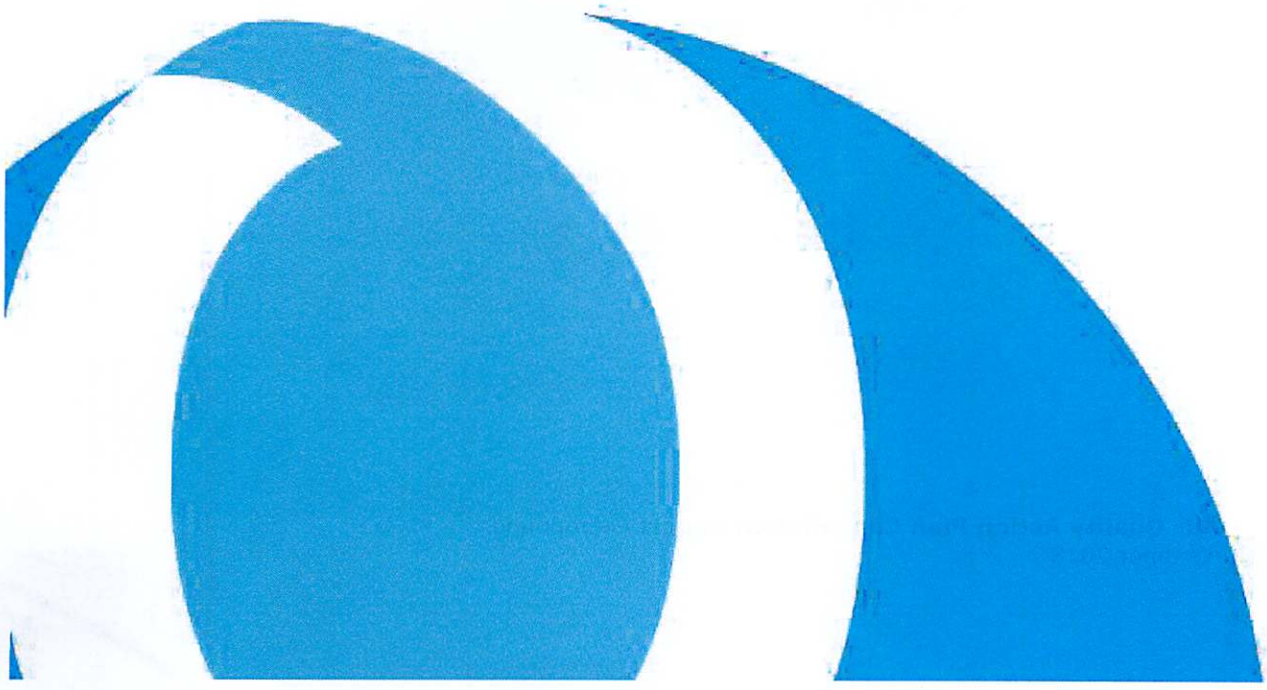
PUBLIC PROTECTION

a service of Cornwall Council

Air Quality Action Plan Consultation Report

Grampound, Cornwall

October 2018



Air Quality Action Plan Consultation Report
Grampound, Cornwall

1. Executive Summary

There are nine Air Quality Management Areas (AQMAs) in Cornwall which are supported by the 2017 Clean Air for Cornwall Strategy, incorporating Air Quality Action Plans (AQAP). The Strategy was developed to formalise the Council's implementation of current local and national planning policy and legislation, as well as provide formal guidance for those wishing to develop in or close to an AQMA.

The Grampound Action Plan Report provides a draft Action Plan for Grampound for public consultation. Suggested actions focus on reducing private vehicle trips on the A390, particularly between St Austell and Truro. Due to the nature and layout of the area, the most viable options would reduce vehicle trips within the village and reduce emissions from vehicles travelling through and within the town. This could be through a modal shift to public transport where feasible, encouraging uptake of electric or alternative fuelled vehicles, and a major contributor is likely to be smoothing the traffic flow within the street canyon at the eastern end of the village. Physical changes within the village would be limited due to the width of the road and proximity of buildings to the road.

Once finalised, the Grampound Action Plan will form an appendix to the Strategy, and will be implemented alongside the existing County-wide Action Plan. This document should therefore be read in conjunction with the Clean Air for Cornwall Strategy.

2. Introduction

Legislative Background

The air quality objectives set out in the Air Quality (England) Regulations 2000, as amended by the Air Quality (England) (Amendment) Regulations 2002, provide the statutory basis for the air quality objectives under Local Air Quality Management (LAQM) in England. Local Authorities in England are expected to report on nitrogen dioxide (NO_2), particulate matter (PM_{10}) and sulphur dioxide (SO_2) and publish a yearly Annual Status Report.

