

CONNECTING CORNWALL:  
IMPLEMENTATION PLAN 2015-2019  
POST ADOPTION STATEMENT

*Cornwall Council*

*Final*



# **Connecting Cornwall: Implementation Plan 2015-2019**

## **Post Adoption Statement**

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## Executive Summary

The Connecting Cornwall Implementation Plan 2015-2019 is the second implementation plan of Cornwall Council's third Local Transport Plan (LTP) Connecting Cornwall: 2030. The Implementation Plan 2015-2019 sets out the programme of transport schemes to be delivered in Cornwall between 2015 and 2019 and shows how these schemes will be funded. The overarching objectives are based on the LTP.

Strategic Environmental Assessment (SEA) is the term used to describe environmental assessment as applied to plans and programmes in accordance with European Council Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment'. EC Directive 2001/42/EC (known as the SEA Directive) is enacted in England through the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations). An SEA was undertaken together with a Health Impact Assessment (HIA) and Habitats Regulation Assessment (HRA).

The SEA report was made available for public consultation along with the Implementation Plan 2015-2019 from 17 November 2014 until 12 January 2015, to seek the views of stakeholders (including the public) on the approach undertaken and the conclusions in the SEA report.

Consultation responses on the SEA report were taken into account in the Implementation Plan 2015-2019. This post-adoption statement provides evidence of how the SEA process and consultation responses have influenced the Implementation Plan 2015-2019, provides reasons for adopting the Implementation Plan 2015-2019 among the reasonable alternatives considered, and sets out the measures for monitoring of residual and significant effects of the Implementation Plan 2015-2019.

## LIST OF ABBREVIATIONS

The following abbreviations are used in this Post-Adoption Statement:

EA	Environment Agency
HIA	Health Impact Assessment
HRA	Habitats Regulations Assessment
LTP	Local Transport Plan
NE	Natural England
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment

## **1 INTRODUCTION**

### **1.1 The Connecting Cornwall Implementation Plan 2015-2019**

1.1.1 Under the Transport Act 2000, as amended by the Local Transport Act 2008, local authorities in England are required to produce a Local Transport Plan (LTP). The 2008 Act requires that LTPs contain policies and implementation plans.

1.1.2 In 2011, Cornwall Council published its third LTP, Connecting Cornwall: 2030 (referred to as 'Connecting Cornwall'). This comprised a 20 year strategy containing policies supported by a 4 year Implementation Plan for the period 2011-2015. Cornwall Council has now prepared the next implementation plan for the period 2015-2019.

1.1.3 The Implementation Plan 2015-2019 sets out the programme of transport schemes to be delivered in Cornwall between 2015 and 2019 and shows how these schemes will be funded. The overarching objectives are based on the LTP.

### **1.2 The Strategic Environmental Assessment (SEA)**

1.2.1 Strategic Environmental Assessment (SEA) is the term used to describe environmental assessment as applied to plans and programmes in accordance with European Council Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment'. EC Directive 2001/42/EC (known as the SEA Directive) is enacted in England through the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations).

1.2.2 These Regulations place an obligation on local authorities to undertake SEA for certain plans and programmes, including the policies and implementation of all LTPs. Local transport authorities should ensure that the SEA of their LTP is an integral part of developing, and later delivering, their LTP.

1.2.3 Parsons Brinckerhoff (PB) was commissioned by Cornwall Council to undertake the SEA together with a Health Impact Assessment (HIA) and Habitats Regulations Assessment (HRA) during the development of the Implementation Plan 2015-2019. The SEA process can be broken down into five key stages (A-E), summarised in Table 1.1.

**Table 1.1: The Implementation Plan 2015-2019 SEA Process**

SEA Stage	The Implementation Plan 2015-2019 SEA
<b>Stage A:</b> Setting the context and objectives, establishing the baseline and deciding the scope	<p>A Scoping Report for the Implementation Plan 2015-2019 was issued in August 2014, setting out the baseline environment, SEA objectives and the methodology to be used in Stage B.</p> <p>The Scoping Report was sent to statutory authorities (Natural England, English Heritage and the Environment Agency), several functions within Cornwall Council and Cornwall Wildlife Trust.</p>
<b>Stage B:</b> Developing and refining alternatives and assessing effects	<p>There are a large number of potential schemes for inclusion within the Implementation Plan. These were assessed using the Cornwall Assessment Tool (CAT), which includes sustainability and economic criteria, to inform which schemes formed part of the Implementation Plan 2015-2019. A sustainability appraisal (SA) of a list of alternatives for the plan was also undertaken to inform the environmental and sustainability implications of different types of scheme.</p> <p>The SA assessment adopted the same format used for the Cornwall Local Plan as this is also consistent with SEA Guidance, using a series of matrices. It should be noted that several of these schemes are already developed to project level and therefore the assessment was able to be based on existing environmental appraisals or statutory EIAs for the project.</p> <p>An HRA screening assessment and an HIA of the Implementation Plan 2015-2019 were undertaken in parallel with the SEA report and their findings have been incorporated.</p>
<b>Stage C:</b> Preparing the Environmental Report	<p>The report presented a full SEA of the Implementation Plan 2015-2019. The Environmental Report and draft Implementation Plan were made available for consultation from 17 November 2014 to 12 January 2015.</p>
<b>Stage D:</b> Consulting on the draft plan or programme and the Environmental Report	
<b>Stage E:</b> Monitoring the significant effects of implementing the plan or programme on the environment	<p>Monitoring is proposed following the adoption of the Implementation Plan 2015-2019.</p>

### **1.3 The Post Adoption Statement**

1.3.1 A post-adoption statement is prepared following the consultation period (Stage D of the SEA process) to summarise how the SEA has influenced the development of the Implementation Plan 2015-2019. Following on the requirements of the SEA Directive (Article 9), the post adoption should cover the following topics:

- The SEA process undertaken to date;
- How the SEA has been taken into account in the development of the Implementation Plan 2015-2019;
- An overview of the responses to the public consultation on the draft Implementation Plan 2015-2019;
- Changes made to the Implementation Plan 2015-2019 on the basis of the consultation process;
- Any clarification relating to the SEA;
- Reasons for adopting the Implementation Plan 2015-2019 among the reasonable alternatives considered; and
- Measures for monitoring of residual and significant effects and uncertainties of the implementation of the Implementation Plan 2015-2019.

1.3.2 The structure of this statement has been set out to meet the requirements of the SEA Directive as presented in Table 1.2.

**Table 1.2: Structure of the Implementation Plan 2015-2019 Post-Adoption Statement**

Section	Title	Contents
Section 1	Introduction	An introduction to the report The SEA process undertaken to date
Section 2	The Influence of the SEA in the Implementation Plan 2015-2019	How the SEA has been taken into account
Section 3	Consultation with key stakeholders	An overview of the responses to the public consultation on the draft Implementation Plan 2015-2019. Changes made to the Implementation Plan on the basis of the consultation process. Any clarification relating to the SEA.
Section 4	Reasons for adopting the Implementation Plan 2015-2019	Reasons for adopting the Implementation Plan 2015-2019 among the reasonable alternatives considered.
Section 5	Next Steps	Next steps of the SEA process Confirmation of the final arrangements for monitoring of residual significant effects and uncertainties
Appendix A	Recommended Mitigation and Enhancement Measures.	

Appendix B	Consultation Comments on the SEA Environmental Report and Action/Response
Appendix C	Revised Monitoring Framework

## 1.4 Availability of Documents

1.4.1 The final Implementation Plan 2015-2019 adopted together with the SEA and this post-adoption statement will be available for viewing free of charge online at:

[To be inserted by Cornwall Council]

## **2 SEA AND THE IMPLEMENTATION PLAN 2015-2019**

### **2.1 Commitment to SEA**

2.1.1 Under the Transport Act 2000, as amended by the Local Transport Act 2008, local authorities in England are required to produce a Local Transport Plan (LTP). The 2008 Act requires that LTPs contain policies and implementation plans.

2.1.2 It is a legal requirement for planning authorities to undertake a Strategic Environmental Assessment (SEA) of LTPs. The SEA Regulations apply to any plan or programme which relates either solely to the whole or any part of England, or to England and any other part of the UK.

### **2.2 Evidence Base**

2.2.1 The development of the Implementation Plan 2015-2019 has been undertaken in the context of the third Local Transport Plan: Connecting Cornwall: 2030. This comprised a 20 year strategy containing policies supported by a 4 year Implementation Plan for the period 2011-2015. These plans constitute an ongoing process of evidence base gathering.

2.2.2 The evidence and recommendations provided in the Implementation Plan SEA report should be considered by subsequent Implementation Plans and SEAs.

### **2.3 Integrated Development of the Implementation Plan and the SEA**

2.3.1 The 2011 Connecting Cornwall publications were prepared in accordance with the SEA Regulations and Environmental Reports were produced for both the LTP and the Implementation Plan.

2.3.2 A Health Impact Assessment (HIA) has been conducted alongside the SEA and has informed both the SEA process and the development of the Implementation Plan.

### **2.4 How the Implementation Plan 2015-2019 has taken account of the SEA Report**

2.4.1 The SEA appraisal report recommended the implementation of measures to avoid and/or mitigate potential adverse effects, and enhance beneficial effects. Appendix A includes a list of the recommendations proposed in the SEA report and which schemes they may apply to.

