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**This project has been supported by:**





## 1. Study Purpose, Aims and Scope; Structure of the Report

- 1.1 In 2016 after a period of informal investigation by local volunteers, Looe Development Trust secured funding to conduct a feasibility study into the creation of a new cycle trail between Liskeard and Looe in South East Cornwall. This report documents the outcomes of that work.
- 1.2 The idea of a cycle trail in the East Looe valley and in South East Cornwall is not new. Early plans for the National Cycle Network envisaged a route from Plymouth to Looe and onwards further west. In the late 1990s, a local group called the East Looe Valley Improvement Society (ELVIS) promoted the possibility of a new trail linked to or possibly superseding the Liskeard to Looe railway line. In 1999 Caradon District Council commissioned a study into the industrial archaeology of the former Liskeard and Looe Union Canal with a view to securing and promoting its heritage. Unfortunately because of funding constraints at the time, none of this could be taken forward. But the many of ideas were still good ones, and this work builds on that background with due thanks to all those previously involved.
- 1.3 In the light of the increasing interest in Cornwall in developing leisure cycling for both local residents and visitors, these ideas were revived. Initial informal investigations led to the identification of a potentially feasible route from Liskeard to Looe. It also became clear that a group of cyclists based in and around Looe had scoped a further possible route from Looe to Lanhydrock, and were keen that an initial exploration of this should be incorporated into the feasibility study.
- 1.4 The aim of this project is to test the feasibility of delivering a multi-use cycling and walking route along the East Looe valley between Liskeard and Looe and scope out its possible impacts, delivery mechanisms and costs.
- 1.5 The popularity of such trails in Cornwall is now well established with the success of the Camel Trail in regenerating parts of Wadebridge and Bodmin, and on Mounts Bay, Penzance part of the Cornish Way and SW Coast Path, and the further development of cycling hubs at the National Trust's Lanhydrock estate. The Liskeard Looe trail would:
- **Contribute to the local economy** by adding a highly appealing tourist activity in an area which generally lacks things for tourists to do, drawing more tourism footfall to this part of Cornwall, supporting existing tourism businesses and stimulating the creation of new route-specific businesses (eg cycle shops, cafes)
  - **Enhance the viability of Liskeard and Looe town centres** by increasing visitor footfall, particularly through proactive routing to direct cyclists through the centre of Liskeard en-route to and from the railway station and car parks
  - **Further develop the use of the Liskeard – Looe branch line** (Devon and Cornwall Rail Partnership) by visitors and Cornwall residents
  - **Provide a link between the coast and busy tourist resort of Looe and the Caradon area of the Cornish Mining World Heritage Site**, enhancing access to and understanding of the area's industrial heritage and create some specific points of access to and interpretation of the canal and railway

- **Engage the community** including schools and young people and artists in the development, management and use and appeal of the trail, building community identity, interest and improving health outcomes by encouraging physical activity
  - **Support the development of National Cycle Network Route 2** – a long distance cycle route along the south coast of England from Dover to St Austell
- 1.6 Among these aims, the primary focus of the work was on the potential local economic impact of a new Trail, as a means of adding value to the local tourism economy.
- 1.7 In order to control risk, the project was split into three distinct phases: initial feasibility to test the route concept and develop a high level plan and costing; detailed design of route sections to give greater cost certainty and secure landowner consents; implementation. This report covers the initial feasibility stage.
- 1.8 Because funding for the feasibility study was limited, there was initially no scope to do more than take an initial look at the proposed route from Looe to Lanhydrock. Towards the end of this work additional resources have been secured from Looe Town Council, the Cornwall and Isles of Scilly Local Enterprise Partnership and Cornwall Council to enable a proper initial feasibility study into this west route, which is beginning as this report is completed. The same steering group, team and methodology will continue into this second piece of work, which will also look at the potential route eastwards from Looe to Plymouth and is due to report by the end of June 2017 so that the work can be delivered as a single project.
- 1.9 There is much technical detail in the work presented by the study team. This is contained in a series of Annexes, some parts of which are of necessity confidential. This overview report is written to summarise this work and to signpost the reader – and potential future funder of the implementation phase - to those annexes of particular interest.
- 1.10 Many people have contributed to this study, as consultees and members of the steering group. The study would not have been possible without the commitment of Looe Development Trust who have acted as accountable body for the funds and chaired the steering group. The team would like to put on record their thanks to all of these for their generous support and advice.

