade project, led by the Highways Agency and due for delivery by 2020 is an example of where the Council will be working as a key stakeholder and ensuring that the funding for the project is maximised to address local network issues that may be impacted upon by the dualling of this strategic route.

Cornwall Council is also working with Highways Agency, South East Cornwall Chamber of Commerce and Cornwall Councillors in order to determine a vision for the A38 in South East Cornwall and to prioritise improvements to the network.

## Other grants

Through the course of this Implementation Plan it is likely that there will be opportunities to secure funding through other grants and initiatives that arise over the period.

For example, during the first Implementation Plan 2011-15 funding was secured for Union Corner, Falmouth and the Rialton Link, Newquay from the Department for Transport's Local Pinch Point funding. The funding was aimed at projects tackling obstacles on the local transport network that restrict growth by limiting the movement of goods, employees and customers.

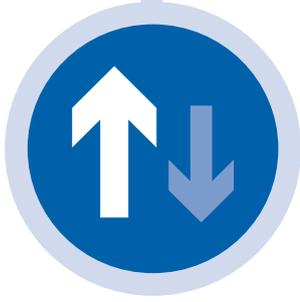
## Revenue

Revenue funding is critical to keeping our infrastructure and services operating on a day to day basis. In addition to the capital programme described in this Implementation Plan, the council funds the following through its revenue budgets:

- Highway maintenance revenue is mainly for reactive purposes and covers repair of worn or damaged roads and facilities. In addition, it includes the cost of lighting, footway repair and cyclical maintenance such as cleaning activities (of assets such as the drainage system), grass cutting and vital services such as snow and ice clearance, and salt spreading.
- Support of the public transport network including bus services, public transport technologies, waterborne transport and partnerships such as the Devon and Cornwall Rail Partnership.
- Undertaking transportation studies to develop transport scheme business cases and secure match funding for strategic schemes.

Other areas of work that the revenue budget supports are: traffic management, safety and awareness, school crossing patrols, and highway development control.





# 4.0 Scheme prioritisation and assessment

To maximise funding opportunities and achieve best value, Cornwall Council will work with its strategic partners to meet its priorities and objectives.

## Background

In 2011 the Council Members approved its Local Transport Plan - Connecting Cornwall: 2030, a commitment to a long-term visionary approach towards transport and delivery of infrastructure improvements. Supported by Implementation Plans, it is the key strategic policy tool through which the Council exercises its responsibilities for planning, management and development of transport in Cornwall, for the movement of both people and goods.

Connecting Cornwall: 2030 is a key building block of both Future Cornwall 2010-2030 and the emerging Local Plan, setting out the planning framework to guide housing and employment in Cornwall for the next 20 years. 'Future Cornwall', the Sustainable Community Strategy for Cornwall has been developed to guide both the Local Plan and Connecting Cornwall: 2030 providing a single approach to people and place covering what we want to achieve and how we will do it.

The previous Implementation Plan prepared in 2011 was developed on the basis of key objectives within Connecting Cornwall: 2030, and its role in development in Cornwall. There are subsequently strong linkages to economic growth and the Local Plan.

The key linkages to the Strategic Economic Plan and Local Plan (supported by town development plan documents) for Cornwall have been instrumental in securing third party funding from a number of sources. As a result, the allocation of Integrated Transport Block funding of £21.919m for 2011 to 2015 was successful in delivering an overall programme of improvements worth £44.14m. The shared priorities in Connecting Cornwall: 2030, supporting wider strategies and objectives, ensures that this funding has been used where it will have the maximum positive impact on social and economic objectives in Cornwall.

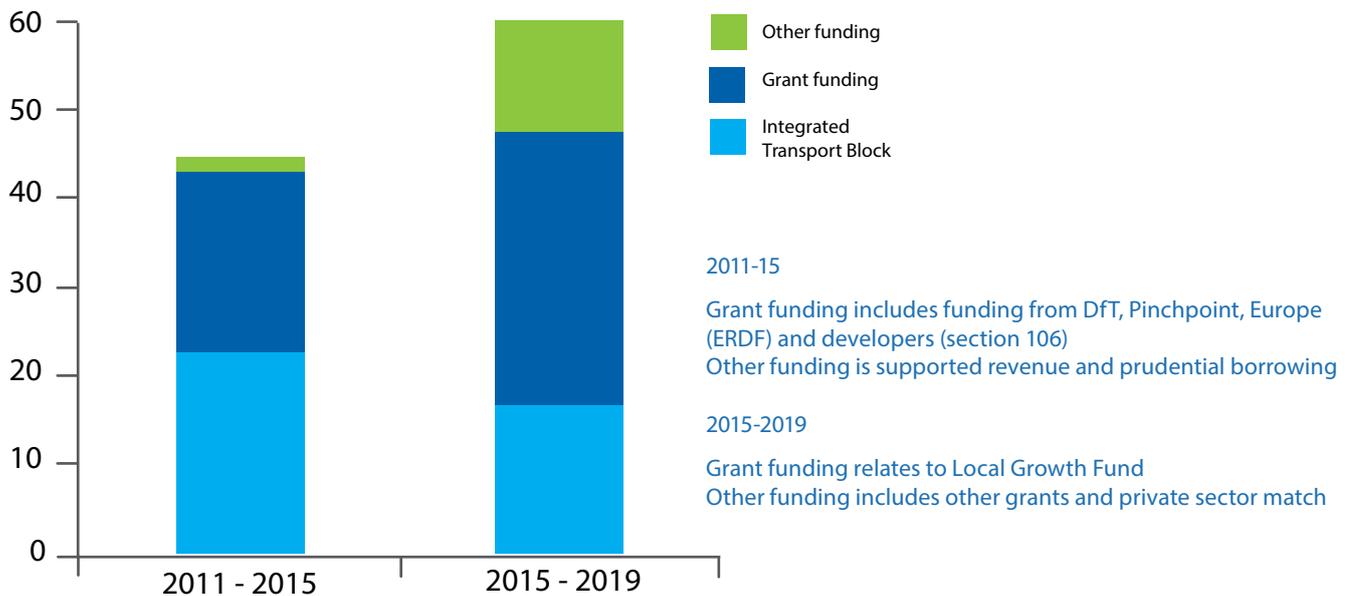
## Current Situation

The challenges for this Implementation Plan are even greater, with a reduced Integrated Transport Block funding over the next four years. In July 2014, the government allocated £4.105m Integrated transport Block funding per year for Cornwall from 2015/16-2017/18, and provisionally for 2018/19. The allocations for the next four years amount to £16.42m.

Despite this reduction, opportunities exist to achieve even greater added value and leverage of external funding, building on the same principles and approach to prioritisation as the previous Implementation Plan.



Utilising Integrated Transport Block funding to support wider strategies and strategic projects, a projected programme of work worth £59.55m has been identified through Growth Deal, European and private sector funding support. This comparison is shown below:



**Fig 2 Integrated transport block funding leverage**

## Prioritisation

This Implementation Plan has been assembled with consideration to:

- Deliverability
- Support for wider economic objectives and development
- Performance against Connecting Cornwall: 2030 goals
- Scale of impact
- Quality of supporting evidence and risk
- Future maintenance liabilities and income opportunities
- Cost and value for money

Assessment of individual schemes has been carried out using the 'Cornwall Assessment Tool'. This assessment model reviews the impacts and outcomes of projects in relation to Connecting Cornwall: 2030, and provides a good indication of value against the six key Connecting Cornwall: 2030 goals.

Use of the Cornwall Assessment Tool and alignment of external funding support with Connecting Cornwall: 2030 priorities has provided focus on the following:

- Improving the capacity and reliability of the main corridors and inter urban links, supporting key access to markets.
- Supporting the vitality and viability of town centres as a focus for investment and new development, exploiting the opportunities for and benefits of public transport, walking and cycling facilities, providing affordable access to employment, education and key services.
- Schemes which support key areas of development and potential growth.
- Public transport improvements which enhance commercial sustainability, reduce the individual costs of transport and reduce reliance on the private car.