In addition to the objectives set in Regulations, Local Authorities have a new, flexible role in working towards reducing emissions and concentrations of $PM_{2.5}$.

Section 82 of the Environment Act 1995 provides that every local authority shall review the air quality within its area, both at the present time and the likely future air quality. Section 83 requires local authorities to designate an Air Quality Management Area (AQMA) where air quality objectives are not being achieved, or are not likely to be achieved, as set out in the Air Quality (England) Regulations 2000. Once the area has been designated,

Section 84 requires the local authority to develop an Action Plan detailing remedial measures to tackle the problem within the AQMA.

Local Authorities are responsible for monitoring and reporting on compliance with the pollutants presented in Table 1 under LAQM. Table 1 also includes an objective concentration for each pollutant and a target time frame.

EU Limit Values

The Air Quality Standards Regulations (2010) (AQS Regulations) implement the requirements of Directive 2008/50/EC. Defra undertakes national modelling and monitoring to determine compliance with the AQS Regulations. In 2015 (the latest year for which a compliance assessment is available), 37 of the 43 air quality reporting zones exceeded the statutory annual mean limit of 40µg/m^3 for NO_2. Zones not in compliance include the South-West non-agglomeration zone within which Cornwall is located, however no exceedances of the AQS Regulations were identified in the County.

Table 1: Local Air Quality Management Objectives

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Nitrogen dioxide	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m^3	Annual mean	31.12.2005
Particulate Matter (PM_{10}) (gravimetric)	50 µg/m^3, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 µg/m^3	Annual mean	31.12.2004
Sulphur dioxide	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 µg/m^3, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 µg/m^3, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

3. Scope of the Report

The purpose of the Air Quality Action Plan Consultation Report is:

- To highlight key sources of emissions in Grampound used to inform this action planning process
- To provide information on the proposed Grampound Air Quality Action Plan measures to help improve air quality

The report lists the Actions most likely to succeed, however also highlights areas where the actions could be restricted e.g. by funding or by limited effectiveness or willingness of drivers and residents to change behaviour.

4. Baseline Information

Grampound is a village in mid Cornwall with a population of ~650. The village is bisected by the A390 running between St Austell and Truro. The A390 serves the local population and also sees an increase in traffic volume over the peak holiday season. Figure 1 shows a map of Grampound and the wider area.

