

Connecting Cornwall: 2030

moving towards a green peninsula

Executive Summary



March 2011

Raglavar

Yma Kernow yn prys a janj na welsyn bythkweth kyns. Y'n diwettha 18 mis chalenjys erbysiethek re sevis dres oll an bys, ha dhedha kowrogeth na yllys hy dargana hag y prederis lies hy bos anpossybyl.

System a wovernans an wlaskor re janyas orth nivel kenedhlek keffrys ha leel. An kevradh uhel may tevyndhyn agan fentynyow naturek a styr nag eus na fella dewisyow; res yw dhyn ni kavos ken fentynyow a nerth. Y fia ankrysadow nans yw saw nebes bledhynnyow dhe dybi bos res dhyn ni konsydra py rannow a'gan rosweyth hag isframweyth yn Kernow a dal bos gwithys rag uhella nivelyow an mor po martesen y fiens i kellys bys vykken.

Yma genen nebes chonsyow marthys ynwedh. Ni a drig yn rannir gans kals a dekter hag istori y'n kyrhynnedh naturek ha drehevys yw aswonnyes dres oll an bys. Rannir may ma an rannngylgh poblek owth oberi warbarth rag delivra kestrateji rag Kernow gans y vedrans a gowlwul savla a wra ledya bewnans sostenadow. Lemmyn yma dhyn an chons dhe wul erviransow orth nivel teythek a wra dyghtya fatel wra tevi agan kemeniethow ha shapya displegyans Kernow y'n termyn a-dheu. Oll an materow ma a wra effeythi an fordh a yllyn ni travalya, ha dewis y wul, ha kavos gonisyow y'n termyn a-dheu. Kevrenna Kernow 2030 [Connecting Cornwall: 2030] a dowlen fatel wra karyans gorthybi dhe'n materow a vern ma.

Pub huni yw effeythys gans an system karyans nep-prys y'ga bewnans pub-dydhyek. Mar pe edhom mos dhe ober, po gortos rag delivrans dh'aga thre po negys po, yn sempel, mos rag kerdh. Yma edhom dhyn ni oll a garyans dhe oberi ragon ni yn effeythus, yn sur hag yn salow may hyllyn ni pesya gans an negys towlennys genen ni. Agan system karyans a brovi an sel rag oll an gonisyow erel may fydhyn ynna — yehes, adhyskans, negys, kenwerth po termyn dhe wari kyn fons. An fordh may hedhyn ni an gonisyow ma a dal chanjya rag aswiwa dhe vys ow chanjya.

Yn Kernow re dhiskwedhsyn ni y hyll bos lesel an effeyth a brovia gonisyow karyans da. Ni a'gan beus istori a nowedhians ha delivrans a vri uhel, a gowlwra war aga thorn sewyansow sewen dhe'n erbysiedh, kyrhynnedh, ha yehes a'gan kemeniethow. Agan kevarhowyow dres an diwettha degbledhen re dhiskwedhas tus dhe usya karyans poblek pan yw fydhyadow ha dhe vos parys dhe lavurya yn fordh dhyffrans pan gevren hynsyow kerdhes ha diwrosa kemeniethow yn salow.

An strateji Kevrenna Kernow [Connecting Cornwall] yw uhelhwanssek, na drefen y vos herdhys gans an chalenjys meur ma hepken, mes drefen ev dhe vires dres an gorwel a dowlennans karya usadow a bymp bledhen bys yn 2030. Gans an hin erbysiethek a-lemmyn, y hallsen ni leverel bos an chalenjys a dowlenna pella ages 5 bledhen a-dheragon re gales, hag y kodh dhyn gorthybi dhe dowlenna herwydh an nivelyow arhasa a'gan beus lemmyn. Byttegyns, an pyth yw res dhyn surhe yw hemma: pan wellha an erbysiedh, del wra, po pan dhrehedhyn bleyn oyl, del dhargenir, y'gan bydh an maynys may hworthybyn dhe'n chanjyow ma awos y fydh genen policis krev parys y'ga le ha gwel uhelhwanssek hirdermyn dh'agan gidya.

Nyns yw an strateji ma a-dro dhe janj tromm. Porpos Kevrenna Kernow [Connecting Cornwall] yw dhe alosegi chanj hirdermyn dhe'n fordh may travelyn ha delivra karyans rag gwitha ha skoodhya pup-tra a-vas dhyn ni yn Kernow deg.



Konsler Graeme Hicks

Esel an Kabinet rag Karyans ha Fordhow Meur

Foreword

Cornwall is in a period of unprecedented change. In the last 18 months, economic challenges have arisen globally on a scale that few could have predicted, and many thought were impossible.

The governance of the country at a national and local level has changed. The rate at which we use our natural resources means that there are no longer choices; we must find alternative sources of energy. It would have been unthinkable just a few years ago to imagine we would have to consider which parts of our network and infrastructure in Cornwall would have to be protected from a rise in sea levels or they could be lost forever.

We have some incredible opportunities too. We live in an area with an abundance of beauty and history in the natural and built environment that is recognised the world over. An area where the public sector is working together to deliver a joint strategy for Cornwall with its aim of achieving a leading position in sustainable living. We now have the opportunity to make decisions at a local level that will dictate how our communities will grow and shape the development of Cornwall for the future. All of these issues will impact on the way we can and choose to travel and access services in the future. Connecting Cornwall: 2030 sets out how transport is going to respond to these issues.

Everyone is affected by the transport system at some point in their daily lives. Whether they need to get to work, whether they are waiting for a delivery to their home or business or whether they are simply going for a walk. We all need transport to work for us effectively, efficiently and safely so that we can get on with the business we set out to do. Our transport system provides the backbone to all of the other services we rely on, whether it

be health, education, business, retail or leisure. The way we access these services has to change to adapt to a changing world.

In Cornwall we have shown the impact that the provision of good transport services can have and we have a track record of innovation and high quality delivery that in turn achieves economic, environmental and health outcomes for our communities. Our investments over the last decade have demonstrated that when public transport is reliable people will use it or when walking and cycle paths safely link communities, people will be prepared to travel in a different way.

The Connecting Cornwall strategy is ambitious not only because it is driven by these significant challenges but because it looks beyond the usual five year transport planning horizon to 2030. Given the current economic climate we could say that the challenges of planning beyond 5 years are too difficult and we should react to planning with the funding levels we have now. However, what we must ensure is that when the economy picks up, as it will, or when we reach peak oil, as is predicted, that we have the means to respond to these changes because we have strong policies in place and an ambitious long term vision to guide us.

This strategy is not about overnight change. Connecting Cornwall is about enabling a long term change to the way we travel and deliver transport in order to protect and support everything we value in beautiful Cornwall.

Councillor Graeme Hicks
Cabinet Member for
Transportation and Highways

We now have the opportunity to make decisions at a local level that will dictate how our communities will grow and shape the development of Cornwall for the future

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Introduction

Connecting Cornwall is the third Local Transport Plan for Cornwall.

The strategy covers the period up to 2030 and will be underpinned by a series of Implementation Plans. The publication of this third Local Transport Plan is a statutory duty for local transport authorities under the Local Transport Act 2008.

Connecting Cornwall is the key strategic policy tool through which the Council exercises its responsibility for planning, management and development of transport in Cornwall, for the movement of both people and goods.

Connecting Cornwall is a key building block of both Future Cornwall 2010 - 2030 and the Core Strategy of the Local Development Framework. The Core Strategy is currently being developed for publication in 2012 and will set out the planning framework for housing and employment in Cornwall for the next 20 years. Future Cornwall has been developed to guide both the Core Strategy and Connecting Cornwall which means for the first time, there is a single approach to people and place covering what we want to achieve and how we will do it.

This is the Executive Summary of the Connecting Cornwall: 2030 strategy. To see a copy of the full document, go to www.cornwall.gov.uk/connectingcornwall

The Connecting Cornwall: 2030 vision is:

Transport in Cornwall will be excellent. Our transport system will connect people, communities, businesses and services in a way that is reliable, efficient, safe, inclusive and enjoyable.

Transport in Cornwall will:

- Respond to the challenges of climate change by ensuring we have a resilient transport network, we reduce our reliance on fossil fuels in recognition of peak oil and we support communities to live locally.
- Support economic prosperity and raise income levels by improving transport links for business and access to employment, education and training.
- Respect and enhance our beautiful natural and built surroundings through the way in which we travel and deliver transport.



- Encourage healthy active lifestyles by providing people with the opportunity to walk and cycle.
- Ensure our communities are safer and more enjoyable places to live and improve individual wellbeing by reducing the negative impacts of transport.
- Provide equal opportunities for everyone regardless of age, postcode, income level or ability, to feel safe and access the services they need.

Connecting Cornwall: 2030 sets out a strategy that will improve the quality of life for everyone who lives or works in, and visits Cornwall.

Connecting Cornwall goals and objectives

The vision for Connecting Cornwall is supported by six goals. These goals have been developed in response to the key challenges and opportunities facing Cornwall, through working with our stakeholders and as a result of broad public consultation. Figure 1 illustrates the process of establishing the goals.