Cornwall Council working closely with the Cornwall and Isles of Scilly Local Enterprise Partnership to develop the **Cornwall and Isles of Scilly Strategic Economic Plan (SEP)** has resulted in securing £60.2m from the Government's Local Growth Fund. These transport schemes (listed in Section 3.2) evidenced value for money, ambition, a rationale for intervention, and a detailed delivery programme. They also focused on the three strategic priorities of the SEP:

- Future Economy
- Growth for Business
- Conditions for Growth

The overall approach adopted for prioritising schemes has resulted in an Implementation Plan which supports:

**Cornwall Council Highway Authority statutory obligations** under the Local Transport Act 2008, which includes:

- Maintaining public highway
- A 'duty of care' to the public
- Managing the movement of traffic on the road network
- Home-to-school/college transport
- Meeting social need for public transport, including publicity of all public transport

**Council Corporate Business Plan (2015-2019)**, through:

- Improved roads and transport links
- Carbon reduction
- Environmental enhancements
- Affordable housing (access and investment)
- Business improvements to help manage resources

**Economy and Culture Strategy (2013-2020)**, through:

Business Transformation

- Supporting business resilience

Cornwall Connectivity

- Strategic 'gateway' opportunities which promote connectivity between Cornwall and 'the world' to attract and retain high value business
- Sustainable movement within and between places throughout the whole of Cornwall, to support employment growth

Creativity and cultural heritage

- Achieving excellent community and social engagement

Employment and skills

- Promoting and enabling economic inclusion across Cornwall

Leadership

- Use European funding effectively and strategically
- Maximising the Council's capacity to promote the economy

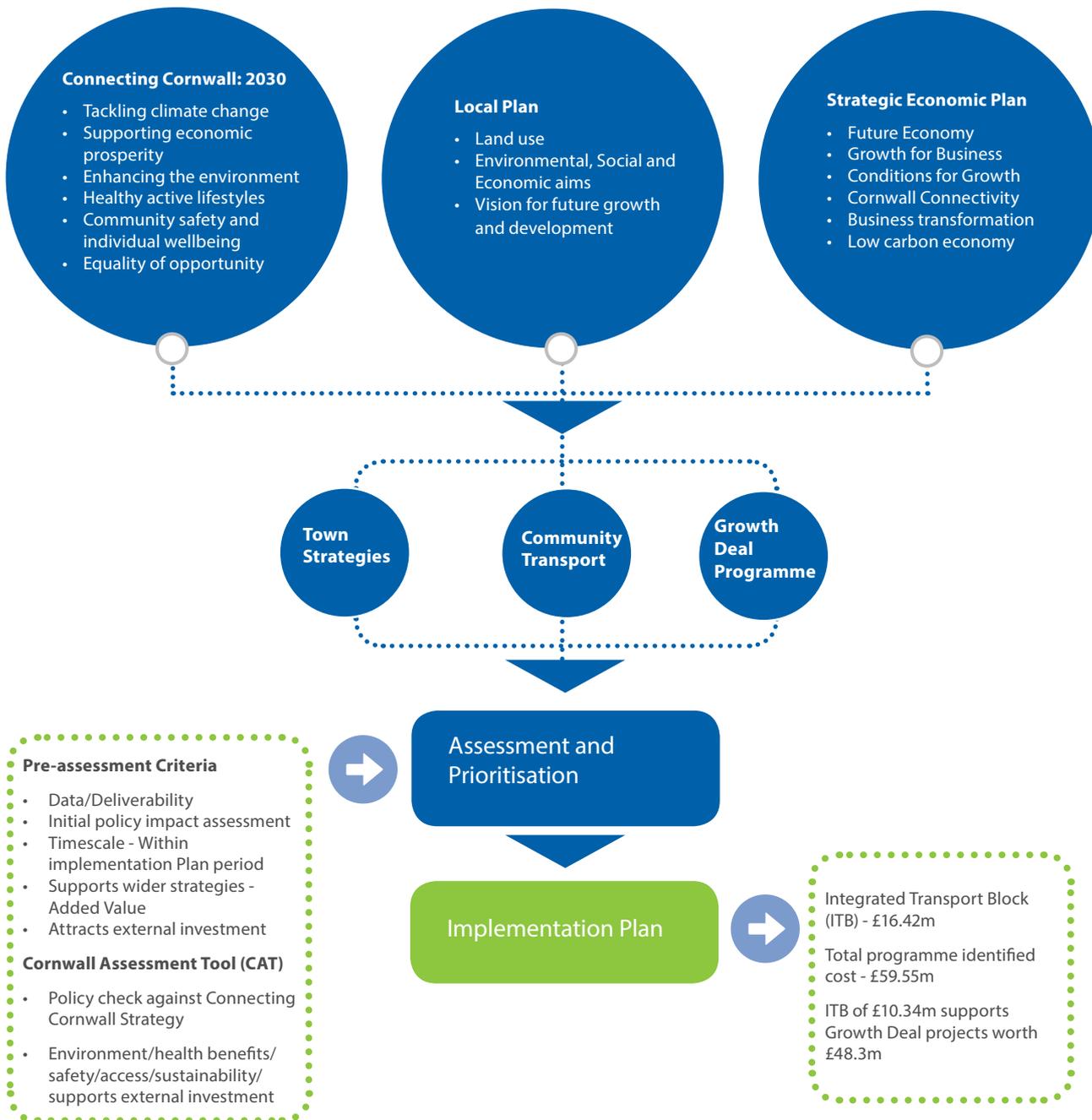
Low Carbon Economy

- Promote Cornwall as a 'green' exemplar region
- Promote low carbon as a business growth catalyst (public transport – reduced carbon)

In addition to assessment against wider priorities and Connecting Cornwall: 2030 goals, this Implementation Plan is also subject to programme wide reviews with respect to Strategic Environmental Assessment, Health Impact Assessment, Habitat Regulations Assessment and Comprehensive Impact Assessment.

Details of these reviews are provided in Section 9.

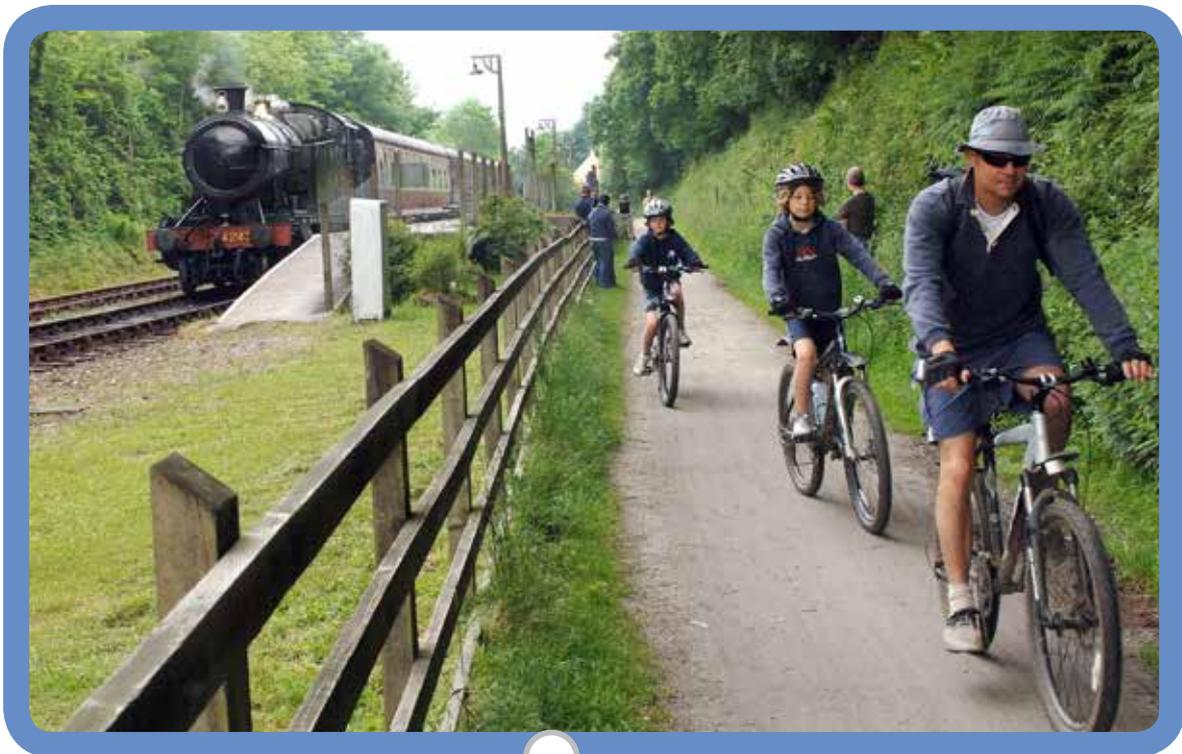
The relationship between Connecting Cornwall: 2030, the Local Plan, the Strategic Economic Plan and how this is developed into this Implementation Plan is shown below.



**Fig 3 Implementation Plan 2 Prioritisation Process**

# 5.0 Connecting Cornwall: 2030 funding programme 2015-2019

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: 2030 twenty year strategy. Schemes that will not be delivered in this period but will be considered for delivery beyond 2019 are set out in Appendix A.