Figure 1: Grampound

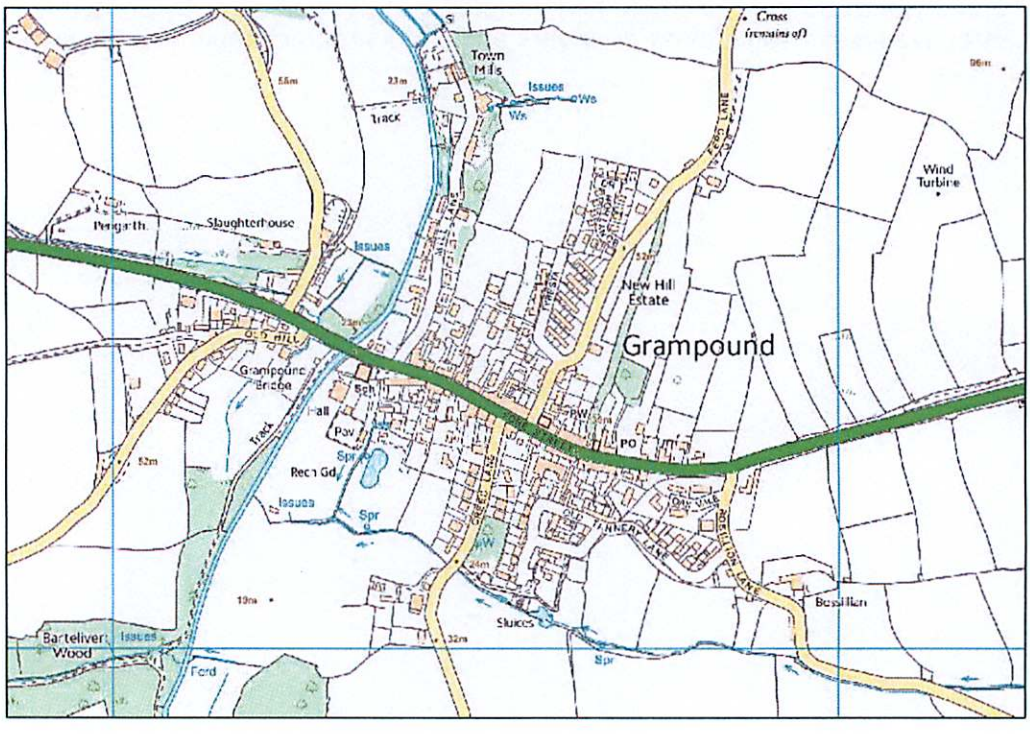
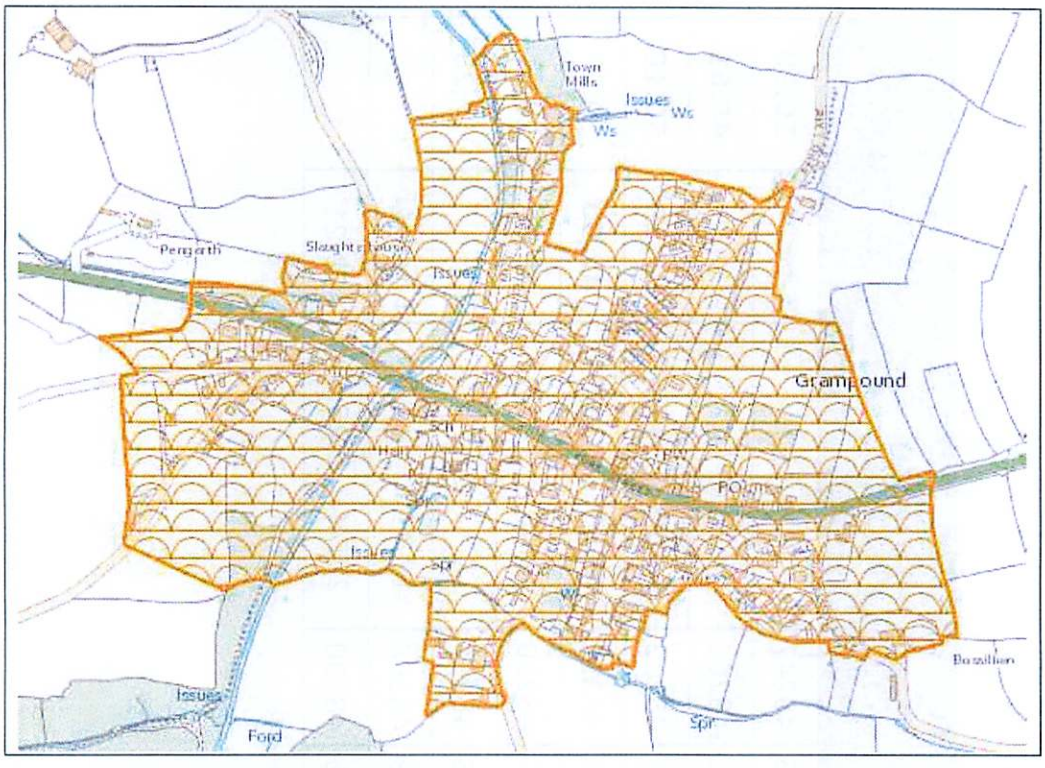


Figure 2: Grampound Air Quality Management Area Boundary



In 2017 a traffic count on the A390 in Grampound indicated the annual average daily traffic (AADT) was around 14,000. Of this, around 3% of the traffic was heavy duty vehicles (HDV).

The town centre contains a number of historic buildings, and the town's main street (Fore Street) contains a number terraced buildings close to the road. The road is single carriageway and particularly narrow at the eastern end of the village, where two vehicles often cannot pass each other. Traffic leaving the village often has to slow or stop on an incline very close to homes, and then pull away again. This is likely to be leading to delays, and engine revving impacting on air quality. Levels of nitrogen dioxide are the highest in the village at this point.

Current Air Quality Monitoring Data

Monitoring in Grampound has been ongoing since the declaration of the AQMA in July 2017. The most up to data monitoring data is provided in Table 2.

Table 2: Nitrogen dioxide monitoring results, 2014 - 2017

		Coordinates		Annual Mean Concentration (µg/m^3)			
Site ID	**Location**	**X**	**Y**	**2014**	**2015**	**2016**	**2017**
GRA1	Outside Greenbank, Fore Street	193728	48247				**50.30**
GRA2	The Hollies, Fore Street	193671	48266				**45.61**
GRA3	2 Leahurst, Fore Street	193644	48273	**54.36**	**49.56**	**57.19**	**50.18**
GRA4	Brouard Cottage, Fore Street	193696	48251	**46.07**	39.94	**42.90**	39.07
GRA5	Adj Kintyre, Fore Street	193580	48290	32.48	25.93	30.60	28.31
GRA6	Primary School Fence	193333	48396				17.28
GRA7	Primrose Cottage, Fore Street	193418	48368	17.43	14.92	16.98	
GRA8	Bus Stop eastbound, Fore Street	193535	48330	29.74	25.57	29.21	

Data shown in **bold** indicates an exceedance of the nitrogen dioxide annual mean objective.

