

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	A1: Improve accessibility of jobs, shops and other amenities for rural communities.				Worksheet completed	Whom	Mark Harvey	
					Date	2 <sup>nd</sup> February 2010		
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	In 2005 246 Super output areas were identified as areas with poor access to services. In 2008/09 71% have improved access to at least one service, but poor access remains an issue in parts of the County.	<b>Neutral o</b> Concentrating on strategic areas is unlikely to improve this significantly.	<b>Not applicable</b>	<b>Not applicable</b>	<b>Not applicable</b>	<b>High</b>	Not applicable	Mark Harvey in consultation with Hannah Harris, Transport Policy
A2 Support medium sized communities to be more self-	In 2005 246 Super output areas were identified as areas with poor access to services. In 2008/09 71% have improved access to	<b>Neutral o/ Positive +</b> more services delivered in medium towns will	<b>Not applicable /+</b>	<b>Not applicable /Medium</b> Improvements to public transport	<b>Not applicable/ Synergistic</b> A joined up approach with the LDF could provide more	<b>High</b> Extremely dependant on the LDF and the ability to improve public	Not applicable/ Must be informed by the LDF process.	Mark Harvey in consultation with Hannah Harris, Transport Policy

sustaining	at least one service, but poor access remains an issue in parts of the County.	lessen the distances travelled. Without improvements to public transport in rural areas, there will be little or no impact.		are likely to take time to implement. <b>Permanent</b> The intention would be to make permanent improvements to public transport.	services in local centres.	transport.		
A3 Intensive demand management and low carbon transport	In 2005 246 Super output areas were identified as areas with poor access to services. In 2008/09 71% have improved access to at least one service, but poor access remains an issue in parts of the County.	<b>Positive +</b> A committed approach to low carbon transport could improve public transport in rural areas.	+ / ++	<b>Medium/ Long</b> Reorganising and tendering supported services will take time to implement. <b>Permanent</b> The intention would be to make permanent improvements to public transport.	<b>Synergistic</b> Benefits could be locked in by ensuring the LDF and LTP3 are closely linked.	<b>High</b> It is difficult to quantify the impact until the policy takes shape.	Implementation identified and managed through the public transport strategy and LTP3 programme.	Mark Harvey in consultation with Hannah Harris, Transport Policy

<p>A4 Improve connectivity</p>	<p>In 2005 246 Super output areas were identified as areas with poor access to services. In 2008/09 71% have improved access to at least one service, but poor access remains an issue in parts of the County.</p>	<p><b>Neutral o</b> Poor access in rural areas is usually due to inability to access essential services. Inter county travel is unlikely to be a consideration.</p>	<p><b>Not applicable</b></p>	<p><b>Not applicable</b></p>	<p><b>Not applicable</b></p>	<p><b>Medium</b></p>	<p><b>Not applicable</b></p>	<p>Mark Harvey in consultation with Hannah Harris, Transport Policy</p>
<p>A5 Without the plan</p>	<p>In 2005 246 Super output areas were identified as areas with poor access to services. In 2008/09 71% have improved access to at least one service, but poor access remains an issue in parts of the County.</p>	<p><b>Neutral o</b></p>	<p><b>Not applicable</b></p>	<p><b>Not applicable</b></p>	<p><b>Not applicable</b></p>	<p><b>High</b></p>	<p><b>Not applicable</b></p>	<p>Mark Harvey in consultation with Hannah Harris, Transport Policy</p>

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SEA objective	A2: Reduce the community severance effects of infrastructure.				Worksheet completed	Whom	Mark Harvey	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or (--) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Severance data is not available and difficult to measure. Some communities currently encounter severance issues, but this is impossible to quantify.	<b>Positive</b> If severance issues are considered early enough in the process, access can be improved.  <b>Neutral</b> The programme may not exacerbate severance or improve where it already	++/+/--/-	<b>Medium-Long</b> Significant infrastructure is likely to take a long period before construction	<b>Additive/ Neutralising/ Synergistic</b> The outcome could be any of the above, and is strategically dependant on the LDF.	<b>High</b> Lack of data to give evidence of current position and lack of plans for actual schemes make accurate evaluation impossible.	Adverse impacts can be mitigated by the early consideration of severance on a strategic or very local level.	Mark Harvey in consultation with Hannah Harris, Transport Policy

		exists. <b>Negative</b> Lack of consideration could exacerbate existing severance or create new issues.						
A2 Support medium sized communities to be more self-sustaining	Severance data is not available and difficult to measure. Some communities currently encounter severance issues, but this is impossible to quantify.	<b>Positive</b> If severance issues are considered early enough in the process, access can be improved. <b>Neutral</b> The programme may not exacerbate severance or improve where it already exists. <b>Negative</b> Lack of consideration could exacerbate	++/+/--/-	<b>Medium-Long</b> Significant infrastructure is likely to take a long period before construction	<b>Additive/Neutralising/Synergistic</b> The outcome could be any of the above, and is strategically dependant on the LDF.	<b>High</b> Lack of data to give evidence of current position and lack of plans for actual schemes make accurate evaluation impossible.	Adverse impacts can be mitigated by the early consideration of severance on a strategic or very local level.	Mark Harvey in consultation with Hannah Harris, Transport Policy

		existing severance or create new issues.						
A3 Intensive demand management and low carbon transport	Severance data is not available and difficult to measure. Some communities currently encounter severance issues, but this is impossible to quantify.	<p><b>Positive</b> If severance issues are considered early enough in the process, access can be improved.</p> <p><b>Neutral</b> The programme may not exacerbate severance or improve where it already exists.</p> <p><b>Negative</b> Lack of consideration could exacerbate existing severance or create new issues.</p>	++/+/--/-	<b>Medium-Long</b> Significant infrastructure is likely to take a long period before construction	<b>Additive/Neutralising/Synergistic</b> The outcome could be any of the above, and is strategically dependant on the LDF.	<b>High</b> Lack of data to give evidence of current position and lack of plans for actual schemes make accurate evaluation impossible.	Adverse impacts can be mitigated by the early consideration of severance on a strategic or very local level.	Mark Harvey in consultation with Hannah Harris, Transport Policy

<p>A4 Improve connectivity</p>	<p>Severance data is not available and difficult to measure. Some communities currently encounter severance issues, but this is impossible to quantify.</p>	<p><b>Positive</b> If severance issues are considered early enough in the process, access can be improved.</p> <p><b>Neutral</b> The programme may not exacerbate severance or improve where it already exists.</p> <p><b>Negative</b> Lack of consideration could exacerbate existing severance or create new issues.</p>	<p>++/+/--/-</p>	<p><b>Medium-Long</b> Significant infrastructure is likely to take a long period before construction</p>	<p><b>Additive/Neutralising/Synergistic</b> The outcome could be any of the above, and is strategically dependant on the LDF.</p>	<p><b>High</b> Lack of data to give evidence of current position and lack of plans for actual schemes make accurate evaluation impossible.</p>	<p>Adverse impacts can be mitigated by the early consideration of severance on a strategic or very local level.</p>	<p>Mark Harvey in consultation with Hannah Harris, Transport Policy</p>
<p>A5 Without the plan</p>	<p>Severance data is not available and difficult to measure. Some communities currently encounter</p>	<p><b>Positive</b> If severance issues are considered early enough in the process,</p>	<p>++/+/--/-</p>	<p><b>Medium-Long</b> Significant infrastructure is likely to take a long period</p>	<p><b>Additive/Neutralising/Synergistic</b> The outcome could be any of the above, and is strategically</p>	<p><b>High</b> Lack of data to give evidence of current position and lack of plans</p>	<p>Adverse impacts can be mitigated by the early consideration of severance on a strategic or very local level.</p>	<p>Mark Harvey in consultation with Hannah Harris, Transport Policy</p>

	severance issues, but this is impossible to quantify.	access can be improved. <b>Neutral</b> The programme may not exacerbate severance or improve where it already exists. <b>Negative</b> Lack of consideration could exacerbate existing severance or create new issues.		before construction	dependant on the LDF.	for actual schemes make accurate evaluation impossible.		
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SEA objective	A3: Provide an inclusive transport network that meets the needs of society and specific groups such as the disabled and elderly.				Worksheet completed	Whom	Mark Harvey	
						Date	1 <sup>st</sup> February 2010	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Current public transport provision in the key strategic areas is already relatively good.	<b>Positive +</b> Low floor buses and associated infrastructure will help some people in accessing services.	+	<b>Short-Medium</b> Government policy means that all buses have to be low-floor by 2015.  <b>Permanent</b>	<b>Synergistic</b> Government policy supports provision of low floor buses	<b>Low</b> Government Policy	Implementation managed through the Public Transport Strategy and LTP3 Programme.  The benefits could be brought forward by entering Bus Quality Contracts.  Investment in community transport/rural public transport will be necessary to enable those living in rural areas	Mark Harvey in consultation with Hannah Harris, Transport Policy

							to make use of town facilities.	
A2 Support medium sized communities to be more self-sustaining	Current public transport provision in medium sized communities is of a reasonable standard. Access to less frequently visited services (e.g. acute hospitals) may be limited.	<b>Positive +</b> Low floor buses and associated infrastructure will help some people in accessing services.	+	<b>Short-Medium</b> Government policy means that all buses have to be low-floor by 2015.  <b>Permanent</b>	<b>Synergistic</b> Government policy supports provision of low floor buses	<b>Low</b> Government Policy	Implementation managed through the Public Transport Strategy and LTP3 Programme.  The benefits could be brought forward by entering Bus Quality Contracts.	Mark Harvey in consultation with Hannah Harris, Transport Policy
A3 Intensive demand management and low carbon transport	There are currently significant areas in Cornwall where public transport provision is relatively infrequent; access to services can often be difficult in rural areas.	<b>Positive</b> A holistic approach to delivering public transport (whether conventional or flexibly routed; commercial, supported or community) will have a beneficial impact throughout Cornwall.	+	<b>Short-Medium</b> Government policy means that all buses have to be low-floor by 2015. Flexibly routed schemes could offer solutions.  <b>Permanent</b>	<b>Synergistic</b> Government policy supports provision of low floor buses	<b>Low</b> Government Policy	Implementation managed through the Public Transport Strategy and LTP3 Programme.  Policy relating to flexibly routed services in rural areas would bring about benefits.	Mark Harvey in consultation with Hannah Harris, Transport Policy

A4 Improve connectivity	Most services are provided within Cornwall, abrogating the necessity of most out of county travel.	<b>Neutral o</b> No direct impact.	<b>Not applicable</b>	<b>Not applicable</b>	<b>Not applicable</b>	<b>Medium</b>	<b>Not applicable</b>	Mark Harvey in consultation with Hannah Harris, Transport Policy
A5 Without the plan	There are currently significant areas in Cornwall where public transport provision is relatively infrequent, often in rural areas.	<b>Neutral o</b> The societal groups encountering access issues will continue to do so.	<b>Not applicable</b>	<b>Not applicable</b>	<b>Not applicable</b>	<b>Medium</b>	<b>Not applicable</b>	Mark Harvey in consultation with Hannah Harris, Transport Policy