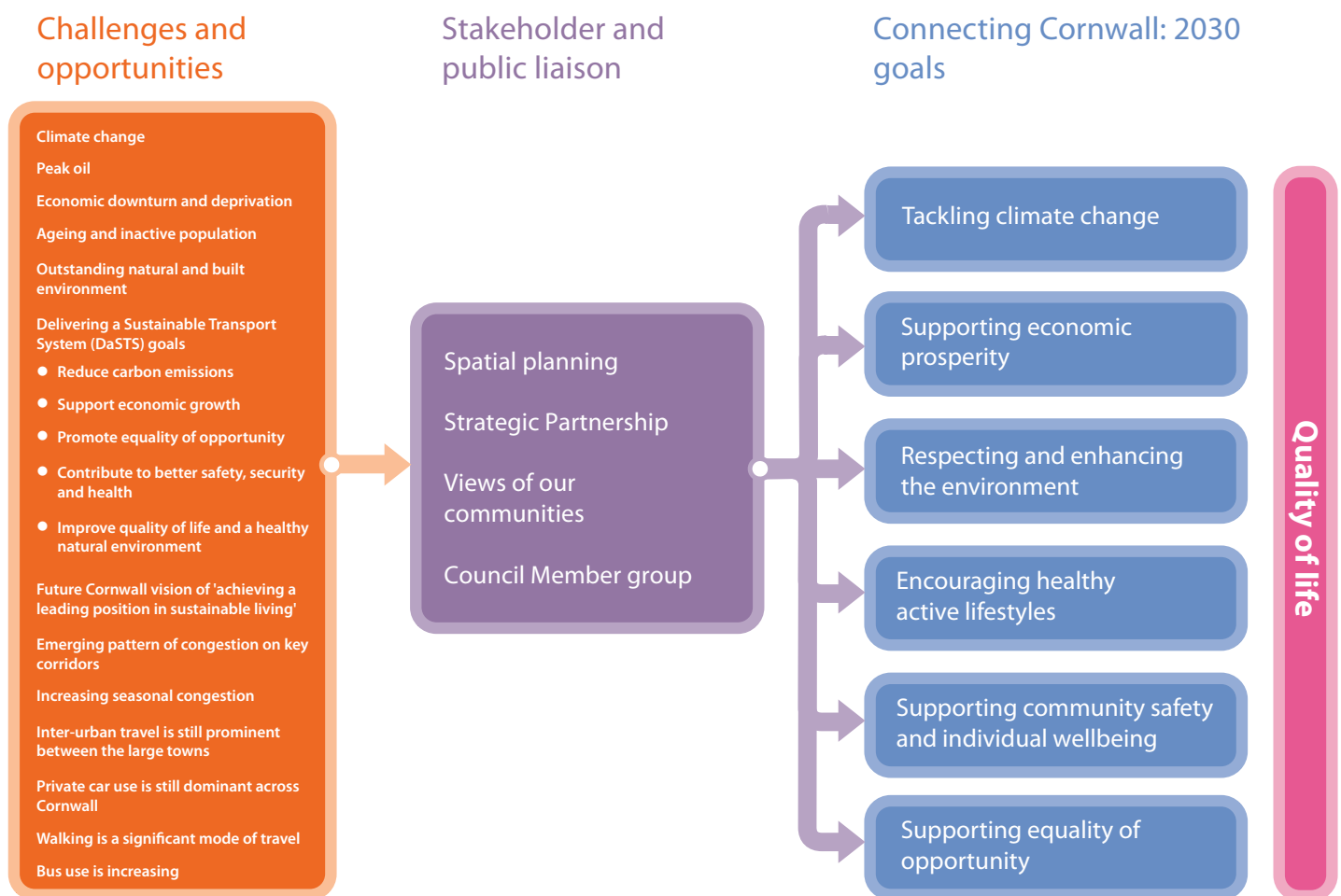


Fig 1 Establishing the goals

The scope of each goal is broad so has been broken down into key supporting objectives. These transport objectives are set out below.

These objectives are closely aligned with the Future Cornwall long term objectives as set out in figure 2.



Tackling climate change

- 1 Reduce reliance on fossil fuels and support the introduction of low carbon technologies.
- 2 Support communities to live locally and reduce the need to travel.
- 3 Adapt and improve the transport network to ensure resilience to climate change.



Supporting economic prosperity

- 4 Improve connectivity of Cornwall to the rest of the world.
- 5 Ensure a resilient and reliable transport system for people, goods and services.
- 6 Support the vitality and integrity of our town centres and rural communities.



Respecting and enhancing the environment

- 7 Make the most of opportunities to protect and enhance the environment.
- 8 Minimise the use of natural resources and minimise waste.
- 9 Provide sustainable access to Cornwall's environment.



Encouraging healthy active lifestyles

- 10 Improve the health of our communities through provision for active travel.
- 11 Increase awareness and an understanding of the health benefits of walking and cycling.



Supporting community safety and individual wellbeing

- 12 Improve road safety.
- 13 Increase public confidence in a safer transport network.
- 14 Reduce noise and air quality impacts.



Supporting equality of opportunity

- 15 Improve access to employment, education, healthcare and leisure.
- 16 Improve access to public transport.
- 17 Encourage community participation in shaping and delivering transport services.

These objectives are broken down into policies and proposals as illustrated by figures 4 to 9.

Future Cornwall objective

Connecting Cornwall: 2030 goals

Connecting Cornwall: 2030 objectives



Future Cornwall objective	CO2 emissions	Circular economy	Nature	People	Community	Innovation
LT1 The economy a) To become a market leader in innovative business and low carbon technologies; increase productivity and raise quality across the economy. b) To enhance and build a robust network of small and medium businesses to secure Cornwall's economic stability.	✓	✓				
		✓				
LT2 Self sufficient and resilient c) To improve our communities through quality building, using housing development to meet local need and drive the regeneration and sustainability of communities, promoting smaller settlements to be centres of employment and services and set an example in design for sustainable living. d) To promote equality of opportunity and wellbeing, improve access to quality services, increase participation in influencing local decision making and encouraging individuals to engage in shaping and delivering services in their communities.	✓		✓	✓		
				✓		✓
LT3 Good health and wellbeing for everyone e) To make it easier for people to lead healthy, active lifestyles and to get involved in their local community.				✓	✓	✓
						✓
LT4 The environment f) To make the most of our environment, reduce greenhouse gas emissions and invest in and promote sustainable use of natural resources.	✓		✓	✓		

Fig 2 Future Cornwall objectives

The views of our communities and partners are important considerations in developing the Connecting Cornwall strategy. We have worked with our communities, stakeholders and politicians in developing the strategy alongside a review of previous surveys, parish and community plans, community network aspirations and existing strategic plans and evidence base. This process is shown in figure 3.

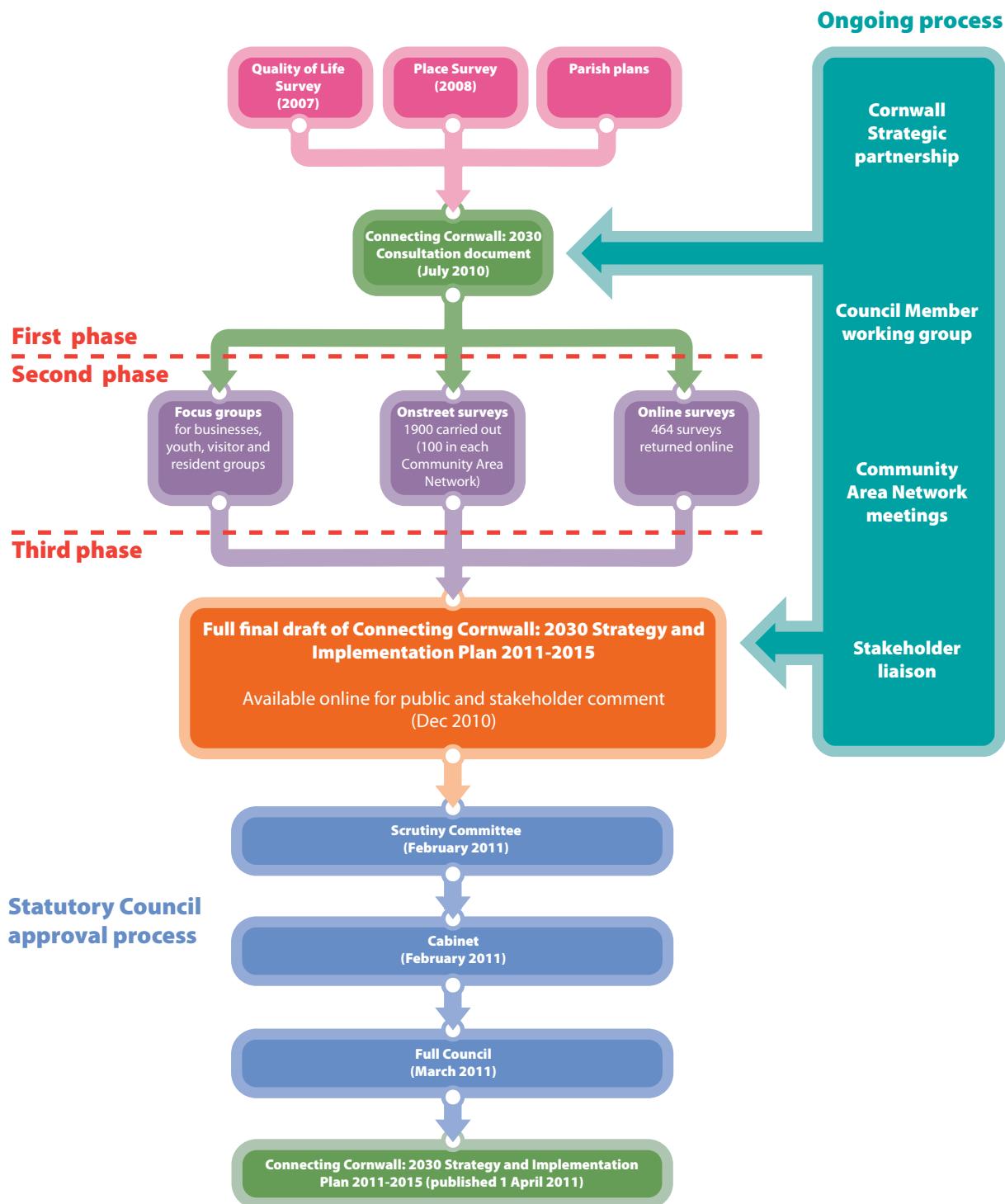


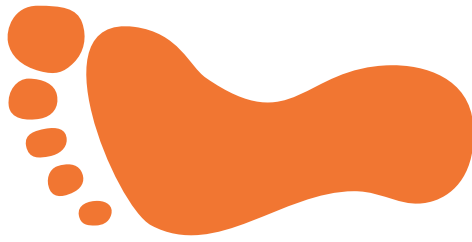
Fig 3 Connecting Cornwall: 2030 consultation and approval process



Tackling climate change

The UK Climate Change Act 2008 has set legally binding targets to reduce carbon dioxide (CO₂) emissions by 80% by 2050, based on a 1990 baseline.