In 2017 monitoring locations were revised to include more sites on the eastern side of the village where levels of nitrogen dioxide had been found to be highest. In addition a monitoring location was established on the western side of the village at the primary school. The sites on the eastern side of the village are all exceeding the annual mean objective at the monitoring location, however the monitoring location at Greenbank is adjacent to the road and the nearest property is located 5m from the road. Therefore the annual mean objective would not be exceeded at the property as levels of pollution drop very quickly with distance from the road.

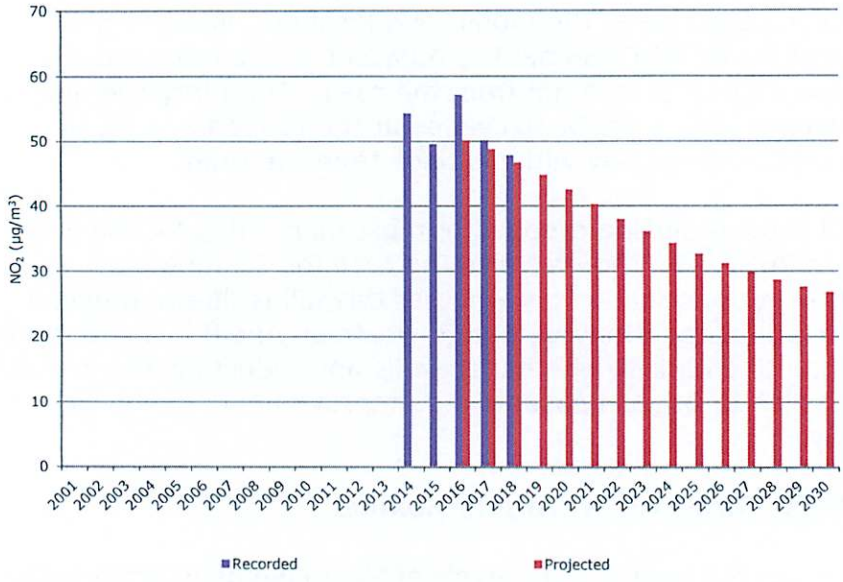
Levels of nitrogen dioxide dropped at most monitoring locations in Cornwall in 2017, and this was also the case for Grampound. At present it is not possible to say whether this fall is due to reduced vehicle emissions, and may be due to weather conditions. Monitoring will continue to establish whether there is any reduction as a result of the Action Plan or other measures e.g. improvements in vehicle technology.

Future Projections for Nitrogen Dioxide

Calculations of the likely future levels of NO_2 have been undertaken using the latest emission factors and guidance provided by Defra, and are based on measured levels from 2017. The figures below show the measured levels to 2017 and likely future levels of NO_2 to 2030. At Fore Street the nitrogen dioxide annual mean objective is currently predicted to be met in 2022, and levels are predicted to continue to fall to 2030. This assumes no measures are put in place to improve air quality and that the reduction would be achieved through improvements in vehicle

The predicted concentrations assume that air quality is improving year on year. In recent years air quality has worsened, however there was a general improvement across Cornwall in 2017. Therefore, the future concentration predictions should be used with some caution. However with the improvements in vehicle technologies and fuels, air quality is very likely to improve in the future, although it may not be at the rate predicted.

