



CORNWALL
COUNCIL
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Towards a **Prosperous**
Cornwall 2050

The **Cornwall** **Transport Plan**

Local Transport Plan to 2030



Our vision

Transport in Cornwall will be excellent and carbon neutral. Our transport system will connect people, communities, businesses and services in a way that enhances quality of life, is reliable, efficient, safe, healthy and inclusive. People will choose to travel in ways that will have a low impact upon the environment and other people.



Foreword

I have the pleasure of introducing to our Cornwall residents this new Cornwall Transport Plan to 2030.

After 10 years, we have taken the opportunity with this update of our Cornwall Transport Plan to review the choices our residents and their communities make on how they travel around Cornwall for work, leisure and to access services.

Cornwall Council has invested heavily in numerous successful transport improvements over the past 10 years but the next 10 years will see a substantial change in our approach as we embrace the popular 20mph town and village zoning Manifesto pledge and build on this with the themes of Quality of Life, Connectivity, Sustainable Economic Prosperity and to be Carbon Neutral by 2030.

The car will continue to be an important part of our transport mix and we aim to support the transition from hydrocarbons to electric power.

The Cornwall economy has been adversely impacted by the Covid pandemic and we face environmental challenges. This Plan responds to these challenges and supports recovery.

Quality of life

Building on the 20mph zoning policy we want Cornwall to be inclusive and a place where people freely choose to walk, cycle, and use public transport. To strike a balance between the car and roads where people live. A modal shift from the car first to the person first. To deliver safer and more enjoyable village and town streets and to support a healthy environment for lifestyle, wellbeing, work and protection of our Cornish heritage and culture.

Connectivity

We aim to have a substantially improved and joined up public transport network. There must be transport access for all, regardless of age, location or income that is efficient, comfortable, and simple to use whether for leisure, work or to reach services.

I look forward to integrated smart ticketing being introduced that combines buses and trains into a single connected travel route between accessible points anywhere in Cornwall.

Climate change

The current estimate is that transport causes 27% of Cornwall's greenhouse house gas emissions. Cornwall Council has made a commitment to be carbon neutral by 2030 and this aim has a strong emphasis in and is a cross-cutting theme throughout the new Plan.



Transport philosophy

This Plan incorporates a substantial change in the philosophy of Local Transport modelling.

The old model was Predict and Provide. This tried to forecast vehicle and transport needs and then provide capacity to suit. It has led to a cycle of delivering additional capacity leading to additional traffic and thus more capacity being required. That model assumed the supremacy of the car and it delivered more pollution, noise, high risk of injury to pedestrians and it has degraded our community environment and sense of place.

The new model is to Decide and Provide. The new policies require the Council to agree with our towns and villages what they want and to plan for achieving it. For example, to deliver safer and more enjoyable places and to support healthy environments for lifestyle, wellbeing, work and protection of our Cornish heritage and culture.

The way forward

A new era in transport policy is proposed. It is the process by which we support our Cornwall communities to have an improved quality of life, accessibility and to support a resilient economy. It will be a significant part of delivering our localism agenda with transport at the heart of our public services and daily lives. These principles are being adopted now.

I am pleased to have been able to work with our highly talented Transport Officers on compiling this Cornwall Transport Plan and I thank them for the enormous skill and effort they have put into its drafting.

Cllr Philip Desmonde

Cabinet Member for Transport
September 2021

A new era in transport policy is proposed. It is the process by which we support our Cornwall communities to have an improved quality of life, accessibility and to support a resilient economy.

Raglavar

Lowen ov vy dhe gomendya dh'agan anedhysi Kernow an Dowlen nowydh Karyans Kernow bys 2030.

Wosa deg bledhen, ha'n nowedhyans ma a'gan Towlen Garyans Kernow, y kemersyn an chons a dhasweles an dewisyow a wra agan anedhysi ha'ga hemenethow a fatel wrons viajya dres Kernow rag oberi, rag omlowenhe ha rag kavos gonisyow.

Konsel Kernow re gevarghewas yn feur yn lies gwellheans karyans sewen dres an deg bledhen eus passyes, mes y fydh y'n deg bledhen a dheu chanj meur y'gan fordha oberi, ha ni owth adoptya an arwostel gerys-da Derivadow a ranndrevow a ugens mildir an our, ha drehevel warnodho gans an themys a Nas a Vewnans, a Junyadewder, a Sewena Erbystethek Sostenadow, hag a vos Karbon Niwtral erbynn 2030.

An karr a wra pesya bos rann bosek a'gan dewisyow a garyans, ha ni a vynn skoodhya an tremenyans dhyworth hidrogarbons dhe nerth tredanek.

Shyndys re beu erbysiedh Kernow gans an pandemik Kovid, hag orth agan enebi yw chalenjys kerghynedhel. An dowlen ma a worthyp dhe'n chalenjys ma ha skoodhya daswellheans.

Gnas a Vewnans

Ow trehevel war an polici a ranndrevow a ugens mildir an our, y fynny'n ni bos Kernow dalghus ha le may tewisso an dus yn rydh kerdhes, diwrosa ha gul devnydh a garyans poblek. Kavos mantol ynter an karr ha'n fordhow trigys. Kowljanj dhyworth an karr yn kynsa dhe'n person yn kynsa. Delivra fordhow salow ha moy heudhadow yn treveglosyow hag yn trevow, ha skoodhya kerghynnedh yagh rag bewedh, rag sewena, rag ober ha rag gwitha agan ertach ha'gan gonisogeth kernewek.

Junyadewder

Agan towl yw dhe gавos rosweyth karyans poblek yw kesjunys ha gwellhes dres eghen. Res yw bos hedhas dhe garyans rag oll, ny vern aga oos, tyller, na gober, hag yw effeythus, attes ha sempel dhe usya, po rag diskwithans, po rag ober po rag kavos gonisyow.

Govenek a'm beus bos dallethys provians konnyk a doknys ewngemyskys hag a gesun kyttrinyow ha trenow yn hyns viajya unnik ha kesjunys yntra py leow hedhadow pynag yn Kernow.

Chanj an hin

Herwydh an dismygriv a-lemmyn, karyans a gaws 27% a'n dyllansow gas chi gweder Kernow. Konsel Kernow re wrug arwostel dhe vos karbon niwtral erbynn 2030, ha dres an Dowlen nowydh oll poslevys dres eghen yw an amkan ma ha thema treustreghel yw.



Filosofieth karyans

An Dowlen ma a syns ynni chanj meur yn filosofieth modelyans Karyans Teythyek.

Dargana ha Provia o an patron koth. Hemma a assayas dargana edhommow karr ha karyans hag ena provia dalgh dh'aga desedha. Hemma re ledyas dhe gylghres a brovia dalgh keworransel owth askorra daromres keworransel hag ytho res a voy a dhalgh. An patron na a dhesevas gwarthevyans an karr ha delivra moy a dhefolians, moy a dros, ha peryl bras a shyndya kerdhoryon, ha diredhya agan kerghynnedh kemeneth hag omglewans tyller..

An policis nowydh a ergh dhe'n konsel assentya dhe vynnas agan trevow ha'gan treveglosyow ha tewlel towl rag y gowlwul. Rag ensampel, delivra leow moy salow ha moy heudhadow ha skoodhya kerghynnedh yagh rag bewedh, rag sewena, rag ober ha rag gwitha agan ertach ha'gan gonisogeth kernewek.

An fordh yn-rag

Profyes yw oos nowydh a bolici karyans. An argerdh yw may skoodhyn ni agan kemenethow Kernow dhe gавos gnas wellhes a vewnans ha brassa hedhadewder, ha may skoodhyn ni erbysiedh hebleth ha krev. Y fydh elven a vri ow telivra agan towlen leelieth, ha karyans orth kolon agan gonisyow poblek ha'gan bewnans dydhyek. An pennrewlys ma yth eder orth aga adoptya lemmyn.

Lowen ov vy dhe allos oberi gans agan Sodhogyon Garyans fest roasek ow kevernys an Dowlen Garyans Kernow ma, ha my a wor gras dhedha a'n sleyneth hag assay kowrek a's teva orth hy hyns-skrifa.

Kons. Philip Desmond

Esel an Kabinet rag Karyans
Mis Gwynngala 2021

Profyes yw oos nowydh a bolici karyans. An argerdh yw may skoodhyn ni agan kemenethow Kernow dhe gавos gnas wellhes a vewnans ha brassa hedhadewder, ha may skoodhyn ni erbysiedh hebleth ha krev.

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Introduction

This is Cornwall’s Local Transport Plan (LTP) to 2030. We have a statutory duty to have a Local Transport Plan under the Local Transport Act 2008.

The Local Transport Plan is the key strategic policy tool through which the Council exercises its responsibility for the planning, management and development of transport in Cornwall.

We first published the **plan in 2011** and we have refreshed it in 2021/22 in the light of progress and changes that have been made over the last decade. A summary version is also available.

Climate Change challenge

The most pressing issue that has escalated since 2011 is the recognition globally, nationally and locally that there is a climate change crisis and that we need to take bold actions to keep global temperatures below a 1.5°C rise. Cornwall Council has a commitment to be carbon neutral by 2030 – the end date of this plan. At the G7 summit in Cornwall 2021 the Prime Minister announced the Government’s support for Cornwall becoming the first carbon neutral area in the UK. Transport



contributes 27% of the greenhouse gas emissions in Cornwall¹, so this plan has a key role in meeting this commitment. Figure 1 shows how other sectors in Cornwall are decreasing their emissions whilst road transport emissions have changed very little.

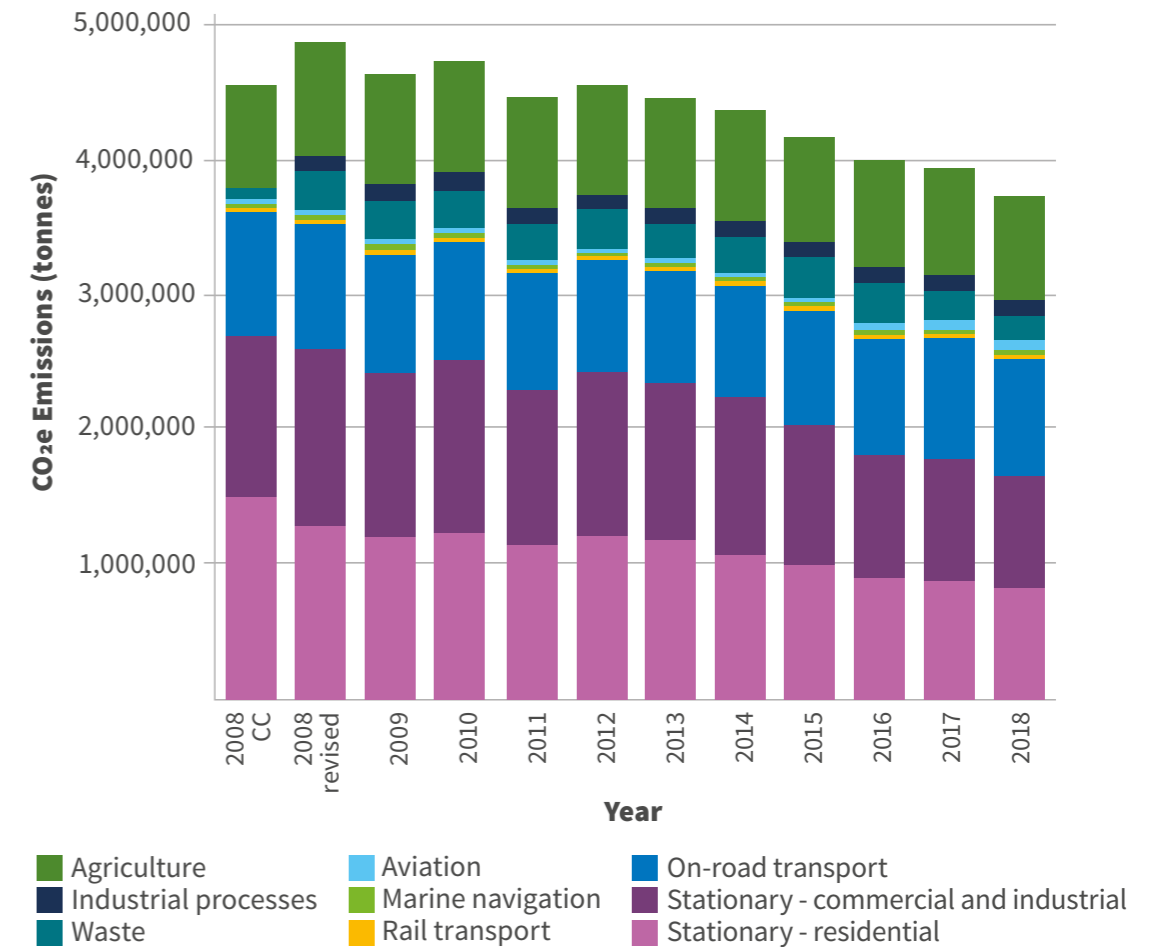
This incredibly ambitious but necessary goal will require a very fast transition from old to new habits as well as radical changes in our transport networks and planning policies. If we are to achieve an 80% reduction in transport carbon emissions by 2030, we cannot rely on a switch to electric vehicles alone. The best-case forecasts (from work that the University of Exeter has carried out for us) show that up to 55% of private vehicles emissions and 47% of HGVs could be saved by 2030 by switching to electric vehicles². This would reduce our transport emissions by 42%. But there are still carbon emissions related to the manufacture and powering of electric vehicles.

Changing travel behaviour will be **one of the biggest challenges** to be tackled in meeting our carbon commitment.

¹ T.A. Mitchell , Greenhouse Gas Inventory for Cornwall and the Isles of Scilly 2009-2018, University of Exeter, April 2021

² D Lash, A Norton & T. A. Mitchell , Cornwall Climate Emergency : Pathways to Net Zero, University of Exeter, July 2019, p 29

Figure 1: Cornish Emissions from 2008 to 2018 in CO2 equivalent (all greenhouse gases converted to CO2 greenhouse power factor) by sector. Note the significance and the stability of road transport emissions (in royal blue).



Car use also contributes towards congestion, traffic related injuries and deaths and inactive lifestyles. For many, an electric car will remain unaffordable. So for all these reasons we need to support a range of measures to reach the stretching carbon reduction target.

The scale of the challenge means changes such as making 50% of our daily short trips (under 3 miles) by walking and cycling, office-based workers working 2 to 3 days a week from home as a general rule, doubling the number of bus and rail trips we make, alongside converting 30% of Cornish cars to electric vehicles (see the chapter on tackling climate change for more details).

Changing travel behaviour will be one of the biggest challenges to be tackled in meeting our carbon commitment. People’s behaviours and travel choices are motivated by a number of key factors, namely the capability, opportunity and motivation to change. Understanding these factors and using appropriate policy tools that can be used to influence behaviours will be key to the success of the Cornwall Transport Plan and delivering its transport vision.

Levelling up

The UK government is committed to levelling up across the whole of the United Kingdom to ensure that no community is left behind, particularly as we recover from the COVID-19 pandemic.

This will involve the UK government decentralising power and working more directly with local partners and communities across the UK to regenerate our town centres and high streets, support individuals into employment, improve local transport links and invest in local culture to support local economic growth. New funding streams are also being made available.

Low wages and poor productivity in Cornwall make it hard for businesses and the area to compete nationally and internationally. Local and national transport connectivity is an important ingredient in a healthy economy. The challenge is to do this in a sustainable way so that we also meet our ambitious carbon neutral target.

A new approach: Decide and Provide

Traditionally transport has been planned using a ‘predict and provide’ model whereby we forecast future demand for road transport and then ensure there is enough capacity to meet that demand (and the **2011 Local Transport Plan** was based on this approach). This approach has resulted in a vicious circle of providing more capacity for cars, more cars on the road and then more capacity being built.

We are now in a new era of transport planning where the past cannot predict the future as we grapple with the need to address climate change, adopt rapidly emerging new technologies, and our changing lifestyles in the light of the Covid-19 pandemic.

The refresh of the Local Transport Plan provides us with an opportunity to take the ‘decide and provide’ approach where we agree with local communities the future we want, and then plan to achieve this.

The commitment to be carbon neutral by 2030 sets out the future we want – this plan needs to be ambitious about how we will achieve that.

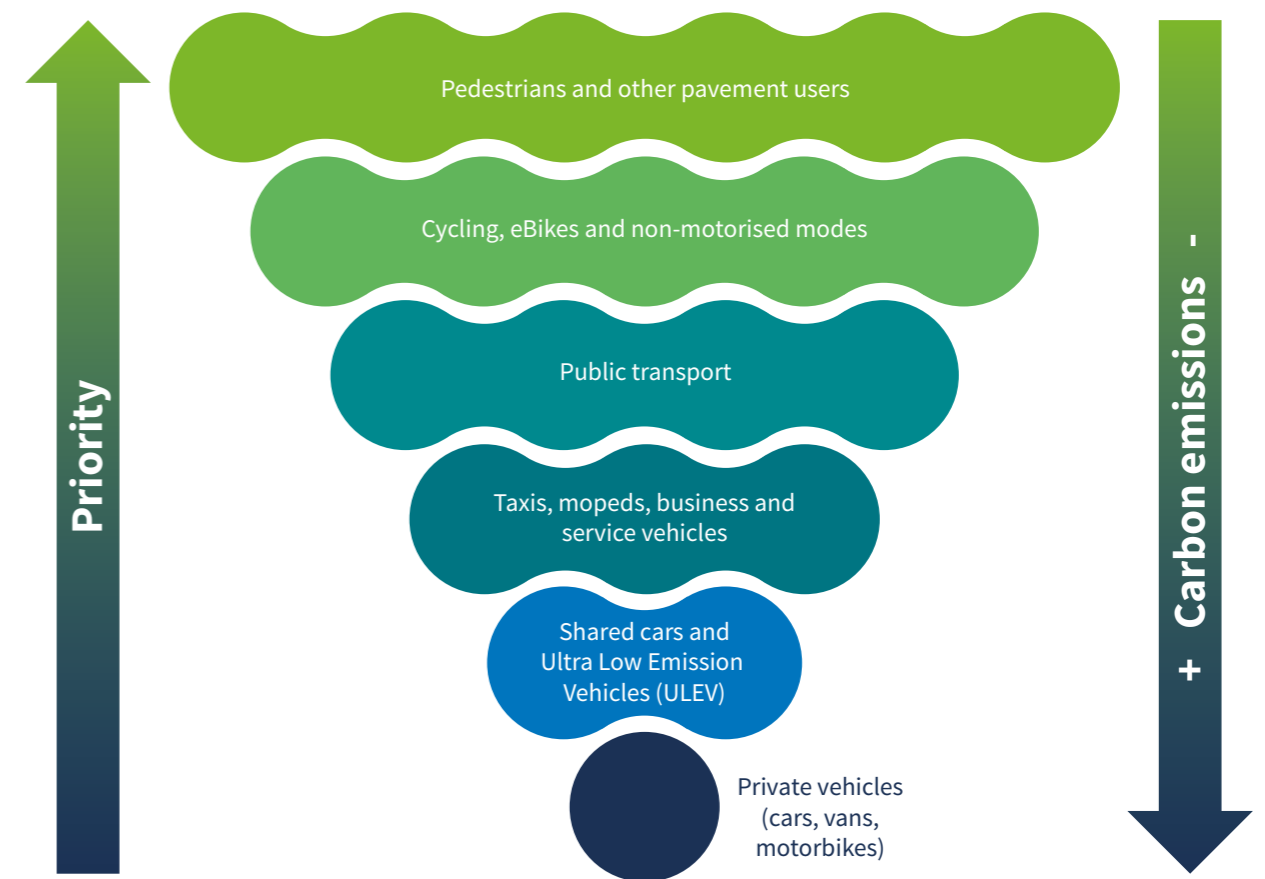
Streets for People

Building on the principles of healthy streets, we want Cornwall to be inclusive and a place where people choose to walk, cycle and use public transport and children feel safe to move around and play. We want to see the growth of green travel choices reducing dominance of the car, promoting equal opportunity, quality of life and thriving economies. A key priority for this Cornwall Transport Plan will be to deliver 20mph limits, in a greater number of streets, towns and villages across Cornwall, where the limit is currently 30mph. 30mph is no longer deemed fit for purpose by the WHO and UN and many Cornish communities agree. Our commitment to expand areas covered by 20mph limits will balance movement and safety by creating accessible, liveable streets for people, not just motor vehicles.

The Modal Hierarchy

One way we will be doing this is setting out a hierarchy of road users putting the lowest carbon emitters at the top. This also reflects much of the hierarchy in the revised Highway Code (January 2022) which gives priority to the most vulnerable road users. We will use this hierarchy to prioritise the users at the top in our transport schemes and decision-making processes.

Figure 2: Modal hierarchy



Strategy and Policy Framework

Transport cannot be planned in isolation to the wider global, national and regional context. Figure 3 shows the inter-relationship between the Cornwall Transport Plan and other policies.