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SEA objective	A4: Increase sustainable and inclusive access to the countryside				Worksheet completed	Whom	Hannah Harris	
					Date	1 February 2010		
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Extensive network of public rights of way of variable standard. Some high quality multi-user trails. Variable levels of public transport provision to countryside.	- Focus on main towns could mean little funding for more rural areas.	<b>Minor -</b>	<b>All time scales Permanent</b>	<b>Neutralising</b> Countryside access strategy focus on improving access for the largest number of people and focus on areas with high IMD. Access to World Heritage site plan will improve access from CPR to mining areas.	<b>Medium</b>	Opportunity to make town based transport schemes two way and get people out of towns and into transport e.g. use of P&R, cycleways	Discussions between Hannah Harris, Transport Policy and Tom Fletcher, Access officer

<p>A2 Support medium sized communities to be more self-sustaining</p>	<p>Extensive network of public rights of way of variable standard. Some high quality multi-user trails. Variable levels of public transport provision to countryside.</p>	<p>+ Opportunity to increase access to countryside from rural towns and villages.</p>	<p><b>Minor +</b></p>	<p><b>All time scales Permanent</b></p>	<p><b>Synergistic</b> Countryside access strategy focus on improving access for the largest number of people and focus on areas with high IMD.</p>	<p><b>Medium</b></p>	<p>Need to pool resources with other agencies to get best outcome for countryside access schemes. Opportunity to focus car parking in settlements rather than in countryside with sustainable transport links out to countryside. Opportunity for 'Moor Care' scheme to manage visitors, introduce speed restrictions and manage signs.</p>	<p>Discussions between Hannah Harris, Transport Policy and Tom Fletcher, Access officer</p>
<p>A3 Intensive demand management and low carbon transport</p>	<p>Extensive network of public rights of way of variable standard. Some high quality multi-user trails. Variable levels of public transport provision to countryside.</p>	<p>+ Increased charging revenues could increase investment in multi-use trails and public transport. High car parking charges in towns could cause more people to park</p>	<p><b>Minor +</b></p>	<p>Short term &amp; temporary – increased parking charges could cause problems in countryside. Medium/Long and Permanent : Improved sustainable links to</p>	<p><b>Synergistic</b> AONB area management plan aim to reduce car transport to protected areas.</p>	<p><b>Medium</b></p>	<p>Need to mitigate against inappropriate parking in the countryside – visitor management, sustainable transport options from towns to countryside – see comments above.</p>	<p>Discussions between Hannah Harris, Transport Policy and Tom Fletcher, Access officer</p>

		inappropriately in the countryside.		countryside				
A4 Improve connectivity	Extensive network of public rights of way of variable standard. Some high quality multi-user trails. Variable levels of public transport provision to countryside.	- New routes can either cut off existing access routes to countryside or provide opportunity to improve links. Focus on strategic routes likely to bypass access to countryside overall.	<b>Minor -</b>	<b>Permanent Medium</b>	<b>Neutralising</b> Countryside access plan, WHS action plan and AONB plans will continue to focus on delivering sustainable access to countryside	<b>Medium</b>	New routes to take opportunity to deliver added value by improving access to countryside. Need to 'countryside proof' schemes.	Discussions between Hannah Harris, Transport Policy and Tom Fletcher, Access officer
A5 Without the plan	Extensive network of public rights of way of variable standard. Some high quality multi-user trails. Variable levels of public transport provision to countryside.	- No investment to improve upon existing countryside access	<b>Minor -</b>	<b>Permanent All time scales</b>	<b>Neutralising</b> Countryside access plan, WHS action plan and AONB plans will continue to focus on delivering sustainable access to countryside although funding may be limited	<b>Medium</b>	Opportunity for reactive works to improve access to countryside	Discussions between Hannah Harris, Transport Policy and Tom Fletcher, Access officer



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SEA objective	AQ1: Reduce social, economic and environmental costs of transport on air quality.				Worksheet completed	Whom	Hannah Harris	
						Date	13 January 2010	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral 0 Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Most air quality hotspots in strategic towns e.g. CPR, Truro, Bodmin .	- Economic growth in towns could result in greater road traffic. PT schemes to support econ growth could result in modal shift away from cars.	<b>Minor -</b>	<b>Medium</b> term as development plans are progressed in the strategic towns.  <b>Permanent</b> unless measures taken to mitigate.	<b>Synergistic.</b> Transport policy designed to complement spatial policies for development. Focus of development in towns could bring greater car use in towns or more sustainable transport patterns.	<b>Medium.</b> AQ data is of good quality and indicates exceedences and close to exceedences in a number of towns	Transport schemes in strategic towns to consider implications of air pollution.	Consultation between HH and Jodie Boex of CAQF.



<p>A2 Support medium sized communities to be more self-sustaining</p>	<p>Monitoring to date has not found air pollution exceedences in medium sized communities.</p>	<p><b>0</b> reduce need to travel resulting in more sustainable travel in medium sized communities . May reduce road travel to larger towns too. Risk of medium sized towns becoming attractive to communities further afield and resulting in in commuting.</p>	<p><b>n/a 0</b></p>	<p><b>Medium to long</b> Changes to make towns more sustainable will take time.</p>	<p><b>Additive or neutralising</b> Development plans for settlements such as Hayle redevelopment proposals could result in the town becoming very attractive to visitors resulting in greater in commuting. Decisions by service providers e.g. the Post office to close branches could make these settlements less sustainable.</p>	<p><b>High.</b> Impact of proposed measures on travel patterns is very uncertain.</p>	<p>n/a as no effects to mitigate</p>	<p>Consultation between HH and Jodie Boex of CAQF.</p>
<p>A3 Intensive demand management and low carbon transport</p>	<p>Most air quality hotspots in strategic towns e.g. CPR, Truro, Bodmin .</p>	<p><b>+</b> Controls on use of cars, greater use of other modes and more low carbon transport being used should result in reduced emissions.</p>	<p><b>Minor +</b></p>	<p><b>Short</b> if demand management introduced early in programme <b>Medium</b> as vehicle technologies improve <b>Permanen</b></p>	<p><b>Synergistic</b> Other measures planned by central government to reduce carbon emissions.</p>	<p><b>Medium</b></p>	<p>None required</p>	<p>Consultation between HH and Jodie Boex of CAQF.</p>

				<b>t</b>				
A4 Improve connectivity	Some air quality problems along main routes e.g. Tideford, A38.	+ Improving connectivity will include road schemes which may increase road traffic. However, bypass schemes can improve traffic flow and reduce air pollution. Improving rail connections could encourage more to travel by non-car modes	<b>Minor +</b>	<b>Medium – Long</b> Major schemes take time to develop and deliver. <b>Permanent</b>	None	<b>Medium</b>	Positive effect predicted so no mitigation required.	Consultation between HH and Jodie Boex of CAQF.
A5 Without the plan	Most air quality hotspots in strategic towns e.g. CPR, Truro, Bodmin .	- Road traffic forecast to increase nationally and therefore emissions will increase.	<b>Minor -</b>	<b>Ongoing</b> <b>Permanent</b>	<b>Neutralising</b> Actions will need to be taken to meet statutory requirements of AQMAs. Some traffic measures in	<b>Medium</b>	Need for a plan to include management of traffic in town centres, policies to reduce the need to travel and encourage use of non-car modes and	Consultation between HH and Jodie Boex of CAQF.

					towns could improve air quality.		low carbon alternatives.	
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SEA objective	BI1: Conservation and enhancement of protected habitats and species and making a positive contribution to the local BAP.				Worksheet completed	Whom	Hannah Harris	
						Date	13 April 2010	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	There are 41 BAP habitats in Cornwall (see table 9 scoping report and intranet mapping) plus 166 SSSIs and 496 Cornwall wildlife sites	Negative – Because the whole County is covered in designations and any works will impact a site somewhere.	Minor – if well managed	All time scales Permanent	Additive/Synergistic – Climate change – has both positive and negative impacts on biodiversity Additive – If the Core strategy focuses development on the main towns then some sites will be impacted. Neutralising - Environmental Stewardship/La	Medium – without the details of the plan schemes it is hard to assess impacts on biodiversity which needs to be carried out on a site by site basis.	Careful route planning and involvement of biodiversity experts at plan stage will seek to avoid damage where possible, and mitigate or even enhance otherwise (in line with PPS9 guidance)	Following discussion between Dave Lewis, Natural Environment and Hannah Harris, Transportation.

					nd management grants – opportunities to improve biodiversity. Neutralising – work of a number of environmental bodies to conserve and enhance biodiversity.			
A2 Support medium sized communities to be more self-sustaining	See above	Negative – certain towns could have major impact on surrounding sites e.g. Hayle, Wadebridge, Looe, Fowey	Minor to Major depending on location	All time scales Permanent	See above	See above	See above	Following discussion between Dave Lewis, Natural Environment and Hannah Harris, Transportation.
A3 Intensive demand management and low carbon transport	See above	Positive + As no major infrastructure and less car use likely. However if great increase in electric car use, implications for infrastructure	Major ++ if managed well	All time scales Permanent	See above	See above	See above	Following discussion between Dave Lewis, Natural Environment and Hannah Harris, Transportation.

		e impacts of electricity generation e.g. wind farms.						
A4 Improve connectivity	See above	Negative – Land take required for new and improved infrastructure likely to impact biodiversity.	Minor – if managed well	All time scales Permanent	See above	See above	See above	Following discussion between Dave Lewis, Natural Environment and Hannah Harris, Transportation.
A5 Without the plan	See above	Positive + No major infrastructure means limited land take. Short term – localised congestion resulting in reduced air quality and negative impact on biodiversity. Longer term congestion may result in behavioural change resulting in less car use.	Minor + potentially	Negative – short Positive – longer term. Permanent	See above	See above	See above	Following discussion between Dave Lewis, Natural Environment and Hannah Harris, Transportation.

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SEA objective	B12: Improvement of ecological coherence, habitat connectivity and climate change resilience and adaption.				Worksheet completed	Whom	Hannah Harris	
						Date	13 April 2010	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral 0 Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	See LAA connectivity map: <a href="http://www.environmentkernow.org.uk/text/news/LAA.jpg">http://www.environmentkernow.org.uk/text/news/LAA.jpg</a> A number of habitats also at risk of flooding and sea level rises as a result of climate change.	Neutral 0 as focus on key towns will have limited impact on most sites	n/a	n/a	Synergistic: Actions by other bodies e.g. EA could provide climate change resilience to certain sites. Other corridors e.g. rivers can act as wildlife corridors. Development plans could also build in connectivity.	Medium as details of LTP need working up.	With careful planning, potential for LTP to bring about improvements in habitat connectivity as transport corridors can serve as wildlife corridors linking up sites.	Following discussion between Dave Lewis, Natural Environment and Hannah Harris, Transportation.

