

Liskeard Active Travel Working Group meeting

Wednesday 5 October 2022 at 2pm via Zoom

The LCWIP is now available to view on the Town Council website

<https://www.liskeard.gov.uk/active-travel/>

Present: Councillors Rachel Brooks (Chair), Richard Dorling, Nick Craker*, Jane Pascoe* and Naomi Taylor and Yvette Hayward (Liskeard Town Council)
James Hatton and Adrian Roper (CC – Transport), Lee Quinney (CC – Public Transport), Sarah Sims (CC CLO)

Apologies: Councillor Christina Whitty, David Orr, Peter Murnaghan, Ann Kinahan (Liskeard Velo), Alexis Field (Aecom – Looe Valley Trails)

(*also Cornwall Councillor)

Agenda

1. Welcome and introductions

2. Notes of the last meeting 7th July 2022 (see attached)

Councillor Brooks proposed, Councillor Dorling seconded, and the group agreed the notes were an accurate recording of the meeting.

3. Stage 6 Scheme Development – public consultation feedback

Charter Way – this was strongly supported in terms of numbers, and it was agreed this is the top priority to proceed. There were mixed comments on speed limits and whether reductions are needed if a segregated cycle and footway are provided. It was noted that new transport guidelines have expectations for speed limits and these must be followed if funding is to be obtained - these should be checked to ensure eligibility.

Plymouth Road – it was agreed to recommend proceeding with these improvements.

Castle St/Pound St – the results of the survey were against this. It will be important to communicate back to people we have listened to views are not recommending this to proceed. However, a watching brief will be kept on this as other improvements made might then change views on this. Other changes may also increase the number of cyclists which will make this more viable.

Barras Street – there was a small majority against this, with lots of people indicating in the comments they were put off by the Bodmin scheme. Sarah Sims advised that data was

available from Bodmin to show that after bedding in there were reductions in speeds, accidents and air pollution, and an improved flow of traffic. During implementation all roads into the town centre were closed for some time and this may have coloured the perception. **SS to send data on low-speed environments to YH.** It was agreed to defer this scheme until the future of the bus bays was determined as this may free up more public realm.

Bus Bays – **YH to extract the relevant sections of feedback and comments to send via NC to the CC officers working on the cattle market redevelopment.** There would always be a need for bus pick up/drop off on Barras Street, but this may not need a bay, or a smaller one. The CC designer was still working on the proposals for the cattle market, in conjunction with the bus company and Cornwall Councillors.

Baytree Hill – there was strong support for a greater pedestrian focus, which also accords with aspirations put forward by the Liskeard Traders Association for an events space. Some concern was expressed at losing too many car parking spaces. It was suggested short term free parking could be relocated to the spaces at the top of Upper Sungirt if CC agreed. **SS to contact CC carparking to scope possibilities.** The Liskeard Traders Association had also suggested an outside escalator from Poundland to overcome the steep steps from these parking spaces, although there was no idea of possible cost. It was agreed to recommend the Baytree Hill improvements are proceeded but looking at the issue for short term free parking near the pharmacy.

Dean Hill/Limes Lane junction – these were well supported and would be recommended. It was important to ensure communication made it clear how this interacted with the Looe Valley Trails scheme, and that New Road had not been forgotten or ruled out but was being addressed by another scheme.

20 mph zone in the town centre – overwhelming support for becoming permanent.

Wider 20 mph zone – the results showed it would be important to define the area clearly in the future before this was proceeded.

It was important to keep a balance of the needs of all road users, as some elderly people coming from the hinterlands had no option but to travel by car.

4. Sustrans Cycle Hub report (see attached)

The report was noted but would be put on hold until new cycleways were closer to being delivered. It would be important to understand what local businesses would be able to deliver.

5. Funding Opportunities update

There is a need to coordinate the various capital and revenue funding streams to be clear about what is available. Communications should also make it clear to the public that improvements will be funded from grants, developer contributions etc and not the council tax.

DfT Capability Funding – CC have put in a bid for £204,600 of DfT capability funding from Active Travel England. The funding is to develop LCWIP schemes further to get them in a position to secure funding - possibly from future rounds of the Active Travel Fund. There are currently 7 LCWIPs completed in Cornwall, and 4 have been selected including Liskeard's route 4 (Charter Way/Plymouth Road). This will include commissioning approx. £40,000 of work from Cormac to firm up the costs and do further design on the work completed by Sustrans, which should be completed by next summer. A decision is due in a few weeks and has a good chance of being successful. It is expected there will be more active travel funding due around Christmas. Although the further design and costings will not be complete by then it may be possible to bid using the figures we have from Sustrans. Going forward levelling up funding or smaller pots from the active travel round 4 may be available to progress this.

Levelling Up – it was understood that there was a clear commitment to allocate funding to Liskeard

S106 – JH will check the detail on the Charter Walk s106 contributions and confirm how they can be applied to these measures. There is also a small amount of CIL funding which could be allocated.

CC Public Transport have secured £13.3m from the DfT for its Bus Service Improvement Plan (BSIP). This funding has been confirmed to progress a number of both capital and revenue schemes that are aimed at delivering growth in public transport use. Included within the BSIP is a line for the development of a solution for Liskeard (the cattle market or extending the bus bays on Barras Street) that meets the funding allocation.

6. Looe Valley Trails Steering Group update (Jane Pascoe / Sarah Sims)

The Liskeard to Looe routes and Liskeard loop are part of the wider project which includes trails linking Looe to Bodmin and Cremyl.

(Update following the meeting - Routes have been identified and the business case written by Aecom. The project will now await funding opportunities.)

7. Any other business – Moorswater Steps

National Highways have reported that as Cornwall Council's framework design consultants will soon be changing, it has been agreed between the two organisations that National Highways will now lead on developing this work, building on the good work that Alexis and

the team have undertaken to date. Funding is still available for the feasibility work to be undertaken and they have instructed their consultants to commence this work accordingly. - **YH will keep chasing for a date.**

8. Date of next meeting – Wednesday 16 November 2022 if funding update available.