2.4.2 In addition, consultation comments on the SEA report have also resulted in changes or issues to consider further in the development of

subsequent Implementation Plans. Cornwall Council's responses to the SEA consultation comments are included in Appendix B.

## **2.5 Residual Effects**

- 2.5.1 The SEA report concluded that many of the schemes within the Implementation Plan 2015-2019 will likely have positive medium to long term benefits on most of the objectives. There are however likely to be negative short to medium term effects associated with the construction phases of most of the schemes. Cumulative effects are likely to be generally positive, but should be investigated at a project level particularly with other development projects in the County.
- 2.5.2 The HRA determined that there was insufficient detail on several schemes proposed to undertake an assessment of likely significant effects. Mitigation has been proposed at a high level and further design and survey information is needed on these schemes at project level, to determine whether there are likely to be any significant effects. Cornwall Council will not proceed with projects which, after detailed design, are likely to have significant adverse effects on the integrity of European sites.
- 2.5.3 The HIA states that schemes promoting active travel will have direct positive health impacts.
- 2.5.4 Monitoring of the effects of the plan implementation will indicate if there are any residual environmental, social and/or economic effects to be addressed.

### **3 CONSULTATION**

#### **3.1 SEA Consultation**

3.1.1 Table 3.1 describes the consultation process undertaken to date throughout the SEA process described in Table 1.1.

**Table 3.1: SEA and Implementation Plan Consultation Undertaken**

Consultation	Date of consultation / SEA stage	Consultation responses
A Scoping Report for the Implementation Plan 2015-2019 was issued in August 2014 and issued to statutory consultees.	6 <sup>th</sup> August to 10 <sup>th</sup> September 2014	<p>Responses to the SEA Scoping Report were received from:</p> <ul style="list-style-type: none"> <li>• Cornwall Council;</li> <li>• The Cornwall AONB Unit;</li> <li>• Natural England;</li> <li>• The Environment Agency; and</li> <li>• English Heritage (now Historic England).</li> </ul> <p>Consultee comments received included highlighting seasonal influxes of traffic to the County, references to best practice guidance, linkages between some of the objectives and use of historic environment classifications in the SA.</p> <p>The comments, responses and resulting actions were included in Appendix D of the Environmental Report.</p>
The SEA Report was made available together with the Implementation Plan 2015-2019 for public consultation.	17 November 2014 to 12 January 2015	<p>Three statutory responses were received for this consultation, from Cornwall Council, English Heritage (now Historic England) and Natural England. A number of responses were also received from members of the public.</p> <p>Section 3.3 below summaries the responses and action taken as a result.</p> <p>A summary of the responses to the comments and how they have been addressed is included at Appendix B of this Statement.</p>

#### **3.2 Responses to the Consultation Comments on the SEA**

3.2.1 Views were received from Natural England (NE), English Heritage (now Historic England), members of the public and the Economic Planning and Strategy Officer of the Cornwall Council in regard to the findings and conclusions within the SEA. The key points, and how they were addressed, are summarised in the following table:

**Table 3.2: Comments on the SEA Environmental Report**

Comment Summary	Summary of response/action taken
<b>Natural England</b>	
<p>No objectives to specifically assess against protection of designated biodiversity and geodiversity sites, or landscapes.</p> <p>Document lists some medium/long term effects without explaining how mitigation proposes to reduce them.</p> <p>Mitigation measures are not project specific and it isn't clear which measures apply to which schemes.</p>	<p>Consultation already undertaken on objectives during scoping and amendments were made to them following this.</p> <p>Additional text has been added to clarify impacts and a new matrix is added to show how mitigation applies to individual schemes.</p>
<p>Cumulative effects should be addressed where schemes are linked or close to each other. This should also include major schemes from earlier plans that may have changed since they were last assessed.</p>	<p>Cumulative effects are generally embedded within the assessment and have been identified, particularly for groups of schemes. A revised SA has now incorporated a separate section on cumulative effects from other transport projects.</p>
<p>Concern with regard to being unable to rule out significant effects on European sites; more detail should be provided, or where not available, specific mitigation measures to avoid effects should be proposed.</p>	<p>Mitigation measures have been set out and text added to reflect Cornwall Council's approach where likely significant effects cannot be determined at the strategic level.</p>
<b>English Heritage (now Historic England)</b>	
<p>Highlighting the importance of a number of historic assets and possible mitigation measures, where harm cannot be avoided in the first instance.</p>	<p>Mitigation specifically for the historic environment and designations has been included. Assessment now acknowledges heritage value of particular historic assets. Appropriate guidance now referred to.</p>
<b>Members of the public</b>	
<p>Regular public consultation and feedback</p>	<p>Noted.</p>
<p>Greater emphasis on environmental benefits in decision making to account for the challenges that climate change is bringing</p>	<p>Noted.</p>
<p>Concern that effects from population increase are not emphasised enough.</p>	<p>Noted and amendments made.</p>
<b>Economic Planning and Strategy</b>	
<p>Both population growth and demographic change will affect transport, mode use and travel choices.</p>	<p>Noted and amendments made.</p>
<p>A series of updates noted regarding economic and social baseline information for the region.</p>	

### **3.3 Responses to the Consultation Comments on the Implementation Plan 2015-2019**

3.3.1 A number of responses related to the Implementation Plan 2015-2019, as well as the SEA. A summary of the main responses to questions raised follows:

- English Heritage (now Historic England) highlighted the importance of the Plan in relation to tackling congestion and exploiting new transport opportunities in relation to access to and enjoyment of the historic environment. Both the assessment and mitigation sections were updated to reflect this; and
- Some respondents saw the Plan as focussing too much on private vehicles and development. It is reiterated that the Plan accommodates all forms of transport and many of the schemes improve existing transport infrastructure.

## **4 REASONS FOR ADOPTING THE IMPLEMENTATION PLAN 2015-2019**

### **4.1 Alternatives Considered**

4.1.1 The SEA Directive requires taking into account “reasonable alternatives”, outlining the reasons for selecting the alternatives dealt with, and describing how the assessment was undertaken.

4.1.2 Due to the number of schemes proposed as part of the Implementation Plan (over 100), those with similar characteristics were collated into categories of alternative schemes for assessment. A sustainability assessment (SA) of these alternatives was undertaken and a number were put forward for inclusion in the Implementation Plan.

4.1.3 These alternatives were also considered alongside a ‘Business as Usual’ Option. This alternative is considered the ‘no plan’ alternative. It involves the consideration of existing measures already put in place (i.e. existing guidance, strategies, etc) without new actions being proposed. Therefore, minimum intervention or no new actions are put forward under this option.

4.1.4 Each alternative was considered in terms of its ability to support the achievement of the SEA objectives, thereby enabling comparison of the performance of the alternatives. The sustainability assessment of the alternatives was undertaken for each category of actions against each SA framework objective. A summary of the SA results can be found in Table 5.1 of the SEA Environmental Report. The full assessments are available in Appendices E and F of the SEA Environmental Report.

### **4.2 Justification for Adoption of the final Implementation Plan 2015-2019**

4.2.1 Overall, the schemes proposed in the Implementation Plan have been assessed as having a more positive effect than the ‘no plan’ alternative. The results of the options assessment against the SEA objectives indicate that:

- There are negative short term effects associated with biodiversity, minerals, water and soil objectives for most schemes, as a result of short term disturbance and small areas of landtake during construction. Over the long term however, positive effects become apparent for the remaining objectives as the schemes encourage active travel and/or use of public transport, reducing congestion and improving access by foot, cycle or public transport;
- There are also a number of schemes where negative short term effects are experienced against some objectives initially, again due

to construction work, but over the medium to long term positive effects are predicted. Such objectives include those on noise and air quality; and

- The 'no plan' alternative will lead to negative medium term effects, with no positive effects in either the short, medium or long term. This is likely existing transport problems would worsen, potentially increasing soil, water and noise pollution, and reducing air quality. This would also reduce safety, increase community severance, restrict access, economic development and tourism, in addition to discouraging a modal shift.

4.2.2 The assessment also notes that:

- Walking and cycling schemes, referred to as active travel, form a significant element within the Implementation Plan. Such schemes when put in place would have direct positive health impacts.
- Most schemes generally have negative effects on objectives for biodiversity, water, soil and material assets;
- Most schemes, other than certain highway improvement schemes, have positive effects on objectives for health and safety, accessibility and economy. Conversely, the 'no plan' option has negative effects on most of these objectives in the medium term; and
- Walking and cycling network schemes have the most positive effects, particularly in the long term, across the most objectives. There may still be some short term effects during construction on biodiversity and materials due to the unavoidable requirement for materials and small amounts of land for these schemes.



## 5 NEXT STEPS

### 5.1 Monitoring

5.1.1 The monitoring will allow identification of actual environmental and socio-economic effects of the Implementation Plan 2015-2019 to test them against those effects predicted and potential unforeseen adverse effects.

5.1.2 The delivery of the Connecting Cornwall strategy over 20 years will be achieved through the series of Implementation plans produced every four years. The transport improvements included within each plan will be influenced by the priorities for Cornwall and the funding available at that time.

5.1.3 Cornwall Council will be responsible for monitoring the environmental and socio-economic effects of the implementation of the schemes contained within the Implementation Plan. The SEA Environmental Report (Table 6.1) identified a range of potential indicators that could be utilised for this purpose. Subsequent consultation on the SEA Environmental Plan updated this framework and the revised version is included at **Appendix C**.