<p>A2 Support medium sized communities to be more self-sustaining</p>	<p>See above</p>	<p>Neutral 0 Little improvement to connectivity as focus of work is within towns.</p>	<p>n/a</p>	<p>n/a</p>	<p>See above and Synergistic – other measures to make towns more self sufficient e.g. changes in agricultural practices could have a positive impact on biodiversity</p>	<p>Medium as details of LTP need working up.</p>	<p>See above</p>	<p>Following discussion between Dave Lewis, Natural Environment and Hannah Harris, Transportation.</p>
<p>A3 Intensive demand management and low carbon transport</p>	<p>See above</p>	<p>Positive + This approach should reduce emissions contributing to climate change which may have a limited impact on local wildlife.</p>	<p>Minor +</p>	<p>Long term Permanent</p>	<p>Synergistic - See above</p>	<p>Medium as details of LTP need working up.</p>	<p>See above</p>	<p>Following discussion between Dave Lewis, Natural Environment and Hannah Harris, Transportation.</p>
<p>A4 Improve connectivity</p>	<p>See above</p>	<p>Positive + if done well. Negative – if schemes are just land take and do not design in opportunities for habitat connectivity. Negative if road and air</p>	<p>Potential Minor + or -</p>	<p>Long term Permanent</p>	<p>Synergistic - See above</p>	<p>Medium as details of LTP need working up.</p>	<p>See above</p>	<p>Following discussion between Dave Lewis, Natural Environment and Hannah Harris, Transportation.</p>



		transport increases as a result of improved journey times.						
A5 Without the plan	See above	Negative – No new routes created and likely increase in car use resulting in greater emissions and local pollution.	Minor -	All time scales. Temporary Increased car use could result in behavioural change over long term as a reaction to congestion.	Neutralising – see above.	Medium as details of LTP need working up.	See above	Following discussion between Dave Lewis, Natural Environment and Hannah Harris, Transportation.

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SEA objective	CC1: Mitigation: reduce the contribution of transportation to greenhouse gas emissions				Worksheet completed	Whom	James Hatton	
					Date	February 2010		
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Transportation emissions account for 27% of Cornwall's total CO2e emissions by community sector (2007). 63% of these are attributable to car travel.	- Economic and housing growth in strategic towns could result in more traffic. Protecting the rural character of landscape will mean many who live in these areas will still rely on car travel in order to access services located in the strategic towns.	Minor -	All timescales Permanent	Neutralising – increasing housing in main towns will reduce the need to travel for some.	High	Integration of planning and sustainable transport principles. Encouragement of public transport, walking and cycling through making town centres 'pedestrian friendly'. Encourage travel planning and increased awareness. CO2e of surfacing and streetlighting	James Hatton in consultation with Hannah Harris, both Transport Policy

		Schemes such as park and ride and cheap town based networks may help to reduce emissions associated with travel within the town but not necessarily to it.					works to be measured and reduced where possible.	
A2 Support medium sized communities to be more self-sustaining	Transportation emissions account for 27% of Cornwall's total CO2e emissions by community sector (2007). 63% of these are attributable to car travel.	+ Reducing the need to travel coupled with improvements to public transport and walking and cycling should encourage the reduction of transport related emissions	Minor +	All timescales	Synergistic – Planning work undertaken to look at the sustainability of smaller settlements.	High	Integration of planning and sustainable transport principles. Encourage public transport, walking and cycling through infrastructure improvements.	James Hatton in consultation with Hannah Harris
A3 Intensive demand management and low carbon transport	Transportation emissions account for 27% of Cornwall's total CO2e emissions by community sector (2007). 63% of these are attributable to car travel.	+ Targeted plan focusing on behavioural change, implementation of new technology and fiscal measures will contribute to clear reductions in transport related emissions	Major ++	All timescales	Synergistic – Other measures planned by central government to reduce carbon emissions from transportation.	Medium	<ul style="list-style-type: none"> <li>- plan to meet government target of 34% reduction in emissions by 2020 and 80% by 2050 based upon on DfT's Carbon reduction strategy for transport (July 2009)</li> <li>- impact on carbon emissions,</li> </ul>	James Hatton in consultation with Hannah Harris

							<p>reduce congestion and the burden of maintenance</p> <ul style="list-style-type: none"><li>- road user charging and increased car parking prices</li><li>- use money saved/made to improve public transport, walking and cycling networks, invest in ultra low carbon vehicles and adapt the transport network to the effects of climate change</li><li>- Lobby for electrified railway to Cornwall and continue to develop and support high quality rail facilities and services</li><li>- More integration of services, use</li></ul>	
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							of smartcard technology <ul style="list-style-type: none"> <li>- Improve bike-rail integration</li> <li>- Encourage and promote active travel</li> <li>- Promote 'eco-driving'</li> </ul> Support development of spatial planning policies that reduce the need to travel	
A4 Improve connectivity	Transportation emissions account for 27% of Cornwall's total CO2e emissions by community sector (2007). 63% of these are attributable to car travel.	- Focus on improving road and air links will have a negative impact on reducing the contribution of the transport sector emissions. Encouraging greater car use and flight instead of more sustainable methods of transport. Rail improvements and the development of walking and cycling between settlements	Minor -	All timescales	Slight Neutralising – sustainable housing distribution to reduce the need to travel along with Government initiatives to reduce transport related carbon emissions.	High	Travel planning, fiscal measures.	James Hatton in consultation with Hannah Harris, both Transport Policy

		would provide a reduction of emissions however this will probably be offset by the overall gain.						
A5 Without the plan	Transportation emissions account for 27% of Cornwall's total CO2e emissions by community sector (2007). 63% of these are attributable to car travel.	-  Road traffic increase nationally. Government policies may contribute to reduced emissions in urban areas. In Rural areas travel will likely continue to be dominated by the car, no improvement in infrastructure of schemes will mean it will be more difficult to support behavioural change.	Minor-	All timescales	Additive – Other measures planned by central government to reduce carbon emissions from transportation. It is likely national policies to improve vehicle efficiency would take time to be felt in Cornwall.	High	LTP 3 to have reducing carbon emissions as key outcome.	James Hatton in consultation with Hannah Harris, both Transport Policy

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	CC2: Adaptation: minimise the vulnerability of the transport infrastructure to climate change				Worksheet completed	Whom	Matt Philips	
						Date	April 2010	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral 0 Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	A roads currently at risk in or serving strategic centres are: - A3075 at Trevemper Bridge, Newquay - A390 at Truro, Tresillian, Grampound and through Par Moor - A3083 Station Road and St Blazey Road at St Blazey - Moorland Road at Par	Both routine and planned maintenance works on the highway seek to improve the condition of the asset which will have a +ve contribution to this objective. Highway maintenance is prioritised based upon the road	Minor +	Works to the carriageway using plant and raw materials will have a short term, temporary effect. Surface dressing has a shorter term effect than resurfacing.	<b>Synergistic</b> Routine maintenance occurs regardless of existence of LTP.  <b>Synergistic</b> Responses to unforeseen events will put in measures to prevent them happening again e.g. Boscastle.  <b>Synergistic</b>	Medium – the future effects of climate change are difficult to predict.	<b>Any routine maintenance:</b> Regular reviews of maintenance procedures and codes of practice to comply with legislation to ensure best practice and minimum impact to the environment.  <b>Any Planned maintenance:</b> Addressing the impacts of climate change will need to	Matt Philips, Network Management in consultation with Hannah Harris

	<ul style="list-style-type: none"> <li>- A39 Morlaix Avenue in Truro</li> <li>- A39 at Perranworthal</li> </ul>	<p>hierarchy not the LTP approach.</p> <p>The LTP will not minimise the vulnerability of the rail network to climate change because this is the responsibility of Network Rail.</p> <p><b>Negative -</b></p>			<p>Environment Agency flood prevention works</p> <p><b>Additive</b></p> <p>The Network rail GW RUS and other documents do not make reference to measures to adapt to climate change.</p>		<p>developed and included in this programme.</p> <p>Investigation into drainage and coordinating these with our potential flooding areas to ensure that when drainage systems are replaced that they are done so to ensure that roads can be treated proactively to prevent potential structural damage and closure to parts of the network.</p>	
<p>A2 Support medium sized communities to be more self-sustaining</p>	<p>Roads at risk linking smaller settlements are:</p> <ul style="list-style-type: none"> <li>- Branwell Lane Roundabout and Eastern Green on the A30 at Penzance</li> <li>- Crowlas and Loggans Moor roundabout, Hayle on the A30</li> <li>- A387 between Looe and Sandplace</li> </ul>	<p>See above</p>	<p>Minor +</p>	<p>See above</p>	<p>See above</p>	<p>See above</p>	<p>See above</p>	<p>Matt Philips, Network Management in consultation with Hannah Harris</p>



	<p>- A389 at Sladesbridge - A374 Ferry Street, between Kellow Park and Anthony Road at Torpoint and Polbathic - A39 Camelford - A39 at Perranworthal Local roads to and through smaller settlements are at risk of both flooding and future erosion at Portmellon, Portwrinkle, Crackington Haven, Coverack, Wherrytown, and between Newlyn and Mousehole. With flood risks threatening roads in Porthallow and Bude.</p>								
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<p>A3 Intensive demand management and low carbon transport</p>	<p>The rail network is prone to flood and erosion risks before it reaches Cornwall, notably at Dawlish, Teignmouth, and at Plymouth. Once inside Cornwall, flood risks threaten the mainline at Par and St Blazey, as well as at Penzance. Branch lines are at risk of flooding at Par/St Blazey and along the Looe river, with the freight line at risk down the River Fowey. Estuarine ferry crossings are vulnerable to flooding and include ferries on the Rivers Fal and its creeks, Fowey, Camel and Tamar.</p>	<p>See above</p>	<p>Minor +</p>	<p>See above</p>	<p>See above</p>	<p>See above</p>	<p>See above</p>		<p>Matt Philips, Network Management in consultation with Hannah Harris</p>
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<p>A4 Improve connectivity</p>	<p>A roads at risk include: Branwell Lane Roundabout and Eastern Green on the A30 at Penzance Crowlas and Loggans Moor roundabout, Hayle on the A30 A3075 at Trevemper Bridge, Newquay A387 between Looe and Sandplace A389 at Sladesbridge A374 Ferry Street, between Kellow Park and Anthony Road at Torpoint and Polbathic A390 at Truro, Tresillian, Grampond and through Par Moor A3083 Station Road and St Blazey Road at St Blazey Moorland Road at Par</p>	<p>See above</p>	<p>Minor +</p>	<p>See above</p>	<p>See above</p>	<p>See above</p>	<p>See above</p>	<p>Matt Phillips, Network Management in consultation with Hannah Harris</p>
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	A39 Morlaix Avenue in Truro A39 Camelford A39 at Perranworthal See note above re. rail network.							
A5 Without the plan	See all of above.	Without an LTP3 routine maintenance will continue but planned maintenance may not. Without highway maintenance many other aspects of transport e.g. public transport cannot be delivered.	Major --	Permanent Short	<p><b>Small neutralising effect</b> Routine maintenance occurs regardless of existence of LTP.</p> <p><b>Localised neutralising effect</b> Responses to unforeseen events will put in measures to prevent them happening again e.g. Boscastle.</p> <p><b>Neutralising</b> Environment Agency flood prevention works</p>		Effective management and maintenance of the highways underpins the use and development of all transport services and infrastructure – the LTP is an essential tool in delivering this.	Matt Philips, Network Management in consultation with Hannah Harris