**Table 1 Walking and Cycling Schemes**

	Total funding					Connecting Cornwall: 2030 Funding Programme Implementation Plan (IP2)				
	15/16	16/17	17/18	18/19	Total Cost	15/16	16/17	17/18	18/19	IP2 Total
Quintrell Downs Footpath extension and crossing	£0	£80,000	£0	£0	<b>£80,000</b>	£0	£50,000	£0	£0	<b>£50,000</b>
Bodmin Camel Trail extension Growth Deal 1	£3,238,000	£1,197,000	£0	£0	<b>£4,435,000</b>	£600,000	£0	£0	£0	<b>£600,000</b>
Walking and Cycling network (phase 1) – Truro Growth Deal 1	£848,192	£703,808	£0	£0	<b>£1,552,000</b>	£489,252	£252,748	£0	£0	<b>£742,000</b>
Newport Bridge (Ridgegrove)	£0	£0	£0	£500,000	<b>£500,000</b>	£0	£0	£0	£500,000	<b>£500,000</b>
Carkeel Village to Tamar View	£100,000	£0	£0	£0	<b>£100,000</b>	£100,000	£0	£0	£0	<b>£100,000</b>
A3047 Camborne Link to Roskear (Phase 2)	£0	£0	£185,000	£0	<b>£185,000</b>	£0	£0	£185,000	£0	<b>£185,000</b>
Truro Station & Frances Street	£185,000	£0	£0	£0	<b>£185,000</b>	£0	£0	£0	£0	<b>£0</b>
Chacewater School, footway provision	£10,000	£0	£0	£0	<b>£10,000</b>	£10,000	£0	£0	£0	<b>£10,000</b>
Cardrew Industrial Estate, Redruth	£0	£0	£446,000	£0	<b>£446,000</b>	£0	£0	£446,000	£0	<b>£446,000</b>
A3047 – Cardrew Way to Mount Ambrose	£0	£0	£156,000	£0	<b>£156,000</b>	£0	£0	£156,000	£0	<b>£156,000</b>



**Table 2 Public Transport Schemes**

	Total funding					Connecting Cornwall: 2030 Funding Programme Implementation Plan (IP2)				
	15/16	16/17	17/18	18/19	Total Cost	15/16	16/17	17/18	18/19	IP2 Total
Cornwall Bus Network Growth Deal 1	£0	£10,375,000	£0	£0	<b>£10,375,000</b>	£0	£2,375,000	£0	£0	<b>£2,375,000</b>
Chyvelah Bus Gate, Truro Growth Deal 1	£1,378,000	£0	£0	£0	<b>£1,378,000</b>	£742,000	£0	£0	£0	<b>£742,000</b>
West Cornwall Transport Interchange Growth Deal 1	£1,350,962	£9,129,079	£15,304	£0	<b>£10,495,345</b>	£859,772	£1,035,228	£0	£0	<b>£1,895,000</b>
Rail Enhancements, St Ives	£0	£0	£0	£450,000	<b>£450,000</b>	£0	£0	£0	£450,000	<b>£450,000</b>
Saltash Station Enhancements	£145,000	£0	£0	£0	<b>£145,000</b>	£50,000	£0	£0	£0	<b>£50,000</b>
St Germans Station Enhancements	£98,000	£0	£0	£0	<b>£98,000</b>	£0	£0	£0	£0	<b>£0</b>
Rail Infrastructure (Riviera Projects)	£145,000	£185,000	£0	£0	<b>£330,000</b>	£0	£0	£0	£0	<b>£0</b>
<b>Total Public Transport schemes</b>	<b>£3,116,962</b>	<b>£19,689,079</b>	<b>£15,304</b>	<b>£450,000</b>	<b>£23,271,345</b>	<b>£1,651,772</b>	<b>£3,410,228</b>	<b>£0</b>	<b>£450,000</b>	<b>£5,512,000</b>

**Table 3 Highway Infrastructure Schemes**

	Total funding				Connecting Cornwall: 2030 Funding Programme Implementation Plan (IP2)						
	15/16	16/17	17/18	18/19	Total Cost	15/16	16/17	17/18	18/19	IP2 Total	
Church Square, Bodmin Growth Deal 1	£830,000	£0	£0	£0	<b>£830,000</b>	£30,000	£0	£0	£0	<b>£30,000</b>	
Launceston Road/Priory Road Growth Deal 1	£2,200,000	£0	£0	£0	<b>£2,200,000</b>	£0	£0	£0	£0	<b>£0</b>	
Falmouth Gateway (Treluswell) Growth Deal 1	£85,233	£1,114,767	£0	£0	<b>£1,200,000</b>	£300,000	£0	£0	£0	<b>£300,000</b>	
Truro Junctions - Arch Hill, Threemilestone & Treliske Junction Growth Deal 1	£5,084,800	£3,995,200	£0	£0	<b>£9,080,000</b>	£1,158,400	£1,067,600	£0	£0	<b>£2,226,000</b>	
A38 Carkeel Gateway, Saltash Growth Deal 1	£2,768,068	£1,081,932	£0	£0	<b>£3,850,000</b>	£350,000	£0	£0	£0	<b>£350,000</b>	
Newquay Growth Area NSR 1 Growth Deal 1	£2,930,000	£0	£0	£0	<b>£2,930,000</b>	£255,000	£0	£0	£0	<b>£255,000</b>	
Town based traffic management, Bodmin	£55,318	£144,682	£0	£0	<b>£ 200,000</b>	£0	£0	£0	£0	<b>£0</b>	
St Mellion Traffic Mgt Works Package	£10,000	£0	£0	£0	<b>£110,000</b>	£0	£0	£0	£0	<b>£0</b>	
St Austell Traffic Signal Scheme	£0	£766,000	£0	£0	<b>£766,000</b>	£0	£0	£0	£0	<b>£0</b>	
Carwin Rise Hayle	£500,000	£1,100,000	£0	£0	<b>£1,600,000</b>	£0	£0	£0	£0	<b>£0</b>	
Skitches Corner, Bude	£0	£0	£0	£690,000	<b>£690,000</b>	£0	£0	£547,000	£547,000	<b>£547,000</b>	
Penhaz Hill traffic management, Helston	£0	£0	£0	£40,000	<b>£40,000</b>	£0	£0	£40,000	£40,000	<b>£40,000</b>	
<b>Total Highway Infrastructure schemes</b>	<b>£14,563,419</b>	<b>£8,202,581</b>	<b>£0</b>	<b>£730,000</b>	<b>£23,496,000</b>	<b>£2,093,400</b>	<b>£1,067,600</b>	<b>£0</b>	<b>£587,000</b>	<b>£3,748,000</b>	

**Table 4 Community Transport Schemes**

	Total funding					Connecting Cornwall: 2030 Funding Programme Implementation Plan (IP2)				
	15/16	16/17	17/18	18/19	Total Cost	15/16	16/17	17/18	18/19	IP2 Total
Community Safety	£30,000	£30,000	£30,000	£30,000	<b>£120,000</b>	£0	£0	£7,032	£30,000	<b>£37,032</b>
Community Transport Toolkit (including Car clubs)	£200,000	£165,384	£165,384	£165,385	<b>£696,153</b>	£0	£0	£154,615	£165,385	<b>£320,000</b>
Wheels to Work	£5,000	£5,000	£5,000	£5,000	<b>£20,000</b>	£0	£0	£0	£0	<b>£0</b>
Workplace Travel Plans	£30,000	£30,000	£30,000	£30,000	<b>£120,000</b>	£0	£0	£0	£0	<b>£0</b>
<b>Total Community Transport schemes</b>	<b>£265,000</b>	<b>£230,384</b>	<b>£230,384</b>	<b>£230,385</b>	<b>£956,153</b>	<b>£0</b>	<b>£0</b>	<b>£161,647</b>	<b>£195,385</b>	<b>£357,032</b>

**Table 5 Town Traffic Regulation Review**

	Total funding					Connecting Cornwall: 2030 Funding Programme Implementation Plan (IP2)				
	15/16	16/17	17/18	18/19	Total Cost	15/16	16/17	17/18	18/19	IP2 Total
Town Traffic Regulation Review	£50,000	£50,000	£50,000	£50,000	<b>£200,000</b>	£50,000	£50,000	£50,000	£50,000	<b>£200,000</b>

Table 6 Major Scheme &amp; EUSIF Schemes

	Total funding					Connecting Cornwall: 2030 Funding Programme Implementation Plan (IP2)						
	15/16	16/17	17/18	18/19	Total Cost	15/16	16/17	17/18	18/19	17/18	18/19	IP2 Total
Camborne - Pool - Redruth (East - West Link)	£1,571,619	£0	£0	£0	<b>£1,571,619</b>	£30,000	£0	£0	£0	£0	£0	<b>£0</b>
Truro Eastern Park and Ride	£3,926,121	£323,367	£0	£0	<b>£4,249,488</b>	£0	£0	£0	£0	£0	£0	<b>£0</b>
St Mary's and Penzance Harbour Improvements	£3,276,334	£136,573	£0	£0	<b>£3,412,907</b>	£300,000	£0	£0	£0	£0	£0	<b>£0</b>
A30 Higher Carblake to Temple Improvement	£24,892,258	£18,701,193	£160,000	£0	<b>£43,753,451</b>	£1,158,400	£0	£0	£0	£0	£0	<b>£0</b>
A391 Carluddon	£3,853,000	£147,000	£0	£0	<b>£4,000,000</b>	£255,000	£0	£0	£0	£0	£0	<b>£0</b>
A30 Chiverton to Carland*	£0	£0	£10,000,000	£10,000,000	<b>£20,000,000</b>	£0	£0	£10,000,000	£10,000,000	£0	£0	<b>£0</b>
<b>Total Major Scheme &amp; EUSIF Schemes</b>	<b>£37,519,332</b>	<b>£19,380,133</b>	<b>£10,160,000</b>	<b>£10,000,000</b>	<b>£76,987,465</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>

\*Scheme to be led by the Highways Agency with possible European funding. Total estimated cost is £122m, delivery 2020.