The Cornwall Plan published in 2020 and agreed by the Cornwall Leadership Board, sets a vision for a cleaner, greener Cornwall and a fairer, more inclusive Cornwall. Prosperous Cornwall includes a Plan for our places that will begin to map out how that vision can be achieved. Prosperous Cornwall 2050 is a long-term strategy to help our people and communities prosper so that everyone has access to the spaces and opportunities they need to thrive in whatever way they wish. The Cornwall Transport Plan has an important role in helping deliver this vision and support the Council's four priority outcomes:

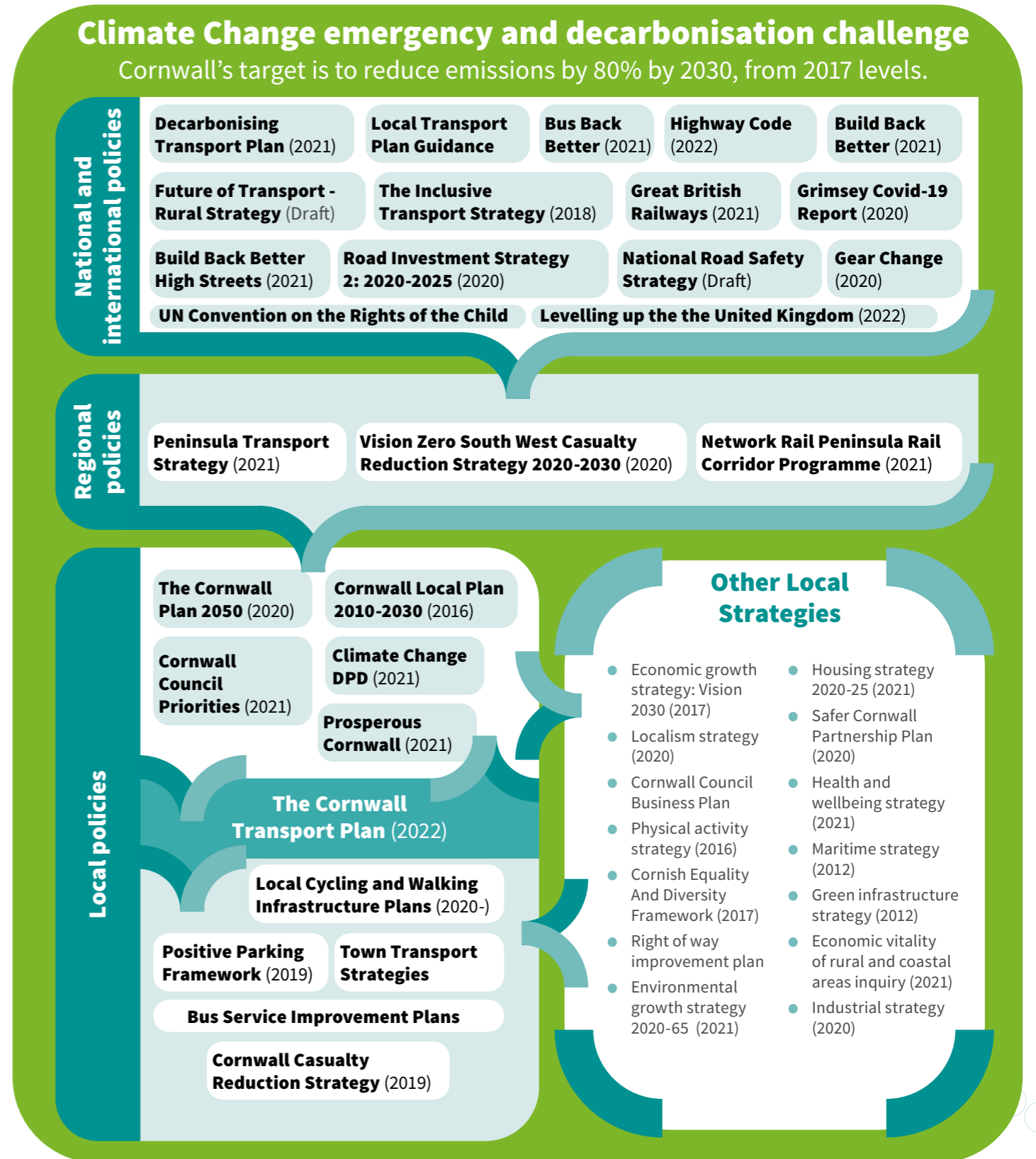
- **A brilliant place to be a child and grow up**
- **A thriving, sustainable Cornwall** that offers a secure home, a decent income and a great environment for all
- **Vibrant, safe, supportive communities** where people help each other to live well
- All supported by our Council - an **empowering and enterprising organisation** that gets it right first time for our customer.

Bus Service Improvement Plans and Local Walking and Cycling Infrastructure Plans

The Government has set out ambitious plans to improve buses and walking and cycling provision with local authorities required to publish their first **Bus Service Improvement Plans (BSIPs)** in October 2021 and to develop **Local Cycling and Walking Infrastructure Plans (LCWIPs)**.

The Cornwall Transport Plan sets the strategy and commitment required to deliver these plans in Cornwall. The BSIP and LCWIPs are required by Government as bidding tools to access the Government's £5bn funding commitment.

Figure 3: Policy context



Challenges and Opportunities

- The resident population is predicted to increase another 10.1% over the next 10 years to reach 631,351 by 2031
- Currently, the over 65s make up 24% of Cornwall's population and this could rise to 29% by 2031
- Nearly two thirds of Cornwall's population live in small, dispersed settlements in areas that are defined as rural
- Cornwall has a unique road network which presents both opportunities and restrictions. E.g. narrow lanes with Cornish hedges equals environmental preservation and difficult to widen to implement cycle lanes/bus routes
- Over two-thirds of the trips we make are less than 5 miles. There is good potential to change a high proportion of these trips to non-CO2 emitting modes of travel.
- Productivity per hour worked is 25% lower in Cornwall than the average for England
- For every pound invested in walking and cycling, thirteen pounds are returned to the local economy.
- High street walking, cycling and public realm improvements have been shown to increase retail sales by up to 30%
- House buying = 7.8 times earnings in England. In Cornwall this figure is 9.0 times

- Cycling contributes £5.4bn to the UK economy per year and supports 64,000 jobs
- The proportion of population visiting the natural environment at least weekly in Cornwall in 2018 was 69%
- 30% of Cornwall is in an Area of Outstanding National Beauty (AONB) and no part of Cornwall is more than 10 miles away from an AONB
- Only 8% of Cornwall's land area is urban or used for transport
- Cornwall Council has made a commitment to a minimum of 10% net gain for biodiversity and seeks to deliver 20% on major development sites
- Keeping physically active can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%
- Physically active people have a 33-50% lower risk of developing type II diabetes
- 20 minutes of exercise per day cuts risk of developing depression by 31% and increases productivity of workers
- Cornwall financially supports around 50% of its local bus network
- In 2020 twenty people died on Cornwall's roads



Cornwall financially supports around **50% of its local bus network**

Progress to date

We are at the halfway point in time for delivering on the objectives of our 2030 strategy.

Since 2011 we have been allocated around £50m of government local transport funding. This has allowed us to secure an additional £300m of funding from bids such as Growth Deal, European Regional Development Fund (ERDF) and developer contributions as shown in figure 4.

Figure 5 shows how the £50m government local transport funding has been spent.

During 2011-2019, scheme delivery focused heavily on investment that supported economic and employment growth due to the funding opportunities available to us at that time.

It is not envisaged that LTP funding will be utilised to the same extent for major economic development infrastructure schemes going forward. Whilst in the last 10 years significant investment has been secured to deliver new roads and build network capacity in order to accelerate housing development and employment growth, now is the right time to change course and steer investment towards road safety, locally important and green travel modes. This is necessary if we are to meet our pledge to be carbon neutral by 2030.

During 2011-2019, scheme delivery focused heavily on **investment that supported economic and employment growth**

Figure 4: 2011-2022 Transport Investment Support by LTP Funding

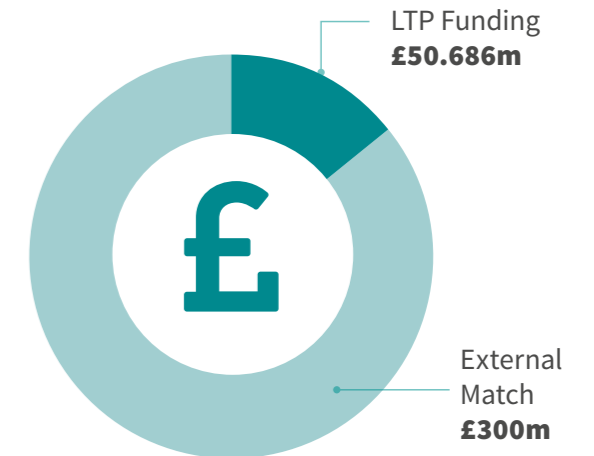
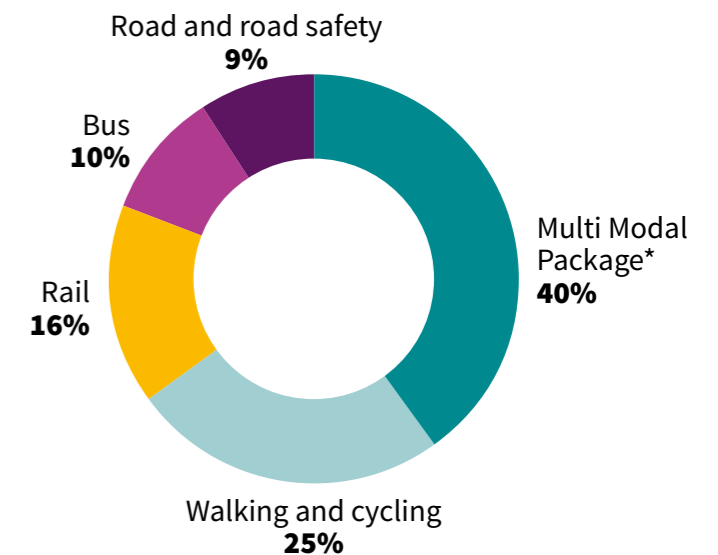


Figure 5: 2014-2022 Proportional LTP Funding Split by Mode



*Multi Modal Package – refers to schemes that could contain various elements such as walking and cycling, bus, rail and other

Now is the right time to change course and steer investment towards **green travel modes and seize opportunities to build a greener future**



What people have told us

We have listened to people in Cornwall and our stakeholders to help refresh the Local Transport Plan. This has included:

- Hearing the views that have already been expressed through surveys such as ‘The Cornwall we want’, the National Highways and Transport annual survey, and town-based surveys
- Understanding the priorities of Cornwall Council and how the plan fits with these
- Inviting a wide range of stakeholders from all walks of life and organisations to input through workshops, surveys and communications
- Hearing from people who deliver transport services
- A public consultation on the draft plan in autumn 2021
- Political engagement through Portfolio holder briefings, Cornwall Council Scrutiny Committee, Cabinet and Full Council.

Key messages that have come out have included:

- The need to address climate change and make Cornwall a more inclusive place
- A desire to see less traffic on our roads and more public transport, walking and cycling opportunities
- Wanting safer routes for walking and cycling including Healthy Streets, 20mph zones and Quiet Lanes.
- A willingness to change habits to address climate change but mixed views on whether people felt they could use their car less and travel by other modes instead, particularly in rural areas
- Wanting value for money public transport fares and tickets
- Wanting improved air quality in our towns and villages
- The value of the Cornish environment
- Improving accessibility for rural communities
- Support for improving electric vehicle infrastructure
- Concerns over the impact of tourists on our transport networks
- Recognition that behaviour change is needed if this plan is to be successful
- People with disabilities need infrastructure and attitudinal barriers addressed to be able to access the services they need.
- Young people are particularly dependent on public transport to be independent, but it can be expensive, confusing, unreliable, feel unsafe and not always accessible.



A **consultation summary report** is available on our website. www.cornwall.gov.uk/transportplan

Our Vision and Goals

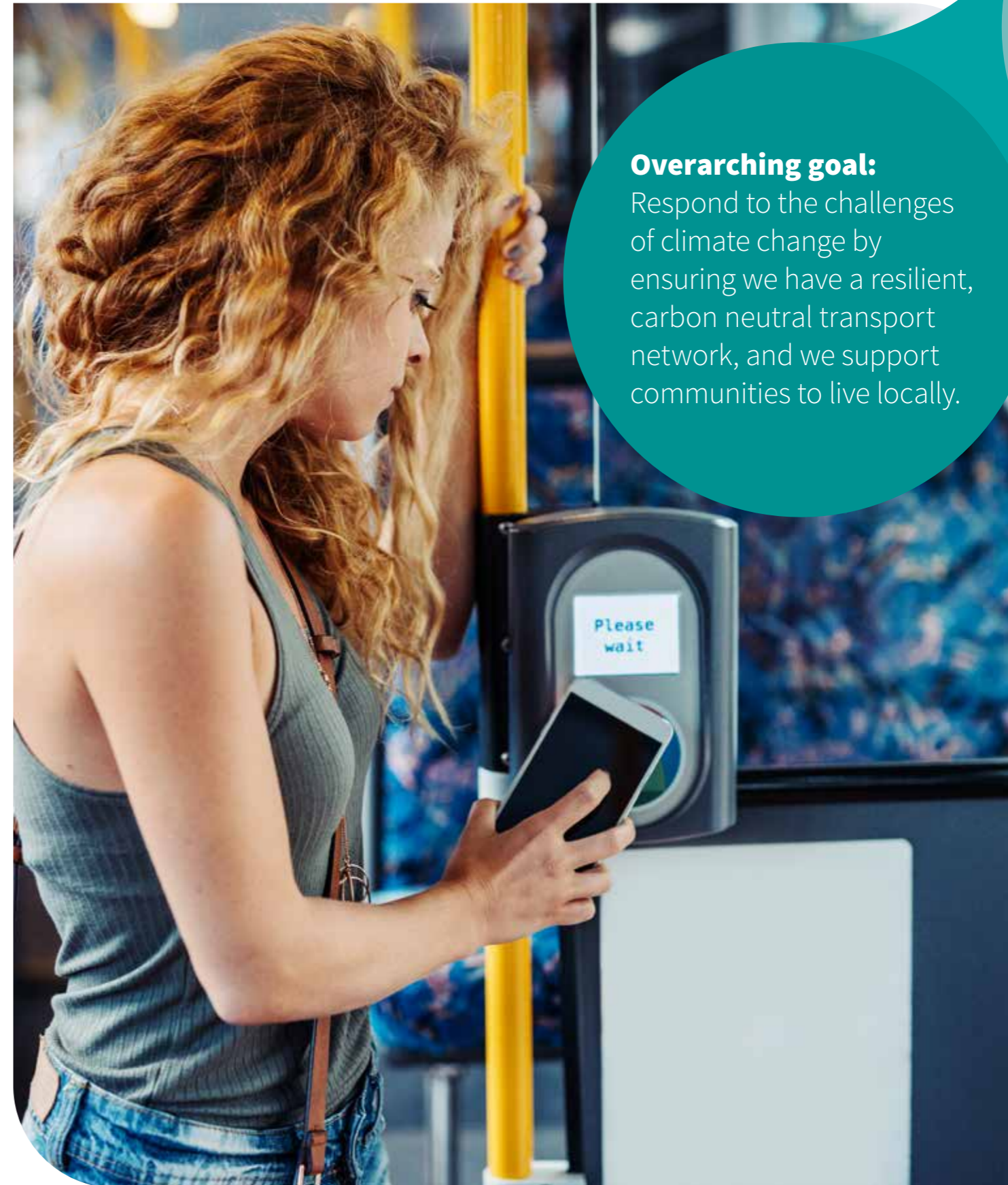
The Cornwall Transport Plan vision is:

Transport in Cornwall will be excellent and carbon neutral. Our transport system will connect people, communities, businesses and services in a way that enhances quality of life, is reliable, efficient, safe, healthy and inclusive. People will choose to travel in ways that will have a low impact upon the environment and other people.

This Vision is underpinned by 6 goals. Transport in Cornwall will:

- 1. Overarching goal:** Respond to the challenges of climate change by ensuring we have a resilient, carbon neutral transport network, and we support communities to live locally.
- Support economic prosperity by improving sustainable transport links for business and access to employment, education and training.
- Respect and enhance our beautiful natural and historic environment through the way in which we travel and deliver transport.
- Support healthy active lifestyles and wellbeing by providing the right facilities and environment for walking and cycling to become the natural choice for short local trips
- Ensure our communities are safer and more enjoyable places to live by reducing the negative impacts of transport.
- Improve access for everyone, regardless of age, postcode, income level or ability and enable them to have a say on transport solutions in their communities.

Overarching goal:
Respond to the challenges of climate change by ensuring we have a resilient, carbon neutral transport network, and we support communities to live locally.



Tackling climate change

Overarching goal: Respond to the challenges of climate change by ensuring we have a resilient, carbon neutral transport network, and we support communities to live locally.

Headline data

- **27% of all greenhouse gas (GHG) emissions in Cornwall are from transport³**, which is the biggest sector ahead of agriculture and industry
- **A reduction of 80% of 2017 emissions levels is needed** to reach our commitment to Carbon Neutrality by 2030. The remaining 20% needs offsetting
- **Petrol and diesel cars** are responsible for over half of the transport GHG emissions in Cornwall
- The best-case forecasts (from work that the University of Exeter has carried out for us) show that **up to 55% of private vehicles emissions and 47% of HGVs could be saved by 2030** by switching to electric vehicles⁴. **This would reduce our transport emissions by only 42%**
- **Cornwall has 700km of coastline**, much of which will be vulnerable to the impacts of climate change

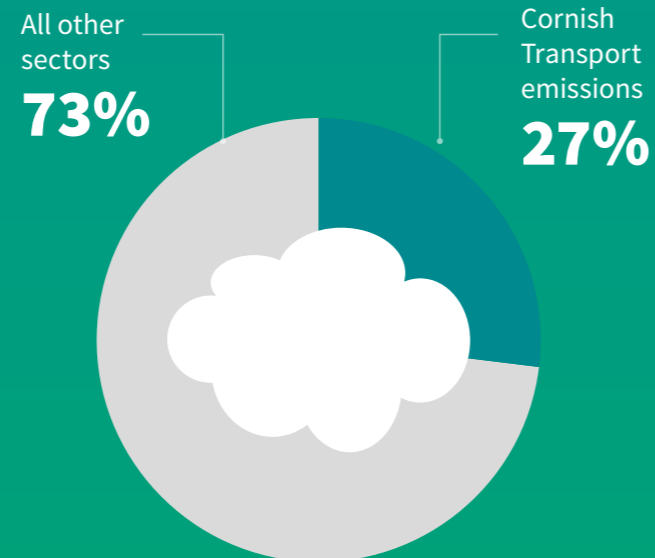


Figure 6: Cornwall's green house gas (GHG) emissions in 2018 and the share of transport emissions, in CO2 equivalent (all GHG converted to CO2)

Why is this important?

Cornwall Council declared a **Climate Emergency** in 2019 which states that Cornwall will achieve a leading position in sustainable living, aiming at an ambitious target of net-zero greenhouse gas (GHG) emissions by 2030. To support this, we have put in place the ambitious **Carbon Neutral Cornwall action plan** and **Environmental Growth Strategy** with a range of measures and initiatives. The Cornwall Transport Plan makes a significant contribution to the delivery of these strategies.

Transport has a leading role to play in averting and adapting to climate change as it is the main contributor to the problem in Cornwall. The next decade will be crucial to reach carbon neutrality and it is important we 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 require drastic changes in transport planning and transport habits.

The community response to the Covid crisis in 2020-2021 demonstrated that some of our transport and work habits could change in an easier way than anticipated when a collective and concerted effort is made.

The scale of the challenge to get transport in Cornwall to a carbon neutral position by 2030 is monumental. The 'do nothing' scenario shown in figure 7, shows that we would only see a reduction of approximately 8% of our transport emissions principally through improved technology and cleaner engines. This scenario would see little investment from central government and industries, and little modal shift towards walking, cycling and public transport usage assuming a lack of investment in those areas.

“ All bus companies should be **under the same ticketing system** ”

Resident, under 19

We are introducing the **'Any Ticket, Any Bus,'** initiative, offering greater convenience and flexibility to use services across all operators.



³ T.A. Mitchell , Greenhouse Gas Inventory for Cornwall and the Isles of Scilly 2009-2018, University of Exeter, April 2021
⁴ D Lash, A Norton & T. A. Mitchell , Cornwall Climate Emergency : Pathways to Net Zero, University of Exeter, July 2019, p 29

Figure 8 sets out an example scenario which highlights the scale of change required in order for Cornwall to reach carbon neutrality by 2030. This would require significant modal shift towards lower carbon modes such as doubling of public transport numbers, and 50% of short trips switching from car to active travel - coupled with 15% of cars and vans transitioning to electric by

2025. This example would see carbon emissions reduced by 80% with the remaining 20% being offset through other measures, such as planting trees. This is just one possible scenario, however. If emissions are not reduced through one measure e.g. less than doubling of public transport use, then another measure will need to achieve an even greater reduction in carbon emissions to counter it.