5.1.4 If the monitoring identifies unforeseen adverse effects or adverse effects with higher significance than those effects predicted, remedial actions should be identified in monitoring reports. These actions may involve the identification of the effect duration and significance followed by:

- Measures to stop the effect;
- Measures to mitigate or compensate the effect;
- Update the evidence base / undertake further research;
- Revise the Implementation Plan 2015-2019 and monitoring framework; and
- Consultations with relevant authorities if deemed necessary.

**APPENDIX A:**

**RECOMMENDED MITIGATION AND ENHANCEMENT MEASURES**

Mitigation	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
<b>Scheme</b>	Use of environmental appraisal or assessment	Avoid use of materials through design or reuse/ use recycled materials	Active travel options encouraged over motorised options	Pedestrian and cycle routes should always adopt the safest route option for the public	New land take required kept to the minimum	New road links should include provisions for walking and cycling where appropriate	Provision for cycle storage where possible	Efficient street lighting with energy usage and biodiversity/ landscape taken into account	Access to present and future services	Cycle networks should cater for local residents and tourists	environmental features, including trees, hedgerows etc where possible	Planting schemes should reinforce green infrastructure	Design of new schemes could help reduce crime and the fear of crime	Ecological surveys and mitigation	Community safety focus should be given to deprived areas and use public consultation	Use of flood risk assessment where appropriate	Scheme design to consider opportunities to increase resilience to climate change	Use materials appropriate to the local area and landscape/heritage assets
Scheme 8 – West Cornwall Transport Interchange (WCTI St Erth)	✓	✓			✓			✓	✓		✓	✓		✓		✓	✓	✓
Scheme 10 – Glenthorne	✓	✓	✓	✓	✓					✓	✓			✓				✓
Schemes 14 - Bodmin Camel Trail extension and 17 - TWCN network	✓	✓	✓	✓	✓					✓	✓			✓				✓



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Highways - Junction and roundabout improvements and widening		✓			✓			✓	✓		✓	✓		✓			□	✓
Traffic management - signage, speed restrictions		✓																✓
Bus - improvements to stops, services and information		✓	✓															✓
Walking/ cycling networks		✓	✓	✓					✓									✓
Pedestrian - improvement to footpaths, pedestrian crossings		✓	✓	✓														✓
Rail - upgrade to stations and services		✓	✓				✓											✓
Other – community, information.														✓				

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Mitigation	19	20	21	22	23	24	25	26	27	28	HRA 01	HRA 02	HRA 03	HRA 04	HRA 05	
<b>Scheme</b>	<b>Schemes should incorporate pedestrian and mobility friendly design</b>	<b>Schemes should take opportunities to improve existing environmental problems</b>	<b>Low emission or 'green' buses should be used along regular service routes and for Park and Ride schemes</b>	<b>New schemes should consider the provision of public realm and regular maintenance</b>	<b>Include SuDS wherever possible</b>	<b>Improve resilience to climate change through flood alerts in transport information</b>	<b>Collaboration with environmental organisations should be considered</b>	<b>Construction in line with a Construction Environmental Management Plan</b>	<b>Consideration of World heritage Site Status in design</b>	<b>Separate historic environment assessment recommended</b>	<b>Development will not be located within any Natura 2000 site or supporting habitat so that no direct habitat loss will occur</b>	<b>Wherever possible works will be avoided where there are direct transmission pathways to Natura 2000 or Ramsar sites</b>	<b>Buffer zones will be provided between construction/improvement works and Natura 2000 and Ramsar sites (the size and</b>	<b>The CEMP will detail control measures required to avoid impacts on Natura 2000 or Ramsar sites as a result of noise and</b>	<b>Detailed design of projects in proximity to Natura 2000 or Ramsar sites that are vulnerable to disturbance impact</b>	
Scheme 8 – West Cornwall Transport Interchange (WCTI St Erth)	✓	✓		✓	✓		✓	✓		✓						
Scheme 10 – Glenthorne	✓	✓		✓	✓			✓								
Schemes 14 - Bodmin Camel Trail extension and 17 - TWCN network	✓	✓		✓	✓			✓				✓	✓	✓		
Scheme 23 - 2A A3047 Redruth-Blowinghouse Hill roundabout		✓		✓	✓			✓	✓							
Scheme 24 – Redruth Gateway (Tolgu)	✓	✓		✓	✓			✓	✓							

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A3047															
Scheme 36 – Falmouth Gateway – Treluswell Roundabout		✓		✓	✓			✓							
Scheme 49 - A38 Cornwall Gateway (Carkeel)		✓		✓	✓			✓							
Scheme 50 – Newquay Growth Area (NSR 1)	✓	✓		✓	✓			✓		✓				✓	
Scheme 61 – Goldsithney to Marazion B3302	✓	✓		✓	✓		✓	✓			✓	✓	✓	✓	✓
Scheme 62 – Mounts Bay to Marazion cycle path	✓	✓		✓	✓		✓	✓							
Scheme 69 – A30 Temple		✓		✓	✓		✓	✓		✓					
Scheme 15 & 16 - Bodmin Highway Improvements	✓	✓		✓	✓			✓		✓					
Truro Schemes – 44-48		✓		✓				✓							
Highway Maintenance		✓		□				✓							
Highways - Junction and roundabout improvements and widening		✓		✓	✓			✓							
Traffic management - signage, speed restrictions		✓		✓				✓							

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Bus - improvements to stops, services and information		✓	✓	✓		✓		✓							
Walking/ cycling networks	✓	✓		✓				✓	✓		✓	✓	✓	✓	
Pedestrian - improvement to footpaths, pedestrian crossings	✓	✓		✓				✓				✓	✓	✓	
Rail - upgrade to stations and services		✓		✓		✓		✓						✓	
Other – community, information.		✓		✓											

**APPENDIX B:**

**CONSULTATION COMMENTS ON THE SEA ENVIRONMENTAL REPORT AND ACTION/RESPONSE**

Response	Comment	Action Required
Consultee: Natural England		
1	<p>As there is no objective specifically to assess against protection of designated biodiversity and geodiversity sites and an objective to specifically assess against protection of designated landscapes it is difficult to interpret some of the SEA findings. It would be preferable if this was improved in this regard. For example the bullet points below list where long term or medium term environmental effects are recorded in the table but not explained in the accompanying the neither text nor mitigation proposed to reduce the effect.</p> <ul style="list-style-type: none"> <li>• Scheme 8 MT protected landscape LT biodiversity Scheme 14 Biodiversity possible long term</li> <li>• Scheme 50 Long term landscape</li> <li>• Scheme 61 Possible Long term biodiversity</li> <li>• Scheme 62 Possible Long term biodiversity</li> </ul>	<p>The Scoping Report (August 2014) consulted on proposed objectives and amendments made to objectives following consultation responses.</p> <p>Objectives covering these topics include:</p> <ul style="list-style-type: none"> <li>• Conservation and enhancement of protected habitats and species and making a positive contribution to the local BAP.</li> <li>• Reduce contamination and safeguard soil structure quality and quantity transport systems and infrastructure.</li> <li>• Minimise the impact of transport on mineral resources.</li> <li>• Protect and enhance landscape character and local distinctiveness including Areas of Outstanding Natural Beauty and the World Heritage Site.</li> </ul> <p>Additional text has been added to the SA table to clarify the impact. Mitigation in Table 14.1 for landscape and biodiversity would apply to these schemes (also see 4 below). Text has been checked and updated.</p>
2	<p>It is unclear why long term landscape impacts have been recorded for bus priority measures; bus stop improvements and highway junction and roundabout improvements in the assessment Table.</p>	<p>The assessment tables state for bus measures:</p> <p>Works may have the capacity for effects on sense of place, built environment or landscape if insensitively designed or cumulatively with other highway schemes.</p> <p>And for highway improvements:</p> <p>Highway improvements could lead to a cumulative, additive effect on sense of place, the built environment, townscape and landscape.</p> <p>As these schemes are assessed as a group the assessment uses a precautionary principal to cover loss of small amounts of vegetation or new signage/ road markings in areas of historic townscape. The impact is minor adverse. However, this has been updated to no impact for bus stop improvements as there is only one remaining scheme in the IP.</p>
3	<p>It is unclear why major schemes and European funded schemes have been omitted from the Strategic Environmental Assessment of this implementation Plan, whilst it is acknowledged that these were partly assessed in the 2011 for SEA and HRA, paragraph 5.1.3 of that HRA</p>	<p>Additional schemes to be included in the SEA and HRA for assessment of cumulative effects (see point 5 below).</p> <p>Additional information has been included in Appendix C [of the SEA Environmental</p>