**Table 7 Capital Maintenance**

	Total funding						Connecting Cornwall: 2030 Funding Programme Implementation Plan (IP2)					
	15/16	16/17	17/18	18/19	Total Cost	15/16	16/17	17/18	18/19	IP2 Total		
Maintenance non-principal roads	£14,526,000	£13,214,000	£12,787,000	£11,494,000	<b>£52,021,000</b>	£14,526,000	£13,214,000	£12,787,000	£11,494,000	<b>£52,021,000</b>		
Maintenance principal roads	£4,541,000	£4,163,000	£4,037,000	£3,654,000	<b>£16,395,000</b>	£4,541,000	£4,163,000	£4,037,000	£3,654,000	<b>£16,395,000</b>		
Highways Electrical	£340,000	£340,000	£340,000	£340,000	<b>1,360,000</b>	£340,000	£340,000	£340,000	£340,000	<b>1,360,000</b>		
Structures	£2,800,000	£2,600,000	£2,523,000	£2,284,000	<b>£10,207,000</b>	£2,800,000	£2,600,000	£2,523,000	£2,284,000	<b>£10,207,000</b>		
Network safety (LSS & HRR)	£500,000	£500,000	£500,000	£500,000	<b>£2,000,000</b>	£500,000	£500,000	£500,000	£500,000	<b>£2,000,000</b>		
<b>Total Maintenance</b>	<b>£22,707,000</b>	<b>£20,817,000</b>	<b>£20,187,000</b>	<b>£18,272,000</b>	<b>£81,983,000</b>	<b>£22,707,000</b>	<b>£20,817,000</b>	<b>£20,187,000</b>	<b>£18,272,000</b>	<b>£81,983,000</b>		

Table 8 IP2 Summary Table

Connecting Cornwall: 2030 Funding Programme Implementation Plan (IP2)										
Summary Table (inc % of IP2 of Scheme Total)	Total funding									
	15/16	16/17	17/18	18/19	Total Cost	15/16	16/17	17/18	18/19	IP2 Total
Walking & Cycling Schemes (38.2%)	£4,381,192	£2,040,808	£5,987,000	£1,428,000	<b>£13,837,000</b>	£1,199,252	£352,748	£3,187,000	£1,328,000	<b>£6,067,000</b>
Public Transport (34.7%)	£3,116,962	£19,689,079	£15,304	£450,000	<b>£23,271,345</b>	£1,651,772	£3,410,228	£0	£450,000	<b>£5,512,000</b>
Highways Infrastructure (23.6%)	£14,563,419	£8,202,581	0	£730,000	<b>£23,496,000</b>	£2,093,400	£1,067,600	£0	£587,000	<b>£3,748,000</b>
Community Transport Schemes (2.2%)	£265,000	£230,384	£230,384	£230,385	<b>£956,153</b>	£0	£0	£161,647	£195,385	<b>£357,032</b>
Town Traffic Regulation Review (1.3%)	£50,000	£50,000	£50,000	£50,000	<b>£200,000</b>	£50,000	£50,000	£50,000	£50,000	<b>£200,000</b>
<b>Total</b>	<b>£22,376,573</b>	<b>£30,212,852</b>	<b>£6,282,688</b>	<b>£2,388,385</b>	<b>£61,760,498</b>	<b>£4,994,424</b>	<b>£4,880,576</b>	<b>£3,398,647</b>	<b>£2,610,385</b>	<b>£15,884,032</b>
Major Scheme & EUSIF Schemes	£37,519,332	£19,380,133	£10,160,000	£10,000,000	<b>£76,987,465</b>	£0	£0	£0	£0	<b>£0</b>
Maintenance	£22,707,000	£20,817,000	£20,187,000	£18,272,000	<b>£81,983,000</b>	£22,707,000	£20,817,000	£20,187,000	£18,272,000	<b>£81,983,000</b>
<b>Capital Total</b>	<b>£82,602,905</b>	<b>£70,409,985</b>	<b>£36,629,688</b>	<b>£30,660,385</b>	<b>£220,730,963</b>	<b>£28,631,424</b>	<b>£25,697,576</b>	<b>£23,585,647</b>	<b>£20,882,385</b>	<b>£98,797,032</b>

# 6.0 Monitoring Outcomes and targets



In 2011 we set local and national indicators that would be used to measure how well we were delivering our transport programme. These indicators showed the outcomes that we wanted to achieve through transport investment. The table overleaf sets out how well we have done towards these targets in the first three years of Connecting Cornwall: 2030.



Table 9 Monitoring outcomes 2011-2014

Ref	Description	Baseline	2011/12	2012/13	2013/14	2014/15	
NI047	Total killed and seriously injured (KSI) casualties	317 (rolling average 2004-08)	Target	240	232	224	216
			Actual	204	211	219	
NI048	Child killed and seriously injured (KSI) casualties	23 (rolling average 2004-08)	Target	15	15	14	13
			Actual	9	9	9	
LI001	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"
			Actual	1'50"	1'50"	1'50"	
LI002	Traffic flow in town centres	93.9 (index - 2009/10)	Target	93.9	93.9	93.9	93.9
			Actual	92.3	89.1	90.1	
LI003	Vehicle kilometres	106 (index 2008/09)	Target	108	109	110	111
			Actual	105	102	102	
130-1 (NI168)	Principal roads where maintenance should be considered	3.4% (2005/06)	Target	To remain in top quartile			
			Actual	Yes	Yes	Yes	Yes
130-2 (NI169)	Non-principal roads where maintenance should be considered	7% (2006/07)	Target	To remain in top quartile			
			Actual	Yes	Yes	Yes	Yes
LI004	Access to services by public transport *	246 areas (2005/06)	Target	80%	82%	84%	86%
			Actual				
NI176	Working age people with access to employment by public transport (and other transport modes)	76.4% (2008)	Target	76.4%	76.4%	76.4%	76.4%
			Actual	78.3%	no data	no data	
LI005	Local bus passenger journeys originating in the authority area	12.22m (2009/10)	Target	13.25m	13.5m	13.75m	14.00m
			Actual	12.60m	11.70m	11.20m	
NI178	Bus services running on time	82.5% (2009/10)	Target	87.0%	88.0%	89.0%	90.0%
			Actual	79.3%	79.0%	83.8%	

LI006	Bus satisfaction	50% (2006/07)	Target	50%	54%	58%	62%
			Actual	47%	49%	47%	51%
LI007	Use of public transport on tourist routes	100 (index 2010/11)	Target	140	145	150	155
			Actual	145	162	170	
LI008	Rail patronage	5.25m (2009/10)	Target	10%	16%	22%	28%
			Actual	23%	22%	23%	
LI009	Walking rates	100 (index 2009/10)	Target	100	101	102	104
			Actual	102	97	90	
LI010	Cycling rates	100 (index 2009/10)	Target	101	102	103	105
			Actual	101	96	95	
LI011	Children travelling to school - mode of transport usually used *	100 (index 2006/07)	Target	100	100	100	100
			Actual				

\* New methodologies being established

It is disappointing that over the last three years, some of the more challenging targets set in 2011 have not been met. The capital investment in transport schemes over this period is only one contributory factor to these measures and it should be noted that a number of other factors have affected these results. The performance of the bus indicators reflects the reductions in revenue budgets and services experienced since the first Implementation Plan. However, certain indicators are largely within the control of the bus industry and are also directly linked, for example, bus punctuality as a contributing factor to bus satisfaction.