Figure 7: Do nothing scenario

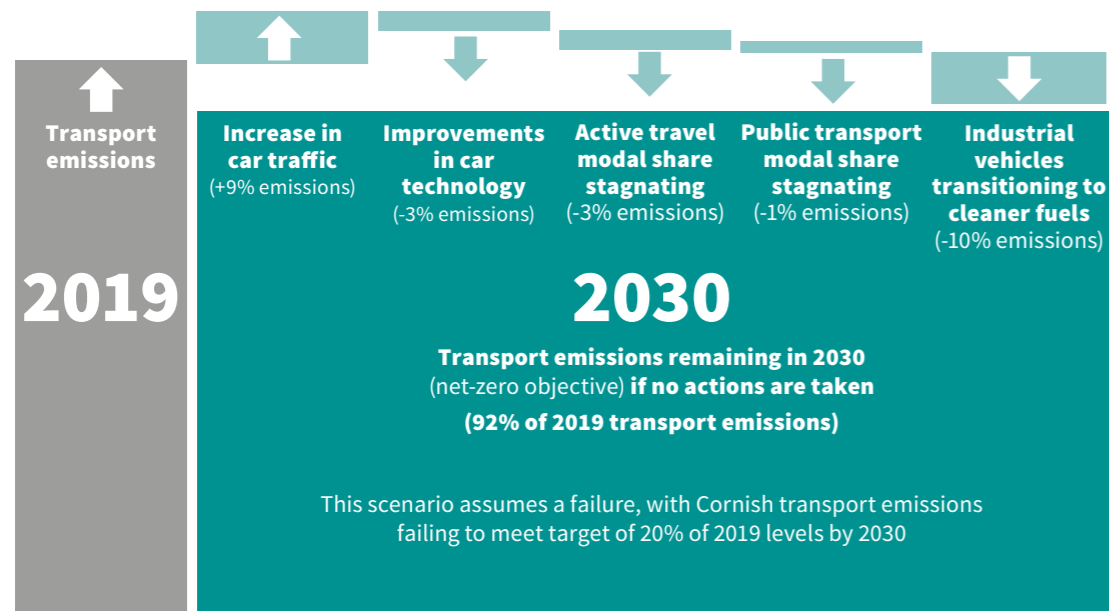
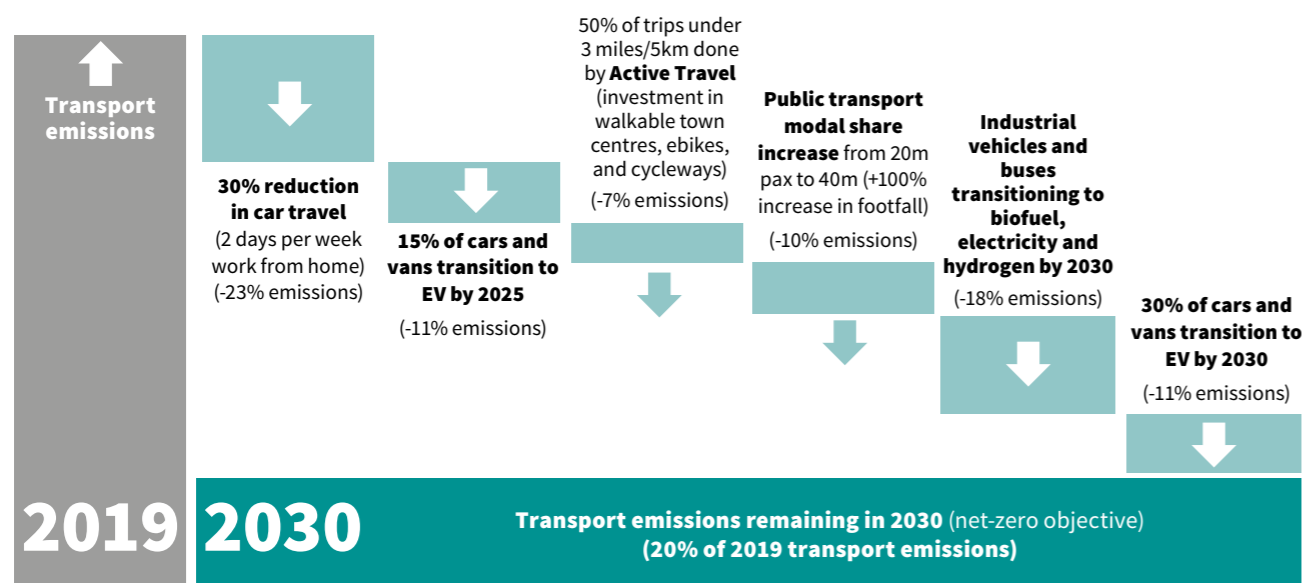


Figure 8: Scale of challenge to reduce emissions by 80% to 2030 – example scenario



As the government and most research bodies recommend, the solution for Cornwall will have to be rooted in the local context and will not be the same as other local authorities. Given Cornwall's dispersed population and rurality the solution will focus on reducing the need to make car trips, and encouraging a shift away from the car for short trips by making towns and villages more walkable and cyclable. Public transport will remain at the heart of the solution providing connectivity between communities, including the more rural areas.

An extensive effort will have to be made in co-operation with the government and stakeholders at a local level to support and facilitate the uptake of alternative fuels for road vehicles, as road transportation will remain the main mode of transport for many, particularly our more rural communities.

The impacts of climate change on infrastructure

Sea level rise and increasing frequency of storms and flooding as a result of global warming will impact on many of Cornwall's towns and villages and put sections of transport infrastructure at risk. We need to review key areas at risk identified in the Shoreline Management Plan and develop appropriate management plans to ensure access is retained to our services, wherever possible.



What have we achieved so far?

In the past decade, we have implemented a series of measures to tackle the climate change and decarbonisation challenges such as:

- Supported significant investment of £35m to upgrade Cornwall's bus fleet with low emission Euro VI buses, the average age across the fleet is now 4 years old
- Delivered park and ride services reducing the number of cars on some of Cornwall's busiest roads
- Worked with the rail industry to upgrade infrastructure and trains to facilitate a half-hourly mainline service
- Worked with Sustrans to deliver a comprehensive programme of behaviour change promoting walking and cycling among children and adults across Cornwall
- Developed the **Cornwall Design Guide** and the **Climate Change Development Plan** Document to ensure that walking, cycling and public transport is at the heart of all new development
- Encouraged responsible use of Cornwall Council cars and invested in a fleet of corporate electric bikes
- Invested in technology to reduce the need to travel by delivering high-speed internet infrastructure with Superfast Cornwall
- Invested in electric vehicle charging and cleaner fuels, by delivering 25% of the current number of electric vehicles charging points in Cornwall in our car parks, and running a successful trial of biogas generation from Council-owned farms
- Working to supplement Cornwall Council's existing 55 charging points by delivering an additional 150 by 2025. Future projects will look into targeting the areas not covered by this early infrastructure

Case Study



Bus companies in Cornwall are now accepting each other's tickets – **'any ticket, any bus'**.

Previously passengers who bought a return or a multi-journey ticket would be restricted to only using the same company's bus services from whom it was purchased but from the beginning of January 2022 they have been able to use the same ticket on any bus operator within Cornwall. Alongside this, all young people under 19 now benefit from half price fares across Cornwall.

These improvements set the foundation for the £23.5m DfT-funded Bus Fares Pilot starting in Spring 2022. This 4 year scheme is the first of its kind in the country and will see bus fares across Cornwall reduced to a more affordable and sustainable level to encourage more people to try the bus and help to address the decarbonisation of transport.

What more can the Cornwall Transport Plan do?

The policies needed to meet our net zero objectives can be grouped in four broad categories:

Reducing the transport demand

Reducing the need for transport is the easiest way to reduce transport emissions. Planning policy such as **The Climate Change Development Plan Document** can help determine the co-location of services, including new homes and employment. Reducing car traffic, the biggest portion of transport emissions, can be achieved by reducing the reliance on private motorised transport to access jobs and services. This can be done in part by the use of technology to allow working, shopping and access to some services from home coupled with a systemic change in our approach to planning development and service delivery, and making towns and villages more walkable, cyclable and accessible by public transport encouraging a move away from the car for short trips.

Switching transport modes to low carbon modes such as walking, cycling and public transport

Key to modal shift is a high-quality public transport network where buses and trains work as one network, complemented by comprehensive walking and cycling networks in our towns and villages. The offering needs to be compelling to use to encourage people to leave their car behind for some of their journeys- particularly shorter trips- and undertake them in a more sustainable way.

To encourage the use of more sustainable transport options, behaviour change campaigns and activities will support our communities in making the switch to low carbon transport options.

Switching to electricity and cleaner fuels

An extensive effort will have to be made in co-operation with the government and local stakeholders to decarbonise road vehicles as quickly as possible, as car transportation will most likely remain the main mode of transport for many of the more rural communities. This can be achieved through encouraging the wider availability of electric charging facilities and alternative fuels in all our communities and the roll out of drastic national policies to achieve a mass transition to cleaner vehicles by 2030. Grid capacity, population density as well as parking space availability will be key constraints to be taken into account while delivering this strategic infrastructure.

Tackling behaviour change

Meeting our climate change targets will require us all to think about the way we currently travel and consider what other options are available to us to reduce our reliance on the private car. Our individual travel choices are the result of various factors and circumstances, from the personal, such as cost, convenience and journey purpose, to wider factors such as the quality and availability of alternatives.

The perceived convenience of the private car means that people don't always consider the true cost of a trip by car including insurance, tax and maintenance costs or the fact that they may be delayed sitting in traffic and contributing to polluting their environment. For certain groups in society changing their travel behaviour can be extremely challenging, for example those with mobility issues or those living in rural areas.

“ A day ticket e.g., Praa Sands to Helston is £9.00... For people on low incomes these fares are unsupportable.”

Resident, unable to drive due to disability

We are introducing a **bus fares trial in 2022 which will provide discounted fares**, making bus travel cheaper and more attractive.



Policies and Proposals

Policy 1: We will support communities to reduce car trips by using the planning process to co-locate services, employment and residential development wherever possible.

Proposals

We will:

- Work with partners to develop proposals that support co-location of services, transport hubs and housing in town centre areas to reduce the need to travel
- Endeavour to ensure all high trip generating developments are to be located in areas with good access to walking, cycling and public transport

- Ensure the design and layout of development sites meet our streetscape design standards and maximises access by foot, cycle and public transport
- Ensure access for deliveries and servicing is considered and opportunities for sustainable freight distribution is maximised where possible
- Ensure planning contributions are sought for transport improvements where appropriate
- Seek to ensure that developers provide robust travel plans that set ambitious targets and report on monitoring and evaluation plans

Policy 2: We will develop and improve the transport network to achieve modal switch by supporting and promoting bus, rail and active travel provision to reduce reliance on private car transport.

Proposals

We will:

- Deliver an integrated transport system offering access to bus, train, ferry and electric bike services, information and payment as part of a single account-based subscription (this is commonly known as ‘Mobility as a Service’ (MaaS))
- Deliver more active travel infrastructure and create the right environment to make walking and cycling the first modes of choice for short trips under 3 miles/5 Km
- Support rural communities to develop low carbon transport solutions such as ebike hire and EV car clubs

- Work with freight stakeholders, neighbouring local authorities and the Peninsula Transport Board to deliver strategic sustainable transport improvements such as rail freight hubs
- Submit an annual Bus Service Improvement Plan (BSIP) to the DfT in partnership with bus operators; this builds on the recent delivery of the One Public Transport Service for Cornwall programme. This will align with the key principles detailed in the National Bus Strategy: Bus Back Better (March 2021). Measures will include:
 - Support bus reliability through the introduction of new technologies and bus priority measures

- Introduce integrated cashless smart ticketing to deliver combined travel between bus and rail
- Provide a high standard of training to ensure excellent customer services and bus drivers who are friendly and helpful.
- Continue to introduce new vehicles that are greener, accessible and well maintained with recognizable branding
- Provide high quality facilities at multi-modal interchanges. These hubs will be modern and comfortable providing an efficient and seamless transfer between services. They will include facilities for cycle parking, ticket purchase and real time passenger information
- Provide clean, attractive and accessible bus shelters and where appropriate, review the siting of bus stops
- Provide high quality and accessible transport information, including real time information
- Deliver the BSIP improvements under the governance of an Enhanced Partnership with the bus operators
- Work with neighbouring local authorities to provide a seamless bus service
- Work with the rail industry to identify opportunities for enhancing the rail network in Cornwall. We will continue to take the lead in the development of the railway in Cornwall by:
 - Investigating opportunities to improve connectivity between Falmouth, Truro, St Austell and Newquay through a dedicated rail service. This will create a high frequency service for these key towns in mid-Cornwall, supporting access to employment and education
 - Seek to secure additional passenger growth through further proposals to increase service frequency and capacity
 - Continue to lobby for more and improved trains throughout Cornwall
 - Continue to support delivery of station improvements where needs are identified
- Improve integration between transport modes to reduce congestion and provide a more reliable transport network. Good interchange facilities are crucial to improving public transport and increasing passenger numbers. Our aim is to improve interchange for passengers so that they enjoy quality facilities in comfort and safety. Passengers will expect reliable, clear information and high levels of customer service. We will encourage and work with transport service providers to:
 - Improve bus, cycle, pedestrian and taxi interchange facilities, where needs are identified, at bus and railway stations
 - Deliver improved pedestrian and cycle connections from adjacent communities and developments to transport interchange points
 - Improve integration between the timetabling of rail and bus services
 - Improve passenger information systems to encourage multi-modal journeys
 - Improve accessibility to transport interchange points
 - Integrated ticketing across bus services and with rail
- Deliver targeted behaviour change campaigns and activities to promote working from home to organisations, encourage individuals to switch to sustainable modes and drivers to turn off their engines while stationary

Policy 3: We will reduce reliance on fossil fuels and support the introduction of low carbon technologies by working with partners in the public and private sector to support and encourage the switch to electric vehicles and other alternative fuels.

Proposals

We will:

- Secure funding to develop a Local Area Energy Plan (LAEP) or equivalent, with stakeholders including energy suppliers, to inform the strategic requirements of transitioning from Internal Combustion Engines to Electric vehicles and other alternative fuels.
- Develop an Electric Vehicle (EV) charging strategy to ensure charging facilities are planned and delivered in appropriate settings to cater for growth in EV uptake, such as on new developments, in car parks, at taxi ranks and on highway

- Invest in new EV charging infrastructure to provide suitable charging options for all, when charging on the go for visitors or near home for residents, particularly in rural communities and places unlikely to be covered by the private charging offer
- Develop an Ultra-Low Emission Bus Strategy to identify a pathway to introduce cleaner, greener buses to the transport network along with the associated charging/refuelling/depot facilities
- Through the regional Peninsula Transport Board, work with the freight industry to reduce their carbon emissions, supporting a switch to lower carbon fuels and efficient logistics and distribution systems that where possible, utilise the rail network, local distribution centres and low carbon modes for deliveries in town centres and neighbourhoods

Policy 4: We will adapt the transport network and services to make them resilient to the impacts of climate change where essential connectivity must be maintained.

Proposals

We will:

- Risk assess those areas of the transport network that are at greatest risk from the impacts of climate change and review investment in infrastructure against the Shoreline Management Plan
- Explore the relationship between more frequent high intensity rainfall events and our highways infrastructure
- Employ materials resilient to the impacts of climate change where possible

Tackling climate change

Outcomes

- Reduction in transport carbon emissions
- A reliable, efficient and integrated transport network
- Less car use and reduced congestion
- Greater uptake of low carbon travel options
- Easier access to alternative fuels
- Less use of fossil fuels for transport
- Less transport related greenhouse gases and air pollution
- Increased awareness of climate change
- Vibrant town and village centres
- Greater use of local services
- Less disruption to the transport network due to infrastructure failure

Achieving net zero is without doubt the **biggest challenge faced** by Cornwall and this Local Transport Plan.



Supporting economic prosperity

Support economic prosperity by improving sustainable transport links for business and access to employment, education and training.

Headline data

- **Productivity and earnings in Cornwall are up to 28% lower** than the national average
- **The number of workless households in Cornwall is 15.3%**, which is worse than the national average
- **For every £1 spent on walking and cycling,** £13 of benefits are returned to the local economy.
- **Walking, cycling and public realm improvements** have been shown to **increase retail sales by up to 30%.**
- Over a month, people who walk to the high street **spend up to 40% more** than people who drive to the high street.
- **One car** takes the same space as 5 people cycling, or 20 people walking, or 12 cycle parking spaces.
- **A fully loaded double deck bus can take 75 cars off the road,** helping to reduce congestion and reduce the impact of transport on the environment.
- Bus commuters help generate **£64 billion of economic output every year**
- On average between 2017 and 2019 **Cornwall had 4.2m overnight visitors each year.** The annual value of these trips was **£1.14 billion.** 2020 saw a large drop in visitors down to 2.4m. Figures are not yet available for 2021 which is expected to be a busy year.
- **A unit of freight carried by rail generates just 24% of the CO2 associated with road transport over the same distance.** This figure can be reduced to 10% with electrification.

£1 = £13

4.2m
£1.14b

10%

Why is this important?

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. 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 more limited transport connections in comparison to other parts of the country. The lack of transport provision and poor connectivity can constrain the growth of our economy; however, it is accepted that transport alone cannot lead to economic growth- there are wider market forces that have determining factors also.

Transport can however bring settlements closer together, link people to jobs, deliver products to market and facilitate supply chains. All these journeys are essential to the economy of Cornwall and the wellbeing of our communities. Unreliable journey times have direct costs on people and business, affecting productivity and efficiency and resulting in significant cost to our economy. The increased levels of traffic in Cornwall due to visitors in the summer already leads to congestion issues on the network and this will continue to exacerbate the problem in the future unless there is a switch to more sustainable forms of transport.

Prioritising investment

Given the challenges of the Climate Emergency, poor health and poor air quality, investment in sustainable transport connectivity is key in facilitating economic growth. Adding additional capacity to the highway network is expensive, does not align with our objectives to address the Climate Emergency and will not help address the wider aims and objectives that this Cornwall Transport Plan will look to achieve. This will mean we will prioritise investment in walking, cycling, public transport, technology including broadband connectivity, low emission vehicles, and protecting the reliability and resilience of our current highway network, rather than continued investment in new highway infrastructure.

The Covid-19 crisis has had a significant impact on travel patterns. The impacts on the transport sector are difficult to determine but are likely to be long lasting, the use of public transport for example will face significant challenges in terms of user confidence. Uncertainty remains with regard to how people choose to travel in the future and what a new 'normal' may look like. This is particularly true for commuting patterns with many working from home or changing the way they work to achieve a better work/life balance.

“ We need to improve our rail links between towns and the rest of the country ”

Resident, aged 20-29

We are continuing the development of **rail improvements** including the Mid-Cornwall Metro project and improvements on the St Ives and Falmouth branch lines.

The way people shop has also changed greatly with the increased prevalence of home delivery and online shopping. Company policies will also impact travel behaviour, with many organisations trying to reduce their environmental impact by reducing business travel and encouraging employees to work from home more often.

Our town centres

Cornwall's town centres will play a key role in recovering from the economic impacts of COVID-19. Not only are they key to the economic vitality of a town and the surrounding area but also act as important areas of public space. The Government sets out a clear approach in Build Back Better High Streets, 'High Streets should be clean, sustainable, welcoming and accessible for everyone – with a focus on green, accessible infrastructure'. Walking, cycling, public transport and public realm enhancements not only improve the environment of town centres but also deliver significant economic benefits. For example high street walking, cycling and public realm improvements have been shown to increase retail sales by up to 30%.

It is important that the Cornwall Transport Plan also supports the vitality of Cornwall's rural economy. And whilst this presents challenges in terms of connectivity there is an opportunity

to work collaboratively with our partners to support rural connectivity, through improved public transport services and integration, electric car club and wheels to work schemes and development of the active travel network.

Car parking is an important traffic management tool and planned well it can positively influence the end point of a journey, how people travel including choosing to use public transport, support access to services and employment, create more pleasant neighbourhoods and communities, and reduce traffic emissions and congestion.

Freight

The movement of goods is a basic principle which underpins economic growth. Given the Climate emergency we must work with partners in the region and private sectors to support and facilitate opportunities for a greater movement of freight by rail and water. We must also explore opportunities for the more efficient movement of goods on our road network to ensure freight movement is as effective and efficient as possible. This could include exploring opportunities for hubs with consideration given to the 'last mile' of movement by sustainable modes of transport.

We have... Invested in technology to **reduce the need to travel** by delivering **high-speed internet infrastructure** with Superfast Cornwall



What have we achieved so far?