Figure 4: Projected Levels of Nitrogen Dioxide at Fore Street, Grampound

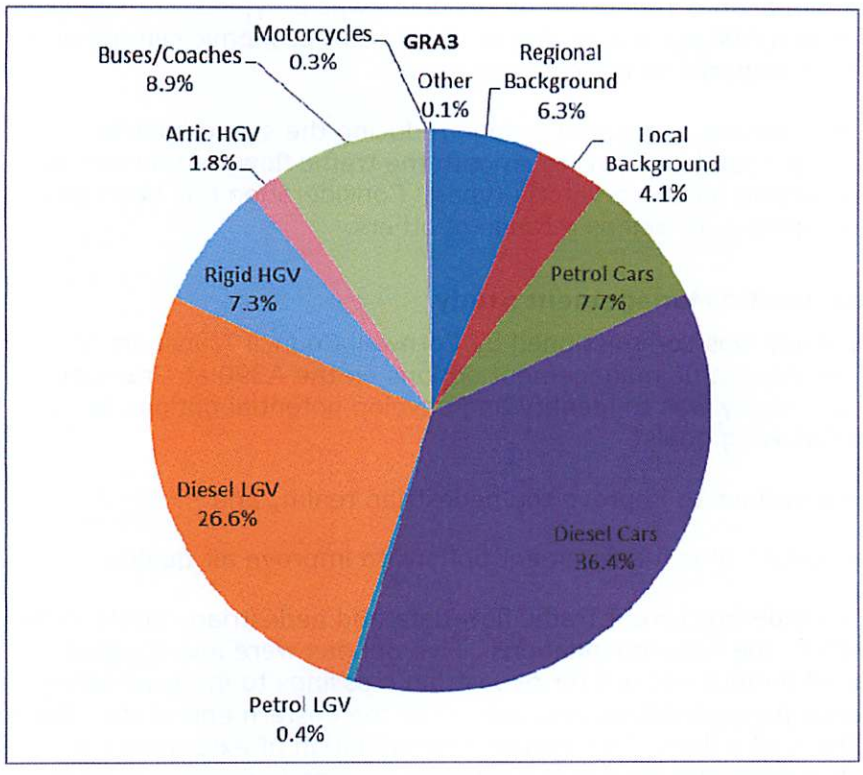


5. Emission Sources

Source apportionment is undertaken to establish the main traffic components affecting air quality. Data collected in the most recent traffic count was used to help determine the main sources of concern.

Figure 3 shows the main sources contributing to oxides of nitrogen (NO_x) in Grampound.

Figure 3: Source Apportionment of Road NO_x, Grampound



This report has used source apportionment information to help target draft actions primarily aimed at private car drivers. Diesel cars are likely to be making the largest contribution to levels of NO_x in Grampound with 36% of the total, therefore reducing vehicle trips through Grampound will be a key to helping to improve air quality. Diesel Light Goods Vehicles (LGVs) are the second largest contributor with 26% of the total and Buses/Coaches and Rigid and Artic HGVs are the joint third largest contributor each with 18% of the total, and therefore reducing emissions from the business sector will also be required.

By comparison petrol cars contribute less than 8% of NO_x in this location.

Therefore diesel vehicles make up the majority of the pollution source, with cars and LGVs the most significant sources. Further discussion of what can be done to help reduce these sources is undertaken in Section 6.

6. Draft Air Quality Action Plan

Outcome of Consultation on Air Quality Management Area

As part of the consultation on declaring Grampound as an AQMA, residents and businesses were asked for their views on what should be included in the Action Plan. It is important to hear the views of residents, particularly as they are experiencing the problems caused by the road layout including poor air quality, and traffic congestion.

One of the main actions requested by residents was a bypass. It is unlikely that this will be a realistic option due to the current economic climate and likely benefits compared to the cost and impact.

However other options suggested include reducing the speed limit to 20mph, average speed cameras to smooth the traffic flow, redirection of HGVs, and charging for some vehicle types. Consideration has been given to suggested options as well as a range of others.

Grampound Traffic Management Study

A feasibility study was commissioned by Cornwall Council Transport and Infrastructure into traffic management options on the A390 at Grampound. The aim of this study was to identify and develop potential options to achieve the following goals:

- Set out options to improve the pedestrian realm; and
- Investigate traffic management options to improve air quality.

The report considered current traffic flow data and pedestrian counts in the village to inform the recommendations. Five options were investigated which included various options for pedestrian crossings to improve safety and confidence for pedestrians and options at the eastern end of the village to smooth the traffic flow. This included investigation of extending the ghost island to delay the start of the climbing lane and delay the increased acceleration point to reduce pollution levels in the village. However, the report noted that the existing markings are worn indicating that drivers accelerate to overtake slow moving vehicles before the end of the markings. Therefore extending them would not make a difference to the situation and could potentially reduce safety with drivers moving across the hatching onto the other side of the road. Therefore the option was discounted and an option to install a pedestrian crossing near to the school was adopted.

Draft Air Quality Action Plan

Following declaration of an Air Quality Management Area, Local Authorities are required to produce an Air Quality Action Plan (AQAP) to improve air quality.

The draft plan includes targeted actions to improve air quality in the village, but sits alongside the existing County-wide Action Plan as well as other Cornwall Council plans such as the Local Transport Plan.

As part of the consultation we are asking for views from residents, businesses and other interested parties about the proposed actions. Table 2 sets out the proposed actions and timescales for implementation and further discussion of the actions is provided below.

A number of options are required to be implemented to improve air quality as there is not one single option that alone could improve air quality. The layout of the road and buildings at the eastern end of the village also presents a significant challenge as this limits the measures that could be implemented. Much of the source of the problem comes from through traffic using the A390, therefore there are no real solutions for alternative transport within the village and the focus of the Action Plan should be on reducing through traffic.