**Table 17 Environmental effects of the proposed alternatives**

NB – most judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	E1: Invest in transport systems that will create a strong and sustainable economy by addressing economic barriers to growth, in particular access and congestion.				Worksheet completed	Whom	Hannah Harris	
					Date	23 February 2010		
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Cornish economy has grown over recent years, although earnings are lower than UK average. Unemployment dropped until Aug 08. 40% of all businesses are located in Truro, Falmouth-Penryn and CPR. Over 50% of the population live out of the towns. Traffic growth is greatest on trunk	<b>Positive +</b> Focus on strategic areas will benefit large number of businesses	<b>Major ++</b>	If these towns continue to grow, transport measures need to be able to cope with ongoing growth, therefore <b>permanent</b> if measures are adequate. <b>Medium to Long</b>	<b>Neutralising</b> – the effects of the recession may reduce strength of economy.  <b>Synergistic</b> Development at NQ airport with creation of new business space may boost economy.	<b>Medium</b> – economy is affected by many factors beyond the remit of transport. Economic success of transport interventions hard to measure.	Congestion reduction measures including town centre parking management in conjunction with provision of alternatives including park and ride. High quality public transport (including bus, rail, ferry, community transport) provision to these towns.	Reviewed by Bill Holliday and Nathan Cudmore, Economic Devt Policy Officers

	roads and lowest on unclassified (rural) roads.			term				
A2 Support medium sized communities to be more self-sustaining	<p>Cornish economy has grown over recent years, although earnings are lower than UK average. Unemployment dropped until Aug 08. 40% of all businesses are located in Truro, Falmouth-Penryn and CPR. Over 50% of the population live out of the towns. Traffic growth is greatest on trunk roads and lowest on unclassified (rural) roads.</p>	<p><b>Positive +</b> Enabling workspace and housing development in rural areas will reduce the need to travel and strengthen the local economy. This should improve service provision and further reductions in travel needs. More self sustaining communities should reduce congestion in main towns. Balance of employment and housing in medium sized communities should</p>	<b>Minor +</b>	<p><b>Long term</b> – self sustaining communities will take a long time to develop. <b>Permanent</b> if successful</p>	<p><b>Neutralising</b> – the effects of the recession may reduce strength of economy.</p> <p><b>Synergistic</b> Development at NQ airport with creation of new business space may boost economy.</p> <p><b>Synergistic</b> Transition towns are looking to improve local sustainability through local action.</p>	<p><b>Medium –</b> economy is affected by many factors beyond the remit of transport. Economic success of transport interventions hard to measure.</p>	High quality walking, cycling and public transport routes within medium sized towns to support self sufficiency.	Reviewed by Bill Holliday and Nathan Cudmore, Economic Devt Policy Officers

		ensure good access to work opportunities						
A3 Intensive demand management and low carbon transport	Cornish economy has grown over recent years, although earnings are lower than UK average. Unemployment dropped until Aug 08. 40% of all businesses are located in Truro, Falmouth-Penryn and CPR. Over 50% of the population live out of the towns. Traffic growth is greatest on trunk roads and lowest on unclassified (rural) roads.	<b>Neutral 0</b> Demand management measures should be successful at reducing congestion, however they may have other negative effects on the economy if people are too discouraged from entering towns. Development of low carbon transport may open up new market opportunities	n/a	Medium to long	<b>Additive</b> – the effects of the recession may reduce strength of economy.  <b>Synergistic</b> Development at NQ airport with creation of new business space may boost economy.	<b>Medium –</b> economy is affected by many factors beyond the remit of transport. Economic success of transport interventions hard to measure.	Need to balance demand management measures with need to maintain thriving economies in town centres – limited provision for short stay and disabled parking alongside high quality public transport access into town centres.	Reviewed by Bill Holliday and Nathan Cudmore, Economic Devt Policy Officers
A4 Improve connectivity	Cornish economy has grown over recent years, although earnings are lower than UK	<b>Positive +</b> Improved links to more prosperous parts of the	<b>Major ++</b>	<b>Medium to Long term –</b> schemes on	<b>Neutralising</b> – the effects of the recession may reduce strength of	<b>Medium –</b> economy is affected by many factors beyond the	Need to balance improving connectivity with demand management on	Reviewed by Bill Holliday and Nathan Cudmore, Economic Devt Policy Officers

	<p>average. Unemployment dropped until Aug 08. 40% of all businesses are located in Truro, Falmouth-Penryn and CPR. Over 50% of the population live out of the towns. Traffic growth is greatest on trunk roads and lowest on unclassified (rural) roads.</p>	<p>UK and opening up tourism access into Cornwall should have positive effect on economy. Removal of bottlenecks on A30 should reduce congestion. However, if uncontrolled road traffic may cause congestion in key economic centres.</p>		<p>strategic transport routes take time to work up and deliver Permanent</p>	<p>economy. <b>Synergistic</b> Development at NQ airport with creation of new business space may boost economy.</p>	<p>remit of transport. Economic success of transport interventions hard to measure.</p>	<p>congested routes and in town centres.</p>	
<p>A5 Without the plan</p>	<p>Cornish economy has grown over recent years, although earnings are lower than UK average. Unemployment dropped until Aug 08. 40% of all businesses are located in Truro, Falmouth-Penryn and CPR. Over 50% of the</p>	<p><b>Negative -</b> No investment in transport systems will not achieve this objective.</p>	<p><b>Major --</b></p>	<p><b>Permanent All time scales</b></p>	<p><b>Additive</b> – the effects of the recession may reduce strength of economy. <b>Neutralising?</b> Development at NQ airport with creation of new business space may boost economy.</p>	<p><b>Low</b> – this objective cannot be achieved without an LTP</p>	<p>Need to deliver third LTP with transport systems that support economy. We need to listen to local people and find out what they want for their local community, economy and the future of the next generation.</p>	<p>Reviewed by Bill Holliday and Nathan Cudmore, Economic Devt Policy Officers</p>



	population live out of the towns. Traffic growth is greatest on trunk roads and lowest on unclassified (rural) roads.				<b>Neutralising</b> Highways Agency may improve A30 without LTP intervention			
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transport								
A4 Improve connectivity								
A5 Without the plan								

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Whom	Helen Galligan	
						Date	March 2010	
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	1. Collision rates per traffic flow are higher in urban areas than rural due to high traffic densities. 2. peds/cycle casualties are concentrated in urban areas in towns and cities (particularly deprived). Certain roads within strategic town centre zones	0 - Economic growth within strategic towns will help disadvantaged communities . Safer networks within towns for cycle/walking will result in reduced	n/a	Long/Permanent – particularly if all road safety stakeholders work together.	Additive – Economic enhancement of areas alongside encouragement of active travel will help reduce deprivation and encourage better routes for peds/cyclists. Complement government targets to	Medium	Appropriate engineering measures need to be ensured. Support of economic growth needs to be taken forward in hand with road safety education. Monitoring of accident levels will be required to assess impact of change.	Helen Galligan in consultation with Hannah Harris and Ian Pearne, Transportation

	identified as having a pedestrian casualty problem – Camborne, Falmouth, Penzance, Truro	risk of injury. However there is a potential increase in the accident rate due to increased traffic densities.			reduce ped/cycle casualties in towns, protect children, particularly in deprived areas.			
A2 Support medium sized communities to be more self-sustaining	Certain roads within medium sized communities identified as having a pedestrian casualty problem – Looe, Newquay, St Ives. The highest KSI rates are on rural roads. Reducing the need to travel long distances will help reduce exposure.	0 Safer networks within medium sized towns for cycle/walking will result in reduced risk of injury. However there is a potential increase in the accident rate due to increased traffic densities.	n/a	Long/Permanent – it will take time for the towns to grow and become more self-sustaining although the effects will be permanent.	Additive – reduction in exposure will reduce the severity of RTC injuries. Complements government target to improve health, environment.	Medium	Infrastructure improvements particularly for walking and cycling will need to be carefully designed and audited. Analysis of accident data for these areas will need to be undertaken to ensure new measures are effective.	Helen Galligan in consultation with Hannah Harris and Ian Pearne, Transportation
A3 Intensive demand management	Pedestrian and cycle KSI's are concentrated in urban areas.	+ Traffic calming within towns/village	Minor + If congestion is reduced it may	Long/permanent – it will take time to	Synergistic – ultimate goal will be to generate a	Medium	Close monitoring of accident data required to ascertain whether	Helen Galligan in consultation with Hannah Harris and Ian

<p>nt and low carbon transport</p>		<p>s should reduce vehicle speeds and encourage cycling but it could have an effect on roadside air quality (see AQ1). Safer networks for walking cycling will reduce the risk of injury. Improved public transport will reduce traffic flow and consequently reduce exposure.</p>	<p>encourage people to use cars. Congestion reduces speeds and therefore increased speeds could be an issue</p>	<p>implement suitable measures to improve overall road safety.</p>	<p>area where the vulnerable road users predominates over other road users. Complements government target to improve health, environment and congestion and to reduce risk to vulnerable road users.</p>		<p>appropriate measures have been provided. Focus should be on measures that reduce speed and therefore reduce the number of collisions and severity of injury. Engineering measures to reduce speed need to be designed to reduce emissions.</p>	<p>Pearne, Transportation</p>
<p>A4 Improve connectivity</p>	<p>Injury severity is greater in rural areas.</p>	<p>0 - Any road network improvements may increase speeds and severity of injury. Improved</p>	<p>n/a</p>	<p>Long/ permanent implementation of suitable measures will take a time</p>	<p>Negative additive- Rural roads lend themselves to travelling at speed and therefore greater injury.</p>	<p>Medium</p>	<p>Road routes between settlements will need to be carefully analysed to assess whether appropriate measure need to be implemented to</p>	<p>Helen Galligan in consultation with Hannah Harris and Ian Pearne, Transportation</p>