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	<p>states that there was insufficient detail for the Appropriate Assessment (second stage) to be completed.</p> <p>Therefore HRA was deferred to project stage. They have not therefore ever been assessed in combination with the other planned transport projects. This is a significant omission of the SEA and HRA and where schemes have been started but not completed; granted permission but not implemented; submitted but not granted permission or in the current Implementation Plan these must be considered in these Assessments. For example, whilst the Carludon scheme has been significantly reduced, a cycleway is now proposed in the area.</p>	Report] to state the stage of scheme development for major schemes.
4	<p>Mitigation measures proposed in the SEA are too generalised and will not apply to all sites but some will be particularly important indeed essential to some schemes. Mitigation measures should be shown for each scheme. It is unclear how the Plan has taken account of the proposed mitigation measures since they are recorded only in the SEA and not incorporated into the Implementation Plan. This is a significant omission.</p>	A matrix with application of mitigation measures for scheme/ type of scheme now provided in Appendix H.
5	<p>Whilst we agree that due to the absence of detail it is more difficult to assess some schemes and whilst some of these schemes are small and likely to have limited effects on environmental and landscape features, cumulative effects have not been assessed particularly where schemes are linked or close to each other. Cumulative effects including synergies and inter-relationships must be included in the assessment.</p>	<p>Cumulative effects are embedded within the assessment, and have been identified particularly for groups of schemes.</p> <p>Revised SA has incorporated a separate section on cumulative effects from other transport projects (Appendix G)</p>
6	<p>In addition, paragraph 5.4.2 states that significant effects to European sites could not be ruled out for particular cycling schemes. Either more detail is required at this stage to assess the effects or where this is not available the Implementation Plan must state the specific mitigation measures that will be required for these sites to avoid effects.</p>	<p>This has been updated and where information not available, mitigation measures have been set out.</p> <p>In addition, text has been added to the Implementation Plan to state that where it cannot be determined whether there are likely significant effects at this strategic level, further assessment will be undertaken throughout project development. Cornwall Council will not proceed with projects which, after detailed design, are likely to have significant adverse effects on the integrity of European sites.</p>
<b>Consultee: English Heritage</b>		
1	<p>The Plan is of particular importance due to its role in tackling traffic congestion in Cornwall's, towns and villages; the potential direct and indirect impact of the Plans proposals and programmes on heritage assets, including historic townscapes and landscapes; and the opportunities for new transport measures to promote and enhance access to and enjoyment of the historic environment. Further information on rarity and importance may be required before removing or altering features and structures for example digging trenches may remove or expose buried archaeology.</p>	Mitigation specifically for the historic environment has been included in the mitigation table.

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2	<p>Cornwall benefits from Mining World Heritage Site which is, by its nature, dispersed across the County and in all likelihood a number of the schemes will potentially impact the international designation, either directly or indirectly. It is important to ensure that schemes protect the authenticity and integrity of the World Heritage Site and its Outstanding Universal Values. We advise that you make early contact, where appropriate, with the World Heritage Site Team in Cornwall, led by Deborah Boden.</p>	<p>Added to mitigation where schemes fall within WHS, special consideration for design should be taken and WHS team should be consulted.</p>
3	<p>In the same way that the mapped schemes consider their proximity to Natura 2000 sites has similar work been carried out for the WHS? It is important to recognise and understand these and other implications of the Plan in order to know what Connecting Cornwall are prepared to do to address these issues.</p>	<p>Added to mitigation where schemes fall within WHS (Appendix G)</p>
4	<p>West Cornwall Transport Interchange - English Heritage has prior involvement in this scheme and wish for continued involvement. St Erth's, in particular, is one of the best preserved examples of a Great Western Station in Cornwall and its significance needs to be preserved.</p>	<p>Noted.</p>
5	<p>Rail upgrades to the stations and services including, Saltash and St Germans station enhancements. We note that The SEA identifies a neutral effect or no relationship with the environmental objectives. We question this assessment.</p>	<p>Amend assessment to acknowledge that many of the rail stations have heritage value.</p>
6	<p>Church Square Bodmin - Along with being in a conservation area (something the SEA seems to doubt) there are a number of historic assets and their settings, including the Grade 1 Church of St Petroc, which any scheme should carefully consider.</p>	<p>Church Square has been assessed alongside Priory Rd/ Launceton Road Roundabout scheme. The assessment has been amended to state: The schemes are located within or close to the Bodmin Conservation Area. They should be carefully designed to ensure no negative impacts on the character and quality of buildings and sense of place within the town.</p> <p>An historic environment assessment has already been recommended as part of the WebTAG appraisal.</p>
7	<p>Truro Western Corridor Package - The SEA makes reference to tools such as the Landscape Character Best Practice guide conservation area appraisals and management plans and the Cornwall and Scilly Urban Survey project. How are they being used to understand townscape impacts and helping the Plan to inform decisions that protect and enhance the historic environment of Cornwall? As we have already shown, the implications of transport schemes upon the historic environment can be wide. The SEA appears to be unsure of the impacts and does not appear to achieve the aim of avoiding or minimising any adverse effect on the historic environment created by the plan; neither is it maximising any potential benefits created by the plan in respect of the historic environment; nor is it identifying all appropriate mitigation, enhancement and monitoring for the historic environment and heritage assets clearly for delivery at the implementation stage.</p>	<p>Update assessment with more information from Environmental Appraisal Reports.</p> <p>Mitigation could include landscape (including historic landscape) appraisal to cover all schemes along the route.</p>

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8	The over-arching principle when assessing the plan should be the avoidance of harm to the significance of heritage assets, including their setting. The finite and irreplaceable nature of the heritage assets and the historic environment needs to be better recognised.	Noted, Historic Environment Assessment has been recommended for project level design of schemes in Appendix G.
9	Other tools and guidance are also available and include, Streets for All, produced with the Department for Transport and provides practical advice on the design, management and the conservation of streets, particularly in historic areas. A summary of the Streets for All approach is available.	Include reference to Streets for All in SEA.
10	Our guidance on Setting and Views respectively provides useful methodology in the assessment of heritage assets and can be downloaded from our website: <a href="http://www.englishheritage.org.uk/content/publications/publicationsNew/guidelines-standards/setting-heritage-assets/setting-heritage-assets.pdf">http://www.englishheritage.org.uk/content/publications/publicationsNew/guidelines-standards/setting-heritage-assets/setting-heritage-assets.pdf</a> <a href="http://www.englishheritage.org.uk/content/publications/publicationsNew/guidelines-standards/seeing-history-view/seeing-history-in-view.pdf">http://www.englishheritage.org.uk/content/publications/publicationsNew/guidelines-standards/seeing-history-view/seeing-history-in-view.pdf</a> It is important that the assessment is designed to ensure that all impacts are fully understood.	Ensure reference to guidance where appropriate in SEA
<b>Question: Members of the Public in responses to "Do you have any recommendations for further indicators or parameters to include in the monitoring framework of the SEA Environmental Report?"</b>		
1	No	N/A
2	D	N/A
3	Think of the Environment and use less paper	The report was largely distributed online.
4	No	N/A
5	There is a need to integrate the various parameters alluded to in the SEA so that the costs and benefits of each scheme can be compared and contrasted. The pages of coloured oblongs seem mostly to imply negative findings. Only the two shades of green are positive while everything else is either negative in greater or lesser degree, mixed positive and negative, unknown effect of no relationship/neutral effect. These indicators could be given numerical meanings which could then be calculated to provide a rating index. The report stated that seasonality of traffic numbers is declining as resident traffic numbers increase. Is that surprising when the population is growing year on year and CC and HMG are doing everything they can to increase it as fast as possible?	The SEA is a tool to ensure environmental impacts are incorporated into the assessment process, numerical scoring is not recommended as it may under-value some impacts. The CAT tool described in this SEA also ensures costs and benefits are considered for each scheme to ensure value for money. Traffic numbers are reported for baseline information on which to base the assessment.

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6	No	N/A
7	Time control at bus stops could be more defined. People with severe learning disabilities and/or autism need to be treated with the same respect.	<p>We assume that this is referring to RTPI, and have provided the following response.</p> <p>RTPI improves the way that public transport information is displayed for all public transport users. This reduces the need to consult timetables if present at bus stops which a lot of people could find confusing especially users with learning disabilities.</p> <p>Technical capabilities exist to make RTPI signs audible. A focus group was carried out in 2013 with Disability Cornwall to discuss options for audio. One option is that the sign alerts of the forthcoming buses when a person enters a specified range of the transponder. This is not favoured given the noise disturbance this could have for neighbouring houses. The second option is that a fob can be purchased and carried by the user in need of audio and this then triggers the sign. The focus group expressed the view that this would be beneficial but did not feel the personal cost of £35 for a fob to provide could value whilst their usage was quite limited. If this could be linked to wayfinder sites in towns etc then they would be happy to consider this.</p> <p>Audio doubles the annual revenue support required and this makes it cost prohibitive at this stage.</p> <p>New routes where RTPI will be installed in the implementation plan will consider these options but its roll out depends on pertinent issues along the specified route and the need for audio.</p> <p>This is not seen as an environmental issue but is linked to wider equality aspects.</p>
8	Decide from the start that public transport is the priority.	The Plan promotes a number of forms of public transport.
9	A greater diversity of alternative power sources for transport, including public transport, should be included. How much alternative energy is being used?	<p>Information not available for transport use alone.</p> <p>The Plan has limited opportunity to influence energy sources but this can be included in mitigation</p>
10	As above.	
11	Please can the passenger link to Scilly be considered.	<p>This is referred to on page 10.</p> <p>Significant work is being carried out on the Isles of Scilly and Penzance Harbour to support sea links this is being funded by the EU and IoS Council.</p>
12	None	N/A
13	Bin it immediately and waste no more money on such activities.	SEA is a statutory process.
14	Yes - minimise all such and rely on democratic processes	N/A
15	An example is the A390 through Truro which we are told is now as polluted as parts of central London. The parameters being worked to are clearly not viable and will only add to the growing problem of pollution.	Air Quality Monitoring to be recommended where traffic growth requires or air quality objectives likely to be exceeded.
16	Effects of population growth that will come with the improved transport links	Population growth is attributed to a wide range of factors.