Cornwall's ecological footprint is **higher** than both global and national levels



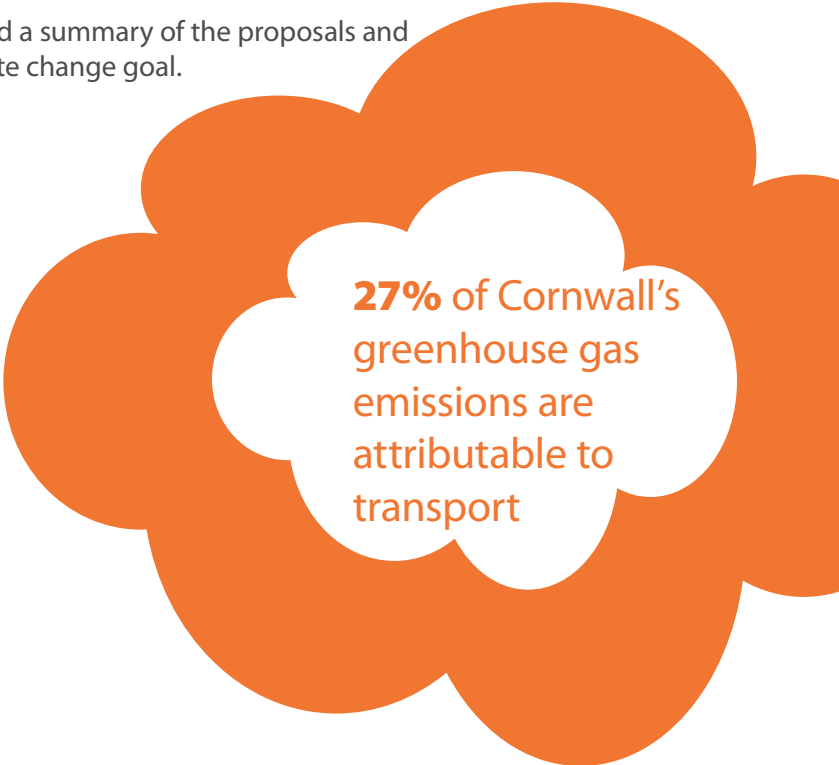
Future Cornwall recognises this challenge explicitly through its vision that Cornwall will achieve a leading position in sustainable living. To support this, the Council have put in place an ambitious Green Cornwall programme with a range of measures and initiatives. Connecting Cornwall makes a significant contribution to the delivery of these strategies.

Transport has an important role to play in averting climate change. It is one of the major contributors to the problem, it has a heavy reliance on the finite resources that cause the problem and it is significantly affected by its impacts. While 2030 seems a long way off it is important we start to make changes now if we are to achieve the necessary CO₂ reductions. Such change challenges our own sense of personal freedom and mobility which has resulted from the increasing affordability of both driving and flying. Achieving a lower carbon transport future will be very difficult, and a major change in our transport planning will be necessary to achieve it.

There are a range of transport proposals and measures that we can implement to tackle climate change. Examples include:

- Measures to increase awareness of the impacts that travel choice has on climate change.
- Encouraging more walking and cycling.
- Controlling new development so that people can live locally and are less reliant on the private car.
- Encouraging responsible use of our cars.
- Reduction in the amount of road building.
- Utilising technology to reduce the need to travel.
- Effective maintenance of our transport infrastructure.

Figure 4, on the next page, sets out the policies and a summary of the proposals and anticipated outcomes related to the tackling climate change goal.



27% of Cornwall's greenhouse gas emissions are attributable to transport

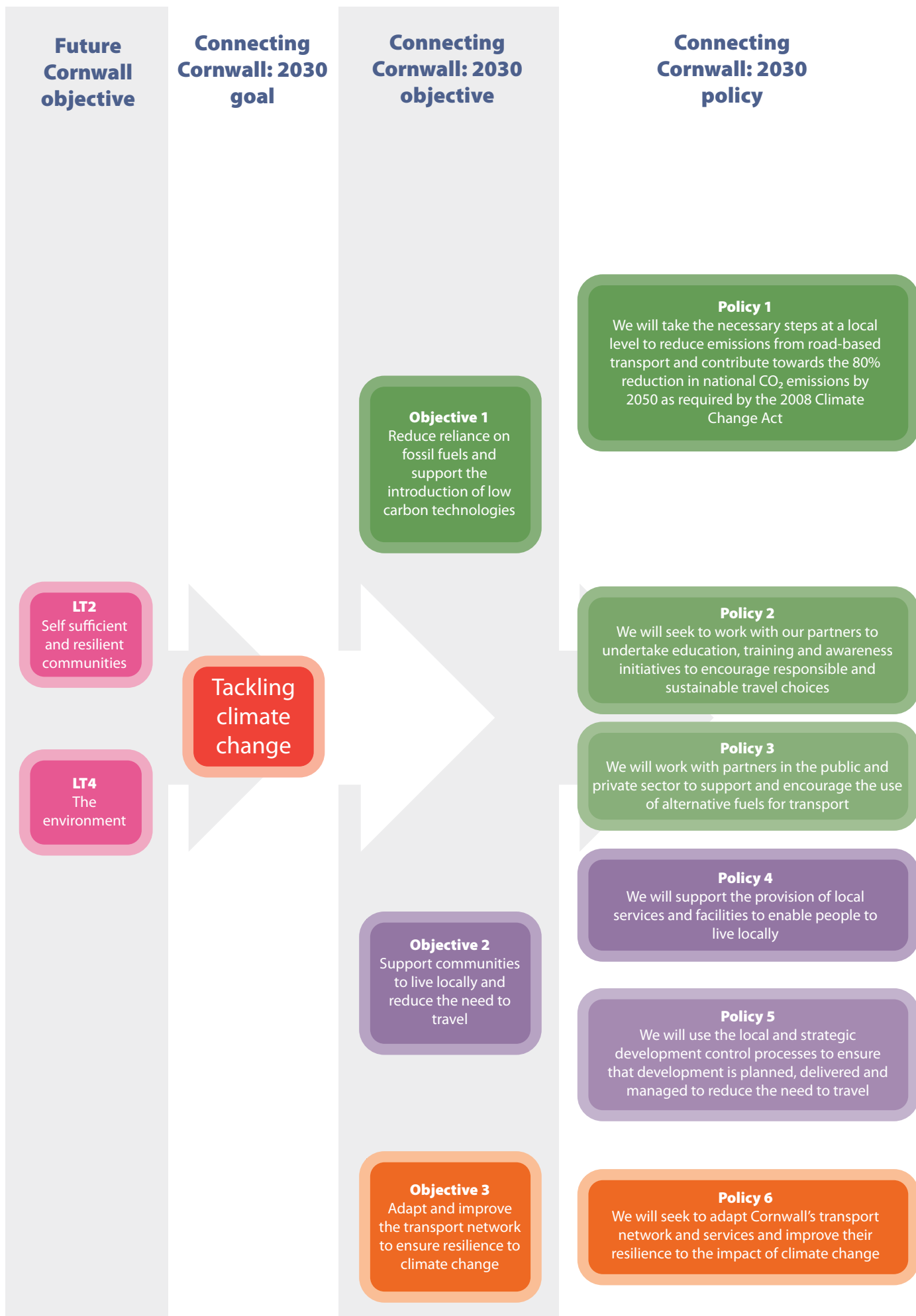


Fig 4 Tackling Climate Change anticipated outcome

Connecting Cornwall: 2030 proposal

We will encourage responsible use of our cars

We will allocate a greater proportion of our capital budget to sustainable travel modes

We will seek to ensure that new developments are designed to minimise car use and that effective planning policy is incorporated into Cornwall's Core Strategy

We will measure CO₂ levels of Council transport programmes and establish a carbon reduction strategy

We will seek to reduce Cornwall Council's emissions related to street lighting

We will encourage transport operators to reduce CO₂ emissions

We will work with freight operators to maximise the efficiency of freight movement

We will investigate the feasibility of using pricing mechanisms in order to encourage a shift to low carbon transport

We will reduce the amount of road building

We will promote the benefits of sustainable travel choices

We will enable and support the development and local uptake of low GHG emission vehicles

We will encourage provision of local facilities in communities

We will seek to work with employers in the public and private sector to raise awareness of the business benefits of home working

We will seek to raise awareness of the climate change benefits of local food shopping and production

We will encourage mixed use development in order to reduce the need to travel

We will ensure sustainable travel is built into new developments

We will work with new and existing employers to develop travel plans

We will work with partners to identify areas of the transport network that are at greatest threat from the impacts of climate change

We will seek to use more materials in construction and maintenance that are resilient to the impacts of climate change

We will increase investment in drainage solutions

What does this mean for Cornwall?



Increased awareness of climate change

Easier access to alternative fuels

More use of sustainable travel options

Less use of fossil fuels for transport

Less transport related CO₂

Less car use

Vibrant town centres

Greater use of local services

More services and opportunities offered in rural areas

More independence for vulnerable people

Less disruption to the transport network due to infrastructure failure

Journey time reliability

A reliable and enhanced transport network



Supporting economic prosperity

Transport is one of the most fundamental and important characteristics of economic activity as it satisfies the basic requirement to go from one location to another, a need shared by people, freight and information.