		public transport will help reduce traffic levels and consequently reduce exposure. Development of walking/cycling routes will be encouraged due to reduced risk of injury.			Synergistic – any improvements in areas of deprivation could reduce road casualties as many collisions involve young people from these areas.		help reduce RTC's. Speed enforcement may be required along improve network.	
A5 Without the plan	Already identified that there are significant problem with accidents involving 1. high powered motor cycles on the rural network 2. young m/c's on lowered powered m/c's. 3. Urban KSI's particularly those involving VRU's. 4. The number of fatals has fallen at a slower rate than serious injuries.	- local authority already has a basic duty under section 39 of the RTA 198 to carry out studies into road acc's and to take measures to prevent such accidents. However, no additional education	Minor - areas of concerns will be highlighted and treated accordingly	Short/Permanent. Areas of concerns will be treated reactive basis	Complements government target to reduce KSI's for all road users	Medium	The LTP is needed to deliver the full programme of Education, Engineering and Enforcement for the most effective impact upon KSIs.	Helen Galligan in consultation with Hannah Harris and Ian Pearne, Transportation

		and enforcement will be carried out which is likely to result in higher KSI rates.						
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**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Whom	Hannah Harris	
						Date	13 January 2010	
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	1. Collision rates per traffic flow are higher in urban areas than rural due to high traffic densities. 2. peds/cycle casualties are concentrated in urban areas in towns and cities (particularly deprived). Certain roads within strategic town centre zones	0 - Economic growth within strategic towns will help disadvantaged communities . Safer networks within towns for cycle/walking will result in reduced	n/a	n/a	Additive – Economic enhancement of areas alongside encouragement of active travel will help deprivation and encourage better routes for peds/cyclists. Complement government targets to	Medium	Appropriate engineering measures need to be ensured. Support of economic growth needs to be taken forward hand in hand with road safety education. Monitoring of accident levels will be required to assess impact of change.	Helen Galligan in consultation with Hannah Harris and Ian Pearne, Transportation

	identified as having a pedestrian casualty problem – Camborne, Falmouth, Penzance, Truro	risk of injury. However there is a potential increase in the accident rate due to increased traffic densities.			reduce ped/cycle casualties in towns, protect children, particularly in deprived areas.			
A2 Support medium sized communities to be more self-sustaining	Certain roads within medium sized communities identified as having a pedestrian casualty problem – Looe, Newquay, St Ives. The highest KSI rates are on rural roads. Reducing the need to travel long distances will help reduce exposure.	0 - Safer networks within medium sized towns for cycle/walking will result in reduced risk of injury. However there is a potential increase in the accident rate due to increased traffic densities.	n/a	n/a	Additive – reduction in exposure will reduce the severity of RTC injuries. Complements government target to improve health, environment.	Medium	Infrastructure improvements particularly for walking and cycling will need to be carefully designed and audited. Analysis of accident data for these areas will need to be undertaken to ensure new measures are effective.	Helen Galligan in consultation with Hannah Harris and Ian Pearne, Transportation
A3 Intensive demand management	Pedestrian and cycle KSI's are concentrated in urban areas.	0 - Traffic calming within towns/village	n/a	n/a	Synergistic - ultimate goal will be to generate a	Medium	Close monitoring of accident data required to ascertain whether	

<p>nt and low carbon transport</p>	<p>Focus should be on measures that reduce speed and therefore reduce the number of collisions and severity of injury.</p>	<p>s should reduce vehicle speeds and encourage cycling but it could have an effect on roadside air quality (see AQ1). Safer networks for walking cycling will reduce the risk of injury. Improved public transport will reduce traffic flow and consequently reduce exposure.</p>			<p>area where the vulnerable road users predominates over other road users. Complements government target to improve health, environment and congestion and to reduce risk to vulnerable road users.</p>		<p>appropriate measures have been provided. Focus should be on measures that reduce speed and therefore reduce the number of collisions and severity of injury. Engineering measures to reduce speed need to be designed to reduce emissions.</p>	<p>Helen Galligan in consultation with Hannah Harris and Ian Pearne, Transportation</p>
<p>A4 Improve connectivity</p>	<p>Injury severity is greater in rural areas.</p>	<p>0 - Any road network improvements may increase speeds and severity of injury. Improved public</p>	<p>n/a</p>	<p>n/a</p>	<p>Additive – Rural roads lend themselves to travelling at speed and therefore greater injury.</p>	<p>Medium –</p>	<p>Road routes between settlements will need to be carefully analysed to assess whether appropriate measure need to be implemented to help reduce RTC's.</p>	<p>Helen Galligan in consultation with Hannah Harris and Ian Pearne, Transportation</p>

		transport will help reduce traffic levels and consequently reduce exposure. Development of walking/cycling routes will be encouraged due to reduced risk of injury.					Speed enforcement may be required along improve network.	
A5 Without the plan	Already identified that there are significant problem with accidents involving 1. high powered motor cycles on the rural network 2. young m/c's on lowered powered m/c's. 3. Urban KSI's particularly those involving VRU's. 4. The number of fatals has fallen at a slower rate than serious injuries.	- local authority already has a basic duty under section 39 of the RTA 198 to carry out studies into road acc's and to take measures to prevent such accidents. However, no additional education and enforcement	Minor - areas of concerns will be highlighted and treated accordingly .	Short/Permanent. Areas of concerns will be treated reactive basis	Complements government target to reduce KSI's for all road users	Medium	The LTP is needed to deliver the full programme of Education, Engineering and Enforcement for the most effective impact upon KSIs	Helen Galligan in consultation with Hannah Harris and Ian Pearne, Transportation

		will be carried out which is likely to result in higher KSI rates.						
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**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	HSC2: Reduce levels of crime and fear of crime.				Worksheet completed	Whom	Hannah Harris	
						Date	30 March 2010	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline Verity to update this baseline and include more general crime stats.	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Vehicle related crime including traffic crime and thefts are decreasing. The majority of vehicle crime occurs in urban areas. No data available for other transport related crime.	<b>Positive +</b> These areas have the highest crime rates so well designed transport interventions could contribute to crime reduction	Major ++	All time scales as transport interventions vary in scale	<b>Synergistic</b> Crime and Disorder Reduction Partnership also focussing on these areas.	medium	A range of interventions can reduce crime and fear of crime: - Vehicle crime in car parks can be limited via secure by design car park facilities. - Highways and footway lighting - Public transport facilities to consider crime reduction including cctv, lighting, natural	In consultation with Verity Bennett, Crime and Disorder Reduction Partnership.

							<p>surveillance.</p> <ul style="list-style-type: none"> <li>- Build in natural surveillance to schemes.</li> <li>- Footways and cycle ways can reduce fear of crime through design and maintenance e.g. hedge trimming</li> <li>- Access to services such as education, work and training for offenders can reduce reoffending rate.</li> <li>- Access to drug and alcohol related treatment needed.</li> </ul>	
A2 Support medium sized communities to be more self-sustaining	Vehicle related crime including traffic crime and thefts are decreasing. No data available for other transport related crime.	<b>Positive +</b> Potential for greater community cohesion in these settlements meaning these communities not deserted in the daytime and	Minor +	Short – little effect Long – more community cohesion?		medium	Vehicle crime in car parks can be limited via secure car park facilities. A high parking enforcement presence should control on-street vehicle offences.	In consultation with Verity Bennett, Crime and Disorder Reduction Partnership.

		more opportunities for natural surveillance and self-policing. Less focus on crime hotspots may increase crime in main towns.						
A3 Intensive demand management and low carbon transport	Vehicle related crime including traffic crime and thefts are decreasing. No data available for other transport related crime.	<b>Neutral 0</b> A move away from vehicle use may have an associated reduction in vehicle related crime, but this is likely to be a minor impact. Furthermore crime and fear of crime related to public transport and walking/cycling may increase.	n/a	n/a		medium	Public transport facilities, walking and cycling routes to consider crime prevention in design e.g. lighting levels, vegetation coverage, need for cctv	In consultation with Verity Bennett, Crime and Disorder Reduction Partnership.



<p>A4 Improve connectivity</p>	<p>Vehicle related crime including traffic crime and thefts are decreasing. No data available for other transport related crime.</p> <p>Cornwall currently has some of the lowest crime rates in the country. Crime rates rise during summer months.</p>	<p><b>Negative -</b> Improvements to key roads could increase speeding but is unlikely to be significant. Improved access could improve opportunities for the most deprived, possibly resulting in lower crime. A greater movement of people in and out of the county could increase crime - crime rates are currently highest during the summer months when more visitors are around. Visitors can be crime targets and</p>	<p>Minor -</p>	<p>Ongoing over all timescales as greater freedom to travel is available.</p>		<p>medium</p>	<p>Any road improvements to have speed controls as necessary. Automatic number plate recognition systems can help track offenders.</p>	<p>In consultation with Verity Bennett, Crime and Disorder Reduction Partnership.</p>
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		some crime will be perpetrated by visitors.						
A5 Without the plan	Vehicle related crime including traffic crime and thefts are decreasing. No data available for other transport related crime.	<b>Negative -</b> Highways Act 1980 requires local authorities to undertake casualty reduction strategy so without a plan speed related crimes would still be addressed through this mechanism. A number of opportunities to 'design out' crime in transport interventions would be missed without a plan	<b>Minor -</b>	n/a		medium		In consultation with Verity Bennett, Crime and Disorder Reduction Partnership.

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	HSC3: Encourage healthier lifestyles particularly by encouraging more people to walk and cycle				Worksheet completed	Whom	Rebecca Jackson	
					Date	19 March 2010		
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Walking and cycling levels in Cornwall are increasing, however, 60% of men and 70% of women in Cornwall are not active enough to benefit their health.	+ Whilst economic growth in towns can result in further congestion it also provides the opportunity of active travel measures. Would result however in the decline in investment	Major+ +	<b>Short</b> Some short term quick wins available  <b>Medium-Long</b> generally most opportunities will arise from larger scale developments and the development of	<b>Synergistic</b> – if the LDF focuses development on these settlements and achieves a balance of work and homes <b>Synergistic</b> A fuel crisis or major change in public attitudes towards walking and cycling would both support	<b>Medium</b> a cultural change is required to see real changes and opportunities maximised	All developments in strategic towns need to ensure facilities and measures to allow and encourage access by foot/bike are implemented within the earlier design stages	Rebecca Jackson in consultation with Hannah Harris, both Transport Policy

		in more rural trails		flagship routes and large scale promotional exercises	this objective. <b>Synergistic</b> The work of Sustrans and the health authority will continue and will continue to support walking and cycling. This work would be more effective in partnership with the LTP.			
A2 Support medium sized communities to be more self-sustaining	Walking and cycling levels in Cornwall are increasing, however, 60% of men and 70% of women in Cornwall are not active enough to benefit their health.	+ encourage a greater number of shorter trips by foot and bike which would result in a healthier popn People would be able to access many local services by bike and foot although still would require access to larger settlements for some services.	Major ++	<b>Short</b> Some short term quick wins available  <b>Medium</b> Developments to infrastructure would take time depending on budget availability, some towns would see improvements ahead of other towns	<b>Synergistic - Same as above</b>	<b>Medium</b> a cultural change is required to see real changes and opportunities maximised	The location and variety of development needs to be carefully considered to ensure access by foot/bike are preferable	Rebecca Jackson in consultation with Hannah Harris, both Transport Policy

