

Liskeard Active Travel working group meeting notes 22.2.21

Present:

Liskeard Town Council - Councillors Rachel Brooks (chair) and David Ambler, Steve Vinson (Town Clerk) and Yvette Hayward (Deputy Town Clerk)

Cornwall Councillors – Nick Craker and Jane Pascoe (also LTC)

Cornwall Council officers - James Hatton (Transport), Lee Quinney (Public Transport Assets and Systems Manager), Caitlin Murray and Steve Facer (Town Renewal Officers)

Peter Murnaghan (Community)

Apologies: Councillors Ian Barlow (LTC) and Sally Hawken (LTC & CC), David Read (CC CLO)

Terms of Reference

An additional two participants had been put forward by the local cycling community as representatives of local cycling groups (Malcolm Mort and Gail Dyer).

It was agreed a representative of the Liskeard Town Forum should also be included in the working group.

Devon and Cornwall Rail Partnership had indicated that due to their small staff team, they would be unable to commit to being part of the working group but were keen to work with the group on initiatives relating to the railway, station and links between the town and the station and could attract extra money to act as match funding for projects that emerge – they could engage on a consultee basis.

Suggestions for other groups which may also be useful consultees included: SECTA, Mobility/disability groups (DA may have links), the bus operator (LQ has been in contact with Plymouth City Bus and will involve them as necessary), local walk leaders, Caradon Hill Area Heritage Project and Safe 38.

Communications

CC were working on a press release on the success of the grant application for end of February/beginning of March. They would be happy for the group to look at additional comms to promote the project.

Feedback

It was recommended the following were included within the feasibility study to be commissioned:

- Development of a local cycling and walking infrastructure plan (evidence based, identifying current network conditions, gaps and how these will be addressed). Look at Truro's as an example <https://www.cornwall.gov.uk/transport-and-streets/sustainable-transport/truro-local-cycling-and-walking-infrastructure-plan/>

- A higher priority to local travel to work and school (not tourism), giving people a safer option to make a switch from the car, bringing environmental benefits and linger longer (see examples in Bodmin).

Deliverables (section 8) need more specific defining of what comes out of the project. What goes into the feasibility study in relation to the points above needs to be clear.

Procurement – CC's usual route would be to commission Cormac to do the design work or undertake a tender exercise. Tender, to include Cormac, was favoured by the group. It was believed the work could be tendered as a package rather than broken down into smaller chunks, but when tendering it would be important to find a company with the right experience. (NB – fully compliant process required e.g. over £25,000+ on Contracts Finder). Options also included a direct grant, with LTC producing an end project report and full audit trail, or partnership work with CC where they keep the money and act on our behalf.

Questions

Could more localised data be obtained to support the project? – Sustrans and the DfT have case studies which JH will share.

Sue Brownlow has data relating to the Camel Trail which may be useful - YH to contact

Next Steps

1. Finalise the deliverables (LTC and CC officers) – SF will prepare a draft
2. Refine the brief for the feasibility study, including the recommendations discussed, and confirm the procurement process. (NB – consider work with other towns and how this could work)