- Worked with partners to deliver signal upgrades on the Cornish mainline railway to achieve a half hourly clock face timetable
- Worked with partners to upgrade and refurbish the sleeper service facilities at Penzance railway station
- Delivery of a bus-based park and ride to the East of Truro, since opening the service has removed 180,000 cars per year from Truro's transport network
- Delivery of the St Erth Multi Modal Hub, the creation of a new bus and rail interchange serving West Cornwall including 422 parking spaces, cycle storage facilities, safe pedestrian links and the creation of new habitats. Use of the St Ives branchline has increased by 42% since the hub opened
- Successful delivery of a £115m Growth Deal programme. These projects have unlocked the conditions to deliver 5,527 homes, 9,478 jobs and an increase of economic productivity in the region by £334.1m
- Secured government Housing Infrastructure Funding to unlock significant housing and employment opportunities

What more can the Cornwall Transport Plan do?

- Increase investment in sustainable, integrated and efficient transport options
- Support the economic vitality of our town centres through walking, cycling, public transport and public realm enhancements
- Support rural economies through improving public transport services and infrastructure
- Implement our positive parking framework to better manage the traffic impacts of parking
- Use technology to improve the reliability of our transport network



Case Study

The partnership between Cornwall Council, Department for Transport, Network Rail and GWR has successfully delivered a number of improvement packages which has seen a significant increase in the number of passenger journeys on the rail network in Cornwall.

Enhanced Maintenance Facility

GWR have worked with Network Rail to expand the existing depot to maintain the upgraded Sleeper fleet and additional rolling stock required to provide service improvements on the Cornish mainline which has seen:

- Over 9,000 trains serviced in first 22 months of operation
- 22 new jobs created, including 2 apprenticeships.



Upgraded Sleeper Service

A complete overhaul of the Night Riviera trains has been carried out by GWR to improve the quality and increase the capacity and provide new Sleeper lounges at Penzance, Truro and Paddington which has seen:

- 4% growth in sleeper passengers in first year
- 10,300 users of the Cornish Sleeper lounges in first year.



Mainline Signalling Enhancements

Mainline signalling enhancements delivered by Network Rail to increase the frequency of trains on the mainline and to introduce a clock face timetable which forms the spine of Cornwall's new integrated public transport system.

- Seven extra services a day in each direction between Penzance and Plymouth from May 2019, and a further 5 extra a day from December 2019.



Service Improvements

Additional capacity following the introduction of the IET high speed trains plus the increased frequency provided by the Castle Class trains between Penzance and Plymouth have resulted in:

- Extra 4,000 seats/day on the Cornish mainline
- 25% increase in passengers during summer 2019.



St Erth Multimodal hub

Cornwall Council working with GWR, Network Rail and Highways England have delivered a new multi modal interchange at St Erth to serve both users of mainline and branch line rail services to St Ives which has seen:

- 40% increase in passengers on the St Ives branchline which now carries 30,000 passengers per week.



Policies and Proposals

Policy 5: We will improve the connectivity of Cornwall by working with partners and lobbying for sustainable transport network and service improvements between Cornwall and the rest of the UK.

Proposals

We will:

- Work with partners in the Peninsula Transport Sub-National Transport Body (STB) partnership to lobby central Government, National Highways, Network Rail (and its successor Great British Railways) 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
- Work with our local authority neighbours to develop a regional approach to transport delivery and integration across the region
- Produce a regional transport strategy

- Work with Network Rail and the train operating companies (and their successor – Great British Railways) 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. In order to improve the connectivity provided by the mainline railway, Cornwall will look for improvements to:
 - Deliver more and better trains, including low emission units, for services to Cornwall to reduce journey times, increase capacity and improve comfort
 - Improve journey times and improve the time on the journey to other major cities, and particularly between Cornwall and London
 - Increase the number of services entering Cornwall from London and Bristol in the morning and leaving Cornwall for London and Bristol in the evening
 - Achieve a commitment to the extension of electrification of the Great Western mainline to Cornwall
 - Improve rail infrastructure to enable more freight to be transported by rail
 - Safeguard existing rail freight infrastructure and access to the rail network
 - Continue to promote and support increased rail use
 - Deliver better integration opportunities with bus and active travel modes
 - Addressing potential major resilience issues on the mainline railway

- Work with National Highways to deliver improved connectivity and sustainable capacity enhancements to the strategic road network linking Cornwall to the rest of the UK. In order to enhance the connectivity provided by the strategic road network, Cornwall will look for the following improvements:
 - Safety and reliability improvements to key junctions on the A30 and A38
 - Ensuring that sustainable transport opportunities are delivered as part of any enhancement to the existing trunk road network
 - Working with National Highways to provide safe and efficient connectivity to Cornwall
- Work with the Tamar Bridge and Torpoint Ferries Joint Committee, Plymouth City Council and the National Highways to protect and enhance the bridge and ferry crossings of the Tamar. In order to ensure that an effective crossing is available for the long-term future of the region. We will:
 - Enable planned investment in infrastructure and services
 - Ensure that development of the crossings is informed by and integrated into other strategic plans
 - Ensure that investment is made in the crossing for both maintenance and improvement
 - Provide a clear process to guide the management of the crossings
- Seek to protect and improve the connectivity of Cornwall with the Isles of Scilly. This will be achieved by the Isles of Scilly sea link which is a combination of projects involving the upgrading of the harbours and vessels that together will secure the future of a sea service between Cornwall and the Isles of Scilly

“As a cyclist I see little or no changes around car dominance of the road”

Resident, aged 40-49

We have implemented **town centre pedestrian and cycle priority zone trials** in Falmouth, Truro, Penzance and Bodmin.



- Continue to support Newquay Cornwall Airport in order to improve the connectivity of Cornwall to the rest of the UK – we will do this by:
 - Supporting essential connectivity by continuing to support the London to Newquay Public Service Obligation (PSO) air service and developing further PSO service from Cornwall
- Continue to improve the progress towards carbon neutral airport operations by 2030 – we will do this by:
 - Endeavouring to offset the emissions from domestic flights which contribute towards 7% of Cornwall’s transport emissions
 - Investing in a zero-emission airport vehicle fleet by 2030
 - Full Installation of Solar panels to power the passenger terminal and airport offices
 - Investment in Ultra Low Emission Vehicle (ULEV) or zero emission ground handling equipment and ground servicing equipment for aircraft
 - Supporting zero carbon aircraft testing and route development
 - Further charging points across the airport estate
 - Improving public transport access to the airport and the proposed future development
- Investigating potential improved links from rail to the airport
- Ensuring that the growth does not create unnecessary congestion along routes to the airport
- Working with public transport operators to overcome difficulties of standard bus provision in relation to a dispersed catchment and the timing of flights (early and late in the day)
- Work with partners to protect, enhance and promote ferry services in Cornwall. Ferries provide access to and from many communities which are otherwise severed from essential services and onward connections by waterways. We will encourage and work with operators and infrastructure owners to:
 - Develop the quality and quantity of water-borne transport services within Cornwall
 - Improve the attraction and safety of water-borne passenger transport
 - Upgrade the infrastructure and vessels, including switching to alternative fuels
 - Improve the integration of ferries with other transport services including ticketing
 - Improve the availability and quality of information about ferry services



We will work with partners **to protect, enhance and promote ferry services in Cornwall**. Ferries provide access to and from many communities which are otherwise severed from essential services

Policy 6: Working with partners, we will ensure a resilient, sustainable and reliable transport system for the movement of people and freight through the efficient operation and maintenance of the transport network.

Proposals

We will:

- Deliver our Highways Asset Management Plan for Cornwall
- Prioritise and safeguard walking, cycling and bus on the highway in line with our modal hierarchy
- Prioritise investment in our existing infrastructure and public transport infrastructure on the strategic corridors between urban areas
- We will develop an intelligent transport system. This will enable us to:
 - Provide drivers with real time information about congestion, traffic volumes, journey time, planned and unplanned disruption and car park occupancy
 - Give pedestrians, cyclists and public transport priority through junctions to promote sustainable travel
 - Provide real time travel information through Internet and mobile devices to allow for improved Journey planning to smooth peak travel periods
 - Deliver a traffic signal network that maximises the capacity of the existing road network, including prioritising active travel and public transport modes in urban and residential locations
 - Develop and integrate traffic control technologies to better manage available road capacity

- Look to identify potential rail freight enhancements to the rail network including track upgrades and the reopening of freight facilities where appropriate. Cornwall benefits from a good rail network yet does not necessarily take full potential of the available network. We will:
 - Safeguard land for rail freight where appropriate
 - Work with the industry and partners to explore opportunities to introduce rail freight warehousing with a range of low carbon road vehicles for onward local distribution
- Support programmes to enhance Cornwall's ports, their development and improved access. We will:
 - Support the Cornwall maritime strategy to develop proposals to protect and enhance Cornwall's marine transport links, including links to Plymouth for passengers and freight
 - Promote improved and sustainable access to and from the ports
 - Ensure strategic links to ports are established and maintained to a standard that lets the port operate successfully

- Work with our partners in the freight and road haulage industry to manage the movement of lorries. We will:
 - Continue to develop a joined up strategic and local freight network, providing operators, through the Peninsula Transport Sub-National Transport Body (STB), with consistent information across the region to help them plan their journeys
 - Encourage Heavy Goods Vehicle (HGV) drivers to use the Strategic Freight Network (SFN) and minimise their impact when not using it

- Minimise the impact of HGVs through traffic engineering measures to control or eliminate the movement of lorries in residential areas to enhance pedestrian and cycle travel
- Work with developers and planners to ensure that lorry movement generators are located on or as near as possible to the SFN
- Explore opportunities for road and rail freight hubs and sustainable 'last mile' journeys, such as electric delivery vehicles or E Cargo bikes to reduce the impact of freight movements in our town and village centres

Policy 7: We will work with local communities and the tourism industry to develop transport solutions to support sustainable tourism.

Proposals

We will:

- Work with Visit Cornwall, bus operators and Devon and Cornwall Rail partnership to promote sustainable access to and around Cornwall
- Investigate traffic management solutions and the use of pop-up seasonal park and ride at suitable locations as a tool to manage the impacts of seasonal traffic - where there is a commercial case
- Work with partners through the European funded **EXPERIENCE Interreg project** to support the growth of experiential 'cycle' tourism in the low season to try and spread demand and its impacts on the transport network



Policy 8: We will support the economic vitality and integrity of our town centres through a range of sustainable transport improvements that prioritise access by active travel and public transport

Proposals

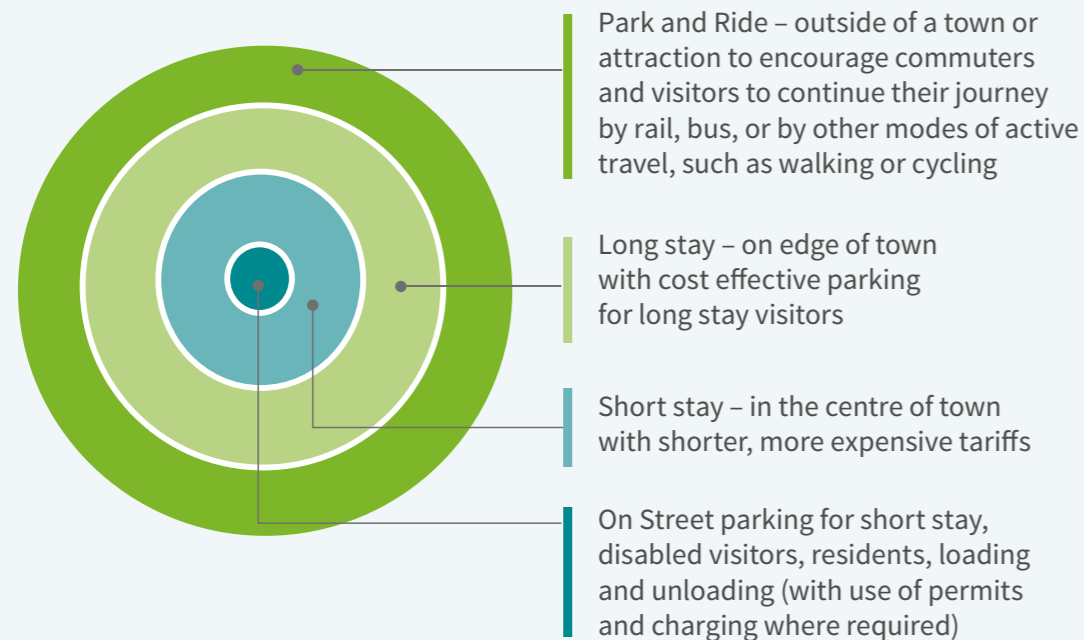
We will:

- Give greater priority to walking, cycling and public transport investment in our town centres
- Where there is community support explore opportunities to reallocate town centre road space to pedestrians, cyclists and public transport users
- Work closely with key groups such as disability representatives, taxi operators and businesses to ensure appropriate access and appropriate facilities for users

- Manage parking through the location, cost and duration of provision through delivery of the **Positive Parking Framework** and using the toolkit of measures set out in **The Traffic Management Parking Policy Statement**. We will:
 - Manage parking based on the ‘onion ring’ approach (see Figure 9)
 - Simplify the number of tariffs available in our car parks using an emissions-based approach, as well as the use of camera technology to enable customers to autopay

- Review and identify suitable locations for on-street charging. (A review of town parking in 2016 concluded that on-street pay and display controls should not be introduced at that time. However, unrestricted on-street parking remains a problem particularly in popular visitor locations and free provision on street can undermine the traffic management benefits sought through managing off-street car parks)
- Adapt car parks to support decarbonisation and modal shift including provision for car clubs, bike storage and electric charging
- Residents’ parking schemes are often controversial and rarely resolve all the parking problems in an area. They are also expensive to implement and run. Therefore we will seek alternative solutions to the issues and only consider residents parking schemes where:
 - There is evidence of traffic management issues that a scheme will resolve
 - There is evidence of local support for the scheme from residents and councillors
 - The scheme is affordable
 - The scheme supports the transport strategy for the area
 - The scheme is enforceable (remote schemes not on existing enforcement routes will cost more for the enforcement service)
 - The scheme will not result in displacement parking (introducing small scale schemes often push the non-resident parking into adjacent streets)
- Consider the use of park and ride facilities to relieve congestion in the town centre/area it serves. We will:
 - Consider permanent park and ride and park and cycle services in selected locations to provide an attractive alternative to the car
 - Consider seasonal park and ride/ cycle facilities to provide visitors with affordable and efficient access to the popular towns and destinations
 - Use park and ride to increase long stay parking provision for the town centre while reducing the impact of cars within the built environment where appropriate
 - Consider making provision for residents and commercial parking in some locations where appropriate

Figure 9: Parking ‘onion ring’ approach

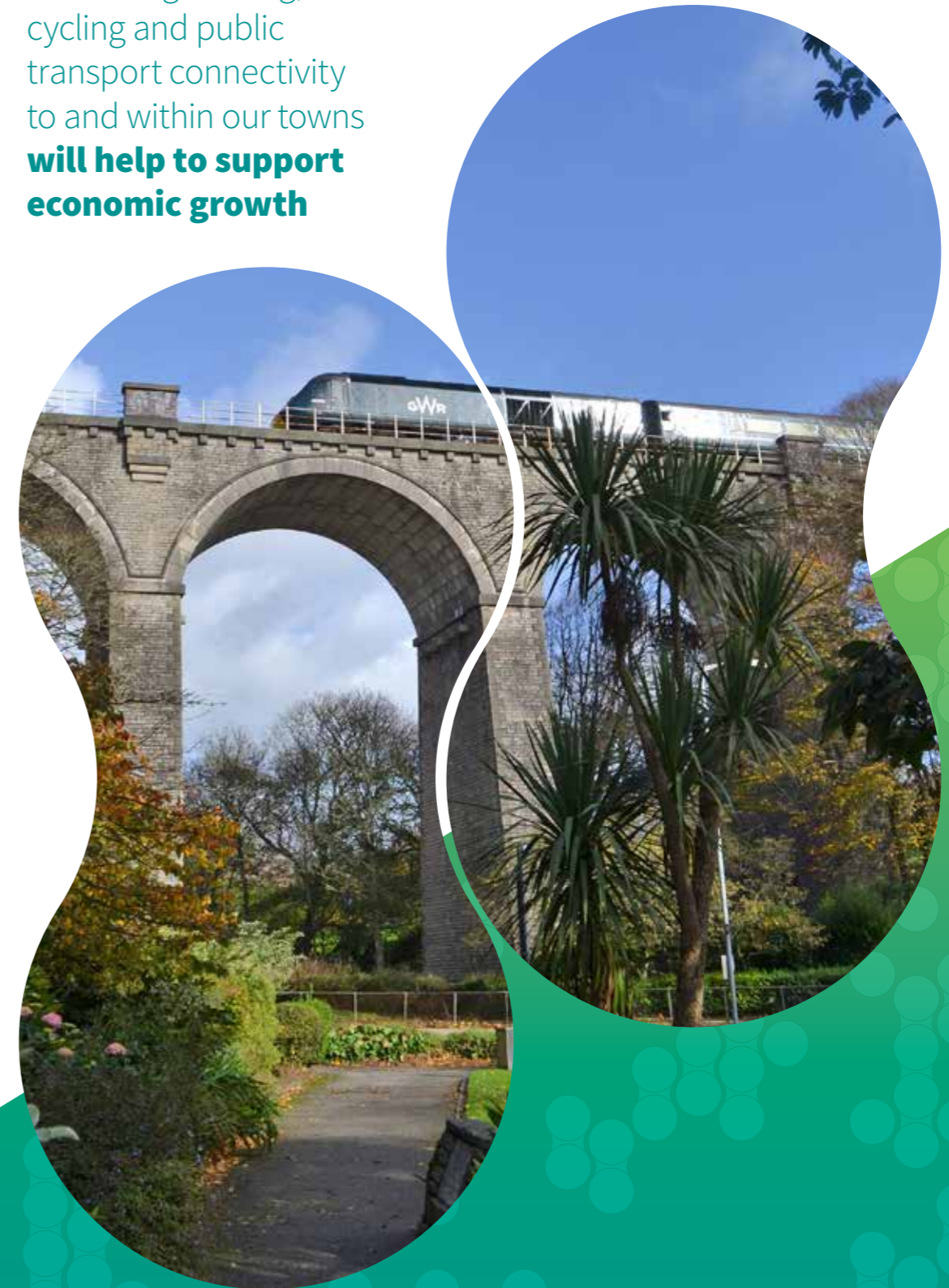


We will consider the use of **park and ride facilities** to relieve congestion in the town centre/area it serves.

How this supports our commitment to be carbon neutral by 2030

- Prioritising walking, cycling and public transport connectivity to and within our towns will help to support economic growth while reducing the reliance on private car travel, therefore reducing carbon emissions
- Effective management and maintenance of our existing transport network through the use of technology will improve the reliability of our network
- Ensuring that active travel and public transport is prioritised as part of the development control process to reduce car dependency
- Delivery of our Bus Service Improvement Plan will see the delivery of a high quality, integrated public transport network, reducing the reliance on private car travel
- Effective and efficient management of freight movement, including exploring opportunities to move freight more sustainably

Prioritising walking, cycling and public transport connectivity to and within our towns **will help to support economic growth**



Supporting economic prosperity

Outcomes

- **Better, more welcoming and vibrant town centres and streets**
- **Improved access to key services by sustainable transport**
- **Improved health in the general population**
- **Better air quality**
- **Less dependency on private car**
- **Less transport related CO2**
- **Less traffic**
- **Less noise pollution**

Respecting and enhancing the environment

Respect and enhance our beautiful natural and historic environment through the way in which we travel and deliver transport.

Headline data

- Cornwall has **4489km of Public Rights of Way** and **over 650km of coastline** – with 9million users of the South West Coast Path in 2019



48,000km

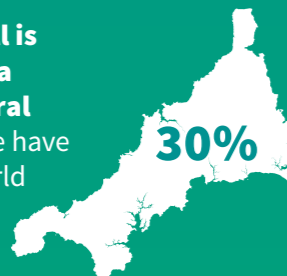
- There are **48,000km of Cornish hedges** along our fields and roadsides supporting an abundance of wildlife

- **69% of people in Cornwall visited nature at least once a week in 2018/19** – with a rise in appreciation of green spaces following the pandemic



- **12% of important species are now threatened with local extinction** or complete loss in Cornwall – and 21 breeding birds, 8 bumblebees and 4 plants have gone extinct in Cornwall since the 1970s

- **Over 30% of Cornwall is designated as an Area of Outstanding Natural Beauty (AONB)** and we have the second largest World Heritage site in the UK



Why is this important?

Our natural and historic environment is one of the key factors that makes Cornwall so special for our residents and visitors: our beautiful coastline, our mining heritage, historic sites, townscapes and landscapes, and a network of natural habitats in our countryside that are home to important wildlife.