Cornwall Wide Air Quality Action Plan

The Clean Air for Cornwall Strategy includes a County-wide Action Plan to improve air quality. This includes actions to help influence travel and behaviour with the benefit of air quality improvements across the County. Actions include promotion and preference for sustainable mixed use development, requiring electric vehicle charging points to be included in new build homes, introduction of car clubs, investigation of new emissions standards for taxis and private hire vehicles, and reducing fuel poverty whilst promoting cleaner sources of heating.

The Clean Air for Cornwall Strategy can be found on the Council's website www.cornwall.gov.uk/airquality

At the time of preparation of the draft Grampound Air Quality Action Plan, the Council is preparing to review the County-wide Action Plan to ensure it maintains pace with developments in technology and national policy. This will further strengthen the measures included in the Grampound specific Air Quality Action Plan.

Table 3: Draft Grampound AQMA Action Plan

No	Measure	EU Category	EU Classification	Lead Agency	Planning Phase	Implementation Phase	Expected Completion Date	Indicator	Reduces $PM_{2.5}$?	Cost	Comment
1	Encourage and promote local car share, particularly between St Austell and Truro	Alternatives to private vehicle use	Car & lift sharing schemes	CC Transport and Infrastructure	Ongoing	Ongoing	Ongoing	Reduced traffic volume and private vehicle trips	✓	££	Promote through local employers, media and educational campaigns
2	Encourage and promote modal shift (alternative forms of transport) between St Austell and Truro	Transport Planning and Infrastructure	Other	CC Transport and Infrastructure	Ongoing	Ongoing	Ongoing	Reduced traffic volume and private vehicle trips	✓	££	Aspiration for the service 27 (Bodmin to Truro) to become half hourly. Real Time Passenger Information has been updated to the newer display type with additional sites now having provision along the route. The introduction of two trains per hour on the Cornish Mainline in May 2019 provides a significant opportunity to encourage increased rail use between St Austell and Truro.
3	Work with partners to upgrade the efficiency of the current bus fleet and increase the frequency of low emissions bus services serving and travelling through Grampound. Prioritise new buses on the St Austell-Truro route.	Promoting Low Emission Transport, Transport Planning and Infrastructure	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	CC Transport Technology	Ongoing	Ongoing	Ongoing	Reduced emissions from public transport and encourage uptake	✓	£££	Grampound is on the Truro to Bodmin 'Showcase Route' 27 which has seen the recent introduction of new Euro 6 buses. Aspiration for the service 27 (Bodmin to Truro) to become half hourly.
4	Promote the use of low emission vehicles in Cornwall, including existing and new electric vehicle charging infrastructure	Promoting Low Emission Transport	Other	CC Transport and Infrastructure and Public Protection	2018/19	Ongoing	Ongoing	Reduced emissions from private vehicles	✓	££	Require developers to install EV charging in new build homes, further promotion for existing residents required
5	Investigate installation of a public electric vehicle charging point in Grampound	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	CC Public Protection/Economic Growth	2018/19	2019-2021	2021	Increased number of EV in Grampound and use of charge point by those travelling through the village	✓	£££	Being considered as part of a scheme to increase EV charging across Cornwall

Table 3: Draft Grampound AQMA Action Plan											
No	**Measure**	**EU Category**	**EU Classification**	**Lead Agency**	**Planning Phase**	**Implementation Phase**	**Expected Completion Date**	**Indicator**	**Reduces $PM_{2.5}$?**	**Cost**	**Comment**
6	Promote sustainable school travel	Promoting Travel Alternatives	School Travel Plans	CC Transport and Infrastructure	2018/19	Ongoing	Ongoing	Reduced traffic volume and private vehicle trips	✓	££	Promote walking to school for Grampound residents to reduce vehicle trips
7	Targeted air quality information campaign for residents/commuters/businesses using the A390 through Grampound including the most vulnerable groups, and improve the awareness within specific settings e.g. schools, care homes and childcare settings.	Public Information	Other	CC Public Protection	2018/19	Ongoing	Ongoing	Improvement in understanding of air quality problems in Grampound and how we can all 'do our bit'		££	Would be part of a county-wide project currently under development
8	Improvement to the walking environment for local residents, including upgraded crossing provision outside the school to encourage walking and increase safety	Promoting travel alternatives	Promotion of walking	CC Transport and Infrastructure	2017/18	2018/19		Reduced local vehicle trips	✓	££	Aims to help encourage walking within the village and to increase safety for those who do
9	Work with major employers in St Austell and Truro to introduce travel plans	Promoting travel alternatives	Workplace travel planning	CC Transport and Infrastructure	Ongoing	Ongoing	Ongoing	Reduced vehicle trips between St Austell and Truro	✓	££	Need to reduce vehicle trips between the towns
10	Launch Eco Stars scheme to help fleet operators improve efficiency and reduce emissions	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	CC Public Protection	2018/20	2019/22	2022	Improved HGV emissions	✓	£££	Dependent on obtaining funding
11	A30 – to St Austell Link Road – new route to the A30 improving journey time for trips West of St Austell, potentially reducing trips on the A390	Transport Planning and Infrastructure	Other	CC Transport and Infrastructure/Cormac	2019/20	2020/21	2022/23	Reduced vehicle trips between St Austell and Truro	✓	£££	Scheme modelling indicates a potential to remove trips from the A390
12	A30 Carland Cross to Chiverton Cross. Creation of a dual carriageway	Highways England	Other	Highways England	2018/20	2020-2022	2022	Reduced vehicle trips between St Austell and Truro	✓	£££	Air quality assessment for the scheme predicts a reduction in traffic and level of nitrogen dioxide