£300m



The estimated annual GDP cost to the Cornish economy due to a lack of transport investment

An efficient transport network results in better accessibility to economic markets, employment and investments.

While some regions benefit from good transport networks and services, Cornwall has often found it is marginalised by its geography and poor transport connections. Good transport provision on its own is not enough to lead to economic growth. However, the lack of transport provision and poor connectivity can act as a constraint to our economy. Investment in transport connectivity is key for Cornwall in facilitating economic growth particularly in regeneration areas. Significant levels of congestion can be expected on the inter-urban road links in Cornwall by 2026 if there is no investment in the transport network and services. The annual GDP cost to the Cornish economy of a lack of investment could be as much as £300m.

Future Cornwall recognises the economic challenge and one of the long term objectives of the strategy is to create stronger and more sustainable economic foundations. This is supported by the vision of the Council's Economic White Paper to become a confident, resilient Cornwall that is a leader in innovative business and low carbon technologies. The role that Connecting Cornwall plays in supporting these strategies is significant.

There is a range of transport proposals and measures that we can implement to support economic prosperity. Examples include:

- Improvements to our strategic road, rail, water and air network in order to improve the connectivity of Cornwall;
- Promotion of sustainable tourism;
- The delivery of a high quality and effective public transport network;
- Utilising technology to manage traffic and deliver real time transport information; and
- Integrating land use and transport planning policy to maximise sustainable transport trips.

Figure 5 sets out the policies and a summary of the proposals and anticipated outcomes related to the Supporting economic prosperity goal.



Every additional 100 minutes travel time to London reduces productivity by around **6%**

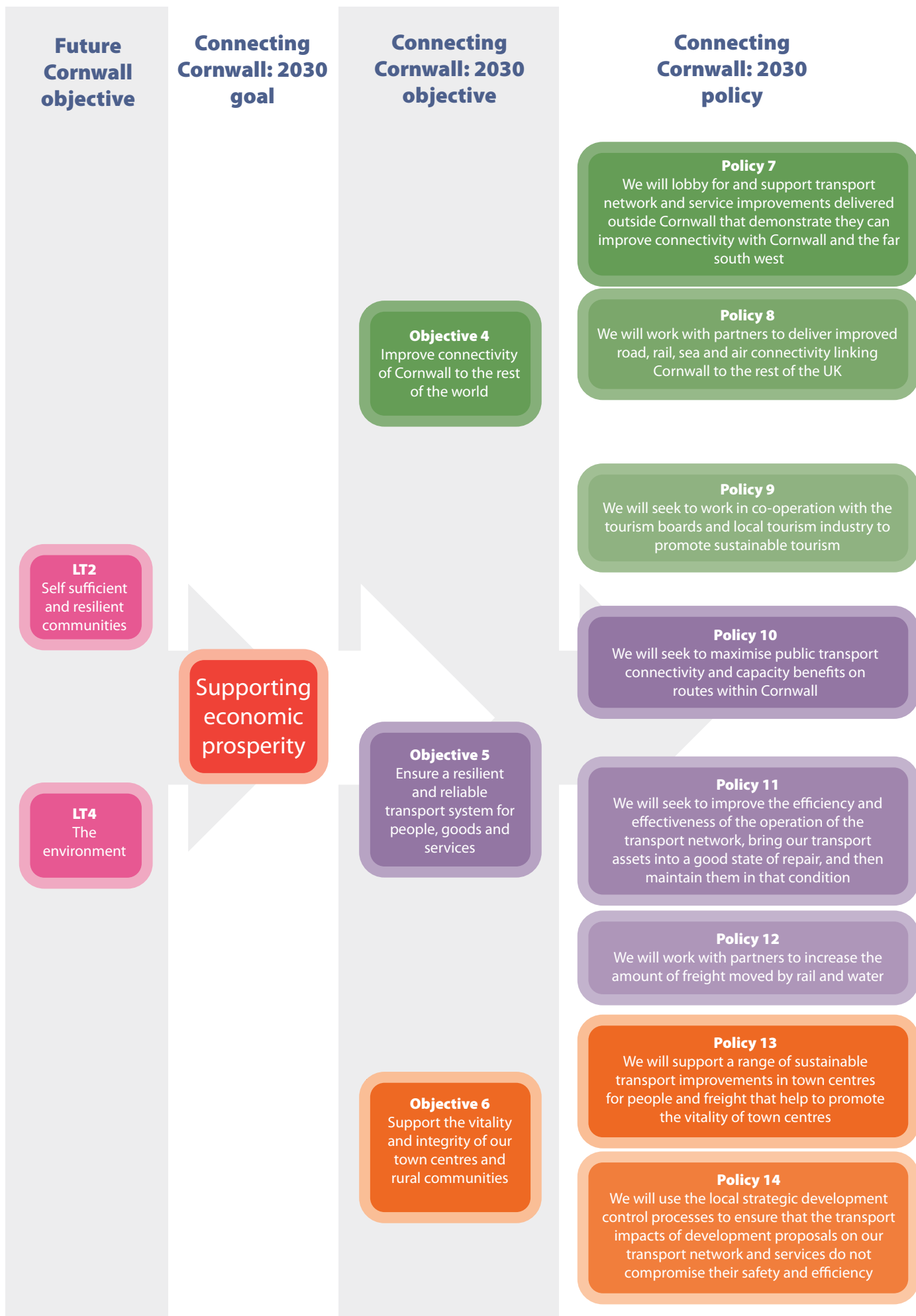


Fig 5 Supporting economic prosperity anticipated outcome

Connecting Cornwall: 2030 proposal

What does this mean for Cornwall?



We will lobby central Government, the Highways Agency, Network Rail and transport service operators to recognise the importance of transport links to the economy and social wellbeing of the far south west and ensure existing infrastructure and services are maintained and improved

Shorter journey times to the rest of the UK and beyond

We will work with the Highways Agency to deliver improved connectivity and sustainable capacity enhancements to the strategic road network linking Cornwall to the rest of the UK

We will work with the Tamar Bridge and Torpoint Ferries Joint Committee, Plymouth City Council and the Highways Agency to protect and enhance the bridge and ferry crossings of the Tamar

Less disruption to the transport network

We will seek to protect and improve the connectivity of Cornwall with the Isles of Scilly

We will work with Network Rail and the train operating companies to deliver improved connectivity, sustainable capacity enhancements and improved journey time to the rail network and services linking Cornwall to the rest of the UK

Improved efficiency of the transport network

We will continue to support Newquay Cornwall Airport in order improve the connectivity of Cornwall to the rest of the UK

Journey time reliability

We will support the expansion and enhancement of the National Cycle Network (The Cornish Way)

We will support and encourage greater use of coach travel for visitors to Cornwall

Improved economic activity

We will work with tourism providers to promote Cornwall as a car-free destination

We will seek to deliver a quality Cornwall wide bus network

We will work with Network Rail and train operating companies to identify opportunities for enhancing the rail network in Cornwall

Less economic deprivation

We will improve integration between transport modes to reduce congestion and provide a more reliable transport network

We will provide improved sustainable transport connections to Newquay Cornwall Airport from key destinations

We will work with partners to protect, enhance and promote ferry services in Cornwall

More services and opportunities offered in rural areas

We will deliver our Transport Asset Management Plan (TAMP) for Cornwall

We will prioritise investment in the road network on strategic corridors between urban areas

Less transport related CO₂

We will develop an intelligent transport system

Less use of fossil fuels for transport

We will look to identify potential enhancements to the rail network including track upgrades and the reopening of freight facilities where appropriate

We will support programmes to enhance Cornwall's ports and their development and improved access

Less car use

More independence for vulnerable people

We will consider the use of park and ride facilities to relieve congestion in the town centre/area it serves

We will develop a Parking Management Strategy that assesses the role, function and management of each car park, its assets and scopes the potential for introduction of new technologies

We will seek to develop taxi share schemes

More job opportunities in rural areas

We will work with our partners in the freight and road haulage industry to manage the movement of lorries on our roads

More use of sustainable travel options

We will use the local and strategic development control processes to seek to ensure that transport objectives are achieved



Respecting and enhancing the environment

Our environment is one of the key factors that makes Cornwall so special: our beautiful coastline, our mining heritage, historic sites, townscapes and landscapes, and our vast countryside and wooded areas.





Cornwall's environment attracts tourists each year who stay and spend **£1.2bn**

The Cornish natural, historic and built environment is considered one of the area's greatest assets. It is valuable for many reasons; perhaps the most important is the effect on the quality of life for the people who both live in, and visit Cornwall. The environment is at the heart of the area's economy, with a large amount of its revenue dependent on environmental quality.

The importance of this unique environment is recognised by Future Cornwall as it underpins quality of life and is a fundamental driver of the local economy. Cornwall's Green Paper for Culture identifies the historic environment as an important component of Cornwall's culture and key to securing recognition as a region of culture in 2014/15. Connecting Cornwall has a key role in supporting these aims because of the impacts that the design, build and use of transport can have on our environment but also by ensuring sustainable access to our most valuable asset.

There is a range of transport proposals and measures that we can implement to respect and enhance the environment. Examples include:

- Ensuring that the design of transport schemes is in keeping with the local surroundings;
- Providing green space for wildlife along transport corridors;
- Making better use of existing transport infrastructure;
- Minimising waste in construction; and
- Providing sustainable access for visitors to Cornwall's environment and attractions.