It is the foundation of our community and proud sense of place. It supports our prosperity by underpinning many industries. And it is a major draw for tourists. Tourism makes up around 13% of our economy and supports 1 in 5 jobs – with the South West Coast Path (SWCP) alone worth £170m to the local economy in 2015.

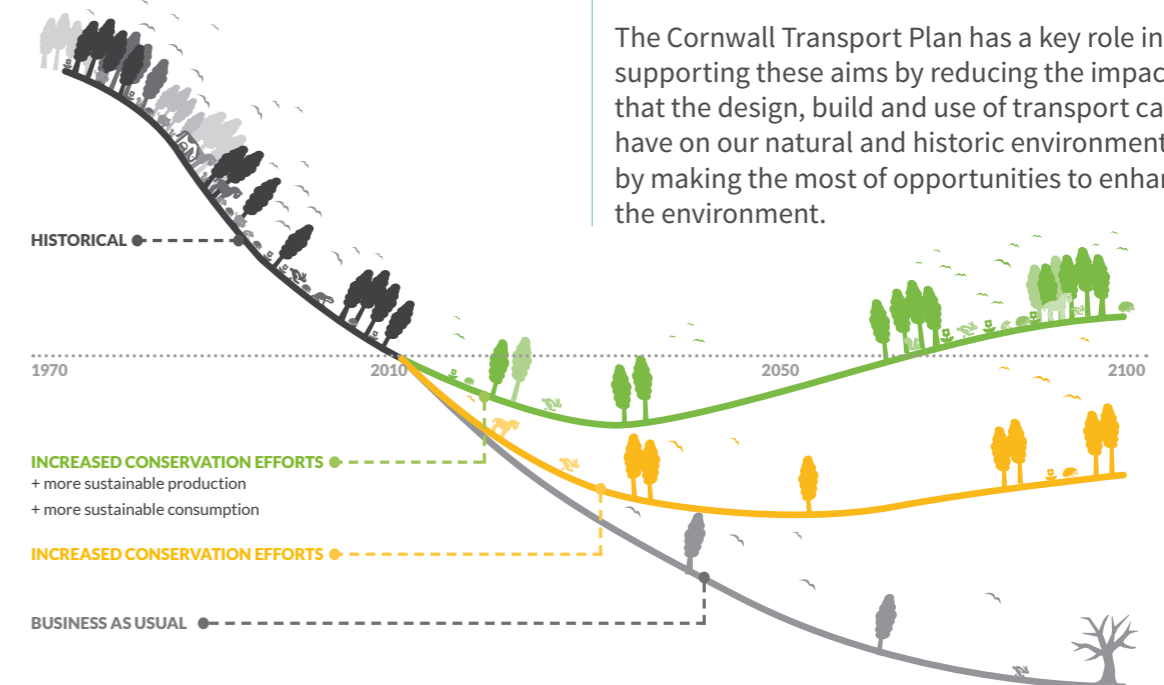
Nature’s health is also interlinked with our own – as a space for recreation, as well as its role in delivering clean air and water, food, flood resilience, and a stable climate by storing and drawing down carbon. A dose of nature has big health benefits - but there are large inequalities in access, especially for children.

But we are in the midst of major environmental decline globally, nationally and locally that extends beyond even the threat of climate change. The great acceleration in habitat demolition and degradation over recent decades is resulting in an ecological crisis prompting Cornwall Council to declare an Ecological Emergency. If not reversed, this could see further major extinctions, greater emissions, food insecurity, water scarcity, disease, and greater flood risks. Extracting raw materials for construction of transport projects also has a dramatic impact on the environment and a high carbon footprint.

The Cornwall Plan:2050 outlines a vision for a cleaner and greener Cornwall, and an ambition to transition to Sustainable Food, Land and Seas. Our **Environmental Growth Strategy** further details our ambition to not just protect but enhance nature – ensuring that there is more of it, and that it is bigger, better, more diverse and more joined up. Our aim is that 30% of Cornwall’s land and seas will be well managed for nature by 2030; and our **Nature Recovery Strategy** will outline where we might build Cornwall’s Nature Recovery Network. Our Heritage Strategy also sets a vision that our historic environment enriches people’s lives as a valued part of Cornwall’s prosperity and distinctiveness.

The Cornwall Transport Plan has a key role in supporting these aims by reducing the impacts that the design, build and use of transport can have on our natural and historic environment and by making the most of opportunities to enhance the environment.

Figure 10: By taking action to grow nature, we can halt the decline in wildlife and support nature’s recovery



What have we achieved so far?

Since 2011 we have:

- Upgraded our entire street lighting stock which has reduced energy use (by 54%), carbon emissions (by 56%), costs (by £27m) and light pollution, whilst maintaining appropriate lighting levels for road safety. This work was commended by the Campaign to Protect Rural England and Dark skies groups
- Provided and promoted new multi-use trails, cycle routes, rail and ferry links to improve sustainable access to our Areas of Outstanding Natural Beauty
- Published our **Environmental Growth Strategy**, which has steered our stewardship of nature and our management of the environment

- Supported nature's recovery, through the early adoption of the Biodiversity Net Gain principle for major transport projects
- Launched **Making Space for Nature** – our award-winning programme enhancing urban environments. The Launceston pedestrian bridge scheme is supporting the delivery of approximately £200K of Making Space for Nature investment
- Initiated a new Urban Verge Rewilding policy in our towns and villages, helping wildflowers to flourish with a new approach to cutting the 65ha of Council-maintained verges
- Integrated nature into new transport infrastructure, such as the Truro Park & Ride sites, allowing declining species to establish and increasing the wildlife value seven-fold at the Langarth site

- Partnered with National Highways to create and restore habitats on either side of the A30 between Carland Cross and Chiverton Cross, connecting 70 habitat areas, planting 13,000 new trees, and restoring orchards, ponds, and hedges
- Updated the **Cornwall Design Guide** and Streetscape Design guide to improve design quality of new buildings and transport infrastructure
- Reduced waste generated by road building and maintenance by recycling building materials

What more can the Cornwall Transport Plan do?

We need to do much more to prevent degradation, loss, and fragmentation of our natural and historic environment. The Cornwall Transport Plan can:

- Incorporate nature recovery and an appreciation and care of our heritage into the planning, design, construction and maintenance of our transport network
- Prioritise managing and improving existing infrastructure over building new infrastructure
- Minimise the use of natural resources, and production of waste and pollution within the transport network



Nature's health is also interlinked with our own – as **a space for recreation, as well as its role in delivering clean air and water, food, flood resilience, and a stable climate** by storing and drawing down carbon

Case Study

The Langarth Park and Ride was opened in 2008 providing 1200 car parking spaces and a 10 minute peak frequency bus service connecting to the centre of Truro. The scheme was designed to deliver environmental growth benefits over and above a standard engineered approach. The scheme:

- Saves 250,000km of car journeys per year
- Saves 317 tonnes of carbon emissions per year
- Saves 1496 tonnes of CO2 through construction by using gravel filled crates rather than asphalt
- The habitat creation and management on the site means that what was once agricultural ploughed fields with a biodiversity value of 5 now has a value of 37 - the same as a site completely covered in mixed woodland



Policies and Proposals



Policy 9: We will incorporate our Nature Recovery Strategy ambitions to protect, enhance, create and restore nature into the planning, design, and maintenance of our transport network.

Proposals

We will:

- Integrate a 10% Biodiversity Net Gain approach for any new major infrastructure, and provide environmental enhancements in minor infrastructure schemes where there is an opportunity – following the hierarchy of avoidance, mitigation, and compensation for losses
- Incorporate natural features into new and existing major infrastructure to boost biodiversity, natural climate solutions, natural flood resilience and broader ecosystem services

- including habitats along wildlife corridors, sensitive lighting for nocturnal species, and green bridges or tunnels that allow wildlife to move
- Explore further opportunities to work with partners, landholders and land managers to support nature and landscape recovery on land adjacent to the transport network
- Ensure sensitive ongoing management and stewardship of natural features, including wilder verge management practices, whilst ensuring we keep routes open and safe for all users

Policy 10: We will incorporate our Heritage Strategy ambitions to protect, conserve, maintain and manage our historic environment and archaeology into the planning, design, construction and maintenance of our transport network.

Proposals

We will:

- Protect historic features, assets and surfaces enhancing their setting, management, understanding and access wherever possible
- Retain and enhance townscape, historic streetscapes and seascape and landscape character wherever possible, building upon and taking a lead from elements of Cornish characterisation in our designs
- Facilitate heritage-led regeneration through

- green and blue infrastructure, including the use of historic routeways (railways, canals, ports, harbours, historic waterways and pathways) wherever possible, recognising the role Cornish distinctiveness and local heritage assets have in creating a sense of place
- Consider the impacts on local character and the historic environment in the design of new schemes, choice of materials and construction methods
- Improve the experience of historic places by reducing the impacts of air and noise pollution and congestion

Policy 11: We will minimise the use of natural resources, reduce waste and pollution and give priority to the maintenance and improvement of existing infrastructure and the development of new sustainable transport infrastructure, over building new roads.

Proposals

We will:

- Prioritise measures for walking, cycling and public transport ahead of building more capacity for cars
- Prioritise Investments to support efficient use of space on existing roads and junctions rather than building new ones
- Support bringing old facilities back into transport use rather than building new ones where feasible

- Minimise the use of natural resources and waste for construction and maintenance, in accordance with the **Resource and Waste Strategy’s Materials Charter** – including endeavouring to reduce primary aggregate resource use in favour of reused or recycled materials
- Follow a hierarchy of avoiding, minimising and mitigating transport-related air and water pollution impacts on our land, watercourses and catchments, and marine environment. Mitigation will include consideration of natural solutions

“ **Planning rules ride roughshod over any green policy.** After infrastructure or housing permissions are granted, greening or trees are dismissed through planning appeals ”

Resident, aged 40-49

“ Tourism brings prosperity but also brings a **huge increase of vehicles** to Cornwall... what can be done about this? ”

Resident, aged 70-79

Our **Climate Change Development Plan Document** (awaiting adoption) will reinforce environmental protection within the Planning Process.

We are continuing to **invest in our public transport infrastructure** to manage the impact of seasonal traffic including the multi modal transport hub at St Erth in West Cornwall and the ‘pop up’ park and ride in Newquay.

How this supports our commitment to be carbon neutral by 2030

‘Natural Climate Solutions’ like wetland restoration, woodland creation, and seagrass protection are an important strand to Cornwall’s carbon neutral ambitions, alongside measures to decarbonise:

- **Mitigation – protecting sinks:** Protecting and enhancing existing habitats which serve as important carbon sinks (like wetland) will protect key carbon stores – whilst their further degradation would emit further emissions. This will be a key consideration of the planning of large transport initiatives
- **Mitigation – creating stores:** Creating and restoring further habitats when delivering transport programmes can help draw down more emissions
- **Adaptation and resilience:** Adapting to climate change will need greater use of natural flood management techniques for adjusting to increased flooding, coastal change, and other potential risks such as drought
- **Ecosystem vulnerability:** Ecosystem health and biodiversity are highly vulnerable to climate change, and so provide a further rationale for climate change mitigation.

Respecting and enhancing the environment

Outcomes

- **Enabling our Nature Recovery Network – boosting local biodiversity, natural carbon drawdown, and better natural flood management**
- **Protected heritage assets that support heritage-led regeneration and local distinctiveness**
- **Preservation of Cornwall’s natural, historic and landscape qualities**
- **Less primary aggregate resource use and less waste from transport schemes in landfill**
- **Better public transport and active travel access to Cornwall’s environment**



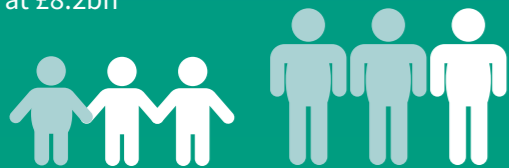
Creating and restoring further habitats when delivering large transport programmes **can help draw down more emissions.**

Supporting healthy active lifestyles and wellbeing

Support healthy active lifestyles and wellbeing by providing the right facilities and environment for walking and cycling to become the natural choice for short local trips.

Headline data

- Physical inactivity is responsible for **1 in 6 UK deaths** and costs the NHS up to £1bn per annum, with further indirect costs calculated at £8.2bn



- In Cornwall, **one third of year 6 aged children are classified as overweight or obese**

- In Cornwall **two thirds of adults are classified as overweight or obese**

- One third of the adult population and half of children and young people in Cornwall **are not meeting national physical activity guidelines**



10%

- 10% of Cornwall's population cycle regularly for leisure** (compared to 14.5% for SW and 12.6% England) and only 3.5% cycle for travel (compared to 6.3% for SW and 6.0% England)

- 59% of Cornwall's population regularly walk for leisure** (compared to 55.1% SW and 47.6% England)

59%

- Walking for travel is considerably lower 17.9%** (compared to 23.5% SW and 24.3% England)

17.9%

- The Government predicts that meeting it's national targets to double cycling and increase walking by 2030 would lead to **savings of £567 million annually** from air quality alone. It would also **prevent 8,300 premature deaths each year** and provide opportunities to improve green spaces and biodiversity

- Cornwall has declared **9 Air Quality Management Areas (AQMAs)**

Why is this important?

Our modern lifestyles are creating significant health problems. Automation, digital technology and widespread use of the private car has led to increasingly sedentary lifestyles and a decline in physical activity levels. Physical inactivity is known to increase the risk of a number of health conditions including obesity, cardiovascular disease, cancer and dementia. The pandemic has also shown that those who are in poor health, overweight or obese are at higher risk of severe illness from COVID-19. People who live in more deprived areas are also more likely to be overweight and obese and experience health inequalities. These health issues have an enormous impact on all our lives and the wider cost to society and business of tackling health problems linked to inactivity is enormous.

UK Chief Medical Officers advise, for substantial health gains, to aim for at least 150 minutes of moderate intensity activity each week (one hour each day for children). This dose of exercise

can reduce the risk of heart disease and type 2 diabetes by 30-80%; lung diseases, stroke, dementia and depression by 30% and falls by 30-50%. Being physically active is also good for our mental health and wellbeing, can help with sleep, improve self-esteem and help manage stress and anxiety. It has also been shown to have wider benefits including improved learning and attainment, increasing productivity in the workplace, the development of social skills and improved social interaction. As we age, physical activity can help us retain physical function, reduce the risk of falls and help to retain independence for longer.

Promoting the wider benefits of walking and cycling to good health, is an affordable and accessible way of tackling the problems caused by inactivity. Especially as many car trips are less than 2km and could be walked or cycled as part of daily routine.

“The volume of traffic at school arrival and leaving times is insane. **Hardly any kids walk or cycle**”

Resident, aged 70-79

We are developing a number of projects to **reduce the impacts of traffic around schools** including 'School Streets'



In recognition of the benefits and opportunities for increasing walking and cycling, health practitioners and community organisations are developing social prescribing programmes to signpost and encourage patients to participate in physical activity. Providing the right kind of infrastructure and environment is vital in encouraging uptake, especially for those who are less confident or new to cycling.

Cornwall's extensive Public Right of Way network plays an important role in supporting physical activity and connecting residents to the natural and historic environment which in itself has significant proven health and wellbeing benefits. However, it is important that we ensure inclusive and ecologically sensitive access to nature.

There is an opportunity to significantly increase active travel both for leisure and utility purposes, building physical exercise into daily trips to school, work, shops and services.

Air quality

Air pollution is a major cause of premature death and disease. The **World Health Organisation** (WHO) has evidenced links between exposure to air pollution and type 2 diabetes, obesity, systemic inflammation, Alzheimer's disease and dementia and the **International Agency for Research on Cancer** has classified air pollution, in particular fine particulate matter (PM2.5), as a leading cause of cancer. A recent **global review** found that chronic exposure can affect every



organ in the body, complicating and exacerbating existing health conditions. A study by Cambridge University also finds a link between long-term exposure to air pollution and the severity with which a person will experience the effects of COVID-19.

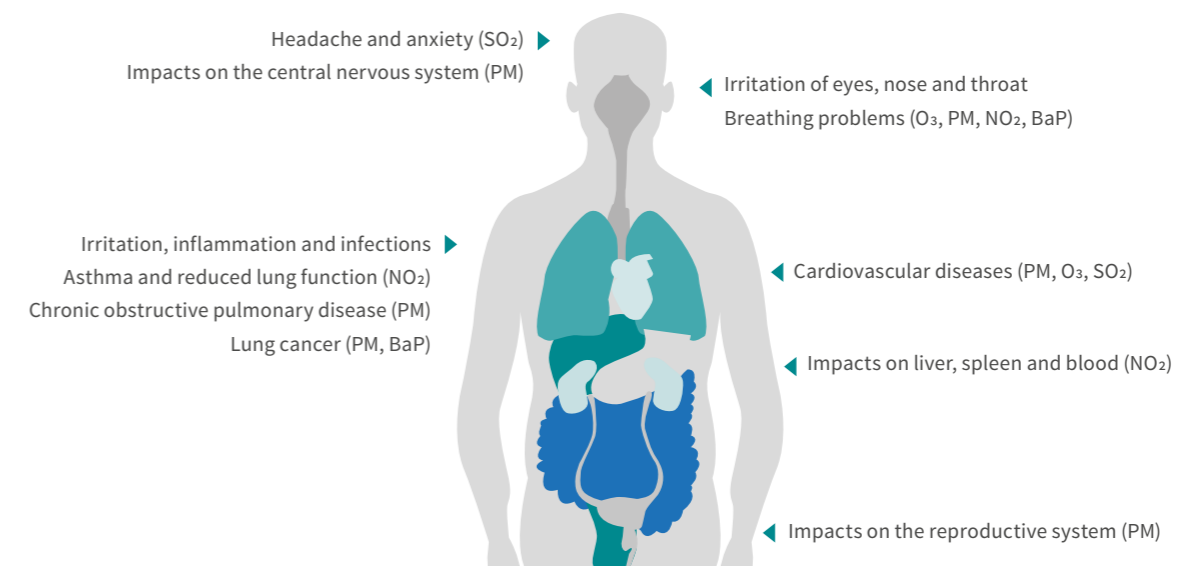
Approximately 40,000 deaths a year in the UK are linked to air pollution and the **UK trails only Italy** when it comes to estimated early deaths from exposure to Nitrogen Dioxide (NO₂). In Cornwall it is estimated there are 200 deaths a year linked to air pollution. Latest estimates by the European Environment Agency (EEA) show that fine particulate matter (PM_{2.5}) continues to cause the most substantial health impacts. The EEA estimates that road transport contributes to excessive concentrations, about 70% for nitrogen dioxide (NO₂) and about 30% for particulate matter (PM). These pollutants don't just stem from exhausts, but also tyres.

The **Clean Air for Cornwall Strategy** was published in 2020 and aims to protect residents from the harmful effects of NO₂ air pollution and maintain good air quality in Cornwall. The strategy also aims to raise awareness of the causes of air pollution and how to reduce impacts.

Whilst air quality in Cornwall is generally very good, there are certain 'hotspots' where standards fail to meet national air quality objectives. **Air Quality Management Areas (AQMA)**s have to be declared in areas where these Government standards are not being met. An **Air Quality Action Plan (AQAP)** is prepared for these areas to target action to improve air quality. Cornwall currently has nine AQMA and given that air pollution in Cornwall is mostly a result of traffic, Cornwall's Air Quality Action Plan is largely focused on reducing car trips and promoting alternative modes.

There is a lack of understanding and awareness among the general population of the impacts of air pollution and that car drivers can be exposed to twice as much pollution as pedestrians. Some simple measures can help such as reducing local trips made by car, using public transport, walking children to school instead of driving and turning off the engine if parked or stuck in traffic.

Figure 11: Health impacts of air pollution



Noise

Noise pollution is a major problem, both for human health and the environment.

A report by the EEA shows that environmental noise, and in particular road traffic noise, remains a major environmental problem affecting the health and well-being of millions of people in Europe. Long-term exposure to noise can cause a variety of health effects including annoyance, sleep disturbance, negative effects on the cardiovascular and metabolic system, as well as cognitive impairment in children.

Many people don't realise noise pollution is an important problem, impacting human health, including theirs. Whilst there are many more premature deaths associated with air pollution than for noise, noise seems to have a larger impact on indicators related to quality of life and mental health. In fact, according to some World Health Organization (WHO) findings, noise is the second largest environmental cause of health problems, just after the impact of air pollution (particulate matter).

Countries, regions and cities are taking a variety of measures to address noise problems. For instance, installing low noise asphalt on roads, using quiet tyres in public transport vehicles, putting more infrastructure for electric cars in cities, promoting active travel like walking or cycling and pedestrianisation of streets.