Discussion of Suggested Action Plan Measures

1 Encourage and promote local car share, particularly between St Austell and Truro

At the present time over 3000 people in Cornwall are members of the 'Carshare Cornwall' community through the Liftshare website www.carsharecornwall.com. The site is free to join and helps find drivers and passengers to share with, as well as saving money, cutting congestion and pollution, and reducing the stress of driving. Opportunities to promote this and other similar forums in Grampound and towns where commuter traffic is impacting on Grampound (e.g. Truro and St Austell) will be sought. Although this type of measure may not suit all residents, any changes that can be made to travel behaviour can help improve air quality.

2 Encourage and promote modal shift (alternative forms of transport) between St Austell and Truro

Bus services between Truro and St Austell and to a number of other local destinations are available. It is recognised that in rural areas bus travel does not always provide the most efficient means of travel for all residents, however any changes that can be made to travel behaviour can help improve air quality. Grampound is on 'Showcase Route 27' with planned improvements in bus services. The route has recently seen introduction of new Euro 6 buses with significantly lower emissions. It is hoped that the improvements will lead to increased uptake as has been seen in other areas.

The introduction of two trains per hour on the Cornish Mainline in May 2019 provides a significant opportunity to encourage increased rail use between St Austell and Truro.

Rail users can also take advantage of the 'PlusBus', 'Ride Cornwall', and 'Rail-Bus Add-on' tickets for onward travel which may be cheaper than purchasing tickets separately.

3 Work with partners to upgrade the efficiency of the current bus fleet and increase the frequency of low emissions bus services serving and travelling through Grampound. Prioritise new buses on the St Austell-Truro route.

Cornwall Council is actively pursuing opportunities to improve the bus fleet, including the introduction of newer and cleaner vehicles and technologies. Priority for these vehicles is being given to services operating in AQMAs. There are several 'Showcase Routes' that cover the main bus routes between major towns and includes several of the AQMAs. These opportunities will be pursued through central government funding applications as these become available.

4 Promote the use of low emission vehicles in Cornwall, including existing and new electric vehicle charging infrastructure

There are no public electric car charging points available in Grampound, however there are a number in Truro and St Austell with plans for additional points to be made available in public car parks in the near future. As part of the Clean Air for Cornwall Strategy, Cornwall Council are promoting installation of electric vehicle (EV) charge points in new build developments and these have been recommended for a number of recent development proposals in St Austell. Opportunities to promote EVs in Cornwall and the wider county will be sought. In particular an increase in vehicle trips being made by EV between St Austell and Truro will help to reduce emissions in Grampound.

5 Investigate installation of a public electric vehicle charging point in Grampound

Cornwall Council will investigate whether there are opportunities to install a public electric vehicle charging point in Grampound. Working alongside a private sector partner or seeking match funding for a government grant, a charging point could be installed in a ublically accessible location. This would be for use by residents, visitors and through traffic.

6 Promote sustainable school travel

The decline in walking and cycling among school children is contributing to lower levels of fitness, increasing obesity and severe health problems such as diabetes and heart disease. Cornwall Council provides advice and guidance on a number of school travel initiatives which can help promote and identify ways to encourage more walking, cycling and use of public transport to reduce car use. This links with action 8.

7 Targeted air quality information campaign for residents/commuters/businesses using the A390 through Grampound including the most vulnerable groups, and improve the awareness within specific settings e.g. schools, care homes and childcare settings.

Education of drivers passing through Grampound will be particularly important. There are no alternative routes to easily bypass Grampound, particularly for traffic passing between Truro and St Austell. It is important to encourage greater uptake of public transport, particularly as the main line train service will increase in frequency from 2019 and there is a regular bus service between Truro and St Austell. Reducing traffic through Grampound will be a key to improving air quality here where other options are limited. Therefore a strong public information campaign will be important.