<p>A3 Intensive demand management and low carbon transport</p>	<p>Walking and cycling levels in Cornwall are increasing, however, 60% of men and 70% of women in Cornwall are not active enough to benefit their health.</p>	<p>+ Would provide greatest opportunity to make improvements for pedestrians and cyclists with greater funding being made available controlled use of cars and greater use of non/less-polluting forms of transport would benefit the environment</p>	<p>Major ++</p>	<p><b>Medium</b> term as cycle lanes and routes are developed</p>	<p><b>Synergistic - Same as above</b></p>	<p><b>Medium</b></p>	<p>None required</p>	<p>Rebecca Jackson in consultation with Hannah Harris, both Transport Policy</p>
<p>A4 Improve connectivity</p>	<p>Walking and cycling levels in Cornwall are increasing, however, 60% of men and 70% of women in Cornwall are not active enough to benefit their health.</p>	<p>- Opportunity to develop cycle links between settlements but unlikely that a significant modal switch to active travel would occur due to distances between</p>	<p>Major --</p>	<p><b>Long term</b> Due to the complications in developing longer distance routes</p>	<p>All of effects described above could be <b>neutralising</b></p>	<p><b>High</b></p>	<p>All measures to improve connectivity maximise the opportunity to link in cycle/ped journeys</p>	<p>Rebecca Jackson in consultation with Hannah Harris, both Transport Policy</p>

		settlements						
A5 Without the plan	Walking and cycling levels in Cornwall are increasing, however, 60% of men and 70% of women in Cornwall are not active enough to benefit their health.	- Car trips would continue to increase and cycle and pedestrian levels would decline	Major--	<b>Permanen t</b>	All of effects described above could be <b>neutralising</b>	<b>Medium</b>	A need for a plan to control car use and provide opportunities for non car travel inc walking and cycling trips	Rebecca Jackson in consultation with Hannah Harris, both Transport Policy

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	LTCH1: Create places, spaces and buildings that enhance local distinctiveness, appearance and sense of place.				Worksheet completed	Whom	Kath Statham/Judith Hawke	
					Date	March 2010		
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	As a rural county, the landscape forms an essential role in creating a sense of place and is integral to both urban and rural environments.  Green infrastructure provision and open space in strategic areas; landscape setting ; designated landscapes; local landscape character	<b>Neutral</b> Focus of development on the strategic areas of towns could lead to greater demand and opportunities for open space and recreation, including public access, (walking/cycling etc)	n/a	<b>Medium</b>	<b>Additive/Synergistic</b> Other strategies promote objective including Health and Well strategy, Environment Kernow Strategy.	<b>Medium</b> Reasonable knowledge base	Green infrastructure programmes including tree and urban woodland plantings/ landscaping  Urban parks/recreation areas  Urban public access strategy  Cornwall Landscape Character Best Practice Guide –	Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer.

		within the urban areas					needs finalising and using within transport decisions, not just pre-planning application stage.	
A2 Support medium sized communities to be more self-sustaining	Green infrastructure provision and open space in strategic areas; landscape setting ; designated landscapes; landscape character	<b>Negative</b> Pressure of development could dilute local distinctiveness if poorly designed. <b>Positive</b> – potential for small scale interventions which enhance local distinctiveness and sense of place	<b>Major – - or ++</b>	<b>Medium</b>	<b>Synergistic or Neutralising</b> Other strategies promote objective See above	<b>Medium</b> Reasonable knowledge base	Green infrastructure programmes including tree and urban woodland plantings/ landscaping  Local design guides to promote local distinctiveness	Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer.
A3 Intensive demand management and low carbon transport	Landscape character and landscape assets	<b>Positive</b> Reduction in traffic on roads  Reduction in car provision requirements in development schemes may	<b>Major – - or ++</b>	<b>Short-Permanent</b>	<b>Additive/Synergistic</b> Other strategies promote objective See above	<b>Medium</b>	Local design guides to promote local distinctiveness	Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer.



		encourage schemes which are more in keeping with local distinctiveness and character						
A4 Improve connectivity	Landscape character and landscape assets	<b>Negative</b> Improving connectivity may mean more roads with increased impact on rural landscapes.	<b>Major --</b>	<b>Ongoing Permanent</b>	<b>Additive/Synergistic</b> Other strategies promote objective See above	<b>Medium</b>	Local design guides to promote local distinctiveness	Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer.
A5 Without the plan	Landscape character and landscape assets	<b>Negative</b> Road traffic and demand for cars will continue to increase placing increasing pressure on built and natural landscape	<b>Major--</b>	<b>Ongoing Permanent</b>	<b>Neutralising</b> Other strategies promote objective See above	<b>Medium</b>	Need for a plan to ensure that local distinctiveness and sense of place are safeguarded	Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer.

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	LTCH2: Protect and enhance buildings, sites, structures and heritage assets that contribute to the quality of countryside, townscape and the public realm.				Worksheet completed	Whom	Kath Statham/Judith Hawke	
						Date	March 2010	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	<p>Cornwall towns and urban communities all have a strong relationship with their local landscape,</p> <p>Heritage assets that contribute to the quality of the countryside include: landscape character, hedges, woodland and trees, natural features, coast and</p>	<p><b>Potentially Negative</b> Depending on quality of design. Focussing development would affect setting of assets, also altering local landscape character.</p> <p>Potentially <b>positive</b> if 'done well' i.e. designed and built</p>	<b>Major --</b>	<p><b>Could be Permanent</b> Once assets are lost some cannot be re-created</p>	<p><b>Synergistic</b> Other strategies promote objective including Health and Well being strategy and Environment Kernow strategy.</p>	<p><b>Medium</b> Reasonable knowledge base</p>	<p>Transport schemes should take into consideration impact upon Schedule of assets (at risk)</p> <p>Use of Local design guides (once written)</p> <p>Highway design guide to take on board local distinctiveness (e.g. four variations of Cornish hedge)</p>	<p>Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer.</p>

	seascape	within the existing context taking account of the local vernacular and character of the setting.						
A2 Support medium sized communities to be more self-sustaining	<p>Cornwall towns and urban communities all have a strong relationship with their local landscape,</p> <p>Heritage assets that contribute to the quality of the countryside include: landscape character, hedges, woodland and trees, natural features, coast and seascape</p>	<p><b>Negative</b> Infrastructure improvements have the potential to affect/remove important assets.</p> <p>See above comment re. potential to be positive.</p>	<b>Minor-</b>	<b>Permanent</b> Once assets are lost some cannot be re-created	<b>Synergistic</b> Other strategies promote objective – see above for details.	<b>Medium</b> Reasonable knowledge base	<p>Schedule of assets (at risk)</p> <p>Local design guides</p>	Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer.
A3 Intensive demand management and low carbon transport	Heritage assets that contribute to the quality of the countryside include: landscape character, hedges, woodland and trees, natural	<b>Positive</b> Encouragement of walking/cycling, and alternative transport will help	<b>Major ++</b>	<b>Medium/Permanent</b>	<b>Synergistic</b> Other strategies promote objective– see above for details.	<b>Medium</b> Reasonable knowledge base	<p>Transport /accessibility schemes to consider impact on heritage assets</p> <p>Schedule of assets (at risk)</p>	Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy

	features, coast and seascape	safeguard local assets eg disused railway lines.						officer.
A4 Improve connectivity	Heritage assets that contribute to the quality of the countryside include: landscape character, hedges, woodland and trees, natural features, coast and seascape	<b>Negative</b> Potential conflict between accessibility priorities and safeguarding of heritage assets (eg railway lines) <b>Positive</b> Heritage assets eg Mineral Tramways can contribute towards connectivity	<b>Major -- or ++</b>	<b>Medium/Permanent</b>	<b>Synergistic</b> Other strategies promote objective – see above for details.	<b>Medium</b> Reasonable knowledge base	Transport /accessibility schemes to consider impact on heritage assets  Schedule of assets (at risk)	Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer.
A5 Without the plan	Heritage assets that contribute to the quality of the countryside include: landscape character, hedges, woodland and trees, natural features, coast and seascape	<b>Negative</b> Road traffic and demand for cars will continue to increase placing increasing pressure on heritage assets	<b>Major - -</b>	<b>Ongoing Permanent</b>	<b>Neutralising</b> Will require other measures to meet objective– see above for details.	<b>Medium</b>	Need for a plan to ensure that heritage assets are safeguarded	Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer.

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	LTCH3: Protect and enhance landscape character and local distinctiveness including Areas of Outstanding Natural Beauty and the World Heritage Site.				Worksheet completed	Whom	Kath Statham/Judith Hawke	
						Date	March 2010	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	<p>Many of the strategic areas (eg Truro/Falmouth) are close to areas of high landscape quality (eg AONB) or within the WHS (Camborne/Pool/Redruth)</p> <p>The landscape setting of settlements (<i>including the local topography</i>) is an important part of Cornwall's character</p>	<p><b>Negative -</b> Economic and housing growth in towns could result in greater road traffic as well as new roads to access these towns.</p> <p>Other rural landscape areas could benefit from reduced development</p>	<b>Minor -</b>	<p><b>Medium</b> term as development plans are progressed in the strategic towns</p> <p><b>Permanent</b> impact on landscape character and designated landscape areas unless</p>	<p><b>Additive</b> Increased focus on strategic areas by Core Strategy could bring greater pressure on landscape assets around those areas.</p> <p><b>Neutralising</b> Other strategies promote this objective – AONB and WHS Management</p>	<p><b>Medium</b> Specific landscape studies are needed for major strategic areas to determine road related landscape impacts.</p>	<p>Transport schemes in and around strategic towns to consider design, landscaping and lighting solutions to minimise landscape impact</p> <p>Rural roads protocol required to address overall landscape impacts</p> <p>Use of local design guides, landscaping schemes and street lighting</p>	<p>Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer</p>