Providing infrastructure and the right environment

Most streets in cities, towns and villages are multi-functional, not just for moving around by car. They are where people live, work, shop, interact, exercise and access services and where children exercise and play. Yet traffic dominates many of these streets which can impact negatively on our quality of life. It can affect our ability and willingness to build physical activity into our daily routine, the quality of the air we breathe, our risk of being injured or killed in a collision, our exposure to the health impacts of noise and our access to the people, places and services we need. All of these things are important to being able to live well, so reducing transport's negative impacts on our health and creating the right

environment to encourage physical activity has to be a clear priority. Providing the right environment is also important in fulfilling children's fundamental rights to health (article 24 of the UN convention on the rights of a child), leisure and play (article 31) as well as encouraging sustainable travel behaviours from an early age.

Healthy Streets

The **Healthy Streets Approach** is based on 10 Healthy Streets Indicators, which describe the key ingredients for an environment in which people can do the variety of things outlined above in a safe, healthy and enjoyable way. It forms the framework of London's Transport and Health strategy, its Local Plan and many transport interventions in cities, towns and villages around the world.

The Government has invested in a number of borough wide 'Mini-holland' schemes in greater London that have provided interventions modelled on the Healthy Streets approach and using Dutch style infrastructure including cycleways, pedestrian priority crossings, street art and pocket parks and Low Traffic Neighbourhood (LTNs) features.

LTNs minimise the amount of traffic that comes from vehicles using the streets to get to another destination. This is often referred to as 'through-traffic' or 'rat-running'. Private motorised vehicles still have easy access to all homes and businesses without driving directly through the neighbourhood. This opens up networks of streets so people can safely travel through the area on foot, bicycle, by wheeling or by bus. Emergency vehicles can also be prioritised to reach their destinations quicker. In an LTN traffic is reduced by using temporary or permanent barriers called "modal filters". These can include putting up bollards or planters or more permanent features that include trees, benches and cycle parking.

Residents and businesses still have access to the neighbourhood by motor vehicle using different routes, but through-traffic is greatly reduced.

Early analysis of the impacts of the Waltham Forest Mini Holland scheme has shown significant benefits to the local community and economy with a positive uptake in walking and cycling and reduction in traffic.

Case Study

Bodmin growth deal

A major regeneration scheme extending the Camel Trail into the town centre and providing a low-speed, quality public realm creating a better environment for walking and cycling and supporting economic vitality of the town centre. Complemented by behaviour change and engagement activities with the local community. Automatic traffic counters on Dennison Road showed encouraging early results of a 7.4% reduction in traffic volume and 8.7% reduction in average speeds.



What have we achieved so far?

Over the last ten years we have worked with local stakeholders to deliver a range of improvements and initiatives that support healthy active lifestyles. These include new cycle routes, pedestrian crossings, reducing traffic in town centres and promoting cycling in schools. Examples include.

- **Coosebean trail** - a new 1.3km off-road path joining existing off-road routes in Truro between the hospital, Gloweth and Threemilestone, giving cyclists a safe alternative to the busy A390 and walkers a scenic walk through the countryside behind Malabar and off-road access to the city centre
- **Penzance promenade** - a £2.2m refurbishment of Cornwall's only Victorian promenade to improve resilience to storm damage and to provide a quality space for daily exercise and leisure
- **Healthy Streets** - greater pedestrian priority trials introduced in Penzance, Falmouth and Truro town centres, reducing traffic dominance and providing a better environment for shoppers, supporting town centre vitality
- **Launceston bridges** - Two new pedestrian bridges and environmental enhancements in Launceston to reduce traffic and pollution in an AQMA that was declared in 2019
- **Modernising the bus fleet** - 110 Euro 6 buses were added to the supported bus service fleet in 2020, with a specific focus within Air Quality Management Areas (AQMA). The average age of the supported bus service is 2 years old and the standard fleet 4 years old
- **Saints Trails** - With funding support from Highways England (now known as National Highways) Cornwall will be delivering new multi-use trails providing residents in North Cornwall with a new resource for physical activity, connecting them with the natural environment

- **Behaviour change programmes** - Sustrans has delivered a programme of behaviour change activities in Cornwall on behalf of the Council, including:
 - **Active travel** - education and promotion activities in over 60 schools and colleges and a number of large employers
 - **Cornwall's first road closure outside a school** - at Berrycoombe School in Bodmin as part of Clean Air Day 2019, where 76% of respondents who usually drove to school, either walked or used park and stride with their children. The event highlighted air quality problems caused by the school run and that 78% of parents/carers, teachers and residents reported feeling worried or very worried about the health impacts of car exhaust fumes at school drop-off and pick-up times
 - **School cycle tracks** - we joined forces with British Cycling through its Places to Ride scheme to provide nine community cycle tracks in schools throughout Cornwall - dedicated facilities which provide safe environments for cyclists of all abilities



Craig Pedley

What more can the Cornwall Transport Plan do?

The Cornwall Transport Plan can learn from experiences of Healthy Streets and LTN schemes elsewhere and deliver locally appropriate traffic management solutions that reduce traffic dominance, speeds and pollution along with new infrastructure to create a more conducive environment to support active travel and wellbeing. This may require the reallocation of highway space to create more dedicated and safer spaces for walking and cycling. The Healthy Streets approach needs to be at the heart of how we allocate highway space and design places in the future if we are to respond to the health and climate challenges society now faces and provide vibrant, accessible and pleasant neighbourhoods for our residents.

We will continue to work closely with stakeholders and community representatives at an early stage to develop proposals that are shaped and supported locally and appropriate for local conditions.

The development of Local Cycling and Walking Infrastructure Plans (LCWIP's) will help inform and prioritise key walking and cycling routes for future improvement to support connectivity within towns and between communities building on the Public Right of Way network. Reducing speed limits will be critical to creating suitable conditions for walking and cycling and we will ensure our walking and cycling schemes address this in line with Government guidance.

Figure 12: Healthy Streets Indicators



The Healthy Streets approach needs to be at the heart of how we allocate highway space and design places in the future



Designing for accessibility and inclusion

In line with the Healthy Streets approach The Cornwall Transport Plan can ensure that scheme designs consider the needs of all. There will be opportunities to upgrade existing facilities alongside new infrastructure schemes to maximise accessibility for all. By engaging with stakeholders and representative groups and employing the Cornwall Development and Decision Wheel to assess potential impact of schemes on communities and the environment early in the design process we can ensure our schemes balance the needs of all users and appropriate mitigations are put in place where necessary.

Tackling Behaviour Change

Behaviour change is one of the biggest challenges we face in getting more people physically active and achieving our transport net zero target. We will use policy tools and interventions to ensure that our schemes and promotional campaigns take account of what drives human behaviour; and try and address the barriers to increase active travel, improve health and wellbeing and reach our carbon target. As part of this we can provide residents with the opportunity to try ebikes at roadshows or hire them through planned public ebike hire schemes.



E-Scooters

The Department for Transport (DfT) has been running trials of rental e-scooters. E-scooters offer the potential for fast, clean and inexpensive travel that can also help ease the burden on transport networks. The trials will inform government decisions about whether and – if so – how to fully legalise e-scooters. The Council will review the implications of any government decisions and guidance emerging from the trials on future local provision.

“ If cycling infrastructure is considered, the **spacing and visibility is crucial** as many accidents can happen if cycle routes are not given enough space on roads ”

Resident, aged 20-29

We are developing schemes that provide **segregated road space to cyclists** such as the Falmouth Active Streets scheme proposal.

Policies and Proposals

Policy 12: We will support health, wellbeing and quality of life by delivering Healthy Streets improvements in our communities alongside behaviour change activities that together will reduce traffic dominance, the impacts of noise and poor air quality and promote active travel

Proposals

We will:

- Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) to identify and prioritise key route improvements to support connectivity
- Work with local stakeholders and communities to develop Healthy Streets schemes, Low Traffic Neighbourhoods (LTNs) and Mini-holland pilots that support active travel, reduce speeds and traffic dominance and deliver place-based regeneration in line with Government policy and guidance
- Identify opportunities to deliver pedestrian and cycle improvements through Community Network, signalling renewal and highway maintenance programmes
- Provide cycle parking in key locations to support cycling trips and integration with public transport modes
- Review the outcomes of the Government's e-scooter trials and guidance issued to inform any necessary future provision for e-scooters
- Deliver public ebike hire schemes in a sample of towns with a view to rolling out across Cornwall as part of a wider public transport offer and hold ebike roadshows giving residents and businesses an opportunity to try ebikes
- Continue to work with the Public Health team and other partners to increase awareness and deliver targeted information and campaigns promoting the benefits of active lifestyles in the community, schools and workplaces
- Introduce more school street closure trials to increase awareness of, and improve air quality around schools
- Work in close partnership with AQMA groups to identify potential air quality problems and support delivery of the Air Quality Action Plan
- Work with Environmental and Public Health teams to promote the links between health and travel in respect of air quality and wellbeing
- Ensure noise and air quality management strategies are applied in new developments
- Continue to carry out study and investigation work at locations with known transport related air quality problems and seek to implement mitigations
- Improve congestion related air quality through efficient use of road space and appropriate traffic management solutions
- Work with contractors to ensure that air quality impacts from the construction of transport projects are minimised
- Consider using appropriate methods of surface treatment in maintenance schemes to reduce road noise where it is deemed to be of benefit
- Work with our service providers to ensure that, as far as possible, the timing of construction works is not detrimental to those living nearby

Policy 13: We will use the planning process to ensure that development proposals are sustainable and include quality walking and cycling infrastructure with direct links to neighbouring communities, services and transport facilities and integration with existing rights of way network.

Proposals

We will:

- Work with planners and developers to plan new communities and transportation infrastructure that protect people from exposure to adverse traffic noise or poor air quality and to keep noise from road traffic to acceptable levels

- Ensure that all new development is designed to prioritise and encourage people to walk and cycle safely and easily
- Secure developer contributions to help deliver walking and cycling infrastructure improvements linking new developments with existing communities, employment centres, schools and services

Policy 14: We will promote, provide and maintain environmentally sensitive infrastructure and services that enable safe and inclusive access to Cornwall's environment, through active travel or public transport.

Proposals

We will:

- Refresh our **Rights of Way Improvement Plan (ROWIP)**, through which we will manage and invest in our countryside access network to ensure these assets remain open, well maintained, flood resilient and safe

- Ensure that routes are designed and maintained to encourage safe use for the benefit of all, whilst respecting sensitive natural sites and features
- Protect disused railway lines where a future transport use has been identified
- Further involve the community and users in protecting and maintaining our public rights of way and other path infrastructure



We will **reduce** both **noise** and **air quality** impacts from transport

How this supports our commitment to be carbon neutral by 2030

Providing healthy streets and prioritising active travel will not only improve the health and wellbeing of our residents, but will also help us to reduce our carbon footprint and improve air quality. However, to reach Cornwall's net zero carbon target by 2030 the required switch from car to trips by active modes is enormous.

The transport decarbonisation challenge discussed in the 'Tackling Climate Change' chapter highlights the importance of active travel as part of the future transport mix and the need to dramatically increase walking and cycling for local trips from 3% to 50%. There will need to be enormous investment in walking and cycling and behaviour change campaigns both at a national and local level if we are to secure an increase in active travel on this scale. If Cornwall were to achieve a switch to active travel modes on this scale, the economic benefits to society would be significant.



Supporting healthy active lifestyles and wellbeing

Outcomes

- Improved health in the general population
- Lower prevalence of circulatory system related illnesses/deaths
- Improved mental health and wellbeing
- Improved quality of life
- Reduced cost to the Health and Social Care system and employer costs associated with absenteeism
- Better air quality
- Better, more welcoming and vibrant town centres and streets
- Less dependency on private car
- Less transport related CO2
- Less traffic
- Less noise pollution

Supporting community and road safety

Ensure our communities are safer and more enjoyable places to live by reducing the negative impacts of transport.

Headline data

- Department for Transport estimates the true **cost of collisions nationally to be around £33bn a year**
- Since the last LTP was published in March 2011, **213 people in Cornwall have sadly lost their lives and a further 2,332 have been seriously injured**
- **21% increase in anti-social behaviour offences and a 24% decrease in vehicle crime offences** between 2019 and 2020



- **85% of people were satisfied, or very satisfied, with their personal safety at bus stops** (Transport Focus Bus Passenger Survey, 2019)



- **89% of people were fairly, or very satisfied, with their personal safety on a bus** (Transport Focus Bus Passenger Survey, 2019)

- According to DfT figures **the monetary costs of injury and fatal collisions to Cornwall in 2020 were £104.4m**



Why is this important?

The way we travel can have a serious impact on safety and wellbeing. We have a moral and statutory duty to make our communities safe, and in doing so, we can encourage people to become more active and engaged in community life. The updated Highway Code makes it very clear that priority should be highest for the most vulnerable road users.

Traffic collisions, street crime, and antisocial behaviour are all issues that can impact on our quality of life.

In 2020, 20 people died on Cornwall's roads and while this is the lowest number since 2015, this is still 20 people too many. Many more suffered injuries, some serious or life changing. 'Exceeding the speed limit' and/or 'travelling too fast for conditions' were contributory factors in 38% of fatal and 25% of serious injury collisions in 2020.

The perception of safety on our roads is as important to address as the reality. People in fear of their safety may limit, or worse still, avoid walking or cycling which impacts on physical activity, quality of life and social isolation, all of which places a burden on the NHS and health care providers.

Cornwall's aspiration is to work towards **'Vision Zero'** where no-one loses their life or sustains life changing injury using our road network.



What have we achieved so far?

Road Safety

- Speed limit review on A and B roads completed in 2011
- **Casualty Reduction Strategy** refreshed in 2019
- Interim Killed and Seriously Injured (KSI) targets set a 50% reduction by 2030 and performance indicators adopted to measure progress
- **Vision Zero South West** (VZSW) partnership established in 2019. A collaboration of organisations across Devon and Cornwall, all with a shared and vested commitment to cut the number of KSIs in the region to zero
- Multi-agency activity - First multi-agency response with 'A38 Day of Action' through VZSW and Project EDWARD (Every Day Without A Road Death) campaigns supported. Further support will continue for other future local and national road safety campaigns
- Established a multi-agency Speed Compliance Action Review Forum 'SCARF' for escalation and assessment of community speed concerns
- Various local transport schemes have been delivered, many of which improved safety for our communities
- Several key local safety schemes have been delivered as part of our annual safety programme in recent years, including A390 Grampound Road Average Speed Camera system, A39 Barras Moor 3-lane reduction and redesign, A374 Scraesdon highlighting bend with central red hatching and A3047 Treleigh Arms protecting right-turning traffic with a ghost island, amended junction layout and new cycle lane

- Fatal collision investigation process – multi-agency process in which partners share detailed information about fatal collisions. This enables site specific issues to be identified and addressed (where required); and supports wider analysis of fatal collision patterns which directly informs wider practices and policies
- **Safer Roads Fund (SRF)** – In 2018, two roads in Cornwall (A3058 between Quintrell Downs and Summercourt and A3071 between St Just and Penzance) received £3m from SRF funding programme to treat the 50 highest risk local A road sections in England



Case Study

The village of Grampond is severed by a strategic A-road (A390) and is a location where long-standing community concerns of speeding existed.

There were community aspirations to see a bypass delivered, however this was not financially viable. In February 2020, an Average Speed Camera system was delivered in response to these community concerns. Since the system went live:

- Total offence rates between February and December 2020 reduced by 64%
 - 69% of offences resulted in speed awareness courses
 - 6% received conditional offers
 - 1% went straight to court
- Total offence rates continued to reduce during 2021; a 63% reduction when comparing to 2020 data.
 - 50% of offences resulted in speed awareness courses
 - 3% received conditional offers
 - 1% went straight to court

The increase in compliance indicated above represents a significant change in driver/rider behaviour⁷.

⁷ Percentage discrepancies reflect activations by blue light services and where Police have been unable to trace driver.

What more can the Cornwall Transport Plan do?

Road safety is a multi-agency activity; saving lives and reducing harm relies upon good partnership working between highway authorities, emergency services, health, education and enforcement agencies.

20mph Approach, Traffic Calming and Healthy Streets

Between 2015-2019, speed was a contributory factor recorded in 1529 (18%) casualties (all severities). This sadly involved 36 fatalities (11% pedestrian) and 264 serious injuries (3% pedestrian and 4% cyclists).

Speed and the perception of speeding can cause severance in communities, impacting on lifestyle and health choices. These issues can be addressed through a range of tools to encourage positive driver behaviour.

While speed cushions and road humps are still widely used across the UK as a physical measure to control speeding, we acknowledge that their implementation may have negative consequences on air quality, noise and public transport routes. Scheme designs will instead consider principles of healthy streets by implementing measures such as new/improved footways, providing cycle lanes and crossings where affordable. Lower cost options such as village gateways, planters, narrowing appearance of road widths by removing centre lines and providing edge markings, and mobile speed activation signs can work well within communities. We expect technological advancements such as in vehicle speed limiters to over time reduce the need for harsh features.

Lower speed limits can provide numerous road safety, social and environmental benefits which can help promote liveable and healthy streets.

We will support changes of The Highway Code through scheme design, ensuring we harness positive changes to improve road safety for cyclists, pedestrians and horse riders thus supporting a healthy, sustainable and efficient transport system.

A key priority for this Transport Plan will be to **deliver 20mph limits** in a greater number of streets, towns and villages across Cornwall

A key priority for this Cornwall Transport Plan will be to deliver 20mph limits in a greater number of streets, towns and villages across Cornwall, where the limit is currently 30mph. There is a clear empirical relationship between collision numbers and injury severity. At 20mph 90% survive but at 30mph this drops to 60%. Cornwall will develop a rolling programme for 20mph delivery from 2022, and beyond.

A study of the 20mph project implemented in Bristol revealed that 94% of roads surveyed had slowed; with 2.7mph reductions in average speed and estimated casualties avoided per year of 4.53 fatalities, 11.3 serious injuries and 159.3 slight injuries.



Providing an estimated cost saving of over £15 million per year; Over a 10-year period, 20mph speed limits in Bristol will have saved 45 lives, 113 serious injuries, 1,593 slight injuries, saving over £147m. It is also reported that it will save drivers, on average, £50 per vehicle per year on fuel.

Behavioural Change

To achieve the targets and general improvements set out in this plan in terms of climate change, individual health and well-being and road safety, there is a critical need for behaviour change at a societal level. Speeding and drink driving should be regarded as socially unacceptable; however in Cornwall, 9.8% of all KSI collisions (2010-2019) were caused by a drink driver, this is more than any other county in England. Recent collaborative initiatives have included working with families affected by drink drive collisions, as well as a drink driving prevention campaign, 'Lift Legend'.

Cornwall Council will continue to work with partners and stakeholders to develop and deliver effective behavioural change programmes that provide positive outcomes aimed at reducing speeds and collisions.

Camera Enforcement

The deployment of Static or Average Speed Cameras are one of number of speed management tools available to local highway authorities.

Permanent fixtures are not suitable for all locations, but it is recognised that they may play an important role in dealing with a wider range of issues in addition to their primary purpose of reducing those killed and seriously injured through speed reduction.

Cameras are managed and maintained by Devon & Cornwall Police (formerly the Safety Camera Partnership). Principles of reviewing existing sites and agreeing new sites for future deployment have been agreed by partners.

New Enforcement powers

The Government's new walking and cycling strategy includes reference to new enforcement powers for Local Authorities outside of London to enforce the full range of moving traffic contraventions including (but not limited to) bus lanes and gates, mandatory cycle lanes and school keep clears.

These are planned to come into force in 2022. Cornwall Council would need to apply to the Secretary of State to obtain these powers.

Vision Zero South West (VZSW)

In January 2020, VZSW published its first **Road Safety Strategy**, confirming a shared vision for the road network of Devon, Cornwall and the Isles of Scilly to be free from death and serious injury by 2040, with an interim milestone target to reduce the number of road related deaths and serious injury casualties by 50% by 2030 (baseline between 2014 & 2018 inclusive).

Funding has been secured through VZSW to increase enforcement resource within Devon & Cornwall Police across Roads Policing, including additional Roads Policing Officers, No Excuse Team, Speed Detection Officers and Community Speedwatch.

Policies and Proposals

Policy 15: We will improve road safety for everyone in Cornwall and reduce the number of those killed or seriously injured by delivering Cornwall Council's Casualty Reduction Strategy and supporting Vision Zero South West.