There is some uncertainty over whether the walking and cycling levels recorded above are true reflections of actual rates. Therefore the walking and cycling indicators including the monitoring locations have been reviewed to better reflect the investment made in walking and cycling schemes during the first Implementation Plan period and to account for the planned investment in IP2. Census and the travel habit survey both show strong levels of walking in Cornwall. We know that in locations where there has been targeted investment in leisure cycling e.g. Lanhydrock cycle hub and trails, the numbers have been extremely impressive, for example: 35,000 cycle trail users between its opening in February 2014, to September 2014. There is an appetite amongst all users of the transport network to be able to make their journey to work/school/services more sustainably. Further capital investment will be required to completely remove constraints across a wider town network in order for us to begin to reap the benefits of investing in modal shift. Future town network delivery in Newquay and the Growth Deal project in Bodmin are going to provide Cornwall with an opportunity to create modal shift in our towns in line with the returns on investment that London have witnessed over recent years. This Implementation Plan plans further town wide networks in the future to accommodate the anticipated growth in Cornwall.

**Table 10 Monitoring and targets 2015-2019**

Ref	Description	Baseline		2015/16	2016/17	2017/18	2018/19
NI047	Total killed and seriously injured (KSI) casualties	239 (rolling average 2005-09)	Target	196	189	181	174
			Actual				
LI001	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"
			Actual				
LI002	Traffic flow in town centres	93.9 (index - 2009/10)	Target	93.9	93.9	93.9	93.9
			Actual				
LI003	Vehicle kilometres	106 (index 2008/09)	Target	111	111	111	111
			Actual				
130-1 (NI168)	Principal roads where maintenance should be considered	3.4% (2005/06)	Target	To remain in top quartile			
			Actual				
130-2 (NI169)	Non-principal roads where maintenance should be considered	7% (2006/07)	Target	To remain in top quartile			
			Actual				
NI176	Working age people with access to employment by public transport (and other transport modes)	76.4% (2008)	Target	76.4%	76.4%	76.4%	76.4%
			Actual				
LI005	Local bus passenger journeys originating in the authority area	12.22m (2009/10)	Target	11.20m	11.20m	11.5m	11.75m
			Actual				
NI178	Bus services running on time	82.5% (2009/10)	Target	90.0%	90.0%	90.0%	90.0%
			Actual				
LI006	Bus satisfaction	50% (2006/07)	Target	52%	53%	54%	55%
			Actual				
LI008	Rail footfall	5.25m (2009/10)	Target	31%	34%	39%	43%
			Actual				
LI009	Walking rates	100 (index 2009/10)	Target	90	90	92.5	95
			Actual				
LI010	Cycling rates	100 (index 2009/10)	Target	95	95	97.5	100
			Actual				
LI012	Air Quality exceedances	23 (index 2014/15)	Target	22	21	20	19
			Actual				

Table 10 shows targets for 2015-2019. These have been set based on a combination of past trends and investment planned.

The following changes have been made since the targets were originally set in 2011:

- The baseline for **Total killed and seriously injured (KSI) casualties** has been rebased on data from 2005-2009 to align with the Casualty Reduction Strategy which has been developed since the publication of Connecting Cornwall.
- The **Child KSI** target has been removed, in line with the Casualty Reduction Strategy as it is included within the total KSIs.
- **Access to services by public transport** has been removed as it is not currently possible to accurately measure. Work is ongoing to develop a methodology to measure local accessibility.
- **Use of public transport on tourist routes** has been removed as there are too few routes to monitor to make this indicator meaningful.
- **Children travelling to school** – mode of transport usually used has been removed as the collection of travel to school data from schools via the School Census is no longer available. Without this comprehensive data collection method in place it becomes more difficult to monitor this data across all Schools.
- **Air quality exceedances** has been added. This will measure the impact of the transport schemes delivered through the town transport strategies for Bodmin, CPR and Truro, on the local air quality. Bodmin and CPR are Air Quality Management Areas (AQMA) where air quality readings have exceeded the National Air Quality Strategy (NAQS) limit of 40 µg/m<sup>3</sup> of nitrogen dioxide (NO<sub>2</sub>). Truro also has high exceedances and is due to be declared as an AQMA soon. The transport improvements in these towns aim to alleviate traffic congestion through junction improvements, improving traffic signal timings and changes to strategic routes where congestion occurs, to prioritise sustainable modes and public transport.





# 7.0 Delivery of the programme

The Connecting Cornwall: 2030 programme will be delivered by a variety of organisations.

Cornwall Council has a key role in the delivery of the transport programme. Many of the capital projects are led and delivered by Cornwall Council and its contractors. For those projects which are not led by the authority, the Council often plays a key partnership role in assisting with funding, project development and permissions. Figure 4 sets out the delivery framework.

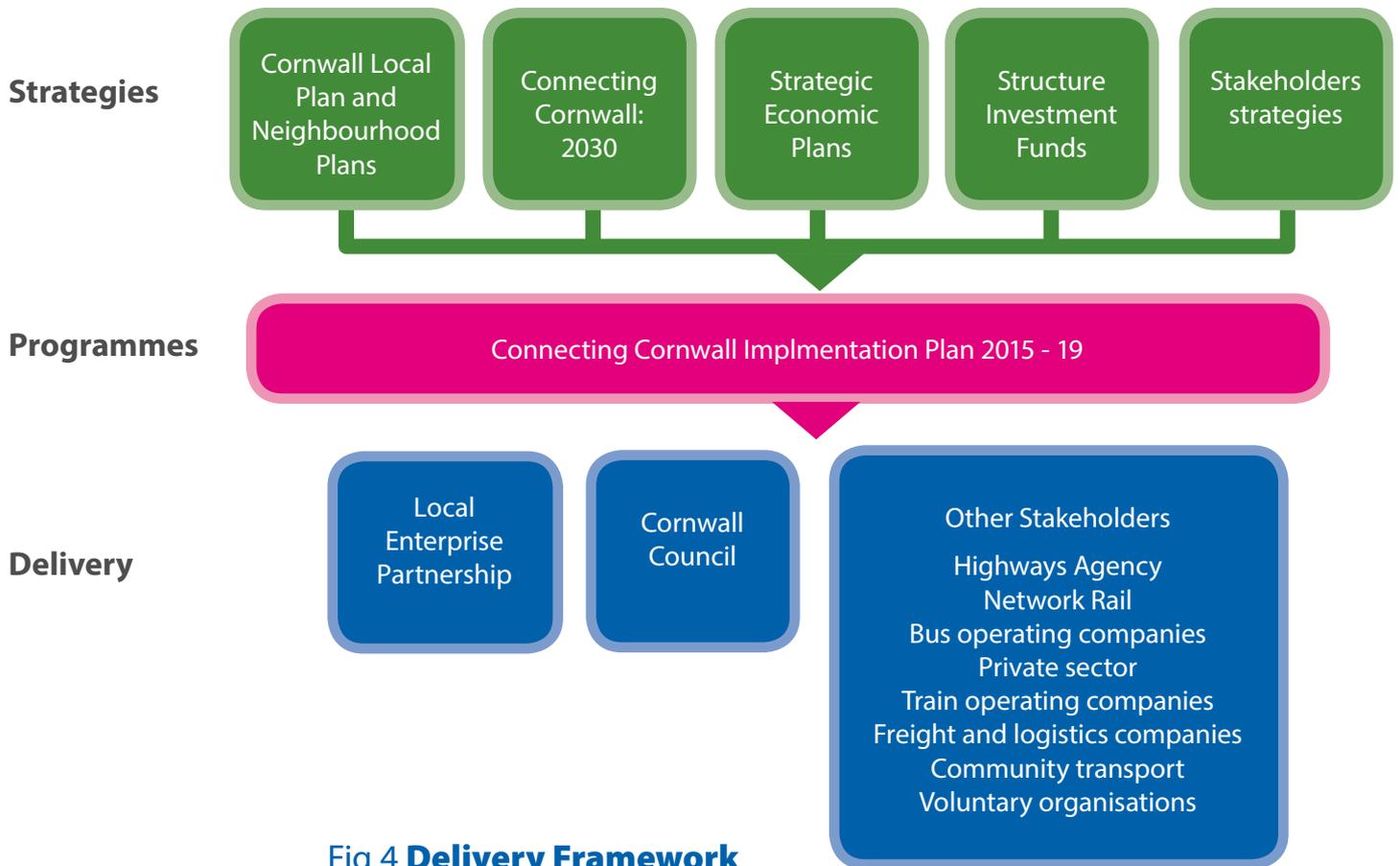


Fig 4 **Delivery Framework**

Cornwall Council led schemes will follow the Council's procurement process to ensure we consider social, environmental and economic factors to deliver improved quality of life and better value for money for our people, our businesses and our county.

All schemes will be project managed following PRINCE 2 project management practice to ensure projects are closely monitored and delivered through controlled environments with strict boundaries and processes to alleviate factors including unnecessary risk and duplication.

We will adhere to all conditions of funding offers in delivery and monitoring of schemes, as well as all legal and financial requirements set out within national and European law.

Schemes which form part of the Local Growth Deal will be delivered through the Local Enterprise Partnership governance process which is set out within the LEP's Strategic Economic Plan.