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17	No	N/A
18	Ensure that ALL buses in Cornwall are environmentally friendly, reliable and easily accessible to ALL.	Plan provides for transport infrastructure only, it does not apply to vehicles.
19	Regular public consultation & feedback	Noted.
20	I think a greater sense of urgency needs to be apparent at all levels of local government to tackle the challenges that climate change is bringing, to the extent that the environmental benefit should trump all other factors when it comes to future development of any kind.	Noted
<b>Question: Members of the public in responses to "Do you agree with the Environmental Report? If not, please indicate why."</b>		
1	Broadly speaking, yes, but as above, a summary would have been easier to understand.	A non-technical summary accompanies the report.
2	D	N/A
3	<p>It is difficult to identify what the findings of the report are. The tables reviewing specific schemes make subjective comments as referred to previously. Are those the findings? Note that the baseline information shows that population is set to increase from 530,000 to 630,000 between 2009 and 2029, an increase of 20% in twenty years mostly due to in-migration. Why? Because people in England want to move to Cornwall which is green, relaxed and environmentally a lot more pleasant than where they come from. Plus they can sell their home elsewhere, buy a nicer one in Cornwall and pocket a tidy sum into the bargain. Rather than looking to foster and engender this process the Connecting Cornwall programme should be looking at ways and means for those already resident in Cornwall to increase their average incomes at least to match the UK average of which they currently only earn about 69%. This plan does nothing to address that issue and a lot to promote factors which militate against it being achieved. On flooding, the baseline information says we can expect more and greater flooding. The proposals do nothing to ameliorate that and seem likely to make the situation worse. There seems not to be any analysis of flood or groundwater effects of the proposals that can be ascertained. Surely the capital investment programme should be looking to minimise the effects of current investment not rushing headlong to repeat the mistakes on a bigger scale and then wonder why the place is awash. They rely on the tired and long disputed classification of agricultural land on the basis of soil type (mostly clay content) and the slope where the value of its production is entirely ignored as usual. Minerals only see china clay as an economic resource and have not looked at rare earths. Waste is looked at as a cost burden rather than the revenue-raising opportunity which it is seen as in more progressive places. All the way through the review of the environmental baseline it is</p>	<p>Population, In-migration, Average Earnings, Minerals Extraction and Waste Management are all economic issues. Cornwall Councils second Implementation Plan sets out transport's objectives supporting wider sustainable economic growth and the 6 objectives of the Local Transport Plan:</p> <ul style="list-style-type: none"> <li>• Tackling Climate Change</li> <li>• Supporting Economic Prosperity</li> <li>• Respecting and Enhancing the Environment</li> <li>• Encouraging Healthy Active Lifestyles</li> <li>• Supporting Community Safety and Individual Well-Being</li> <li>• Supporting Equality of Opportunity</li> </ul> <p>The IP places heavy emphasis on environmentally friendly modes of travel, which supports the points raised. Schemes based on existing strategies are aimed at mitigating effects of development.</p>

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	clear that implementation of this programme will lead to the exacerbation of existing problems. Is that a good thing?	
4	Still love the car	The IP represents all transport modes.
5	Stop building on green sites and improve what you already have! Improve train lines, open up old train lines.	The majority of the schemes improve existing transport infrastructure.
6	As above - can only be done within larger macro framework	
7	It is difficult to agree with something which one considers a complete waste of resources in the first place.	N/A
8	Based on flawed needs	Schemes are identified by town strategies developed to support Cornwall's emerging Local Plan as indicated in section 4. As such schemes, will be driven by needs identified in wider strategies and objectives as set out/agreed Connecting Cornwall.
9	Not enough emphasis on the population effects of the proposal. Appendix C mentions this in passing. Increasing the population by over 100000 will alter Cornwall and the infrastructure is not able to cope with this.	Noted
10	Unsure I'd need to digest all that material first	N/A
11	As above	
<b>Question: Members of the public in response to "Do you agree with the SEA? If not, please indicate why."</b>		
1	At first we were inclined to answer 'no' but on second thoughts we would say 'yes, but'. Whilst we recognise that it is necessary to carry out detailed technical assessments of the likely impacts of proposals, we feel that as lay people that the report is over complicated. We would have found a tabular summary of the salient points against each project helpful and informative, omitting the mass of statistical and other information.	The Implementation Plan forms over 100 schemes, so it is difficult to represent all information in format suggested. The Non-technical summary aims to summarise main aspects for each project.
2	D	N/A
3	The objective of the plan is 'Transport in Cornwall will be excellent. Our transport system will connect people, communities, businesses and services in a way that is reliable, efficient, safe, inclusive and enjoyable.' No mention is made of whether it will be environmentally sustainable, or what the impact of this programme will be on the wider economy of Cornwall. If there are more, bigger roads it is axiomatic that there is less green countryside. If there is no capital expenditure keeping the rural roads and PRoW network usable, access to what people come to Cornwall for will be more difficult and so less people will come to Cornwall, unless they want to go to Newquay or St Ives which it is possible to consider as hardly representative of Cornwall any more they are so over- developed. If the environment and sustainability are not included in the objective how likely is it that the monitoring or SEA will take it into account? Add this to the non-strategic approach of the whole exercise and	<p>The Plan also aims to:</p> <p>Respond to the challenges of climate change by ensuring we have a resilient transport network, we reduce our reliance on fossil fuels in recognition of peak oil and we support communities to live locally.</p> <p>Respect and enhance our beautiful natural and built surroundings through the way in which we travel and deliver transport.</p> <p>There is only 1 new road scheme (Newquay Strategic Route) and 1 dualling scheme (A30 Temple to Higher Carblake) in the Plan. The other schemes relate to junction improvements, cycleways etc</p> <p>75% of the current Implementation Plan focuses on delivering, walking &amp; cycling, public transport and community transport schemes which are aimed at mitigating the effects of development through provision of higher quality connections to key places of interest</p>

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	<p>what is there? Para 2.2.3 says; "Transport in Cornwall will:</p> <ul style="list-style-type: none"> <li>• Respond to the challenges of climate change by ensuring we have a resilient transport network, we reduce our reliance on fossil fuels in recognition of peak oil and we support communities to live locally.</li> <li>• Support economic prosperity and raise income levels by improving transport links for business and access to employment, education and training.</li> <li>• Respect and enhance our beautiful natural and built surroundings through the way in which we travel and deliver transport.</li> <li>• Encourage healthy active lifestyles by providing people with the opportunity to walk and cycle.</li> <li>• Ensure our communities are safer and more enjoyable places to live and improve individual wellbeing by reducing the negative impacts of transport.</li> <li>• Provide equal opportunities for everyone regardless of age, postcode, income level or ability, to feel safe and access the services they need.</li> </ul> <p>Note, respond, support, respect, encourage, ensure, provide. These are not the positive proactive terms which need to be in the forefront of such a policy. Other than 'provide' they are almost all passive and even 'provide' is hedged around with provisos as well as only promising to feel safe and access the services they need. Where is the strategic management in that? The SEA needs to be done at the planning stage not the implementation stage where, at best, it can hope to ameliorate the worst of the negative impacts.</p>	<p>reducing dependence on private car.</p> <p>The emerging Local Plan for Cornwall has had its own SA carried out.</p> <p>Therefore SEA procedures are carried out at planning stage rather than at implementation.</p>
4	Missing the duelling of the Carland Cross - Chiverton Cross A30	Scheme is detailed in our funding tables on page 27 of the IP
5	Still sees cars first everything else way down priority	<p>In terms of Integrated Transport Block Funding the next 4 years has placed more importance on sustainable modes of travel.</p> <p>38.2% is set aside for walking and cycling</p> <p>34.7% for Public Transport (Bus &amp; Rail)</p> <p>23.6% for Highways Infrastructure</p> <p>2.2 Community Transport Scheme</p> <p>1.3% Town Traffic Regulation Reviews</p>
6	Does not take sufficient account of the need for improved public transport.	34.7% of our next four year funding allocation has been set aside for Public Transport. In addition to this, the Growth Deal announcement provided match funding that will see in excess of £145m going towards rail improvements.
7	<p>I am not best pleased with the ruining of one of the prettiest valleys in Cornwall for the park and ride scheme.</p> <p>The park and ride is too near to Truro too. I will NOT be using the scheme due to the fact that the land has been ruined and I will not be using any of the facilities on the site. Sadly I have to travel the route past the site on the</p>	<p>The Truro Eastern Park and Ride is referred to on page 11 of the IP.</p> <p>This scheme is aimed at mitigating the effects of development in the absence of a much wider distributor road solution. Its location takes advantage of being at the confluence of the A390 and A39 capturing traffic coming in from Newquay and St Austell, which</p>