Proposals:

We will:

- Continue to implement a programme of route initiatives on existing roads with high casualty rates, led by the evidence that reflects changing trends
- Apply investigation techniques used in the Road Safety Audit process to mitigate identified high risk/harm features
- Continue to implement local safety schemes at identified sites where short-term casualty clusters are evident and identifiable causes can be treated
- Continue to implement network safety schemes (including safety critical) as well as locally requested measures which seek to address local community concerns
- Continue to maintain our roads in terms of safety, sustainability and serviceability, in accordance with the Highway Maintenance Manuals. This includes routine surveillance of the entire road network to identify defects to target the repair of the road surface, drainage assets, road signs and markings as well as carrying out wider road condition assessments
- Work collaboratively with partners of VZSW to deliver a safer road network based on the **'Safe System' approach**, and supporting the delivery of the 'Annual Road Safety Delivery Plans'
- Continue to deliver education, training and awareness programmes based on casualty data and evidence led practice, which is appropriately monitored and evaluated through collaborative partnerships

- Continue to work collaboratively with partners and stakeholders to develop and deliver effective behavioural change programmes that provide positive outcomes for road safety across Cornwall
- Develop a 'users etiquette' for those using shared pedestrian and cycle paths and trails to promote safety

“ Requests for road safety measures are turned down because there is no money, again **policies are meaningless without the necessary resources** ”

Resident, aged 60-69

Working with partners through Vision Zero South West **funding has been secured to increase enforcement activity** through additional No Excuse Teams

Policy 16: We will ensure that speed limits are reviewed, set appropriately and enforced by working with Devon and Cornwall Police and Vision Zero South West, with a focus on delivering a 20mph programme.

Proposals:

We will:

- Ensure that speed limits are reviewed and set appropriately, working proactively with Devon and Cornwall Police regarding enforcement
- Progressively implement 20mph speed limits to control the speed of traffic and protect non-motorised road users, on roads that are currently 30mph
- Review speed limits in-line with changing circumstances
- Assess sites for fixed and/or average speed camera systems through agreed criteria, implementing where funding permits

- Work proactively with partners on the deployment of enforcement resource, such as (but not limited to) mobile camera enforcement and Roads Policing, to identified high-risk routes and in response to sites supported by evidence
- Review future Government policy and changes in camera technology to ensure the Council remain aligned and able to procure the most effective equipment for agreed future schemes
- Continue to work with road safety partners in support of speed awareness initiatives such as Community and School Speedwatch



We will work as part of the Safer Cornwall Partnership in **promoting and supporting schemes designed to manage crime and fear of crime.**

Policy 17: We will reduce the potential rate of crime, fear of crime and incidences of antisocial behaviour related to transport in Cornwall by using established design principles and standards and in collaboration with partners.

Proposals:

We will:

- Work with developers and planners to ensure that crime prevention and the fear of crime are taken into account, by using the principles set out in the **Cornwall Design Guide**
- Promote low speed and traffic-free environments in town centres. The emphasis on future streetscape design will be given to 'low speed environments' in locations of high pedestrian activity; creating an active public space which is important in generating a feeling of security at all times of the day and night
- Work collaboratively to enforce illegal, inappropriate and anti-social parking; and work towards obtaining new powers to enforce moving traffic offences
- Work with partners in public transport to ensure people feel safe when they travel by public transport by:
 - Ensuring public transport is COVID-19 safe in line with Government guidelines
 - Providing a visible presence at bus and train stations where there are increased reports of crime and anti-social behaviour. This will be carried out through the Safer Cornwall Partnership by the Police and Cornwall Council Anti-social Behaviour Team

- Supporting national campaigns to raise awareness of child exploitation. Child exploitation can take place anywhere, but you may be more likely to encounter victims of exploitation on public transport, as this can be used by organised crime groups. These campaigns will support the children's rights set out in **The UN Convention on the Rights of the Child** as well as the Cabinet priority outcome, 'To make Cornwall a brilliant place to be a child and grow up'
- Work collaboratively with bus and rail operators to develop and publish standardised messaging at appropriate times
- Work closely with the British Transport Police in ensuring attendance at local anti-social behaviour forums
- Continue to improve the layout of bus stops and the design of bus shelters to ensure they do not attract crime or anti-social behaviour, particularly in residential areas
- Ensure CCTV and lighting is provided at railway and bus stations where necessary to enhance passenger safety (seeking to obtain any relevant accreditations)

How this supports our commitment to be carbon neutral by 2030

- Being able to travel safely, knowing that the transport infrastructure is well maintained, reducing the fear of crime as well the likelihood of being involved in a collision are all key components that can affect the decisions people make about their travel choices
- Healthy and liveable streets, 20mph speed limits, effective speed management and the deployment of static and average speed cameras all have a vital role to play in improving road safety, by providing an environment in which people want to walk and cycle more; and in reducing vehicle emissions by smoothing traffic flow
- An environment that is safe and that encourages active and sustainable travel choices will greatly support our carbon neutral commitment and improve individual wellbeing

Supporting community and road safety

Outcomes

- **Reduced speeds**
- **Safer communities**
- **Fewer traffic collisions resulting in fewer injuries**
- **Real and perceived barriers to using public transport that relate to crime have been removed**
- **Greater use of sustainable travel options**
- **Less congestion**
- **Less transport related CO2**

“ When at school all children should have **cycle Training courses** ”

Resident, aged 50-59

We are working with the **Bikeability Trust** to ensure every child should have the opportunity to receive **Level 2 Bikeability training**



Supporting equality of opportunity

Improve access for everyone, regardless of age, postcode, income level or ability and enable them to have a say on transport solutions in their communities.

Headline data

- 21% of Cornwall's population day-to-day lives are limited by a long-term health condition or disability, which is much higher than the UK average



- 70% of bus users generally travel by bus because they have no alternative



- 61% of Cornwall's population live in rural areas



- We support 50% of the bus mileage in Cornwall and our new, innovative 8-year Bus Service Contract (commenced 2020) has a total value of £192m



Two in every three households in Cornwall either have no access to a car or have access to one car

Why is this important?

When people are unable to access employment, education or services because of limited transport options, the individual and society lose out. For people who are unable to, or choose not to drive, barriers due to geography, disability, age and affordability can limit the opportunities that are available.

Nearly two thirds of Cornwall's population live in small, dispersed settlements in areas that are defined as rural (ONS 2011). Very few of these settlements have a full range of key services available, making travel an essential part of everyday life for a large proportion of the population. The barriers encountered by people living in rural areas have been magnified by the centralisation of many services, removing them from local communities and relocating them further afield.

Cornwall has some of the highest levels of deprivation in the country. Two in every three households in Cornwall either have no access to a car or have access to one car (Nomis 2021). If the vehicle is used for the majority of the day for travel to work by one member of those households with one car or van, the remaining household members will rely on other modes of transport.

The restrictions brought about by Covid-19 have changed the way that many of us access services. Shopping for groceries online and home delivery for example has broken down some of the barriers to access. However, for people who can't use the internet at home, the move towards online services may have made access more difficult.

Physical barriers to using the transport system can limit access for people who rely on it most. Limiting long-term illness, health problems, disabilities and even just having young children and pushchairs can reduce people's physical ability to travel by public transport that most take for granted. Difficulties with accessing buses and trains can be compounded by inappropriate infrastructure, either at a railway station or a bus stop. Because of this, taxis play an important role in transporting people who find it hard to access public transport services.

Many people with learning disabilities are dependent on public transport, walking or cycling, as driving may not be an option. Learning disabilities vary greatly in nature and severity, and the needs of people with learning disabilities are similarly varied. Aspects of travel by public transport, and in particular, transport information can be difficult to interpret and create barriers.

The response to Covid-19 has changed our way of working, with Cornwall Council collaborating with local councils and communities to develop the best solutions. This experience informed the production of our Localism Strategy, and in January 2021 we launched Localism in Cornwall: The Power of Community. The strategy sets out four principles to unlock the power of the community, of which "enabling communities to be involved in local decision making" and "supporting communities to take action to provide services in their local areas" are directly linked to transport.

What have we achieved so far?

One Public Transport System for Cornwall

A new bus contract started in 2020 using a new method of working, with a single operator and sub-contractor approach. The improvements to the supported bus network have improved access to services in rural areas by adopting a customer-focused timetable, an improved bus fleet and infrastructure at bus stops and stations to support people with mobility impairments.

These improvements include:

- Introduction of 100+ new Euro 6 buses making it the youngest supported fleet in the UK (2yrs old) and giving Cornwall an overall fleet age (including commercial operators) of 4 years old. All new vehicles are low floor for people with disabilities or mobility impairments, low emission vehicles with new livery, some with WiFi & USB chargers
- New service integrations between public and school transport journeys to deliver efficiency and develop student independence
- New services in hard-to-reach areas with some increases in frequency
- Improved integration between rail and bus services
- New electronic ticket machines on all buses in Cornwall accepting contactless payments, mobile tickets, QR tickets, and smartcards
- New website under development to promote bus services and features on offer
- Removal of time restrictions for English National Concessionary Travel Pass (ENCTS) users allowing travel free of charge at any time on most services within Cornwall

Infrastructure improvements have been delivered along some key routes and locations, including:

- Refurbishment of three bus station sites – Penzance (2017), Newquay (2018) and Truro (2018) and 80 new bus shelters installed
- 335 real time passenger information signs, 2400 new timetable cases and 2300 new “Transport for Cornwall” branded bus stop flags being installed across the network

Community Network Highways Scheme

In 2018 we committed to strengthening community networks by giving Community Network Panels (CNPs) an annual Highways Budget of £1m per year. Each CNP decides its own priorities for local transport schemes in their area. So far, the programme has committed to deliver over 500 schemes to help local communities either by providing better access or to increase safety of the highway.

Superfast Broadband coverage

Reliable and fast internet access can reduce the need to travel and improve access to services for people who live in remote areas or find it difficult to get around. Between 2011 and 2020, we have worked with the Cornwall & Isles of Scilly Local Enterprise Partnership, BT, Cornwall Development Company, The Council of the Isles of Scilly and the European Regional Development Fund to install infrastructure for superfast broadband, enabling 251,000 households to connect to superfast broadband (30+ Mbps). An estimated 141,600 households had connected to superfast broadband by July 2020.

Overall, 77% of people surveyed agreed that superfast broadband had helped them or other household members to access goods and services (Superfast Cornwall 2020).

What more can the Cornwall Transport Plan do?

One Public Transport System for Cornwall

We will continue to improve public transport services to support inclusion by building on the One Public Transport System for Cornwall project to provide access to the largest population possible. This will include ticket “interoperability” (which means that you can use any return or period ticket on any bus), a consistent approach to child tickets (all operators charging the child fare until 19 years old) and the bus fares trial (reduced fares on all tickets). The annual Bus Service Improvement Plan will be a critical tool in delivering this.

Local engagement

We will continue the Community Network Highways Scheme programme to allow communities to deliver local priorities, working with them in the development and delivery of local transport solutions.

Connected communities

We will use the planning system to support walkable communities with easily accessible services. We will support ‘rural proofing’ by working with partners to improve sustainable infrastructure, service provision and transport solutions in rural areas.

Promote inclusivity

We will work with children and young people and people with disabilities to ensure our schemes are inclusive for all. We will also assess scheme impacts using the Cornwall Development and Decision Wheel to ensure inclusivity and identify necessary mitigations.

Case Study

Cornwall has been selected by the Department for Transport to work in partnership with Wheels to Work, a not for profit organisation, to roll out loan e-bikes to those in the community that need support accessing employment.

This trial is being rolled out in early 2022 and will help inform a future national campaign to promote e-bikes and their role in improving access.



Policies and Proposals

Policy 18: We will improve access to employment, education, healthcare and leisure with flexible solutions in rural areas and provision of efficient, affordable transport services throughout Cornwall.

Proposals:

We will:

- Ensure that access to services is taken into account when planning, delivering and managing the local public transport, highways, cycle and footway networks
- Work with partners to develop specific accessibility related transport schemes and initiatives where it can be demonstrated that there will be improved access to learning, work, healthcare or other services
- Work with partners to influence the decision making of external bodies, to “rural proof” service delivery and ensure that accessibility and transport impacts are considered when locating and delivering other services and opportunities
- Deliver public ebike hire trial schemes and support car clubs



We will seek to improve access to jobs, healthcare, education and services **by promoting efficient and affordable transport solutions**

Policy 19: We will improve access to public transport and other transport facilities by addressing the physical accessibility of the transport network, including streets, bus stops, stations, car parks, vehicles and information.

Proposals:

We will:

- improve the physical accessibility of public transport and car parks
- encourage and work with service operators and infrastructure providers to:
 - Improve physical access onto public transport, interchanges and waiting facilities
 - Prioritise accessibility upgrades on the basis of frequency of service and patronage in order to meet our commitments under the Equalities Act
 - Address accessibility along corridors to avoid the possibility of people not being able to alight at certain stops due to lack of facilities
- provide clear, accurate and understandable transport information and publicity material with consideration to all social groups and abilities
- continue to work with bus operators and volunteer groups to provide training to drivers on passenger needs and safety in order to enhance the service provided to the public

Policy 20: We will encourage participation in shaping and delivering transport initiatives by working with communities to develop ideas for sustainable transport services and infrastructure in their localities.

Proposals:

We will:

- engage with and support town and parish councils, community network panels and the communities that they serve to deliver the best transport solutions for their local area
- engage and consult children and young people and people with disabilities on the design of transport infrastructure and services
- continue to devolve £1m per year to Community Network Panels to deliver local transport improvements
- work with communities to develop speed watch initiatives
- work with communities to address problematic parking issues, through traffic management and enforcement measures

How this supports our commitment to be carbon neutral by 2030

Social inclusion and sustainability go hand in hand. Providing quality integrated public transport services and the right infrastructure and environment to support active travel will not only ensure our transport system is inclusive but also supports people to make low carbon transport choices.

'Rural proofing' is essential to improve opportunity and reduce isolation but to also reduce the need for long trips by private car to access key services and the associated carbon impact.

Providing local stakeholders and residents with the opportunity to be involved in the development of sustainable local transport solutions will help ensure that they are successful and supported. This in turn will support our carbon agenda.

Supporting equality of opportunity

Outcomes

- **More community engagement in developing transport projects**
- **More communities taking on responsibility for transport services and infrastructure**
- **No operational barriers to using public transport**
- **No physical barriers to using public transport**
- **More independence for vulnerable people including children and young people and people with disabilities**
- **More opportunities for all**
- **Better access to essential services by public transport**
- **Better transport options for people living in rural areas**
- **Less economic deprivation**



We have **invested significantly in Cornwall's bus fleet** including the purchase of over 100 new vehicles.

“ In rural localities **many people will not use public transport** to get them to or from work - usually because they can't rely on the promptness of bus etc. ”

Resident, aged 70-79

Delivering the Cornwall Transport Plan to 2030

How this strategy is delivered

The Cornwall Transport Plan is delivered in several ways:

Implementation Plans (IPs)

Typically a three or four-year plan that sets out the schemes we aim to deliver such as walking and cycling schemes, improvements to public transport (bus and rail), enhanced safety measures and community-based initiatives.

Highways Asset Maintenance Plan (HAMP)

Identifies how we prioritise and make the best use of resources for the management, operation, preservation and enhancement of the highway infrastructure. These principles help inform decision-making to ensure we deliver a safe and serviceable highway network. We have made considerable progress in the continuous development, implementation and use of asset management to target treatment based on a risk-based approach.

Bus Service Improvement Plans (BSIP)

Annual report that sets out the Council's priorities and targets for bus service improvements. A BSIP is required by government to secure future funding to support the development and delivery of local bus networks.

Local Cycling and Walking Infrastructure Plans (LCWIP)

Sets out priority routes and necessary improvements for walking and cycling for Cornwall's key towns. Moving forward LCWIPs will be required to secure government Active Travel funding.

Rights of Way Improvement Plan (ROWIP)

Will manage and prioritise investment in our countryside access network and development of a comprehensive infrastructure network for walking and cycling in and between settlements. It will support LCWIPs.

Partnership working

Working with national transport bodies such as rail and highway authorities, private operators e.g. rail and bus companies, and other interested parties we can develop and deliver schemes that achieve both national and local priorities and shared outcomes.

Policy steering

Transport policies are used to influence and inform planning decisions about how and where development is delivered and what transport measures should be provided as part of the development and the financial contributions required to mitigate any transport impacts.

Bidding and lobbying

The Cornwall Transport Plan and its policies supports business cases and bids for grant funding. It is also important in influencing decisions at regional and national levels e.g. working with partners in Peninsula Transport (the sub-national transport body for the far southwest).

How this strategy is funded

The Local Transport Act 2008, requires us to carry out statutory duties which require a considerable proportion of our capital and revenue budgets. The Council's statutory transport duties are to:

- Maintain the public highway
- Provide a duty of care to the public
- Manage the movement of traffic on the road network
- Provide home-to-school/college transport
- Identify and meet social need for public transport, including publicity of public transport

Core funding provided by central government has reduced over the last 10 years and so securing additional funding to deliver our transport improvements is critical. The core funding and funding streams secured through bids and grants to aid delivery of transport schemes, is set out below.

Core Government Funding

Historically, IPs have been funded through an Integrated Transport Block (ITB) provided by the Government to local authorities. In 2017, Cornwall Council successfully negotiated with the Government to be one of only 5 regions in the UK to pilot the use of business rate income for local transport delivery until 2021. Core funding has amounted to approximately £4m per year over recent years. Whether funding continues to be allocated through business rates, reverts to the Integrated Transport Block funding or similar government grant has yet to be confirmed, but we expect funding to remain at similar levels.

Funding for highway maintenance is allocated according to a needs-based formula which considers factors such as road length, number of bridges and tunnels, and extent of rurality across the county. It is also supplemented on occasion by one-off grants or bids. The process for prioritising



this spending is set out within the Highways Maintenance Asset Plan. The implementation of new or improved infrastructure will have an impact on future maintenance budgets. For this reason, our Highways Service forms part of the wider Transport Service where opportunities to combine essential maintenance with new or improved infrastructure projects is key to providing an effective and efficient service for its users.

Funding from bids and grants

A broad range of government funding pots have been available over the last few years and are continuing to be announced, these include:

- Active Travel Fund - For provision of walking and cycling facilities; both for temporary projects in the wake of the COVID-19 pandemic supporting the re-opening of high streets in 2020 and longer-term projects. Cornwall has secured up to £760k in the first two tranches for town centre Healthy Streets improvements .
- Bus Fares Pilot Cornwall - £23.5m secured to deliver the country's first 4-year reduced bus fares pilot scheme, making fares more affordable and sustainable
- DfT Capacity Funding - £423k secured to support development of Enhanced Partnerships or franchising scheme, and Bus Service Improvement Plans in response to the National Bus Strategy
- Bus Service Improvement Plan (BSIP) funding – bids invited for funding to deliver bus service improvements across the network on an annual basis. Cornwall's BSIP funding requirement for the 3 years from April 2022 is £77m
- On-Street Residential Electric Charge Point Scheme - Grant funding for installation of residential electric vehicle charge points
- Restoring Your Railway Fund – to develop the case for reinstatement of local services and restore closed stations. Cornwall has secured funding for feasibility work to enhance existing passenger services between Truro and Falmouth

- Housing Infrastructure Fund (HIF) – to unlock housing development sites set out in the Cornwall Local Plan through local infrastructure construction and upgrades.
- Towns Fund - part of the government's plan for levelling up the UK economy through sustainable economic regeneration of towns delivering long term economic and productivity growth. A combined sum of £88.7m is secured subject to successful business cases for Camborne, Penzance, Truro and St Ives- of which around 30% is allocated to transport infrastructure projects
- High Streets Fund – to renew and reshape town centres and high streets in a way that drives growth, improves experience and ensures future sustainability - Penzance has received HSF funding
- Levelling Up Fund – infrastructure investment to improve everyday life, support town centre or high street regeneration, local transport projects, and cultural or heritage assets
- Shared Prosperity Fund - will replace EU Structural funding now that the UK has left the EU, to help reduce inequalities between communities
- Peninsula Transport funding- partnership created to transform transport and boost economic growth in the far southwest, creating a Sub National Transport Body (STB). It is developing a regional transport strategy that will support net carbon commitments and guide major transport investment decisions up to 2050. The STB is where we anticipate future funding for major schemes being prioritised and secured for the Peninsula area. DfT funding of £425K has been secured, supported by contributions from the five partnering authorities, to support the STB strategy work

This list is not exhaustive and will change over time to reflect new opportunities. We will continue to identify and pursue these funding opportunities to maximise delivery of Transport improvements.

Developer contributions

New developments often impact upon the local transport network. To help mitigate these impacts, Cornwall Council, as local planning authority, can require the developer to deliver transport infrastructure such as footways and pedestrian crossings or make a financial contribution to deliver wider benefits to the community. The Cornwall Community Infrastructure Levy (CIL) Charging Schedule came into effect on 1 January 2019, meaning that any development granted permission after this date may be liable to pay the levy to help fund a wide range of infrastructure.

Partner contributions

Working with partners often presents opportunities to jointly fund initiatives. We are proactive in working with partners such as the rail industry or Sustrans to deliver improvements to the transport network and services in Cornwall.

By working with our partners and stakeholders we can often develop schemes which deliver against more than one agenda, therefore maximising the funding, viability and outcomes of the scheme.

Revenue Funding

Revenue funding is critical to keeping our infrastructure and services operating on a day-to-day basis. In addition to the capital programme delivered through Implementation Plans, we fund the following through our revenue budgets:

- Highway maintenance revenue covers repair of worn or damaged roads and facilities. In addition, it includes the cost of lighting, footway repair and maintenance such as cleaning drains, grass cutting and salt spreading
- Support of the public transport network including bus services, public transport technologies, waterborne transport and partnerships such as the Devon and Cornwall Rail Partnership
- Undertaking feasibility and design works to develop transport schemes to secure funding for delivery of transport improvements
- Other areas of work that the revenue budget supports including road safety education and awareness, school crossing patrols, and highway development control.