# 8.0 Risk assessment



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

While we cannot say for certain how circumstances will change over the course of Connecting Cornwall: 2030, 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 11 that we will need to identify, manage and mitigate.

**Table 11 Risk assessment**

Risk identified	Description of potential risk	Mitigation
Dependence on external funding	Schemes subject to external funding decisions and processes which are outside the control of Cornwall Council.	Transport funding priorities clearly aligned to other funding programmes through the emerging Local Plan, economic growth and comprehensive town strategies. Up front agreements sought from funding partners.
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 European funding are prioritised.
Political situation	A radical change in Government policy or change in national transport objectives. Non approval of strategy or this Implementation Plan on a local level	Remain fully informed of national policy. Work closely with members to outline the strategic importance of Connecting Cornwall: 2030 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	Connecting Cornwall: 2030 and the Cornwall Local Plan have been developed on different timescales so there is a risk of conflicting policies.	Work closely with planning colleagues throughout the development of the Local Plan.
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.

Risk identified	Description of potential risk	Mitigation
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 as accurately as possible and prioritised according to funding availability.
Managing local expectations	The schemes and proposals set out in Connecting Cornwall: 2030 and this 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 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 the Community Infrastructure Levy will become crucial as traditional funding sources are reduced.	Need to ensure we have effective policies 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.

# 9.0 Environmental and other assessments



This Implementation Plan has undergone four assessments.

## 9.1 Strategic Environmental Assessment

In accordance with European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, a Strategic Environmental Assessment (SEA) has been undertaken of this Implementation Plan.

The SEA is an iterative process of gathering data and evidence, assessment of environmental effects, developing mitigation measures and making recommendations to refine plans or programmes in view of the predicted environmental effects. The effects predicted at this stage will remain at a strategic level.

The details of the assessment are set out in the SEA Environmental Report ([www.cornwall.gov.uk/connectingcornwall](http://www.cornwall.gov.uk/connectingcornwall)). The Environmental Report presents the current state of the environment and its likely evolution without this Implementation Plan, information on the likely significant effects of this Implementation Plan upon the environment and identifies measures to prevent, reduce, and as fully as possible offset any significant adverse effects on the environment.

The recommendations and mitigations from the assessment process were used to inform the development of this Implementation Plan and full details of how these have been taken on board are included in the SEA statement which is also available at [www.cornwall.gov.uk/connectingcornwall](http://www.cornwall.gov.uk/connectingcornwall).

## 9.2 Health Impact Assessment

In line with recommended good practice, a Health Impact Assessment (HIA) has also been undertaken for the strategy. A HIA is defined as: "both a health protection and health promotion tool. In HIA; health is broadly defined to include assessment of both health hazards and health benefits of a proposal and the potential ways in which health and wellbeing can be both protected and promoted"<sup>2</sup>.

The purpose of a HIA is to identify and assess both the beneficial and detrimental effects of a proposed strategy, enhancing the benefits whilst minimising its impacts. The HIA has been conducted alongside the SEA and has informed the SEA process. The results of the HIA are presented as an appendix to the SEA Environmental Report.

<sup>2</sup> HIA Connect, 'Health Impact Assessment (HIA): A Practical Guide' (2007)

### 9.3 Habitat Regulations Assessment

Under the requirements of the European Council Directive 92/43/EEC 'The Habitats Directive' and the Council Directive 79/409/EEC 'The Wild Birds Directive' it is necessary to consider whether Connecting Cornwall: 2030 may have significant impacts upon areas of nature conservation importance designated or classified under the Directives. Should significant impacts be identified, it would be necessary to further consider the impacts of Connecting Cornwall: 2030 by way of an Appropriate Assessment. This process of assessment under the requirements of the Habitats Directive (as transposed into UK legislation by The Conservation of Habitats and Species Regulations 2010) is known as Habitat Regulations Assessment (HRA).

As part of the SEA process described above, HRA screening has been carried out on the schemes listed in this Implementation Plan. The accompanying Environmental Report outlines the results of this screening.

### 9.4 Comprehensive Impact Assessment

A Comprehensive Impact Assessment (CIA) is a Risk and Impact Assessment tool that helps us to deliver high quality services by:

- Ensuring that our services are free from discrimination.
- Ensuring that we identify and address customer needs.
- Improving transparency around the decisions we make.
- Identifying and mitigating risk.
- Identifying best practice.

The CIA identified positive impacts related to improved facilities and accessibility for buses, pedestrians, cyclists and road traffic. These improvements will particularly benefit those without access to a car including older and younger people, and women. Improvements to congested areas will support improvements to the economy of Cornwall.

The only negative impacts identified by the CIA relate to the temporary works required to deliver the transport schemes. Possible impacts include noise, air quality, congestion, diversionary routes for vehicles and pedestrians.

The impacts of these works will be mitigated by project specific construction management plans, and will only be for a limited time before improvements are delivered.

# Appendix A

## Programme post 2019

Whilst this Implementation Plan covers the period up to March 2019, Connecting Cornwall: 2030 sets out our intentions up to 2030. Therefore not all schemes can be delivered in this four year programme.

Table 12 sets out schemes for consideration for future delivery programmes. The schemes have originated through a variety of sources including town transport studies, local aspirations and stakeholder reports.

These schemes are currently not being progressed due to a number of reasons including funding limitations, the need for further feasibility work or work lead in times which are beyond the scope of the current plan.

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.

**Table 12 Programme post 2019**

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Anthony	Anthony	Three options for further review: Option 3 - New junction and connecting road Option 5 - Reversal and widening of one way system on secondary junction and implementation of advisory route signs for HGVs Option 8 - ghost island junction	Improves network safety and supports Connecting Cornwall: 2030 goals and objectives	TBC	Connecting Cornwall: 2030	CC
Bodmin	Castle Canyeke Bus Gate	Bus gate to access Hawkstone Development site	Improved access for sustainable transport into a significant housing development	£ 0.125	Bodmin Transport Strategy	Developer