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	way to work and the traffic is terrible as it is. I can only envisage it becoming worse!	maximises traffic passing the site.
8	No, it's a macro issue that you can only impact within a much larger framework - unfortunately given in particular the competing needs of economic deprivation and transport, the approach is counter productive	The IP is aimed at a range of objectives supporting economic growth and mitigating the effects of increased demand for transport.
9	It is a complete waste of council taxpayers' money.	SEA is a statutory process.
10	It is flawed - we do not need this amount of development	The amount of development proposed in the IP is limited.
11	Unsure	N/A
12	Not taken into account the massive population increase	Town strategies supporting the emerging Local Plan were built on the premise of mitigating housing/employment growth and the measures proposed will come forward during the Plan period 2010-2030.
13	Needs to be pragmatic in terms of cost and economic impact - this is a graduated programme	The aspects are included in the appraisal for the Plan using the CAT tool. The programme is strategy driven and as such is a result of a needs assessment, best value assessment, partnership working, proposed/emerging development and leverage of third party investment.
<b>Consultee: Economic Planning and Strategy Officer, Cornwall Council</b>		
SEA 1	If there was no transport plan this could encourage self containment but this could be at the expense of other places deriving economic benefit. In a rural economy, movement is inevitable and there is probably something around understanding the potential for places to grow: eg what homeworking or micro businesses they have and could growth be facilitated locally of these businesses (which then encourages movement).	Strategy input to the IP ensures cross sector working with economy, planning, business, tourism and environmental agencies. Transport measures aimed at supporting existing/proposed growth and development in particular with other agencies.
SEA 2	The western transport interchange at St.Erth offers the opportunity to facilitate the work that ED has already done with Transport at opening up additional strategic employment space on that site and providing some economic capacity around the interchange.	Added to SA matrices
SEA 3	Park and Ride Penzance: use of existing car parks for this purpose could be detrimental to the local economy unless ways were found to double up use. Car parking is needed for commuters and other workers until public transport offers the service they need for their hours and economic activity. There would need to be an evaluation to ensure that retail custom is not relocated to Hayle or Camborne because of perceived/inconvenience.	This scheme is no longer within the IP2.
SEA 4	Encouraging connectivity that enables greater access to sensitive environmental sites brings its own challenges, which need to be evaluated.	This has been acknowledged in the SEA and HRA particularly cycleways near coastal sites.
SEA 5	Appendix C: both population growth AND demographic change will put pressure on transport and modes use/choice. Freedom of choice for new population may not always choose the most sustainable locations!	Noted and amendments made.

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	Connectivity of commercial places is also important.	
SEA 6	Land use should also include those issues such a biodiversity and landscape value: i.e. environmental growth.	There are separate objectives for biodiversity and landscape.
SEA 7	Opportunities such as behavioural change through education would need to be resourced. Similarly, reducing the fear of crime is challenging with Police cuts.	Noted
SEA 8	Accessibility has to be evaluated in terms of economic influences eg high self and home employment generating movement. Many of these are in traditional and mobile sectors such as agriculture or distribution.	Now reflected in the baseline
SEA 9	Visit Cornwall have done extensive work on the value of tourism, supported by Economic Development. No need for a 'south west' perspective.	May relate to 'The South West Tourism Alliance, 2011, Value of Tourism' page 82.
SEA 10	Skill levels from education are not higher than the national average – needs checking.	Noted and removed.
SEA 11	Recession will also spark regeneration investment. Key for Cornwall is that we have pushed our uniqueness and the opportunity to do things.	Noted
SEA 12	Time poverty through multiple job holding will restrict people's use of public transport.	Noted and amended
SEA 13	Lack of grow on space is probably a bigger issue now than lack of inward investment.	Noted
Environmental report 1	Community baselines should now include emerging parish plans	Noted and amended
Environmental report 2	Vulnerability is a wider issue than the IMD. Risk of deprivation is high in Cornwall (illustrative work exists). Contributory issues are not always covered in IMD: part time working, communities rather than LSOAs, short working hours etc	Noted and amended.
Environmental report 3	Lifestyle: Cornwall also has a high proportion of people on anti depressants	Noted and amended
Environmental report 4	Income also has to be considered in terms of the compulsory cost of living: at least £850 for housing, energy without anything else (2012 figures)	Noted and amended.
Environmental report 5	Issue of footpath access/maintenance. Not clear where some marked ways go in the countryside!	The IP focused on town based walking and cycling initiatives. Access and issues related to PRoW not addressed in the IP and should be passed onto PRoW team.

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Environmental report 6	Cycle storage needs to be considered more widely (eg workspace and non strategic bus stops)	Travel Plans would require new businesses to cater for cyclists with covered/secure cycle storage. The Council in carrying out wider town improvements consider storage/parking as part of this. The Council also has a dedicated budget (currently) to help business set up these facilities via grant funding.
Environmental report 7	Speed restrictions also can impact on economic productivity unless overall flow is compensated.	Noted.
Environmental report 8	'Regional' Spatial Strategy is no longer a relevant strategy.	Noted and updated
Environmental report 9	Amion work now replaced by Employment Land Review 2010	Noted and updated.
Environmental report 10	Mapped schemes would benefit from a legend.	Noted and updated.

**APPENDIX C:  
MONITORING FRAMEWORK**

SEA Objective	Indicators	Environmental Baseline 2010/11	Data Reference	2013/14 Data	Use for 2015-2019 Implementation Plan
WSM1 Minimise the impact of the transport network on the quality and quantity of the county's water resources.	River water quality.	In the South West river basin district 33 per cent of waters meet good or above ecological status (1049 water bodies). EA, 2009.	Environment Agency - River Basin Management Plan, South West River Basin District, December 2009 <a href="http://publications.environment-agency.gov.uk/PDF/GESW0910BSTP-E-E.pdf">http://publications.environment-agency.gov.uk/PDF/GESW0910BSTP-E-E.pdf</a>	In the South West river basin district 33 per cent of waters meet good or above ecological status (1049 water bodies). EA, 2009. (No update available, accessed 30/04/14)	Maintain this indicator as due to be updated next year. Individual rivers can be monitored on an annual basis at a project level: <a href="http://apps.environment-agency.gov.uk/wiyby/default.aspx">http://apps.environment-agency.gov.uk/wiyby/default.aspx</a>
	Flooding events due to surface water runoff	5 in 2010	Dave Watkins, Hydrologist, Cornwall Council	25 in 2013	Maintain this indicator as also applies to transport infrastructure.
WSM2 Reduce contamination, and safeguard soil structure, quality and quantity from transport systems and infrastructure	Soil quality	61.2% of agricultural land is Grade 3a and 3b, MAGIC, 2010.	Source 2010/11 -DEFRA, MAGIC, 2010 <a href="http://magic.defra.gov.uk">http://magic.defra.gov.uk</a> Source 2013/14 - CC Intranet mapping contact Mike Hodges	60.19% (accessed 30/04/14)	Maintain this indicator. Agricultural land lost will also be recorded at an individual project level for larger schemes (e.g. EIA).
		The Environment Agency has carried out research into the degradation of soil structure in the South West at over 2,500 sites in 21 catchments between 2002 and 2008. Of these sites, only 11% of sites had good soil structure throughout the soil profile, whilst almost 50% are degraded and require soil structure remediation.	South West Observatory <a href="http://www.swenvo.org.uk/themes/land/soil/">http://www.swenvo.org.uk/themes/land/soil/</a>	SWO no longer operational.	Delete indicator.

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	Proportion of CEEQUAL assessed schemes with provision in place to protect soils (Positive response to Qs 1.4.6, 2.1.2, 2.1.7, 3.3.1, 8.2.5)	100% in 2010/11	CEEQUAL reports from projects, Emma Burden, Cormac Solutions	No data provided	This indicator is too specific to certain schemes/ CEEQUAL criteria. Delete indicator
WSM3 Minimise the impact of transport on mineral resources.	Tonnes of aggregate used in highway maintenance	29057 tonnes (2011)	Matt Philips, Highways Team Leader, CC	30000 tonnes (2013)	Maintain indicator
WSM4 Minimise the waste produced by transport systems and infrastructure.	Disposal tonnages from transport projects	Construction and demolition waste is the largest waste stream, 452,000 tonnes produced in 2008/09, 39% sent to landfill, Cornwall Council 2009.	Cornwall Council - Annual Waste Monitoring Report 2014 - <a href="https://www.gov.uk/government/publications/construction-and-demolition-waste">https://www.gov.uk/government/publications/construction-and-demolition-waste</a> England estimate /100	No duty for Cornwall to report this data  Estimated C&D waste from Cornwall is 473,561 tonnes (2010) 11% landfilled.	Suggest only use indicator below as more specific to transport projects
		In 2009/10 4,469 tonnes of transport aggregate and planings were landfilled Cornwall Council 2009.  In 2010/11 29,820 tonnes of transport aggregate reprocessed or reused Cornwall Council 2009.	Matt Philips, Highways Team Leader, CC  Mark Cook, Assistant Head of Aggregates & Recycling, Cormac	In 2013/14 7,500 tonnes of aggregate were sent to inert landfill whilst 30,000 tonnes were recycled.	Maintain indicator