We are proactive in working with stakeholders such as the rail industry or Sustrans to deliver improvements to the transport network and services in Cornwall.

How schemes are prioritised in Implementation Plans

Inevitably, requests for new schemes exceed available funding and/or resource capability. We prioritise schemes that provide the greatest benefit, value for money and deliver a balanced programme.

Scheme Appraisal

All potential schemes are assessed and scored on their impact against the priorities set out below, ensuring consistency, transparency and fairness. Ranking schemes determines priority order based upon the benefits and outcomes to be achieved with the number delivered inevitably limited as a result of budget availability. Schemes are prioritised based on the following.

- Delivers Cornwall Council strategic priorities
- Strong levels of community and political support
- Deliverability (viability and delivery timescales)
- Level of risk associated with land acquisition or statutory approvals
- Affordability including opportunity for match funding
- Detailed design or feasibility undertaken or secured
- Schemes solely focused on provision for private vehicles will not be scored favourably
- Positive alignment with wider Council work programmes

IPs are not static delivery plans. Whilst they set out our known commitments at a point in time, other projects may be added at a later stage as additional funding streams or opportunities are identified.

Some schemes may not be delivered within anticipated timescales for a range of reasons and so the IP will be reviewed regularly in response to changing circumstances. As a result, some schemes may be postponed or abandoned or new schemes added.

With the prioritisation principles approved within this Cornwall Transport Plan, future IPs will be agreed in consultation with the Service Director and Portfolio Holder for Transport and signed off by the Directorate Leadership Team. IPs are also subject to wider reviews including Strategic Environmental Assessment, Health Impact Assessment, Habitat Regulations Assessment and the Cornwall Development and Decision Wheel.

Risks to delivery

The overarching risk is that we do not meet our goal to be carbon neutral by 2030, and further to that, that we do not meet our other transport plan goals. The key risks to deliver against our goals include:

- lack of, and cuts to, transport funding
- changes to national policy or local priorities
- lack of community and political support
- lack of behaviour change
- lack of devolved powers to introduce disincentives to car use

Risk management will be a continuous process and will be managed at strategy, programme and individual scheme level.



Monitoring and review

We are developing a set of transport indicators that will demonstrate our progress towards the delivery of the objectives set out in the Cornwall Transport Plan.

These indicators will be developed to align with The Cornwall Plan, Bus Service Improvement Plan and Local Walking and Cycling Infrastructure Plans.

The areas we intend to monitor include:

- **Public transport patronage, satisfaction and reliability**
- **Walking and cycling levels**
- **Carbon emissions from transport**
- **Air quality**
- **Road safety data**
- **Highway maintenance data**
- **Traffic levels**
- **Access to services, employment and education**

Impact of the Cornwall Transport Plan

The way transport is planned, delivered and managed will have an impact on both people and the environment. A number of assessments have been carried out to inform the likely impacts of the proposals.

Strategic Environmental Assessment (SEA)

As required by law, the plan has undergone a Strategic Environmental Assessment that has also included a Health Impact Assessment. A Habitats Regulation Assessment has been undertaken alongside. These assessments set out the likely significant effects of delivering the Cornwall Transport Plan (and alternative approaches) and any mitigations that are required to offset any significant adverse effects.

The details of the assessments are set out in the accompanying **SEA Environmental Report**.

Cornwall Decision and Development Wheel

The Cornwall Decision and Development Wheel is a tool to assess the impact of our policies, plans and programmes. The wheel has two parts: The first wheel (figure 13) focusses on equality and inclusion impacts. The second wheel (figure 14) focusses on environmental and social impacts. Green represents a positive impact, red a negative impact and grey a neutral impact.

Figure 13: Equality and Inclusion Wheel



Figure 14: Environmental and Social Wheel



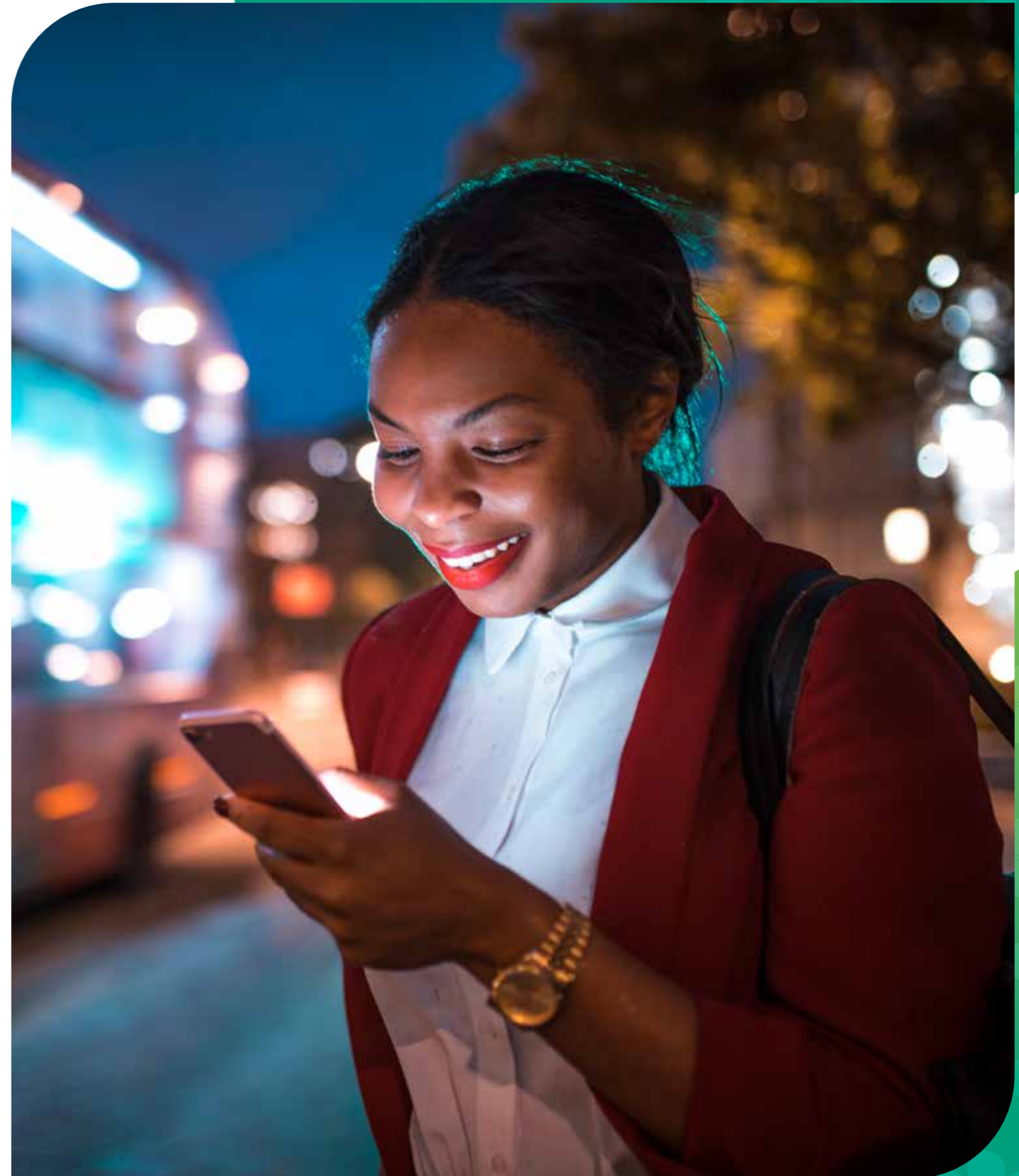
Beyond 2030 – moving towards a Prosperous Cornwall

Prosperous Cornwall: 2050 is the process of considering what needs to be done through strategies from across the Council, to help achieve the sort of Cornwall that we will all wish to live and work in in 2050.

This will create a Plan for our places for Cornwall showing what we want and need, where it should be and when and how we can make it happen.

Our transport plans beyond 2030 will be building on the progress of the Cornwall Transport Plan to 2030 and the Plan for our places to move towards a carbon neutral transport system.

Towards a
**carbon neutral
transport system**



Appendix 1:

Summary of Policies

Policy 1: We will support communities to reduce car trips by using the planning process to co-locate services, employment and residential development wherever possible.

Policy 2: We will develop and improve the transport network to achieve modal switch by supporting and promoting bus, rail and active travel provision to reduce reliance on private car transport.

Policy 3: We will reduce reliance on fossil fuels and support the introduction of low carbon technologies by working with partners in the public and private sector to support and encourage the switch to electric vehicles and other alternative fuels.

Policy 4: We will adapt the transport network and services to make them resilient to the impacts of climate change where essential connectivity must be maintained.

Policy 5: We will improve the connectivity of Cornwall by working with partners and lobbying for sustainable transport network and service improvements between Cornwall and the rest of the UK.

Policy 6: Working with partners, we will ensure a resilient, sustainable and reliable transport system for the movement of people and freight through the efficient operation and maintenance of the transport network.

Policy 7: We will work with local communities and the tourism industry to develop transport solutions to support sustainable tourism.

Policy 8: We will support the economic vitality and integrity of our town centres through a range of sustainable transport improvements that prioritise access by active travel and public transport.

Policy 9: We will incorporate our Nature Recovery Strategy ambitions to protect, enhance, create and restore nature into the planning, design, and maintenance of our transport network.

Policy 10: We will incorporate our Heritage Strategy ambitions to protect, conserve, maintain and manage our historic environment and archaeology into the planning, design, construction and maintenance of our transport network.

Policy 11: We will minimise the use of natural resources, reduce waste and pollution and give priority to the maintenance and improvement of existing infrastructure and the development of new sustainable transport infrastructure, over building new roads.

Policy 12: We will support health, wellbeing and quality of life by delivering Healthy Streets improvements in our communities alongside behaviour change activities that together will reduce traffic dominance, the impacts of noise and poor air quality and promote active travel.

Policy 13: We will use the planning process to ensure that development proposals are sustainable and include quality walking and cycling infrastructure with direct links to neighbouring communities, services and transport facilities and integration with existing rights of way network.

Policy 14: We will promote, provide and maintain environmentally sensitive infrastructure and services that enable safe and inclusive access to Cornwall's environment, through active travel or public transport.

Policy 15: We will improve road safety for everyone in Cornwall and reduce the number of those killed or seriously injured by delivering Cornwall Council's Casualty Reduction Strategy and supporting Vision Zero South West.

Policy 16: We will ensure that speed limits are reviewed, set appropriately and enforced by working with Devon & Cornwall Police and Vision Zero South West, with a focus on delivering a 20mph programme.

Policy 17: We will reduce the potential rate of crime, fear of crime and incidences of antisocial behaviour related to transport in Cornwall by using established design principles and standards and in collaboration with partners.

Policy 18: We will improve access to employment, education, healthcare and leisure with flexible solutions in rural areas and provision of efficient, affordable transport services throughout Cornwall.

Policy 19: We will improve access to public transport and other transport facilities by addressing the physical accessibility of the transport network, including streets, bus stops, stations, car parks, vehicles and information.

Policy 20: We will encourage participation in shaping and delivering transport initiatives by working with communities to develop ideas for sustainable transport services and infrastructure in their localities.

Appendix 2: Glossary and abbreviations

Active Travel

Travel or transport based on physical activity such as walking and cycling as opposed to motorised forms of transport

Air Quality Action Plan (AQAP)

A defined plan to improve the air quality.

Air Quality Management Area (AQMA)

Under the Environment Act 1995 we are required to monitor air quality in our area against the Air Quality Objectives. If air pollution is higher than these national objectives, we must designate an Air Quality Management Area (AQMA) and produce an action plan to improve air quality in the area.

Area of Outstanding National Beauty (AONB)

Is land protected by the Countryside and Rights of Way Act 2000; designated as exceptional landscape whose distinctive character and natural beauty are precious enough to be safeguarded in the national interest.

Blue infrastructure

Blue infrastructure usually relates to urban water infrastructure, including ponds, lakes, streams, rivers, and canals. Blue infrastructure can deliver quality of life and environmental benefits for communities.

Bus Service Improvement Plan (BSIP)

Bus Service Improvement Plans (BSIPs) are how Local Authorities, working closely with their local bus operators and local communities set out a strategy for bus improvements in the area.

Car Club

An organisation that owns cars that are shared by its members. People must arrange in advance when they want to use a car and pay to use it.

Carbon Neutral Cornwall action plan

Published in 2019, this report sets out the scale of the challenge that we face to meet the climate motion to be carbon neutral by 2030. It defines what actions and leadership are needed to work towards the ambitions of the Council Motion.

Climate Change Declaration

Cornwall declared a climate emergency in 2019. Our aim is to become carbon neutral by 2030. This needs the combined effort of the Council and everyone else in Cornwall. Businesses, residents and visitors all need to act to help make this huge step.

CO2 Equivalent

Unit of measure used to express in a simple way the CO2 equivalent of multiple greenhouse gases.

Community Network Area (CNA)

Cornwall is split up into 19 community network areas based on Cornwall's main towns and surrounding rural areas. Community networks are a focal point for bringing communities together and delivering improvements.

Community Network Highways Scheme (CNHS)

Programme providing annual funding to CNAs to delivery minor transport improvements identified by the community

Cornwall Community Infrastructure Levy (CIL)

A local charge imposed on developers by local authorities to help fund infrastructure in their area.

Cornwall Development and Decision Wheel

Cornwall Development and Decision Wheels (CDDW) are how we consider the likely impact of any policies, procedures, strategies, functions, services and decisions may have on people and the environment.

Cornwall & Isles of Scilly Local Enterprise Partnership

Private sector-led, it is a partnership between the private and public sectors and is responsible for setting and driving the economic strategy for our area, determining local priorities and overseeing activities to drive growth and the creation of high quality local jobs.

Council of the Isles of Scilly

The responsible authority for education, housing, waste management, fire services, highways, the airport, environmental health, planning, social services, coastal defence, promotion of economic development and emergency planning, on the Isles of Scilly.

Decarbonisation

Reducing the carbon dioxide emissions of the transport sector

Department for Transport (DfT)

The Department for Transport is the government department responsible for the English transport network. It is made up of the central department and four executive agencies. Together, they each play a pivotal role in delivering a transport system that works for all.

Developer Contributions

Developer contributions are intended to ensure that developers make appropriate provision for any losses, or supply additional facilities and services, that are required to mitigate the impact of a development.

Ecosystem services

Benefits people obtain from ecosystems. These include provisioning services such as food and water; regulating services such as regulation of floods, drought, land degradation, and disease; supporting services such as soil formation and nutrient cycling; and cultural services such as recreational, spiritual, religious, and other non-material benefits.

Concessionary Fares - (English National Concessionary Travel Pass (ENCTS))

A national scheme by the Department for Transport in conjunction with local authorities across England. The scheme extended the provision of free bus travel within individual local authorities to allow travel throughout England from 1 April 2008. English residents who have attained the state pension, as well as eligible disabled people, are provided with free off-peak bus travel on weekdays and all day at weekends and bank holidays.

Environmental Growth Strategy

Provides a long-term framework to conserve and grow nature by ensuring that there is more of it, and that it is bigger, better, more diverse and more joined up.

European Regional Development Fund

Funding provided to public and private bodies in all EU regions to reduce economic, social and territorial disparities. New funding for this programme ceased in 2021.

Green infrastructure

Green Infrastructure (GI) is a strategically planned and delivered network of high-quality green spaces and other environmental features. GI includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

Habitats Regulation Assessment

A requirement to test if a plan or project proposal could significantly harm the designated features of a European site.

Health Impact Assessment

Practical approach used to judge the potential health effects of a policy, programme or project on a population, particularly on vulnerable or disadvantaged groups.

Healthy Streets

Healthy Streets is a human-centred framework for embedding public health in transport, public realm and planning. The 10 Healthy Streets Indicators focus on the human experience needed on all streets, everywhere, for everyone.

Housing Infrastructure Fund (HIF)

Funding allocated (on competitive basis) by Government to local authorities for infrastructure to unlock housing by enabling much needed infrastructure in areas of greatest housing demand.

It will help to ensure that more homes means better, not more stretched, local infrastructure and community facilities.

Integrated Transport Block (ITB)

Funding provided by the Government to support delivery of transport capital improvement schemes.

Killed and Seriously Injured (KSI)

A standard metric for safety policy, particularly in transportation and road safety.

Local Area Energy Plan (LAEP)

An evidence based plan setting out what a local area needs to do to the local energy system and built environment so it can achieve a net zero target.

Mini-Holland Pilots

A programme of funding to transform three London boroughs into cycling hubs, equipped with high-specification, Dutch-style cycling infrastructure. Changes to infrastructure included altering junctions, segregating cycle lanes and greater cycle parking provision.

Mobility as a Service (MaaS)

Integrates various forms of transport services into a single mobility service accessible on demand.

Modal filters

A modal filter is any measure, at a single point in a road, that allows the passage of some modes (usually pedestrian or cyclists) of transport but not others (such as cars).

National Highways

Formally Highways England - the body responsible for the management of the strategic road network. In Cornwall that includes the A30 as far as Penzance and the A38.

Nature Recovery Strategy/framework

Local Nature Recovery Strategies (LNRSs) are a new system of spatial strategies for nature, covering the whole of England. It particularly focuses on enhancing biodiversity and mitigating / adapting against climate change. Each strategy will, for the area that it covers:

- map the most valuable existing habitat for nature
- map specific proposals for creating or improving habitat for nature and wider environment goals; and
- agree priorities for nature's recovery

Newquay Public Service Obligation (PSO)

A subsidised route by Central government to preserve links between London and Cornwall by air.

Nitrogen Dioxide (NO2)

Is one of a group of gases called nitrogen oxides. Road transport is estimated to be responsible for about 50% of total emissions of nitrogen oxides, which means that nitrogen dioxide levels are highest close to busy roads and in large urban areas.

Carbon Offsetting

Measures to compensate for carbon or greenhouse gas emissions rather than directly reducing them. For example, carbon capture.

Particulate Matter (PM)

Is the sum of all solid and liquid particles suspended in air many of which are hazardous. This complex mixture includes both organic and inorganic particles, such as dust, pollen, soot, smoke, and liquid droplets. These particles vary greatly in size, composition, and origin.

Peninsula Transport

Peninsula Transport is a shadow sub-national transport body, bringing together the five lead transport authorities in the peninsula; Cornwall, Devon, Plymouth, Somerset and Torbay to transform the economic potential of the region.

Working closely with co-opted members and key stakeholders from the private and public sector, the partnership is responsible for defining and delivering the strategic transport priorities for the peninsula.

Prosperous Cornwall 2050

A project bringing together plans and strategies from across Cornwall Council, including the Local Transport Plan, the Housing Strategy, the Local Skills and Labour Strategy and a plan for our places, known as a spatial strategy to address challenges such as the climate emergency, inequality and health and wellbeing that are key to our vision.

Safe System

An approach to road safety management, based on the principle that our life and health should not be compromised by our need to travel. Safe System principles are embedded within 'Vision Zero'.

Safer Roads Fund (SRF)

Established to treat the 50 highest risk local A road sections in England with remedial road safety engineering interventions.

Speed Compliance Action Review Forum

An established mechanism to escalate speed concerns with for a multi-agency review

Strategic Environmental Assessment (SEA)

Is a systematic process for identifying, reporting, proposing mitigation measures and monitoring environmental effects of plans, programmes and strategies.

Sub National Transport Body (STB)

Partnerships created to transform transport and boost economic growth. STBs will provide strategic transport governance at a much larger scale than existing local transport authorities, by grouping councils together.

Tamar Bridge and Torpoint Ferries**Joint Committee**

a local government committee formed by five councillors from each of Plymouth City Council and Cornwall Council which operates and maintains the Tamar bridge and Torpoint ferries.

Travel Behaviour

Is the way people choose to move around, by which means e.g. car, walk, public transport and for what purpose e.g. to access shopping, to access education.

Travel Plan

A long-term plan for an occupier or site that seeks to ensure that the transport impacts of the site are minimised through various travel initiatives. These are articulated in a document that is regularly reviewed. Includes workplace travel plans, visitor travel plans and school travel plans.

Vision Zero

Cornwall's aspiration to work towards a future where no-one loses their life or sustains life changing injury using our road network

Vision Zero South West (VZSW)

A collaboration of agencies working together to make the roads safer for all road users

20mph Limits

Speed limit (20mph) which is indicated by the speed limit (and repeater) signs.

20mph Zones

Designed to be 'self-enforcing' due to the traffic calming measures introduced alongside a change in speed limit.

Contact us

For more information about the Cornwall Transport Plan please email us at:

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Or call us on: **0300 1234 222**

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