		<p>pressure and associated road development</p> <p>This option does not address roads/transport impact on the landscape in rural areas - Pressure on rural roads may be reduced</p>		<p>measures are taken to address potential impacts.</p>	<p>plans.</p>		<p>technology could reduce impact of road development</p> <p><i>Strategic landscape and woodland planting around strategic areas to complement local landscape character</i></p>	
<p>A2 Support medium sized communities to be more self-sustaining</p>	<p>Many of the medium sized communities have an important relationship with their local landscape setting and are close to areas of high landscape quality (eg AONB) or within the WHS</p> <p>The landscape setting of settlements is an important part of Cornwall's character</p>	<p><b>Negative</b> Economic and housing growth in medium sized communities could result in greater road traffic as well as new roads in the rural hinterland</p> <p>This option does not address roads/transport impact on the</p>	<p><b>Minor -</b></p>	<p><b>Medium to long</b> Changes to make towns more sustainable will take time</p> <p><b>Permanent</b> impact on landscape character and designated landscape areas unless measures are taken</p>	<p><b>Additive</b> Increased focus on medium sized areas could bring greater pressure on landscape assets around those areas affecting a wider area of Cornwall than A1</p> <p><b>Neutralising</b> Other strategies promote this objective – AONB and WHS Management</p>	<p><b>Medium</b> specific landscape studies are needed for medium sized communities to determine road related landscape impacts</p>	<p>Transport schemes in and around medium sized communities to consider design, landscaping and lighting solutions to minimise landscape impact</p> <p>Rural roads protocol required to address overall landscape impacts</p> <p>Use of local design guides, landscaping schemes and street lighting technology could</p>	<p>Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer</p>

		landscape in non-built up rural areas		to address potential impacts	plans.		reduce impact of road development	
A3 Intensive demand management and low carbon transport	The AONBs and other protected areas are mapped in Figure 26, Scoping Report	<p><b>Positive</b> Demand management could reduce traffic on roads and reduce the scale of road infrastructure</p> <p>Within rural areas the introduction of a 'rural roads protocol' could help reduce impact on the landscape character.</p> <p><b>Negative</b> Demand management infrastructure e.g park and ride have potentially large land take and landscape impacts.</p>	<p><b>Minor</b> + or – as there is not likely to be major development in the protected landscapes</p>	<p><b>Medium</b> This option requires major investment in alternative travel modes e.g public transport. It also requires the development and introduction of demand responsive technology</p>	<p><b>Synergistic/Neutralising</b> Other strategies promote this objective – AONB and WHS Management plans.</p>	<p><b>High</b> Option relies upon public commitment and high investment which are highly uncertain outcomes</p>	<p>Rural roads protocol required (as in Dorset) to address overall landscape impacts</p> <p>Landscape Character assessment</p> <p>Strategic planning of large scale development where there will be moderate/major impact on landscape.</p>	<p>Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer</p>

		<p><b>Negative</b> Restrictions on travel may affect the ability of the rural economy which may impact on land management and sustainability of countryside activities changing the character of the landscape</p>						
<p>A4 Improve connectivity</p>	<p>The AONBs and other protected areas are mapped in Figure 26, Scoping Report</p>	<p><b>Negative</b> Improving connectivity may lead to more new road construction including by-pass schemes which will impact further on the rural landscape.</p>	<p><b>Minor</b></p>	<p><b>Medium/Permanent</b></p>	<p><b>Neutralising</b> Other strategies promote this objective – AONB and WHS Management plans.</p>	<p><b>High</b></p>	<p>Rural roads protocol required (as in Dorset) to address overall landscape impacts</p>	<p>Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer</p>



A5 Without the plan	The AONBs and other protected areas are mapped in Figure 26, Scoping Report	<b>Negative</b> Road traffic is forecast to increase so without the plan there will be increased impact (including noise and light pollution) on the landscape	<b>Minor-</b>	Medium/ Permanent	<b>Neutralising</b> Other strategies promote this objective – AONB and WHS Management plans.	<b>High</b>	Rural roads protocol required (as in Dorset) to address overall landscape impacts	Judith Hawke, planner, in consultation with Kath Statham, Principal Landscape officer and Hannah Harris Transport Policy officer
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NB Baseline studies include : The 2006 Cornwall Landscape Character Assessment, Cornwall AONB Management Plan Review , WHS Management Plan documents

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	N1: Reduce the noise impact of the transport system				Worksheet completed	Whom	Hannah Harris	
						Date	2 February 2010	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major Minor	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Traffic noise is related to traffic volumes. The greatest levels of traffic noise are on the County's main roads – A30, A39, A390.	<b>Neutral O/Negative -</b> Greater use of public transport in main towns may reduce traffic and thus noise although further development of towns is likely to result in more car movements from towns.	<b>Minor -</b>	<b>All time scales Permanent</b>	<b>Additive</b> Further economic and housing development in main towns could result in increased travel patterns to towns along noisy roads. <b>Neutralising</b> New vehicle developments will produce increasingly quieter vehicles	<b>Medium</b> Traffic noise is not generally considered a major problem in Cornwall. It is not clear whether further transport in towns will significantly change this situation.	Policies and developments to encourage walking, cycling and use of public transport over use of car, alongside reducing overall need to travel. Noise reducing road surfacing already used as standard on many schemes. Road works to take account of noise impacts on local population	Hannah Harris, Transport Policy in consultation with Lynn Carter, Environmental Protection.

<p>A2 Support medium sized communities to be more self-sustaining</p>	<p>Traffic noise is related to traffic volumes. The greatest levels of traffic noise are on the County's main roads – A30, A39, A390.</p>	<p><b>Positive +</b> More sustainable towns could result in less long distance travel along the County's main roads and more walking and cycling within settlements.</p>	<p><b>Minor +</b></p>	<p><b>Medium Permanent</b></p>	<p><b>Synergistic</b> New vehicle developments will produce increasingly quieter vehicles</p>	<p><b>High</b> It is uncertain how successful at reducing traffic volumes and therefore noise this strategy will be.</p>	<p>Policies and developments to encourage walking, cycling and use of public transport over use of car, alongside reducing overall need to travel. Noise reducing road surfacing already used as standard on many schemes. Road works to take account of noise impacts on local population</p>	<p>Hannah Harris, Transport Policy in consultation with Lynn Carter, Environmental Protection.</p>
<p>A3 Intensive demand management and low carbon transport</p>	<p>Traffic noise is related to traffic volumes. The greatest levels of traffic noise are on the County's main roads – A30, A39, A390.</p>	<p><b>Positive +</b> This policy seeks to reduce car use and should therefore reduce noise from traffic. Electric cars and trains produce little noise.</p>	<p><b>Major ++</b></p>	<p><b>Permanent Long term</b> to see the full effect</p>	<p><b>Synergistic</b> New vehicle developments will produce increasingly quieter vehicles</p>	<p><b>Medium</b> If fully implemented this strategy should significantly reduce noise levels of transport.</p>	<p>Increased public transport provision should use modern, low noise vehicles.</p>	<p>Hannah Harris, Transport Policy in consultation with Lynn Carter, Environmental Protection.</p>
<p>A4 Improve connectivity</p>	<p>Traffic noise is related to traffic volumes. The greatest levels of traffic noise are on the County's main roads – A30, A39,</p>	<p><b>Negative –</b> Improving the strategic transport infrastructure could result in</p>	<p><b>Major --</b></p>	<p><b>Permanent Medium</b> to long term as major schemes take time</p>	<p><b>Some neutralising</b> New vehicle developments will produce increasingly quieter vehicles</p>	<p><b>Medium</b></p>	<p>Improved connectivity schemes need to be delivered hand in hand with other measures to encourage modal</p>	<p>Hannah Harris, Transport Policy in consultation with Lynn Carter, Environmental Protection.</p>

	A390. Noise complaints related to the airport are currently low.	greater travel by all modes resulting in more noise		to implement			shift away from the car.	
A5 Without the plan	Traffic noise is related to traffic volumes. The greatest levels of traffic noise are on the County's main roads – A30, A39, A390.	<b>Negative -</b> Traffic levels are forecast to increase without interventions so noise will increase too.	<b>Minor -</b>	<b>Permanent</b> until unrestrained car use is limited by fuel shortages or other govt measures.	<b>Some neutralising</b> New vehicle developments will produce increasingly quieter vehicles	<b>Medium</b>	LTP3 must address predicted increases in traffic levels in order to reduce noise levels.	Hannah Harris, Transport Policy in consultation with Lynn Carter, Environmental Protection.

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	WSM1: Minimise the impact of the transport network on the quality and quantity of the county's water resources				Worksheet completed	Whom	Hannah Harris	
					Date	25/01/10		
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Water flows for supply generally good in Cornwall. Water quality mainly affected by pollution from agricultural runoff. Some strategic centres (Truro, CPR, Penryn, St Austell) fall within critical drainage areas where additional runoff from new development is restricted.	- Additional transport infrastructure in strategic towns likely to increase run-off rates. + Opportunity for installation of SUDS with new infrastructure	<b>Major - - if no SUDs</b>	<b>All time frames Permanent</b>	<b>Additive</b> Further housing development in strategic centres likely to increase run-off rates	<b>Medium</b>	Use of SUDs for major transport schemes Transport infrastructure to be designed to be resilient to flooding events	In consultation with Shaun Pritchard, Environment Agency

<p>A2 Support medium sized communities to be more self-sustaining</p>	<p>Water flows for supply generally good in Cornwall. Water quality mainly affected by pollution from agricultural runoff. Some medium centres e.g. Helston, Bodmin, St Ives fall within critical drainage areas where additional runoff from new development is restricted.</p>	<p>- Additional transport infrastructure in medium sized towns likely to increase run-off rates + Opportunity for installation of SUDS with new infrastructure</p>	<p><b>Minor -</b></p>	<p><b>All time frames Permanent</b></p>	<p><b>Additive</b> Focussing development on medium sized towns will increase run off from these settlements</p>	<p><b>Medium</b></p>	<p>Use of SUDs for transport schemes with significant run-off implications Transport infrastructure to be designed to be resilient to flooding events</p>	<p>In consultation with Shaun Pritchard, Environment Agency</p>
<p>A3 Intensive demand management and low carbon transport</p>	<p>Water flows for supply generally good in Cornwall. Water quality mainly affected by pollution from agricultural runoff. Some urban areas fall within critical drainage areas where additional runoff from new development is restricted.</p>	<p>+ limited transport infrastructure required</p>	<p><b>Minor +</b></p>	<p><b>Medium Permanent</b></p>	<p><b>Neutralising</b> Housing and economic development in the County will increase surface run-off</p>	<p><b>Medium</b></p>	<p>n/a</p>	<p>In consultation with Shaun Pritchard, Environment Agency</p>
<p>A4 Improve connectivity</p>	<p>Water flows for supply generally good in Cornwall. Water quality mainly affected by pollution from agricultural runoff.</p>	<p>- New transport routes could increase run-off rates +</p>	<p><b>Minor -</b></p>	<p><b>Medium Permanent</b></p>	<p><b>Additive</b> Further development across county centres likely to increase run-off rates</p>	<p>Medium</p>	<p>Use of SUDs for transport schemes with significant run-off implications Transport infrastructure to be</p>	<p>In consultation with Shaun Pritchard, Environment Agency</p>

	Some urban areas fall within critical drainage areas where additional runoff from new development is restricted. Truro-Redruth and CPR areas fall within this category.	Opportunity for installation of SUDS with new infrastructure					designed to be resilient to flooding events	
A5 Without the plan	Water flows for supply generally good in Cornwall. Water quality mainly affected pollution from agricultural runoff. Some urban areas fall within critical drainage areas where additional runoff from new development is restricted.	+ Limited further transport development so little new infrastructure to add to pollution or surface run-off	<b>Minor +</b>	<b>All time frames Permanent</b>	<b>Neutralising</b> Housing and economic development in the County will increase surface run-off	<b>Medium</b>	n/a	In consultation with Shaun Pritchard, Environment Agency