Figure 6 sets out the policies and a summary of the proposals and anticipated outcomes related to the respecting and enhancing the environment goal.



of Cornwall is designated as an Area of Outstanding Natural Beauty

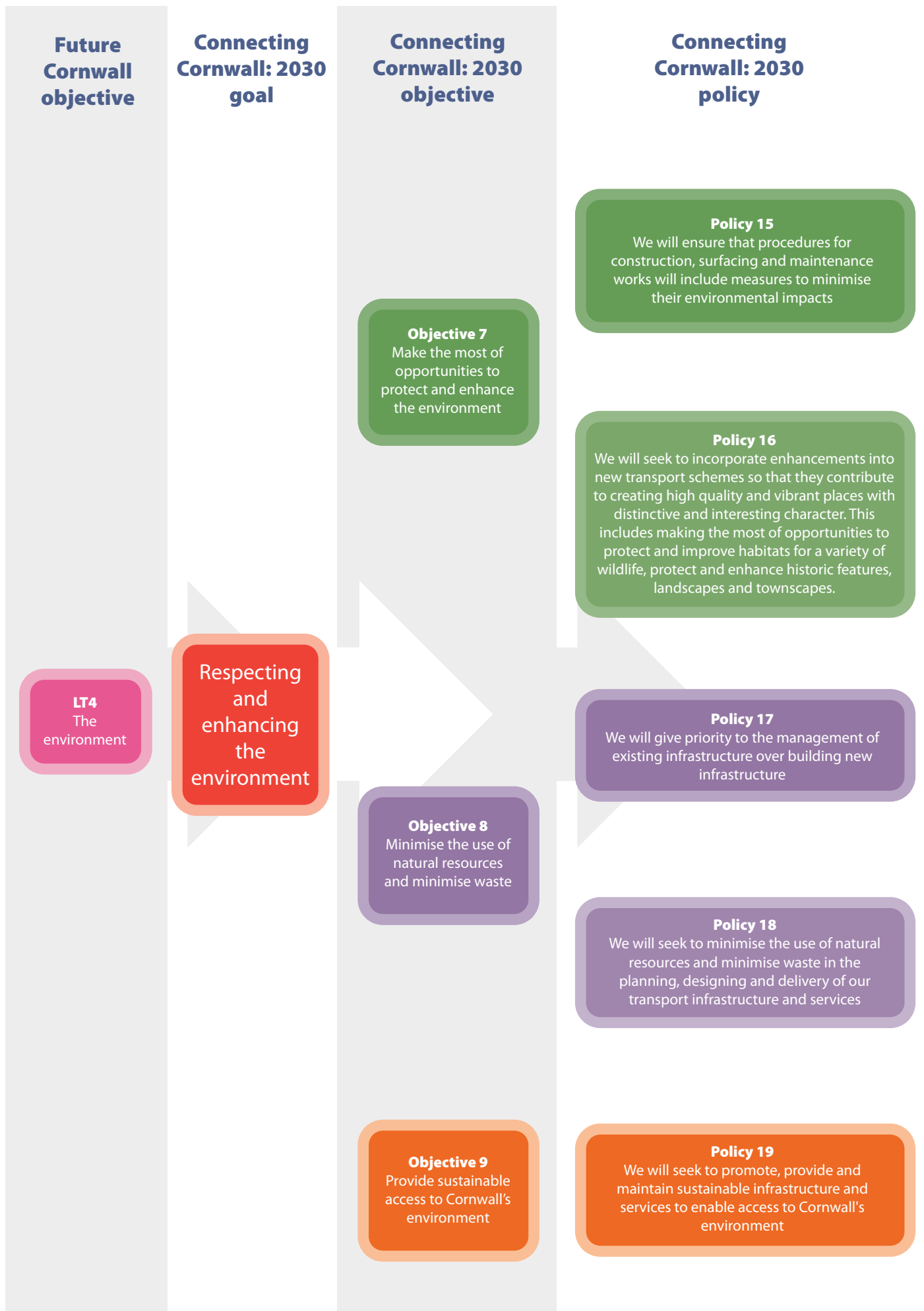


Fig 6 **Respecting and enhancing the environment anticipated outcomes**

Connecting Cornwall: 2030 proposal

We will apply environmental best practice in the design, construction and management of infrastructure assets

We will develop a palette of transport solutions for common transport infrastructure

We will consider the impact of environmental mitigation in the planning, development and management of our transport network

We will replace all street lighting lamps throughout Cornwall with a new lamp technology and control system

We will seek to avoid impacting upon water resources or provide mitigation where this is not possible

We will incorporate, where appropriate, infrastructure for wildlife into transportation schemes, to create new habitat and mitigate negative impacts

We will seek to develop and deliver green infrastructure as part of transport infrastructure improvements

We will consider the impact of environmental mitigation in the planning, development and construction of new transport schemes

Investments should be prioritised to support existing roads and junctions rather than building new ones

We will seek to minimise the use of natural resources and minimise waste in the planning, designing and delivery of our transport infrastructure and services

We will work with partners to develop and promote more year-round and seasonal sustainable transport options for visitors to Cornwall

We will identify routes suitable for upgrading to multi-use routes

We will categorise the countryside access network (public rights of way, access land, multi-use trails and permissive access) into three categories for more effective maintenance

We will seek to involve the community and users in protecting and maintaining our rights of way

What does this mean for Cornwall?



Greater local biodiversity – more local sites implementing positive conservation management

Reduced impact of transport schemes on protected natural and built environment

More environmental benefits delivered by transport schemes

Less primary aggregate used in transport schemes

Less waste from transport schemes in landfill

Better public transport access to AONBs

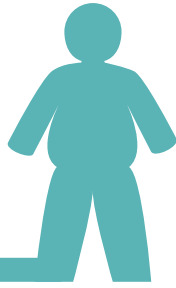
More footpaths and cycleways



Encouraging healthy active lifestyles

Our modern lifestyles are creating significant health problems.





24% of adults in Cornwall are obese

Our modern lifestyles are creating significant health problems. Widespread use of the private car and sedentary leisure activities has led to a decline in physical activity levels. The health costs attributable to inactive lifestyles are numerous and include coronary heart disease, an increase in some cancers and obesity. The wider cost to society and business of tackling health problems linked to inactivity is estimated at £49.9 billion per year. Despite having access to an outstanding natural environment, almost a quarter of adults in Cornwall are classed as obese with a rising trend in childhood obesity.

These health issues have an enormous impact on all our lives. Prevention by promoting the wider benefits to good health such as physical exercise, walking and cycling represents a cheaper and more positive way of tackling the problems than treatment.

Future Cornwall has set one of its long term objectives to improve the health and wellbeing for everyone. Connecting Cornwall can take the lead in supporting this key objective and work with our partners in the health sector to improve physical activity through encouraging more walking and cycling.

There are a range of transport proposals and measures that we can implement to encourage healthy active lifestyles. Examples include:

- Increasing awareness through promotion of the benefits of active lifestyles;
- Improving the walking and cycling network in our towns; and
- Ensure that all new development is designed to encourage people to walk and cycle safely and easily.

Figure 7 sets out the policies and a summary of the proposals and anticipated outcomes related to the encouraging healthy active lifestyles goal.



£49.9bn

The estimated annual cost to society of tackling health issues

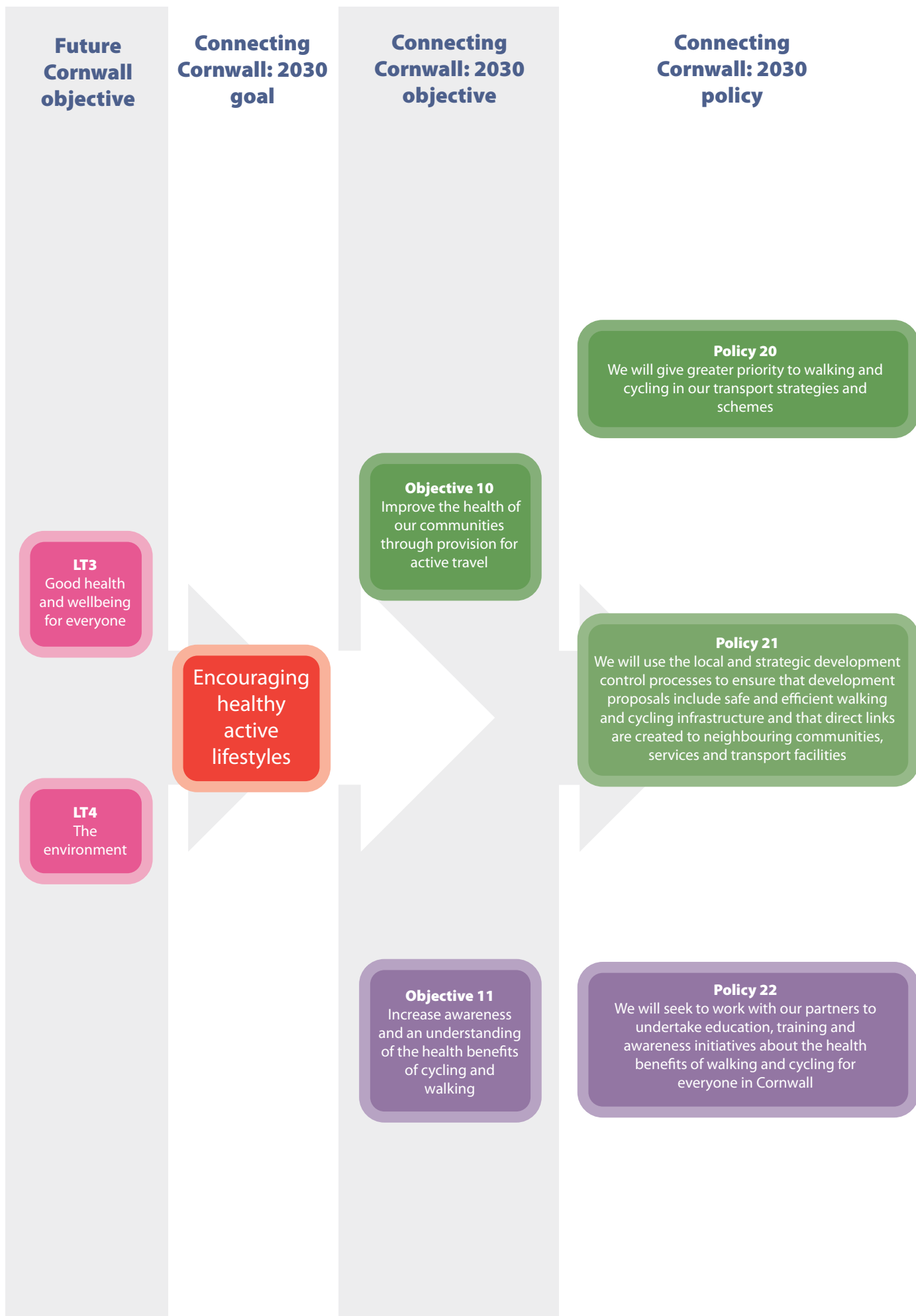


Fig 7 Encouraging healthy active lifestyles anticipated outcomes

Connecting Cornwall: 2030 proposal

We will seek to deliver an integrated walking and cycling network

Working with Sustrans, we will seek to extend and enhance the National Cycle Network (NCN) known as the Cornish Way to all major towns