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Bodmin	Bodmin to Bodmin Parkway link	A public transport based (rail or bus) connection between Bodmin town centre and Bodmin parkway station. Could incorporate a 'bike & go' station cycle hire pilot	Provides a frequent link between the station and the town addressing safety for cyclist and walkers	TBC	Bodmin Masterplan	CC/NR/ Bus/ Rail operators
Bodmin	Rail Freight Facility	Facilities to allow interchange of freight between road and rail	Supports Connecting Cornwall: 2030 goals and objectives	TBC	Private Sector	CC/NR/ Private Sector
Bodmin	Callywith junction	Upgrade junction to open up northern cell for employment and housing	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 4.600	Bodmin Transport Strategy	CC/ Developer
Bodmin	Boundary Road widening (and westheath roundabout)	Widen Boundary road to increase capacity and improve Westheath roundabouts - needed for Fiveways	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 2.500	Bodmin Transport Strategy	CC
Bodmin	Five Ways Junction	Change 5 arm double mini to 3 arm traffic signal controlled junction with improved ped/cycle facilities	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 1.216	Bodmin Transport Strategy	CC
Bodmin	Lostwithiel Road Roundabout (Respryn Rd link and Bridge)	New roundabout to support Respryn Link. Opens up development land	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 3.600	Bodmin Transport Strategy	CC/ Developer
Bude	The Strand/ Bencoolen	Conversion from mini-roundabout to signalised junction to mitigate future capacity issues	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.473	Bude Transport Strategy	CC
Bude	Kings Hill	Link from development site BUE1 (allocation of 316 dwellings) to existing cycle path along A3073 King's Hill	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.304	Bude Transport Strategy	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Bude	Link from A39 Junction to Kings Hill	Link to provide an alternative access to proposed housing development	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.672	Bude Transport Strategy	CC
Bude	Bus Stop Enhancements	To provide RTPI at all key stops, new shelters and borders where required	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.145	Bude Transport Strategy	CC
Bude	Bencoolen/ The Strand pedestrian crossing	Pedestrian crossing	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.025	Bude Transport Strategy	CC
Bude	Town wide traffic management	Town wide traffic management to address capacity issues and improve safety	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.020	Bude Transport Strategy	CC
Bude	TWCN network	To implement town wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 0.140	Bude Transport Strategy	CC
Bude, Whalesborough Farm	Whalesborough Farm shared use path	To provide a new shared-use path linking Whalesborough Farm cycle hire with Widemouth bay. Links NCN3 between Coast and inland	Enhances environment for pedestrians and cyclists	£ 0.125	Community	CC
Callington	A388 Callington	Footway Provision	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 0.030	Connecting Cornwall: 2030	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Camborne	A3047 Trevenson Road / B&Q Access Change	Access change to incorporate bus priority	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 0.435	CPIR Transport Strategy	CC
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: 2030 goals and objectives	£ 1.000	CPR Urban Regeneration Company	FDC/CC
Cliff View Road, Camborne	Rosemellin pedestrian crossing	Pedestrian crossing	Supports Connecting Cornwall: 2030 goals and objectives	TBC	Member	CC
Cornwall	A38 Tamar Bridge	A38 Tamar Bridge Reconfigure & Demand Mgmt. Ped cycle cantilever legibility scheme to improve signing & lining for users	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.750	Tamar Crossings study	CC/PCC
Cornwall	South East Cornwall Trail Bodmin to Torpoint	Multi or dual use trail linking Bodmin to Torpoint & Cremyll Ferry. Part of NCN 2, route identified and some planning gained but since lapsed	Supports tourism economy and Connecting Cornwall: 2030 goals and objectives	£ 2.500	Long-term strategy for Cornwall 2007-2021	CC
CPIR	CPIR TWCN	Wider network improvements for walking and cycling to achieve modal switch. Outline designs and stakeholder consultation performed	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 1.000	CPIR Transport Strategy	CC
Crafthole	Crafthole	Daytime waiting restrictions in the first instance with possible priority working build out alterations as a follow up option.	Improves network safety and supports Connecting Cornwall: 2030 goals and objectives	TBC	Connecting Cornwall: 2030	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Fowey	Fowey walking network	Improved conditions for pedestrians in the town centre	Supports Connecting Cornwall: 2030 goals and objectives	TBC	Connecting Cornwall: 2030	CC
Fowey	Fowey - Lostwithiel footpath	Provision of a footpath alongside the River linking Fowey and Lostwithiel	Supports Connecting Cornwall: 2030 goals and objectives	TBC	Chair of FREE Fowey	CC
Goonhavern	A3075	Want some form of traffic-alleviation measures (to reduce possible impact of congestion due to growth in Newquay)	Improves network safety and supports Connecting Cornwall goals: 2030 and objectives	TBC	MP Support	CC
Hayle	TWCN Hayle	To implement town wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles through linking key attractors	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 0.750	Hayle Transport Strategy	CC
Helston	Walking and cycling town wide network	To implement town wide walking & cycling enhancements to encourage modal shift and healthy active lifestyles. To include Trewennack Ped/cycle improvements and Crasken Farm, A394, Helston	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 1.500	Helston Transport Strategy	CC
Helston	Bus Interchange	A need for a bus interchange facility in the town has also been identified to allow improved accessibility and better connections	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 1.000	Helston Transport Strategy	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Helston	Trewennack Bypass	Section of new highway from Trevilges to Trelill	To alleviate congestion and improve traffic flows, supports Connecting Cornwall: 2030 goals and objectives	£ 3.800	Community	CC
Helston	Meneage Street	Re-programme signals at Meneage to address existing and anticipated congestion, reduce delays and increase pedestrian priority, thereby improving the town centre shopping environment and enabling, through complementary public realm enhancements, reinstatement of Market Place as a key focus for civic pride and activity	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 0.005	?	CC
Helston	Trevilges Farm	To improve visibility at this location	Improves network safety and supports Connecting Cornwall goals and objectives	£ 0.025	Connecting Cornwall: 2030	CC
Helston	Trewennack bus stop improvement	Relocation of bus stop to improve pedestrian crossing	Improves network safety and supports Connecting Cornwall goals and objectives	£ 0.130	Member	CC
Helston	Bus shelter upgrades	Bus stop upgrades along the key routes to provide better waiting facilities and Real Time Passenger Information	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 0.066	Helston Transport Strategy	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Launceston	TWCN network	To implement town wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 0.600	Launceston Transport Strategy	CC
Launceston	Bus stop enhancements	To provide RTPI at all key stops, new shelters and borders where required	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 0.044	Launceston Transport Strategy	CC
Launceston	Pennygilliam	Partial widening and signing	Supports Connecting Cornwall goals and objectives, Local Plan Growth and encourages modal shift	£ 0.260	Launceston Transport Strategy	CC
Leedstown, Carsize Lane	Carsize Lane footpath improvements	Upgrade of existing public right of way used by children walking to Leedstown School	Supports Connecting Cornwall: 2030 goals and objectives	TBC	Connecting Cornwall: 2030	CC
Leedstown	B3280 Leedstown	Provide 20mph limit and associated traffic calming on road outside of Leedstown School	Supports Connecting Cornwall: 2030 goals and objectives	£ 0.010	Community	CC
Liskeard	Walking and Cycling network	To implement town wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles. Various cycle scheme suggestions offered by local cycling group	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 1.500	Liskeard Transport Strategy	CC
Liskeard	A38 Island Shop	Junction improvement to prevent queuing back on the A38	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.661	Liskeard Transport Strategy	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Lizard	Cornish Way Extension	Multi or dual use Trail connecting Helston and the Lizard. Largely based on the existing quiet lane network to provide this gap in the cycle network	Supports Connecting Cornwall: 2030 goals and objectives and tourism	£ 0.020	Connecting Cornwall: 2030	CC
Millbrook	Millbrook	The implementation of a HGV circulatory system on the peninsula is required to alleviate the traffic jams in Millbrook.	Improves network safety and supports Connecting Cornwall: 2030 goals and objectives	TBC	Connecting Cornwall: 2030	CC
Newquay	Phase 2 TWCN	To implement phase 2 of town wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles	Supports Connecting Cornwall goals and objectives, Local Plan Growth and encourages modal shift	£ 1.000	Connecting Cornwall: 2030	CC
Newquay	Chester/Henver Road	Junction improvement - signalling and reallocation of lane space	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.225	Newquay Transport Strategy	CC
Newquay	Trevemper	Junction improvement	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 1.000	Newquay Transport Strategy	Developer
Newquay	Porth Four Turns	Junction improvement & possible mitigation by means of bus gate	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 1.000	Newquay Transport Strategy	CC
Newquay	NSR 2 & 3	Phase 2 & 3, CC to deliver bridge, rest is developer led	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 16.000	Newquay Transport Strategy	Developer/CC/NR
Padstow	Padstow bus interchange	Improved bus terminus at Padstow with enhanced waiting facilities and access	Supports Connecting Cornwall: 2030 goals and objectives	£ 0.750	Connecting Cornwall: 2030	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Padstow	Padstow improved pedestrian access and infrastructure	Improvements to provide pedestrians with greater priority in the town centre to signage linking up to Camel Trail	Supports Connecting Cornwall: 2030 goals and objectives and tourism	TBC	Community	CC
Penryn	Commercial Road	Streetscape upgrade to provide pedestrians and cyclist including a parking management programme	Supports Connecting Cornwall: 2030 goals and objectives	£ 0.500	Possible Shared Space Pilot Project/ Developer Led	CC
Penryn	Old Hillhead Road	Current car/ped conflict - consider enhancements of route down to Eastwood road	Enhances environment for pedestrians and cyclists	TBC	Community	CC
Penstraze, between Chiverton to Truro Park and Ride.	Penstraze cycle route	3.5km cycle link to provide safer link for cyclists, provide route from villages North of Chiverton, link with Coosebean	Supports Connecting Cornwall: 2030 goals and objectives	TBC	Community	CC
Penzance	Newton Roundabout	Scheme widens the A30 North approach and repositions the roundabout. All arms are realigned as well as the circulatory carriageway. Road markings and traffic signs are renewed	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.930	Penzance Transport Strategy	CC
Penzance	A30 St Erth to Longrock demand management	Management of speed and public transport priority	Improves network safety and supports Connecting Cornwall: 2030 goals and objectives	£ 2.000	Connecting Cornwall: 2030	CC
Penzance	Penzance bus interchange	Improved conditions and access for pedestrians around Penzance	Supports Connecting Cornwall: 2030 goals and objectives	£ 0.750	Connecting Cornwall: 2030	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Penzance	Eastern green Signals	The existing priority T-junction is replaced with a full time signalised junction. The B3311 side road is widened to accommodate the additional future traffic demand	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.300	Penzance Transport Strategy	CC/ Developer
Penzance Near Penwith College entrance, Coombe Lane, Treneere,	Penwith College Street lighting	Improve street lighting for pedestrians walking between Polglaze Close & the college entrance	Improves feeling of safety and security	£ 0.005	DCH	CC
Penzance	Gulval Cross	To provide signals and narrow route providing footway	Improves network safety and supports Connecting Cornwall: 2030 goals and objectives	TBC	Connecting Cornwall: 2030	CC
Penwith, linking St Erth, St Hilary and Goldsithney	Penwith cycle, pedestrian, bridleway leisure route	Provide a new signed leisure route linking schools, camp sites, shops, stables, beaches and cafes	Enhances environment for pedestrians and cyclists and for tourism	TBC	Community	CC
Perranporth	Bolingey to Perranporth	Recreation route free from traffic on the riverside and former railway	Supports Connecting Cornwall goals and objectives, Local Plan Growth and encourages modal shift	£ 0.200	Community/ EA	CC
Pool	Tolvaddon Cycle Bridge	Cycle and pedestrian bridge connecting Tolvaddon Energy Park to Pool across the A30. Feasibility/scoping study completed. Awaiting Cornwall campus masterplan	Provides sustainable transport connection between CPR growth areas and main services in Pool	£ 2.500	CPR Sustainable Transport Study	CC/ Developer
Rame Peninsula	Rame Peninsula	Consideration of a circulatory HGV route throughout the Rame Peninsula	Improves network safety and supports Connecting Cornwall: 2030 goals and objectives	TBC	Connecting Cornwall: 2030	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Redruth, Treruffe Hill,	Treruffe Hill footway improvements	Widen existing footway and convert to shared use path, Improve footway width to enable easier passage by parents and school children	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	TBC	Connecting Cornwall: 2030	CC
Redruth, Treleigh Ind Estate,	Safer Routes to Treleigh School	Upgrade of existing footpath network from Strawberry Fields to Treleigh School. Upgrade of existing path from Treleigh Ind Estate to Treleigh School	Supports Connecting Cornwall: 2030 goals and objectives	£ 0.015	SRTS	CC
Redruth	Tolgus Trail extension	Provision of the missing link between Redruth north and the Coast to Coast Trail at Cambrose	Supports Connecting Cornwall goals and objectives, Local Plan Growth and encourages modal shift	£ 0.250	Connecting Cornwall	CC
Redruth	Blowinghouse Hill Roundabout	Improves cycle movement through roundabout, utilising the existing footways to create a widened off carriageway shared use path around the whole roundabout. The two roundabout exits on the A3047, in addition to the entries, are signalised to provide a cycle/ pedestrian crossing in one phase. The Blowinghouse Hill entry and exit require raised tables at the crossing point, and island widths are increased on all central refuges to accommodate cyclists. Appropriate warning and directional signing is required for motor vehicles and cycle users alike.	Supports Connecting Cornwall goals and objectives, Local Plan Growth and encourages modal shift	£ 0.117	Connecting Cornwall	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Redruth	Tolgos Hill and Chapel Street (B3300)	Provision of traffic calming with green textures strips across all junctions. At Tolgos roundabout a green textured surface cycle lane is necessary around the roundabout and this will link with shared use paths on the existing footway both sides.	Supports Connecting Cornwall goals and objectives, Local Plan Growth and encourages modal shift	£ 0.065	Connecting Cornwall	CC
Saltash	B3271/New Road junction	Rationalisation of movements at junction including banning right turns from B3271 northern and southern approaches	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.426	Saltash Transport Strategy	CC
Saltash	A38/Liskeard Road junction	Banning right turns from A38 and using this as western on slip instead to accommodate traffic growth	Supports Connecting Cornwall goals and objectives and Local Plan Growth	£0.300	Saltash Transport Strategy	CC
St Agnes	Crossing improvements, St Agnes School	Provide improved pedestrian crossing feature outside St Agnes School	Enhances environment for pedestrians and cyclists	£ 0.020	SRTS	CC
St Austell	Walking & Cycling network	Provides comprehensive town wide improvements for both pedestrians and cyclists. Feasibility complete. Some smaller scheme improvements deliverable	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 5.020	St Austell Transport Strategy	CC
St Austell	A390/B3273 Penwinnick Road/Pentewan Road junction	Consolidate existing double mini into 5 arm roundabout	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 1.630	St Austell Transport Strategy	CC
St Austell	Slades Road/Sandy Hill junction	Provision of a double mini roundabout to provide additional capacity	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.470	St Austell Transport Strategy	CC