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	WSM2: Reduce contamination and safeguard soil structure quality and quantity from transport infrastructure and systems.				Worksheet completed	Whom	Hannah Harris	
						Date	25/01/10	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	The majority of soils in Cornwall are at medium to high risk of soil erosion and run-off events.	- Transport infrastructure to support development on greenfield sites likely to result in soil loss and damage.	<b>Minor -</b>	<b>Temporary</b> damage during construction, also some <b>permanent</b> soil loss due to land-take <b>Short - medium</b>	<b>Additive</b> Expansion of towns into surrounding green field could lead to additional soil loss	<b>Medium</b>	If soil of high grade, measures to protect and replace soil to be included in project plans. EIA to consider details for major schemes.	
A2 Support medium sized communities to be more self-	The majority of soils in Cornwall are at medium to high risk of soil erosion and run-off events.	- Transport infrastructure to support development on greenfield sites likely to	<b>Minor -</b>	<b>Temporary</b> damage during construction, also some <b>permanent</b>	<b>Additive</b> Expansion of towns into surrounding green field could lead to additional soil	<b>Medium</b>	If soil of high grade, measures to protect and replace soil to be included in project plans.	



sustaining		result in soil loss and damage.		t soil loss due to land-take <b>Short - medium</b>	loss			
A3 Intensive demand management and low carbon transport	The majority of soils in Cornwall are at medium to high risk of soil erosion and run-off events.	0/+ Little infrastructure planned so minimal soil damage predicted. Reduced car use so reduced ghg emissions.	<b>Minor +</b>	<b>Long Permanent</b>	<b>Neutralising</b> Further housing development proposed in Cornwall so soil loss and damage likely from these activities.	<b>Medium</b>	n/a	
A4 Improve connectivity	The majority of soils in Cornwall are at medium to high risk of soil erosion and run-off events.	- New transport infrastructure will cause some soil damage and loss. No control on travel could result in transport contributing to climate change resulting in soil loss and damage.	If major road schemes could be <b>major --</b>	<b>Long Permanent</b>	<b>Additive</b> Further housing development proposed in Cornwall so soil loss and damage likely from these activities.	<b>Medium</b>	If soil of high grade, measures to protect and replace soil to be included in project plans. EIA to consider details for major schemes.	
A5 Without the plan	The majority of soils in Cornwall are at medium to high risk of soil	0 No new schemes so no further	<b>Minor -</b>	<b>Long Permanent</b>	<b>Additive</b> Further housing development	<b>Medium</b>	If soil of high grade, measures to protect and replace soil to be	

	erosion and run-off events.	significant soil damage proposed. - Unconstrained car use may contribute to climate change which could impact on soils.			proposed in Cornwall so soil loss and damage likely from these activities.		included in project plans.	
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**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	WSM3: Minimise the impact of transport on mineral resources				Worksheet completed	Whom	Hannah Harris	
					Date	13 January 2010		
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	No mineral sites in main towns. Strategy will need mineral resources to build new transport infrastructure	- Strategy will need mineral resources to build new transport infrastructure. Road maintenance will continue to need mineral resources.	<b>Major</b> --	<b>All time scales</b> <b>Permanent</b>	<b>Additive</b> Highways Agency road maintenance schemes will use local aggregates	<b>Medium</b>	Schemes to use as much recycled aggregate as possible. Where primary aggregates are required, local stone should be used where possible to reduce traffic and transport emissions.	Consultation between HH and Eleanor Inglis-Woolcock
A2 Support medium sized communities to be	No mineral sites in smaller towns. Strategy may need some mineral resources to build new transport	- Strategy may need some mineral resources to	<b>Minor</b> -	<b>All time scales</b> <b>Permanent</b>	<b>Additive</b> Highways Agency road maintenance schemes will use local	<b>Medium</b>	Schemes to use as much recycled aggregate as possible. Where primary aggregates are	Consultation between HH and Eleanor Inglis-Woolcock

more self-sustaining	infrastructure	build new transport infrastructure and continue road maintenance			aggregates		required, local stone should be used where possible to reduce traffic and transport emissions.	
A3 Intensive demand management and low carbon transport	No mineral sites in Cornish towns.	<b>0</b> Strategy will demand limited new aggregate resources. Road maintenance operations will still require aggregates	<b>0</b>	n/a	<b>Neutralising</b> Highways Agency road maintenance schemes will use local aggregates	<b>Medium</b>	Schemes to use as much recycled aggregate as possible. Where primary aggregates are required, local stone should be used where possible to reduce traffic and transport emissions.	Consultation between HH and Eleanor Inglis-Woolcock
A4 Improve connectivity	No existing main transport routes affecting mineral sites.	- Strategy will need significant aggregate resource and may affect existing sites if routes pass close by	<b>Major - -</b>	<b>Medium to long</b> as schemes take time to work up. <b>Permanent</b>	<b>Additive</b> Highways Agency road maintenance schemes will use local aggregates	<b>Medium</b>	New transport routes to avoid mineral sites. Schemes to use as much recycled aggregate as possible. Where primary aggregates are required, local stone should be used where possible to reduce traffic and transport emissions. New transport routes should consider	Consultation between HH and Eleanor Inglis-Woolcock

							opportunities to better connect mineral sites, particularly to rail and sea ports.	
A5 Without the plan	Road maintenance schemes will continue. No other enhancement schemes	0 Apart from statutory maintenance , limited additional aggregates required	<b>0</b>	<b>Ongoing</b>	<b>Neutralising</b> Highways Agency road maintenance schemes will use local aggregates	<b>Medium</b>	Schemes to use as much recycled aggregate as possible. Where primary aggregates are required, local stone should be used where possible to reduce traffic and transport emissions.	Consultation between HH and Eleanor Inglis-Woolcock

**Table 17 Environmental effects of the proposed alternatives**

NB – all judgements in this table have a high or medium level of uncertainty due to the strategic level of the alternatives at this stage in the assessment.

SEA objective	WSM4: Minimise the production and transportation of waste caused by transport infrastructure.				Worksheet completed	Whom	Hannah Harris	
						Date	2 February 2010	
Alternative	Description of the value and vulnerability of the area likely to be affected	Nature of effect on environment	Magnitude of effect	Timing and duration	Potential cumulative effects	Level of uncertainty and description	Suggested mitigation and implementation	How this judgement was reached
Example	From baseline	Positive + Neutral o Negative -	Major (++) or --) Minor (+ or -)	Long Medium Short Temporary Permanent	Additive Neutralising Synergistic	High Medium Low		
A1 Focus on key strategic areas	Construction and demolition waste is the largest waste stream in Cornwall. 2003/04 data shows 51% is recycled. The majority of this waste is transported by road.	<b>Negative –</b> Building new transport infrastructure in main towns will create more waste, most of which will be moved by road.	<b>Major - -</b>	<b>Temporary Short/medium</b>	<b>Additive</b> Further housing development as set out in the RSS and the necessary transport infrastructure in main towns will create further waste.	<b>Medium</b>	<ul style="list-style-type: none"> <li>• Use of site waste management plans to reduce waste where possible.</li> <li>• Waste materials to be recycled where possible.</li> <li>• Waste to be taken to nearest available site to minimise transport (see Managing Waste: A guide to businesses in Cornwall, April 2010)</li> <li>• NB: all of above are determined by market and will often happen as legally required or cheapest</li> </ul>	Hannah Harris, Transport Policy, in consultation with Paul Martin, Waste Policy

							<ul style="list-style-type: none"> <li>option</li> <li>• Maximise opportunities for waste to be transported by rail in future e.g. protecting sites near railway. Support measures for waste vehicles to be low carbon.</li> <li>• Options for integrated operations of waste vehicles with other functions e.g. highway maintenance to be considered.</li> <li>• Maximise use of recycled waste locally to reduce transport and support local economy.</li> </ul>	
A2 Support medium sized communities to be more self-sustaining	Construction and demolition waste is the largest waste stream in Cornwall. 2003/04 data shows 51% is recycled. The majority of this waste is transported by road.	<b>Negative –</b> Some new infrastructure will produce low levels of waste.	<b>Minor -</b>	<b>Temporary</b> during construction <b>Short/medium</b>	<b>Additive</b> Further housing development in Cornwall as set out in the RSS and the necessary transport infrastructure will create further waste.	<b>Medium</b>	See above	Hannah Harris, Transport Policy, in consultation with Paul Martin, Waste Policy

<p>A3 Intensive demand management and low carbon transport</p>	<p>Construction and demolition waste is the largest waste stream in Cornwall. 2003/04 data shows 51% is recycled. The majority of this waste is transported by road.</p>	<p><b>Neutral/slight negative 0/-</b> This strategy will have very limited new infrastructure so little waste will be produced. Routine, statutory highway maintenance and road safety measures will produce limited waste streams.</p>	<p><b>Minor 0/-</b></p>	<p>n/a</p>	<p><b>Additive</b> Further housing development in Cornwall as set out in the RSS and the necessary transport infrastructure will create further waste.</p>	<p><b>Medium</b></p>	<p>See above</p>	<p>Hannah Harris, Transport Policy, in consultation with Paul Martin, Waste Policy</p>
<p>A4 Improve connectivity</p>	<p>Construction and demolition waste is the largest waste stream in Cornwall. 2003/04 data shows 51% is recycled. The majority of this waste is transported by road.</p>	<p><b>Negative –</b> New transport infrastructure will create more waste, most of which will be moved by road. Improving connectivity may increase tourist trips to Cornwall –</p>	<p><b>Major - -</b></p>	<p><b>Temporary</b> during construction <b>All time scales</b></p>	<p><b>Additive</b> Further housing development in Cornwall as set out in the RSS and the necessary transport infrastructure will create further waste.</p>	<p><b>Medium</b></p>	<p>See above Need for tourism related waste to be managed at holiday accommodation and visitor sites – implications littering on PROW, cycle routes etc.</p>	<p>Hannah Harris, Transport Policy, in consultation with Paul Martin, Waste Policy</p>



		tourists produce municipal waste.						
A5 Without the plan	Construction and demolition waste is the largest waste stream in Cornwall. 2003/04 data shows 51% is recycled. The majority of this waste is transported by road.	<b>Neutral/slight negative</b> 0/-  Routine, statutory highway maintenance and road safety measures will produce quantities of waste including green waste from highway verge management	<b>Minor -</b>	<b>Temporarily</b> during construction <b>All time scales</b>	<b>Additive</b> Further housing development in Cornwall as set out in the RSS and the necessary transport infrastructure will create further waste.	<b>Medium</b>	See above Verge waste to be composted locally.	Hannah Harris, Transport Policy, in consultation with Paul Martin, Waste Policy

\* Location of waste transfer sites to be considered in consultation with transport policy to consider accessibility implications.