We will encourage employers to sign up to the DfT Cycle to Work Guarantee Scheme as outlined in the National Active Travel Strategy

We will review maintenance standards on walking and cycling routes

We will undertake prioritisation and delivery of safer routes to school schemes

We will work with developers and planners to ensure that new development is designed to enable and encourage people to walk and cycle safely and easily

We will encourage children to walk and cycle through smarter travel initiatives and training

We will improve the quality and provision of walking and cycling information

We will promote walking and cycling and its health benefits

What does this mean for Cornwall?



Lower prevalence of circulatory system related illnesses/deaths

Lower prevalence of obesity and related illnesses/deaths

Improved mental health and wellbeing

More use of sustainable travel options

Less car use

Less transport related CO2

Less use of fossil fuels for transport



Supporting community safety and individual wellbeing

The way in which we travel can have a serious impact on our own and our communities' safety and wellbeing.





23 people
died on our
roads in 2009

Traffic collisions, street crime, the effects of pollution, the stress and disturbance caused by heavy traffic and antisocial behaviour are all issues that can impact on our quality of life. In 2009, 23 people died while undertaking a journey on Cornwall's roads. While this was the lowest number of deaths ever recorded, this is still 23 people too many. Many more people suffered injury, in some cases life changing injuries. By creating safer communities we can encourage people to become more active and engaged in community life.

There are a range of transport proposals and measures that we can implement to support community safety and individual wellbeing. Examples include:

- Speed limit review of all our main roads;
- 20mph speed limits outside schools;
- Ensure that the prevention of crime and fear of crime is designed into new developments; and
- Reduce air quality and noise impacts from roads and transport.

Figure 8 sets out the policies and a summary of the proposals and anticipated outcomes related to the supporting community safety and individual wellbeing goal.



Speeding is the number one concern
of many residents in Cornwall

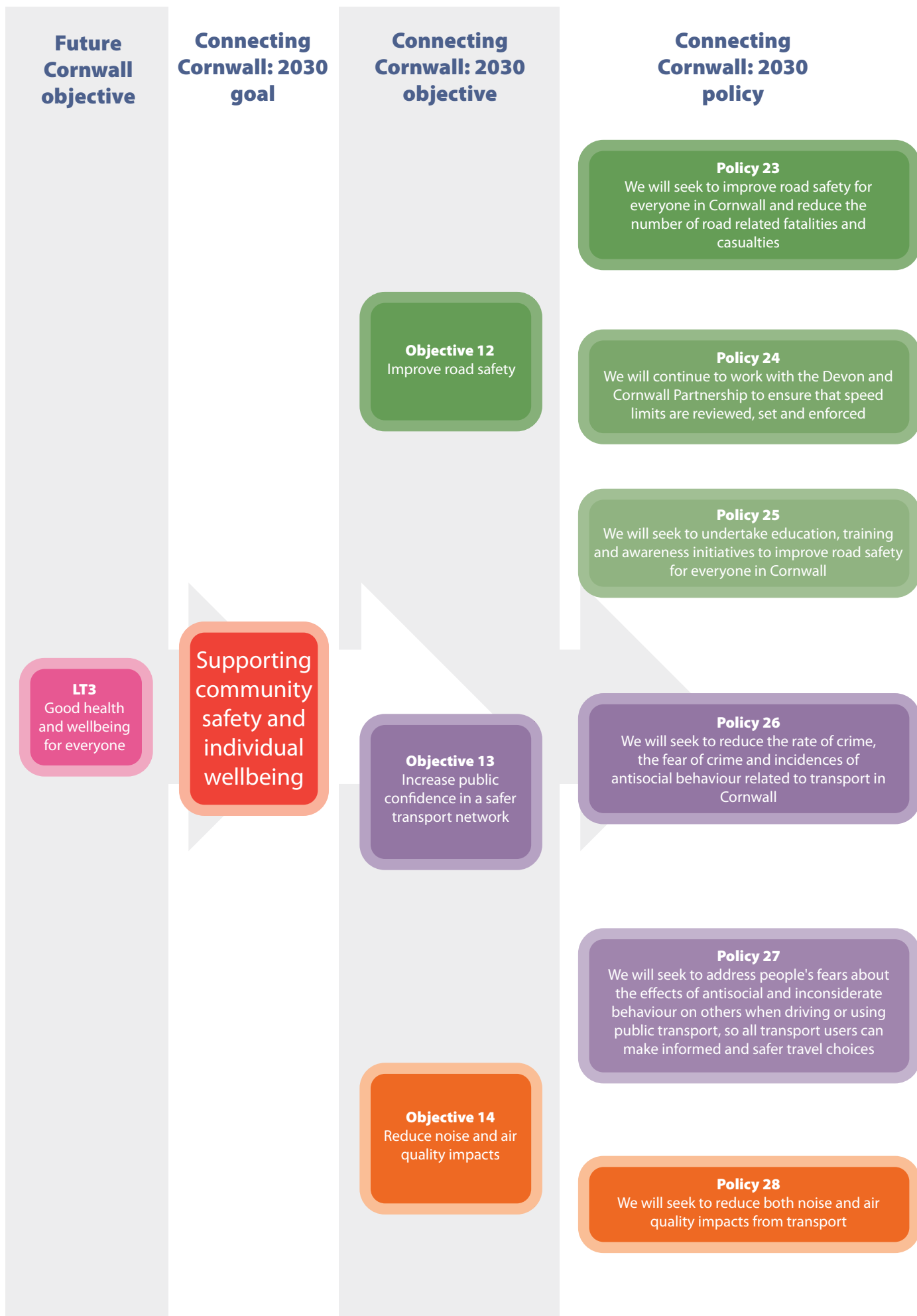


Fig 8 **Supporting community safety and individual well being anticipated outcomes**

Connecting Cornwall: 2030 proposal

We will implement a programme of route initiatives

We will continue the implementation of local safety schemes at identified sites

We will continue to maintain our roads in terms of safety, sustainability and serviceability, in accordance with the Highway Maintenance Plan

We will continue to ensure that speed limits are reviewed, set and enforced

We will continue education, training and awareness programmes

We will progressively introduce 20mph speed limits outside schools

We will work with partners in road safety in support of speed awareness initiatives

We will work with developers and planners to ensure that crime prevention and fear of crime are taken into account in the design of road layouts

Street lighting will be provided and operated on roads, walkways and open spaces to suit the needs of the community

We will promote shared space in town centres

We will work as part of the Community Safety Partnership in promoting schemes designed to manage crime and fear of crime

We will work within the community safety partnership in supporting the opportunity to introduce taxi marshalling services

We will work with partners in public transport to ensure people feel safe when the travel by public transport

We will work with planners and developers to protect people from exposure to adverse traffic noise or poor air quality

We will seek to reduce air quality impacts from roads and transport

We will seek to reduce noise impacts from road transport

We will work with our partners in the freight and road haulage industry to manage the movement of lorries on our roads

What does this mean for Cornwall?



Real and perceived barriers to using public transport that relate to crime have been removed

More use of sustainable travel options

Less car use

Less transport related CO2

Less use of fossil fuels for transport

Less traffic collisions

Less injuries due to traffic collisions

Less impact from transport noise

Lower prevalence of lung disease brought about by transport emissions

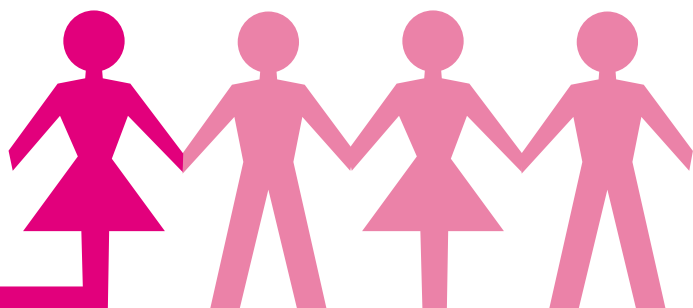
Lower prevalence of circulatory disease brought about by transport emissions



Supporting equality of opportunity

Promoting equality of opportunity and wellbeing, improving access to quality services and increasing participation in local decision making is an objective of Future Cornwall.