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<p>BI1 Conservation and enhancement of protected habitats and species and making a positive contribution to the local BAP. for larger transport</p>	<p>Number of BAP species</p>	<p>360 species (CWT, 2011)</p>	<p>Cornwall Wildlife Trust – BAP Species Record  <a href="http://www.cornwallwildlifetrust.org.uk/Resources/Cornwall%20Wildlife%20Trust/PDF%20Documents/Cornwall_BAP_Vol_4_Priority_Projects_whole_document.pdf">http://www.cornwallwildlifetrust.org.uk/Resources/Cornwall%20Wildlife%20Trust/PDF%20Documents/Cornwall_BAP_Vol_4_Priority_Projects_whole_document.pdf</a></p>	<p>360 species (no update since baseline)</p>	<p>Maintain indicators. Any effects on BAP species/ habitats will also be recorded at an individual project level for larger transport schemes through environmental appraisal, ecological surveys or EIA. It is anticipated that negative effects would be mitigated through these processes.</p>
	<p>Area of BAP Habitats</p>	<p>43 BAP habitats found in Cornwall covering some 19652 ha overall, Cornwall Council 2009.  <i>There are currently 496 County Wildlife Sites in Cornwall covering nearly 33,000 hectares or 10% of the county's land area, Cornwall Council 2009.</i>  166 Sites of Special Scientific Interest. 17 SACs, 16 SPAs, JNCC, 2010.</p>	<p>Cornwall Council – Species and Habitats</p>	<p>43 habitats (no update since baseline)</p>	
	<p>Changes in landcover</p>	<p>ERCCIS online map (2005)</p>	<p>Intranet mapping (from ERCCIS database)  <a href="http://cornwallcouncilintranet.c.cornwallonline.net/Default.aspx?page=1480">http://cornwallcouncilintranet.c.cornwallonline.net/Default.aspx?page=1480</a></p>	<p>Not updated from 2005.</p>	
<p>BI2 Improvement of ecological coherence, habitat connectivity and climate change resilience and adaption.</p>	<p>No indicator identified</p>				
<p>AQ1 Reduce social, economic and environmental costs of transport on air quality.</p>	<p>Primary Care Trust Indicator D1. Life years lost from air pollution as measured by fine particulate matter.</p>	<p>PCT baseline yet to be set.</p>		<p>PCT no longer exists.</p>	<p>Remove indicator and use AQMA data below.</p>

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	Monitoring from Action Plans within existing AQMAs	There are 3 AQMAs in Cornwall plus a number of areas of concern. Maps provided by Cornwall Air Quality Forum December 2011.	Maps saved in project file. Cornwall Council – <a href="http://www.cornwall.gov.uk/Default.aspx?page=2817">http://www.cornwall.gov.uk/Default.aspx?page=2817</a> Cornwall Air Quality Forum – Cornwall Air Quality Strategy <a href="http://www.caqf.org.uk/CAQS.html">http://www.caqf.org.uk/CAQS.html</a>	There are 5 AQMAs in Cornwall: Camborne, Pool, and Redruth (CPR) (2005); Bodmin(2008) Tideford(2011); Gunnislake (2014); and St Austell (2014). Plus another expected to be designated for Truro in 2014/15.	Maintain Indicator
N1 Reduce the noise impact of the transport system.	Area of concern shown on Noise maps	2008 road noise map on DEFRA website.	DEFRA SW Roads noise map <a href="http://archive.defra.gov.uk/environment/quality/noise/environment/documents/map-road/England_Major_Roads_Map_No_7_Lden_300_DPI_A3.pdf">http://archive.defra.gov.uk/environment/quality/noise/environment/documents/map-road/England_Major_Roads_Map_No_7_Lden_300_DPI_A3.pdf</a>	2011 noise road maps on DEFRA website <a href="http://archive.defra.gov.uk/environment/quality/noise/environment/actionplan/locations.htm">http://archive.defra.gov.uk/environment/quality/noise/environment/actionplan/locations.htm</a> (copies on file)	Maintain indicator
	Cornwall Quality of Life Survey	Cornwall Quality of Life Survey indicated that 18.3% of respondents, in their opinion, thought vehicle noise was a 'very big' or 'fairly big' problem when considering contributors to neighbourhood and environmental problems.  Over 40% felt it was 'not a very big problem' and fewer than 40% felt it was 'not a problem at all'. Cornwall Council 2007.	Cornwall Council, Quality of Life Survey , 2007	Same as baseline - (no update since baseline)	As this is only updated periodically, should be used for the LTP but not the Implementation Plan.

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	Extent of Tranquil areas	CPRE SW intrusion map 2007 (saved in Project file)	CPRE Intrusion Maps <a href="http://www.cpre.org.uk/resources/countryside/tranquil-places/item/1769?gh=YT0xNDp7aTowO3M6NT0ic291dGgiO2k6MTtzOjQ6Indlc3QiO2k6MjtzOjY6Indlc3Qncyl7aTozO3M6OT0iaW50cnVzaW9uljtpOjQ7czo5OjJpbmRydXNpdmUiO2k6NTtzOjM6Im1hcCI7aTo2O3M6ND0ibWwFwcyI7aTo3O3M6NzoibWwFwcGluZyl7aTo4O3M6NjoibWwFwcGVkljtpOjk7czo1OjJtYXBzJyl7aToxMDtzOjEwOjJzb3V0aCB3ZXN0ljpOjExO3M6MjA6InNvdXR0IHdldlc3QgaW50cnVzaW9uljtpOjEzO3M6MTM6ImIudHJ1c2lvbiBtYXAiO30%3D">http://www.cpre.org.uk/resources/countryside/tranquil-places/item/1769?gh=YT0xNDp7aTowO3M6NT0ic291dGgiO2k6MTtzOjQ6Indlc3QiO2k6MjtzOjY6Indlc3Qncyl7aTozO3M6OT0iaW50cnVzaW9uljtpOjQ7czo5OjJpbmRydXNpdmUiO2k6NTtzOjM6Im1hcCI7aTo2O3M6ND0ibWwFwcyI7aTo3O3M6NzoibWwFwcGluZyl7aTo4O3M6NjoibWwFwcGVkljtpOjk7czo1OjJtYXBzJyl7aToxMDtzOjEwOjJzb3V0aCB3ZXN0ljpOjExO3M6MjA6InNvdXR0IHdldlc3QgaW50cnVzaW9uljtpOjEzO3M6MTM6ImIudHJ1c2lvbiBtYXAiO30%3D</a>	Same as baseline - (no update since baseline)	As this is only updated periodically, should be used for the LTP but not the Implementation Plan.
	Length of low noise surfacing included in new roads & maintenance operations	95km lane length/ 47.5km road length 2010/11	Matt Philips, Highways Team Leader, CC	26.8km	Maintain indicator
CC1 Mitigation: reduce the contribution of transportation to greenhouse gas emissions.	Emissions from transport	1.9 tonnes of CO <sub>2</sub> per capita were released from road transport in Cornwall in 2009. (DECC, 2011)	Carbon dioxide emissions within the scope of influence of local authorities (previously NI 186), Dept of Energy and Climate Change. <a href="http://www.decc.gov.uk/en/content/cms/statistics/local_auth/co2_las/co2_las.aspx">http://www.decc.gov.uk/en/content/cms/statistics/local_auth/co2_las/co2_las.aspx</a>	2.0 tonnes of CO <sub>2</sub> per capita were released from road transport in Cornwall in 2011.	Maintain indicator. Also use Cornwall's carbon footprint data.

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	Air quality monitoring on schemes where required.	There are 3 AQMAs in Cornwall plus a number of areas of concern. Maps provided by Cornwall Air Quality Forum December 2011.	Maps saved in project file. Cornwall Council – Currently 3 AQMAs in County <a href="http://www.cornwall.gov.uk/Default.aspx?page=2817">http://www.cornwall.gov.uk/Default.aspx?page=2817</a>	There are 5 AQMAs in Cornwall: Camborne, Pool, and Redruth (CPR) (2005); Bodmin(2008) Tideford(2011); Gunnislake (2014); and St Austell (2014). Plus another expected to be designated for Truro in 2014/15.	Duplicate with Air Quality - delete
CC2 Adaptation: minimise the vulnerability of the transport infrastructure to climate change.	NI188 Adapting to climate change	<i>DEFRA and the Environment Agency have identified which coastal sites and features are most at risk within the next 20 years of sea level change. Mullion Harbour and Godrevy feature in the high risk category and Boscastle Harbour falls into the medium risk category.</i>  <i>Over the next 100 years around 15-30 km of additional roads in Cornwall are liable to become inundated by extreme tide levels. 3-5km of these are A roads, 2-4km are B roads, 5-9km C roads and 6-11km are unclassified roads.</i>	Environment Agency - Flood Maps, River and sea levels, Water Resources Strategy, Water Resource Management Plans, <a href="http://www.environment-agency.gov.uk/">http://www.environment-agency.gov.uk/</a> Cornwall Council 2008.	NI 188 no longer reported nationally so unlikely to monitor in future.	Delete indicator. Although for future plans also check <a href="http://climatesouthwest.org/home">http://climatesouthwest.org/home</a> For information.
	Number of flooding incidents affecting transport infrastructure	12 in 2010	Dave Watkins, Hydrologist, CC	16 in 2013	Maintain indicator
	Number of drainage improvement schemes installed over £5k	54 (2010/11)	Val Goulding, Infrastructure Asset Co-ordinator, CC Matt Philips, Highways Team Leader, CC	39 (2013/14)	
	Tonnage of road salt used per year.	17,300 tonnes of road salt were used in 2009/10 for precautionary salting,	Cornwall Council, 2011 Matt Philips, Highways Team Leader, CC	4847.27 tonnes of road salt were used in 2013/14 for precautionary salting	Maintain indicator

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LTC1 Create places, spaces and buildings that enhance local distinctiveness, appearance and sense of place.	Percentage of dimmed lighting in use.	No communities currently use the dimmed lighting facility. Cornwall Council 2010.	Cornwall Council – Invest to Save Project <a href="http://www.cornwall.gov.uk/Default.aspx?page=23650">http://www.cornwall.gov.uk/Default.aspx?page=23650</a> Highways Electrical	Dimming policy changed Feb 2014. All Highways schemes now have low energy lighting specified.	Delete indicator, other indicators are adequate.
	Number of projects with match funding to enhance local distinctiveness	LTP2 projects (2006-2011): <ul style="list-style-type: none"> <li>o Newquay</li> <li>o Hayle</li> <li>o Penzance</li> <li>o St Austell Phase 2 and PTI</li> <li>o Penryn</li> <li>o CPR</li> <li>o Mineral tramways World Heritage</li> </ul> (other schemes with local distinctiveness but no match funding: Truro Victoria Sq, Launceston)	Cornwall Council, Ian Pearne	Fore Street, St Austell (2012)	Maintain indicator