8 Improvement to the walking environment for local residents, including upgraded crossing provision outside the school to encourage walking and increase safety

The Traffic Management report commissioned by the Council's Transport and Infrastructure Service highlighted the need for a pedestrian crossing at the western end of the village near to the primary school. This is recommended to be installed and will assist with crossing for those children walking to school. At present there is only one uncontrolled crossing in the village and therefore with improved safety for pedestrians, it is hoped that more walking will be encouraged.

9 Work with major employers in St Austell and Truro to introduce travel plans

Cornwall Council Transport Planning and Strategy are working with employers in Cornwall by providing assistance in respect of equipment and facilities that encourage sustainable travel, and to develop workplace travel plans.

A travel plan is specifically designed to meet the transport needs of an individual company, its employees and visitors. The travel plan aims to increase the level of sustainable travel, as well as support initiatives which actually reduce the need to travel. Specific measures can include car sharing, cycle parking facilities, user friendly bus timetables, car share schemes, working from home and promotion and awareness-raising with employees.

This will be particularly important for major employers in Truro and St Austell where staff are commuting between the two locations to get to work.

10 Launch Eco Stars scheme to help fleet operators improve efficiency and reduce emissions

Cornwall Council launched the ECO Stars Fleet Recognition Scheme in Camborne, Pool and Redruth in 2016. The ECO Stars Fleet Recognition Scheme is a free, voluntary scheme that provides recognition, guidance and advice on operational best practice to operators of vans, goods vehicles, buses and coaches.

The scheme has been introduced in Cornwall to help fleet operators improve efficiency, reduce fuel consumption and reduce emissions – all helping to improve local air quality and at the same time, make cost savings.

When joining, vehicles and overall fleet would be rated by industry experts to assess their current performance – both operational and environmental – and achieve an ECO Stars rating between 1 and 5. A bespoke "road map" is produced containing guidance to help improve the efficiency of the fleet.

Funding for the scheme is not currently available for Grampound specifically, however this would be sought through avenues such as s106

contributions linked to new development, grant funding etc. Funding through s106 contributions has been agreed for development in Truro and St Austell which is likely to influence air quality in Grampound.

11 A30 – to St Austell Link Road – new route to the A30 improving journey time for trips West of St Austell, potentially reducing trips on the A390

The new 3.9 mile single carriageway St Austell to A30 link road will connect to the old A30 near Victoria to the north and the A391 at Stenalees roundabout to the south. It is a vital strategic link to bring opportunities to the area including:

- improving economic growth by upgrading links between St Austell and Newquay
- making it easier to get to Cornwall's growing employment sites.

Traffic modelling for the scheme indicates that it will result in a reduction in traffic on the A390 through Grampound. Construction is currently expected to start in summer 2020.

12 A30 Carland Cross to Chiverton Cross. Creation of a dual carriageway

Highways England propose to upgrade the 8.7 mile section of single carriageway A30 between Carland Cross and Chiverton Cross roundabouts to dual carriageway. As the trunk road is the responsibility of Highways England they are leading on the proposals. Highways England are currently preparing a development consent application to Central Government and expect a decision in Spring 2020, closely followed by start of construction. The road is expected to be open in 2022.

Traffic modelling and a detailed air quality assessment for the scheme predict that the road will lead to a reduction in traffic through Grampound and an improvement in air quality.

How will success be measured?

Success will be measured through uptake of alternative forms of transport to the private car, including public transport, walking and cycling. In addition, it is expected that as emissions from road vehicles reduce with improvements in technology levels of NO_2 in Grampound should fall. It is difficult to clearly predict the level of impact for measures and emissions reductions, however any improvement regardless of the cause will be beneficial. Monitoring of NO_2 will also continue in the village, and this will be reported annually against previous years where a trend will hopefully be seen.

7. Consultation

Consultation with the public and stakeholders is taking place between 15th October 2018 and 10th December 2018. If you would like to get involved and comment on the proposal please get in touch by one of the following methods:

Drop-in Session

Tuesday 13th November 2018 between 4pm and 7pm at Grampound Village Hall, Fore Street, Grampound.

Write to us

Grampound Air Quality Consultation, Public Protection, Cornwall Council, Dolcoath Avenue, Camborne, TR14 8SX

Email us

cep@cornwall.gov.uk (please use Grampound Air Quality Consultation in the title line)

Complete the online questionnaire

Visit www.cornwall.gov.uk/grampoundairquality

If you would like this information
in another format please contact:

Cornwall Council
County Hall
Treyew Road
Truro TR1 3AY

Telephone: **0300 1234 100**

Email: **enquiries@cornwall.gov.uk**

www.cornwall.gov.uk