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
St Austell	Edgecumbe Triangle (no right turn scheme)	Two priority junctions to restrict the number of right turn manoeuvres at the traffic signal controlled junction	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 0.335	St Austell Transport Strategy	CC
St Austell	St Austell bus priority	Bus priority measures to provide buses with an advantage and promote sustainable transport	Supports Connecting Cornwall: 2030 goals and objectives	TBC	Eco Communities Strategy	CC
St Austell	Treverbyn traffic management	Improves network safety and supports Connecting Cornwall goals and objectives	Improves network safety and supports Connecting Cornwall: 2030 goals and objectives	£ 0.030	Connecting Cornwall: 2030	CC
St Austell	SRTS Carclaze	Revision of signal arrangement to provide for pedestrians	Supports Connecting Cornwall goals and objectives	£ 0.050	Connecting Cornwall: 2030	CC
St Ives	Fore Street (inc Bullans Lane)	Replace ad hoc and unenforceable parking area with formal cycle parking hoops. Also to include restrictions at Bullan's lane/Park Avenue	Improves network safety and supports Connecting Cornwall: 2030 goals and objectives	£ 0.015	St Ives Transport Strategy	CC
St John	St John	Continue with the implementation of signage at the St. John and Trevole Road junction to discourage movement of HGV's through St. John	Improves network safety and supports Connecting Cornwall: 2030 goals and objectives	TBC	Connecting Cornwall: 2030	CC
St Mellion	St Mellion Bypass	A highway improvement of 850 metres that diverts the A388 away from St Mellion. Provide cycle lane to Hatt parallel to A388	To alleviate congestion and improve traffic flows, supports Connecting Cornwall: 2030 goals and objectives	£ 6.000	St Mellion Parish Council	CC
Stenalees	Roche Road	Consideration of traffic calming measures such as speed visor signs and pedestrian enhancements	Improves network safety and supports Connecting Cornwall: 2030 goals and objectives	TBC	Community	CC

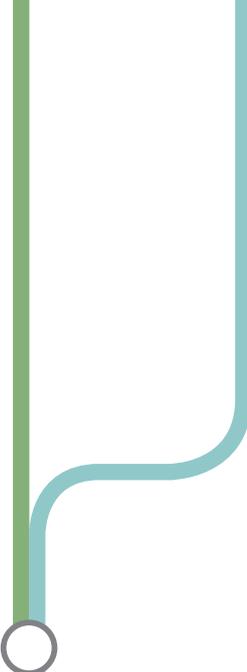
Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Truro	Truro Bus Interchange	Relocation of Truro bus station to create a superior quality transport hub	Existing site is poor and subject to development proposals. Supports Connecting Cornwall: 2030 goals and objectives	£ 1.000	Truro SIF	CC
Truro	Truro Southern P&R	Third phase of bus or rail based park and ride to the south of Truro	Completes the Park for Truro Strategy for park and ride provision in truro. Supports Connecting Cornwall: 2030 goals and objectives and Local Plan growth	TBC	Truro Transport Strategy	CC
Truro	Newham Road Improvement	Provision of walking an cycling infrastructure adjacent to existing restriction on the road width. Part of NCN .	Opens up industrial estate and addresses existing safety issue. Supports Connecting Cornwall: 2030 goals and objectives and Local Plan growth	TBC	Truro Transport Strategy/ Newham Bid	CC
Truro	Truro Railway Station Forecourt	New Station Forecourt arrangements and signalised pedestrian crossing	Provides enhanced access arrangements to development and station and enhances sustainable connectivity	£ 1.200	Private Sector/NR	Private Sector/NR/ CC
Truro	Fairmante Roundabout Improvement	Junction improvement to address congestion	To address congestion and supports Connecting Cornwall: 2030 goals and objectives and Local Plan growth	TBC	Truro Transport Strategy	CC
Truro	Northern Access Road	New strategic road link, providing access to the hospital and relief to A390 and access through whole development	Supports Connecting Cornwall: 2030 goals and objectives and Local Plan Growth	£ 24.000	Truro Transport Strategy	Developer

Location	Project	Description	Outcomes	Cost £m	Project Source	Lead Agency
Truro	Boscawen Bus Shelter	Boscawen Street Bus Shelter and build-out	Improved public transport access and improved conditions for pedestrians	£ 0.150	Truro Transport Strategy	CC
Truro	Walking and Cycling network (phase 2)	To implement town wide walking and cycling enhancements to encourage modal shift and healthy active lifestyles. Feasibility study complete, stakeholder engagement	Supports Connecting Cornwall: 2030 goals and objectives, Local Plan Growth and encourages modal shift	£ 1.500	Truro Transport Strategy	CC
Wadebridge	Camel Trail	Provision of riverside walking/ cycle route. Alternative shared space scheme option	Enhances environment for pedestrians and cyclists	£ 0.200	Connecting Cornwall: 2030	CC

## Appendix B

# Abbreviations

AQMA	Air Quality Management Area
DfT	Department for Transport
EAFRD	European Agricultural Fund for Rural Development
ERDF	European Regional Development Fund
EUSIF	EU Structural and Investment Funds
LEP	Local Enterprise Partnership
LGF	Local Growth Fund
LTB	Local Transport Board
LTP	Local Transport Plan
P&R	Park and Ride
SEP	Strategic Economic Plan
SME	Small and Medium Enterprises



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