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<p>LTCH2 Protect and enhance buildings, sites, structures and heritage assets that contribute to the quality of countryside, townscape and the public realm.</p>	<p>% of Heritage at risk in Cornwall</p>	<p>The following are at risk in Cornwall:</p> <ul style="list-style-type: none"> <li>o 15.3% of scheduled monuments</li> <li>o 3.5% of grade I , grade II* listed or listed places of worship buildings</li> <li>o 1 registered parks and gardens (2.7% of total in Cornwall) is considered at risk (Carclew near Mylor)</li> <li>o 1 conservation area (0.6% of total in Cornwall) is considered at risk (Bodmin)</li> <li>o No battlefields are at risk</li> <li>o No wreck sites</li> </ul> <p>The above data gives us a figure of <b>10%</b> of protected heritage assets in Cornwall that are considered to be at risk.</p> <p>Culture White paper target is: decrease in the % of protected heritage assets at risk from 11%*.</p> <p>*figure based on grade I and II* Listed buildings and Scheduled Monuments in 2011.</p>	<p>Emma Trevarthen, Senior Archaeologist, CC SW Heritage at Risk, English Heritage 2011 <a href="http://www.english-heritage.org.uk/content/publications/docs/acc-HAR-2011-sw-summary.pdf">http://www.english-heritage.org.uk/content/publications/docs/acc-HAR-2011-sw-summary.pdf</a> (saved in Project file) and SAVE. <a href="http://www.savebritainsheritage.org/buildings_at_risk/index.php">http://www.savebritainsheritage.org/buildings_at_risk/index.php</a></p>	<ul style="list-style-type: none"> <li>o 13% of SMS are considered by English Heritage to be at risk.</li> <li>o 3.5% of grade I , grade II* listed or listed places of worship buildings</li> <li>o 1 registered parks and gardens (2.7% of total in Cornwall) is considered at risk (Carclew near Mylor)</li> <li>o 1 of 145 (0.6%) in Cornwall is considered at risk (Bodmin)</li> <li>o 1 of 4 battlefields (25%) in Cornwall is considered at risk (Braddock Down)</li> <li>o No Designated Wrecks at risk (13 in Cornwall &amp; Isles of Scilly)</li> <li>o No World Heritage Site Areas at risk (21 WHS Areas in Cornwall)</li> </ul> <p>The above data gives a figure of 8.7% of protected heritage assets in Cornwall that are considered to be at risk.</p> <p>An additional 227 sites have been identified as 'at risk' by Cornwall Council's Historic Environment Advice Officers since January 2012. These are a mix of designated and undesignated heritage assets.</p>	<p>Maintain indicator. Effects on the historic environment will also be recorded at project level through EIA, archaeological assessments, etc.</p>
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<p>LTCH3</p> <p>Protect and enhance landscape character and local distinctiveness including Areas of Outstanding Natural Beauty and the World Heritage Site.</p>	<p>Indicator 2.8: Transport Infrastructure for AONB Landscape Management Units (LMUs)</p>	<p>Baseline to be established by AONB unit</p>	<p>Cornwall AONB unit  <a href="http://www.cornwall-aonb.gov.uk/atlas/Landscape/mapview/Landscape_Index.html">http://www.cornwall-aonb.gov.uk/atlas/Landscape/mapview/Landscape_Index.html</a></p>	<p>Work not progressed, no baseline established.</p>	<p>Delete indicator. Use indicators below.</p> <p>Effects on landscape will also be assessed at an individual project level for larger schemes, e.g. through EIA, landscape &amp; visual appraisal and design.</p>
	<p>Levels of tranquillity and light pollution</p>	<p>CPRE light pollution map showing 2000 levels (saved in Project file)  <a href="http://www.cpre.org.uk/resources/countryside/dark-skies/item/1980-2007">http://www.cpre.org.uk/resources/countryside/dark-skies/item/1980-2007</a></p> <p>2007 CPRE SW Intrusion map (saved in Project file)</p>	<p>CPRE Intrusion Maps            See link to SW Intrusion map under N1</p>	<p>Light pollution map not updated.</p> <p>Intrusion map not updated.</p>	<p>Remove indicator if data not updated.</p>
<p>HSC1</p> <p>Reduce the number of people killed and seriously injured in road collisions.</p>	<p>Total killed and seriously injured casualties</p>	<p>211 KSIs three year rolling average 2010-2012</p>	<p>Connecting Cornwall Monitoring report March 2012</p>	<p>2010-2012 data is latest available.</p>	<p>Maintain indicator</p>
<p>HSC2</p> <p>Reduce levels of crime and fear of crime.</p>	<p>Crime levels in Cornwall</p>	<p>Total crimes in Cornwall in 2010/11 was 20936</p> <p>Devon and Cornwall is the 3rd safest place to live in England and Wales</p>	<p>Devon and Cornwall Police – Crime statistics:  <a href="http://neighbourhood.statistics.gov.uk/dissemination/LeadKeyFigures.do?a=3&amp;b=4&amp;c=cornwall&amp;d=13&amp;e=3&amp;q=430886&amp;i=1001x1003x1004&amp;m=0&amp;r=1&amp;s=1300201443023&amp;enc=1">http://neighbourhood.statistics.gov.uk/dissemination/LeadKeyFigures.do?a=3&amp;b=4&amp;c=cornwall&amp;d=13&amp;e=3&amp;q=430886&amp;i=1001x1003x1004&amp;m=0&amp;r=1&amp;s=1300201443023&amp;enc=1</a>            (saved in Project file)</p>	<p>Total crimes in Cornwall 20989 (most data not updated so same as 2010/11)</p>	<p>Maintain indicator.</p>

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HSC3 Encourage healthier lifestyles particularly by encouraging more people to walk and cycle.	Health statistics Cornwall vs England	<ul style="list-style-type: none"> <li>The health of people in Cornwall is generally better than the England average.</li> <li>Both male and female life expectancies are higher than the England average.</li> <li>Over the last ten years early death rates from heart disease and stroke as well as early death rates from cancer have been declining and remain below the England average. Cornwall Council, 2009.</li> <li>Cornwall also has a high proportion of people on anti-depressants</li> </ul>	<p>Connecting Cornwall Monitoring report March 2012</p> <p>Office of National Statistics – Cornwall Health Statistics  <a href="http://www.statistics.gov.uk/census2001/profiles/15.asp">http://www.statistics.gov.uk/census2001/profiles/15.asp</a></p> <p>NHS Cornwall – Health Statistics  <a href="http://www.cornwallandislesofscilly.nhs.uk/CornwallAndIslesOfScillyPCT/HomePage.aspx">http://www.cornwallandislesofscilly.nhs.uk/CornwallAndIslesOfScillyPCT/HomePage.aspx</a></p>	<p>Census data from 2011.</p> <p>PCT no longer in existence.</p>	<p>Maintain indicator but use Association of Public Health Observatories:  <a href="http://www.apho.org.uk">www.apho.org.uk</a></p>
	Number of people walking and cycling.	100 index baseline (2009/10)	Connecting Cornwall Monitoring report March 2012	<p>2011/12 = 101</p> <p>2012/13 = 96</p>	Maintain indicator

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A1 Improve accessibility of jobs, shops and other amenities for rural communities.	NI176 Working age people with access to employment by public transport (and other transport modes) Number of trips by concessionary travel passes.  Walking rates Cycling rates  Rail footfall  Bus patronage	75.1% (2008/09)  Total bus passenger journeys 2010/11 13,041,000, of which concessionary journeys 5,815,000  100 index in 2009/10  100 index in 2009/10  5,777,988 journeys to and from Cornwall in 2010/11  Total bus passenger journeys 2010/11 13,041,000	Connecting Cornwall Monitoring report March 2012	75.7% (2011/12)  Total bus passenger journeys 2012/12 11,743,000 of which concessionary journeys 4,492,000  Index of 97 in 2012/13  Index of 96 in 2012/13  6,419,045 journeys to and from Cornwall in 2012/13  11.7m in 2012/13	Maintain indicator
A2 Reduce the community severance effects of infrastructure.					Maintain indicator
A3 Provide an inclusive transport network that meets the needs of society and specific groups such as the disabled and elderly.					Maintain indicator
A4 Increase sustainable access to the countryside.	No indicator identified				
E1 Invest in transport systems that will create a strong and sustainable economy by addressing economic barriers to growth, in particular access and congestion.	GVA	£13,129 GVA per head 2010 (SW £18,184, GB £20,142)	Cornwall Council – Economic Monthly Monitoring Update <a href="http://www.cornwall.gov.uk/default.aspx?page=22135">http://www.cornwall.gov.uk/default.aspx?page=22135</a>	£13,848 GVA per head 2010 (SW £19,093, GB £21,368)	Maintain indicator.
	Congestion levels (NI167) – LTP congestion indicator	1 min 45 s per mile delay (2008/9)	Connecting Cornwall Monitoring report March 2012	1 min 50 s per mile in 2012/13	Maintain indicator

£19,093  
£21,368