By 2031 **one in four** of the population will be over 65

As a local authority we are committed to complying with the legislation under the the Equalities Act 2010 which sets out the framework by which we will aim to improve the opportunities that are available for everyone. Connecting Cornwall will play a vital role in ensuring we meet our responsibilities under the Equalities Act and supporting Future Cornwall. We will deliver solutions that will enable better access to services, ensuring that the transport system is physically accessible and engaging the community and our voluntary sector to play a greater role in the design and delivery of these transport solutions. The consultation on Connecting Cornwall told us that the people of Cornwall considered this the most important goal in the strategy.

There are a range of transport proposals and measures that we can implement to support equality of opportunity. Examples include:

- Working with our partners in other sectors such as health to improve access;
- Improving the physical accessibility of public transport;
- Improving access to transport information; and
- Encouraging community led solutions to access problems.

Figure 9 sets out the policies and a summary of the proposals and anticipated outcomes related to the supporting equality of opportunity goal.



A fifth of households in Cornwall do not have access to a car

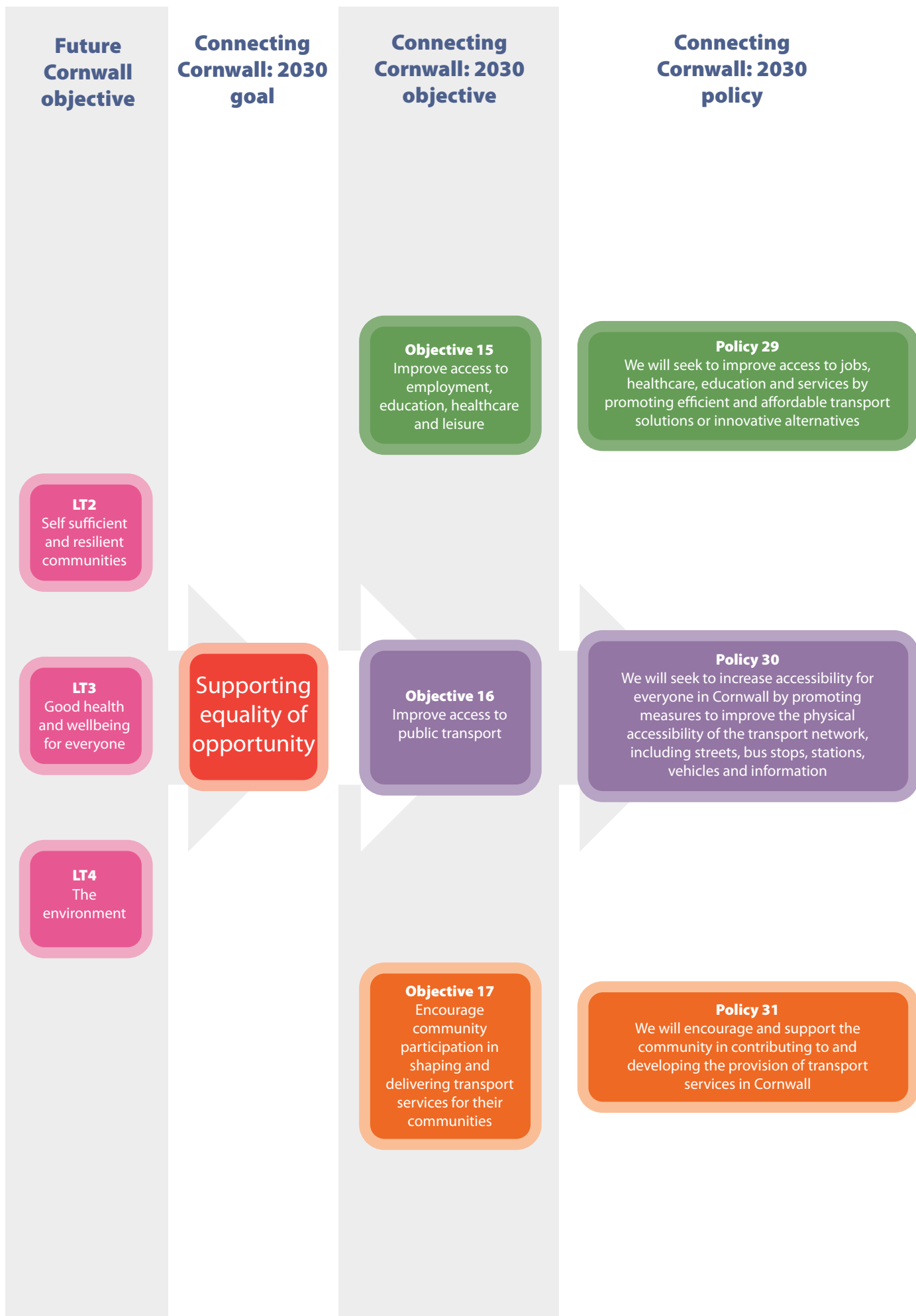


Fig 9 Supporting equality of opportunity anticipated outcomes

Connecting Cornwall: 2030 proposal

We will ensure that accessibility considerations are taken into account when carrying out our responsibilities for planning, delivering and managing the local public transport, highway, cycle and footway networks

We will seek to implement specific accessibility related transport schemes and initiatives

We will work with our partners to influence decision making and service delivery of external bodies, to ensure that transport impacts are considered when locating and delivering other services and opportunities

We will continue to work in partnership with the health sector in identifying improvements to service and transport delivery

We will work towards making public transport affordable

We will improve the physical accessibility of public transport

We will provide clear, accurate and understandable transport information and publicity

We will continue to work with bus and taxi operators and volunteer groups to provide training to drivers on passenger needs

We will seek to implement greater community engagement and delivery of transport provision and maintenance

What does this mean for Cornwall?



Less economic deprivation

More services and opportunities offered in rural areas

Better access to essential services by public transport

More opportunities for all

More use of sustainable travel options

More independence for vulnerable people

No physical barriers to using public transport

No operational barriers to using public transport

More communities taking on responsibility for transport services and infrastructure

More communities engaged in developing transport projects



Delivery of the strategy

The way in which this strategy will be delivered is governed by a national and local framework identifying changing roles and processes and setting the conditions for delivering our services more effectively in the future.

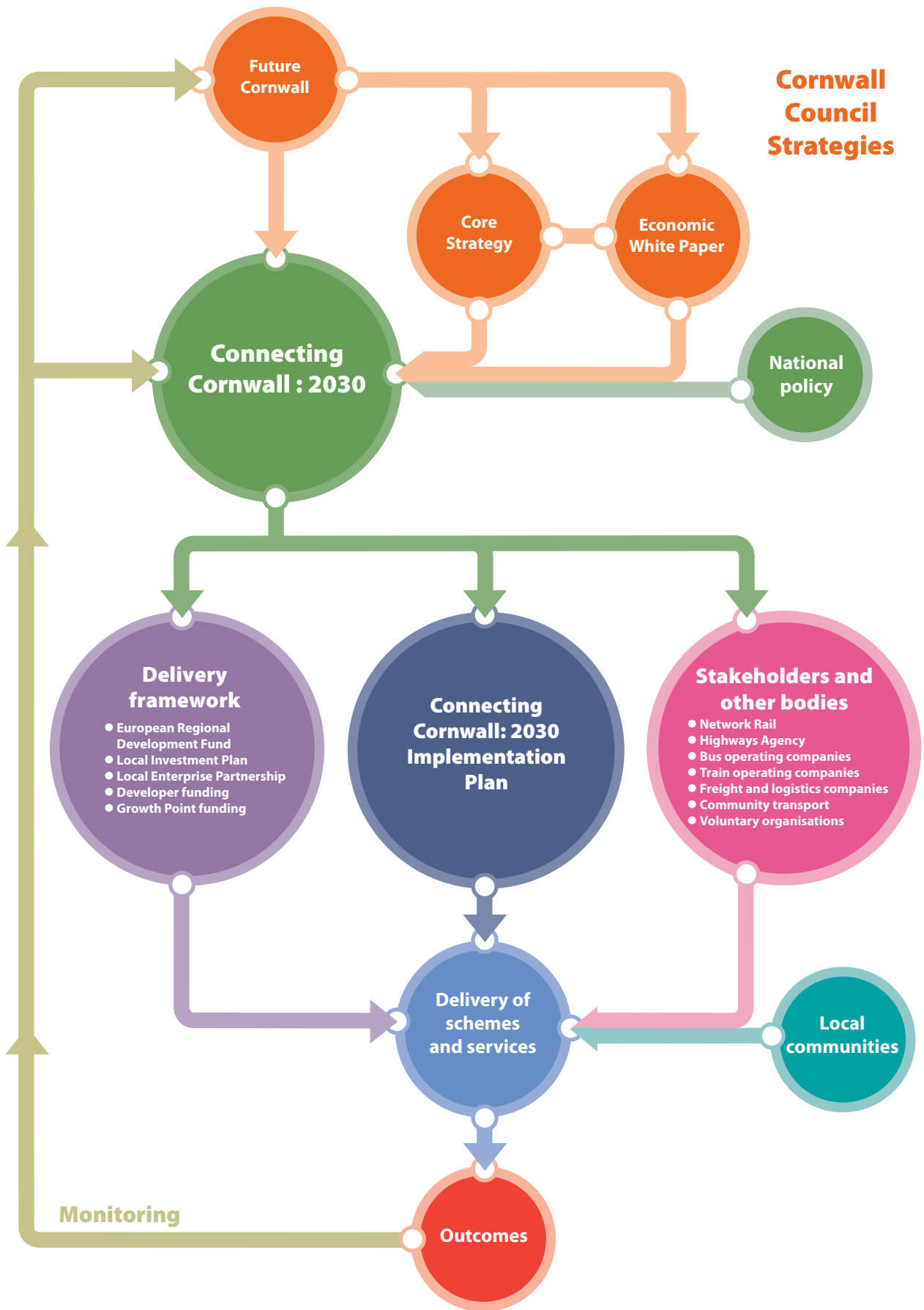
This framework shown in figure 10 includes the devolving of decision making to a local level and the opportunity to deliver our strategies more effectively with the private sector through the Cornwall and Isles of Scilly Local Enterprise Partnership.

There is a range of funding sources that are utilised in the delivery of transport schemes and proposals. From 2011/12 funding will be allocated through four grant funding streams; the Local Sustainable Transport Fund, major schemes, funding for highway maintenance and funding for small transport improvement schemes.

The core transport funding will not be sufficient to provide all of what we want to deliver in Cornwall. In order that maximum funding can be directed towards implementation of the transport strategy, seeking additional funding to top up transport funding will be critical. Additional funding includes: Regional Growth Fund; Convergence funding; Growth Point funding; Community Infrastructure Levy; developer contributions; Bus Service Operators Grant and the Concessionary Fares Travel Scheme.



Fig 10 The delivery framework





The majority of schemes that we deliver are undertaken to achieve wider outputs and must therefore be prioritised on their ability to achieve this. The key drivers that have prioritised transport schemes for assessment in this Implementation Plan are: Cornwall Council priorities; our statutory duties under the Local Transport Act 2008; the opportunity to utilise time limited funding and their contribution to meeting the Connecting Cornwall goals. Cornwall Council identified a list of small, medium and major transport schemes that could form part of the Connecting Cornwall Implementation Plan.

Each of the schemes were assessed against six areas:

- Cost and value for money
- Deliverability
- Performance against goals
- Scale of Impact
- Performance against strategic/network fit
- Quality of supporting evidence and risk

Set against the six goals of Connecting Cornwall and working within the budgets available to Cornwall, schemes are prioritised and allocated to specific time frames within the Implementation Plan(s). The views received as part of the Connecting Cornwall consultation have been considered as part of the assessment process and balanced against the wider challenges and priorities outlined in the strategy document.

Monitoring and review



Monitoring our progress allows us to ensure that we are achieving what we have set out to do.

If we are able to identify areas where we are not performing as well as we should, we will be able to reorganise our resources to improve. Public service performance is currently monitored by a set of national and local indicators. These indicators are designed to encourage public service providers to work together to achieve a common set of goals and allow service provision to be compared throughout the country. The Department for Transport (DfT) have recently reviewed the list of indicators required at a national level and have announced which ones they will continue to measure to review local authority performance. This list has been reduced significantly and greater freedom has been granted to local authorities to be responsible for monitoring their own performance. We have therefore taken the opportunity to review all of the transport indicators we currently monitor and have decided to continue with most of these at a local level to ensure that the changes we make to the transport system can be reviewed and that we are accountable for the delivery of the strategy in the long term.

In order to capture our contribution to meeting the six goals we are developing a broad indicator set which will contain some indicators that are the responsibility of our partners in other sectors e.g. levels of childhood obesity. These will be published in a monitoring strategy in September 2011 and reviewed as part of the Connecting Cornwall reviews and Implementation Plan during the life of the strategy.



The indicators that are directly monitored by the transport sector are set out in Table 1 below:

National Indicator Reference	Indicator description	Links to Connecting Cornwall Objectives
NI 047	Total Killed and Seriously Injured (KSI) casualties.	Ob12, Ob13
NI 048	Child Killed and Seriously Injured (KSI) casualties.	Ob12, Ob13
LI1	Congestion – average journey time per mile during the morning peak.	Ob2, Ob 3
LI2	Traffic flow in town centres.	Ob6, Ob7, Ob10, Ob12, Ob14
LI3	Vehicle kilometres.	Ob1, Ob2, Ob14
NI 168	Principal roads where maintenance should be considered.	Ob3, Ob4, Ob5, Ob7
NI 169	Non-principal classified roads where maintenance should be considered.	Ob3, Ob4, Ob5, Ob7
LI4	Access to services and facilities by public transport.	Ob2, Ob15, Ob16, Ob17
NI 176	Working age people with access to employment by public transport (and other specified modes).	Ob15
LI5	Local bus passenger journeys originating in the authority area.	Ob1, Ob5, Ob6, Ob15, Ob16
NI 178	Bus services running on time.	Ob1, Ob6, Ob15
LI6	Bus satisfaction.	Ob1, Ob5, Ob6, Ob15, Ob16
LI7	Use of public transport on tourist routes.	Ob1, Ob5, Ob7, Ob9, Ob16
LI8	Rail patronage.	Ob1, Ob4, Ob5, Ob9, Ob13, Ob16
LI9	Walking rates.	Ob1, Ob2, Ob6, Ob9, Ob10, Ob11
LI10	Cycling rates.	Ob1, Ob2, Ob6, Ob9, Ob10, Ob11
LI11	Children travelling to school – mode of transport usually used.	Ob1, Ob2, Ob10, Ob11, Ob12, Ob13

NI = national indicator
LI = local indicator

Table 1 **Transport indicators**

Connecting Cornwall is a 20 year strategy and it has been developed to address the challenges and pressures we are experiencing now and are predicted to experience in the future. It is proposed that the Connecting Cornwall strategy will be reviewed alongside the publication of the new Implementation Plan. This will ensure that the strategy continues to be on track to meet its long term goals. It will also be reviewed as necessary to reflect fundamental national or local policy change. The first review is therefore scheduled for 2012 in line with the publication of the Core Strategy for Cornwall.

Figure 11 illustrates the Connecting Cornwall review dates.

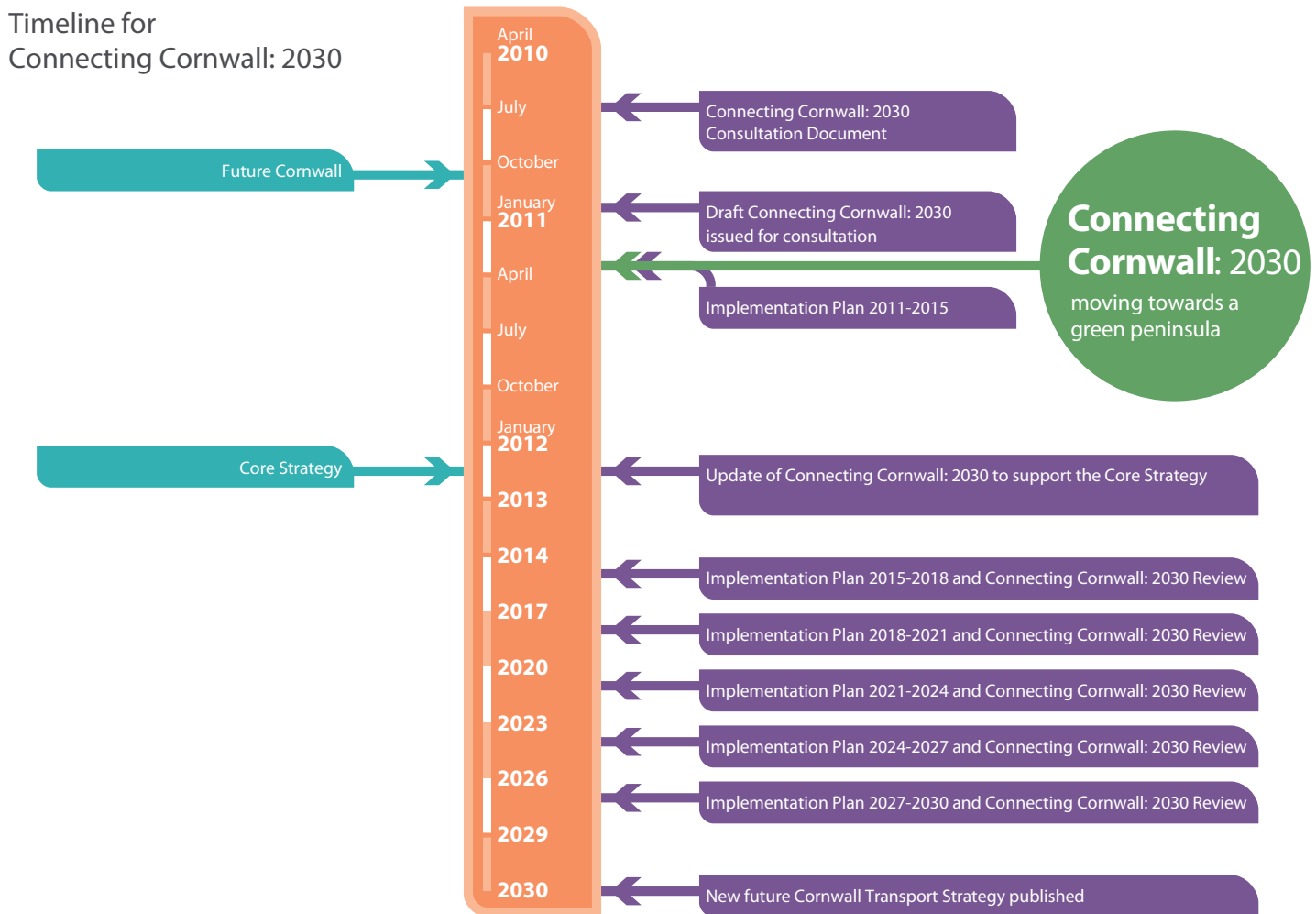
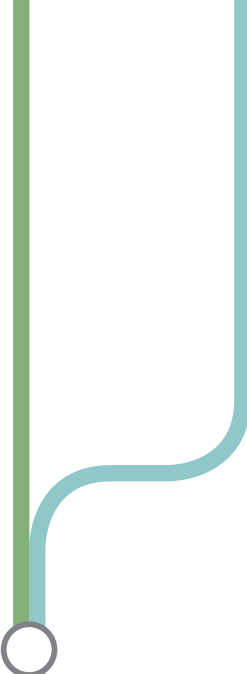


Fig 11 **Connecting Cornwall review dates**




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