## 2. Funding, project steering group and study team

2.1 It was clear from the outset that a multidisciplinary approach would be required. As well as the obvious route design, highways and engineering challenges, the trail has clear potential for heritage interpretation and the ecological aspects of trail design also need to be taken into account. The views of the local community and local businesses need to be considered, and the potential business and economic impacts identified. A mechanism to secure the long term ownership and maintenance of the Trail is required. Most importantly, landowner consent is essential for trail construction both from individual private landowners and from corporate landowners along the route including Network Rail.

2.2 Looe Development Trust were successful in securing grant funding towards the initial feasibility study from Liskeard Town Council, Liskeard Town Forum and the Cornish Mining World Heritage Site. On the basis of this, Cornwall Council agreed to provide engineering and design expertise through their contracts with CORMAC and Sustrans. A successful application was made to the local LEADER EU funding programme, and other expertise including project management and administration was put in place through temporary staffing and market-tested contracts for advisory services. The full team comprised:

**Looe Development Trust staff:** project management and administration; landowner, stakeholder, business and local community consultations; economic impact analysis

**CORMAC & Sustrans:** Design engineering; mapping

**Andrew Thompson Heritage:** Heritage advice

**Phil Collins Associates:** Ecological advice

2.3 The overall funding package for this Feasibility Study is shown in the table below:

Funder	£ provided
Cornish Mining WHS	£ 1,000.00
Cornwall Council	£37,500.00 (in kind)
LEADER EU programme	£20,571.38
Liskeard Town Council	£ 5,000.00
Liskeard Town Forum	£ 300.00
<b>Total funding package</b>	<b>£64,371.38</b>

2.4 To oversee the work, Looe Development Trust assembled and chaired a project Steering Group comprising representatives of the main funding organisations and local elected Councillors. The group met three times during the course of the study. The work began in September 2016 and was completed in March 2017.

### 3. Methodology

#### 3.1 Our approach to this brief was as follows:

##### **September / October 2016**

- Initial whole-team visit to route including West Looe to Lanhydrock section
- Initial Steering Group meeting
- Identification of distinct route sections and longlist options for each section
- Sourcing landowner information from Land Registry and local knowledge and making contact with every landowner to establish their position
- Identification of and contact with other key stakeholders with the potential to influence the route outcome
- Preliminary identification from desk-based sources of route issues and constraints
- Preliminary identification from desk-based sources of ecological opportunities, issues and constraints
- Preliminary identification from desk-based sources of heritage opportunities, issues and constraints
- Public communications and awareness raising including local media coverage and social media presence

##### **November / December 2016**

- Refinement of longlist options based on preliminary feedback; preparation of indicative maps to inform public consultation events
- Open consultation (2 events) with local community, and with young people and local tourism and cycle-related businesses
- Research into Cornwall's visitor economy and the cycle tourism market
- Meetings with key local stakeholders and corporate landowners (Network Rail, Duchy of Cornwall, Forestry Commission, Woodland Trust, Cornwall Wildlife Trust, Morval estate)
- Individual site visits by team members to follow up points of detail
- Team walk of parts of the railway track to investigate conditions in otherwise inaccessible locations
- Indexing of route sections and route options for each section, using a structured and weighted scoring mechanism based on ratings of feasibility, quality and economic impact
- Whole-team workshop to evaluate route options and identify preferred route

##### **January – March 2017**

- Second Steering Group meeting to consider preferred route and remaining workplan
- Team detailed analysis of preferred route; refinement
- Feedback to landowners and further investigation and dialogue
- Consultation with other stakeholders and potential future investors (SECTA, Visit Cornwall, Heritage Lottery Fund, Local Enterprise Partnership; local representatives of EU funding programmes)

- Report preparation
- Third Steering Group meeting to consider draft report
- Report submission and project close

During this period we also secured funding for a feasibility study into the link to Lanhydrock.

- 3.2 Substantial dialogue between team members was essential throughout the study period to ensure a robust multi-disciplinary approach as the route options analysis evolved. This was achieved through monthly team meetings in the autumn of 2016, and extensive bilateral communications thereafter. The process was iterative, and inevitably messier in places than the following report suggests.

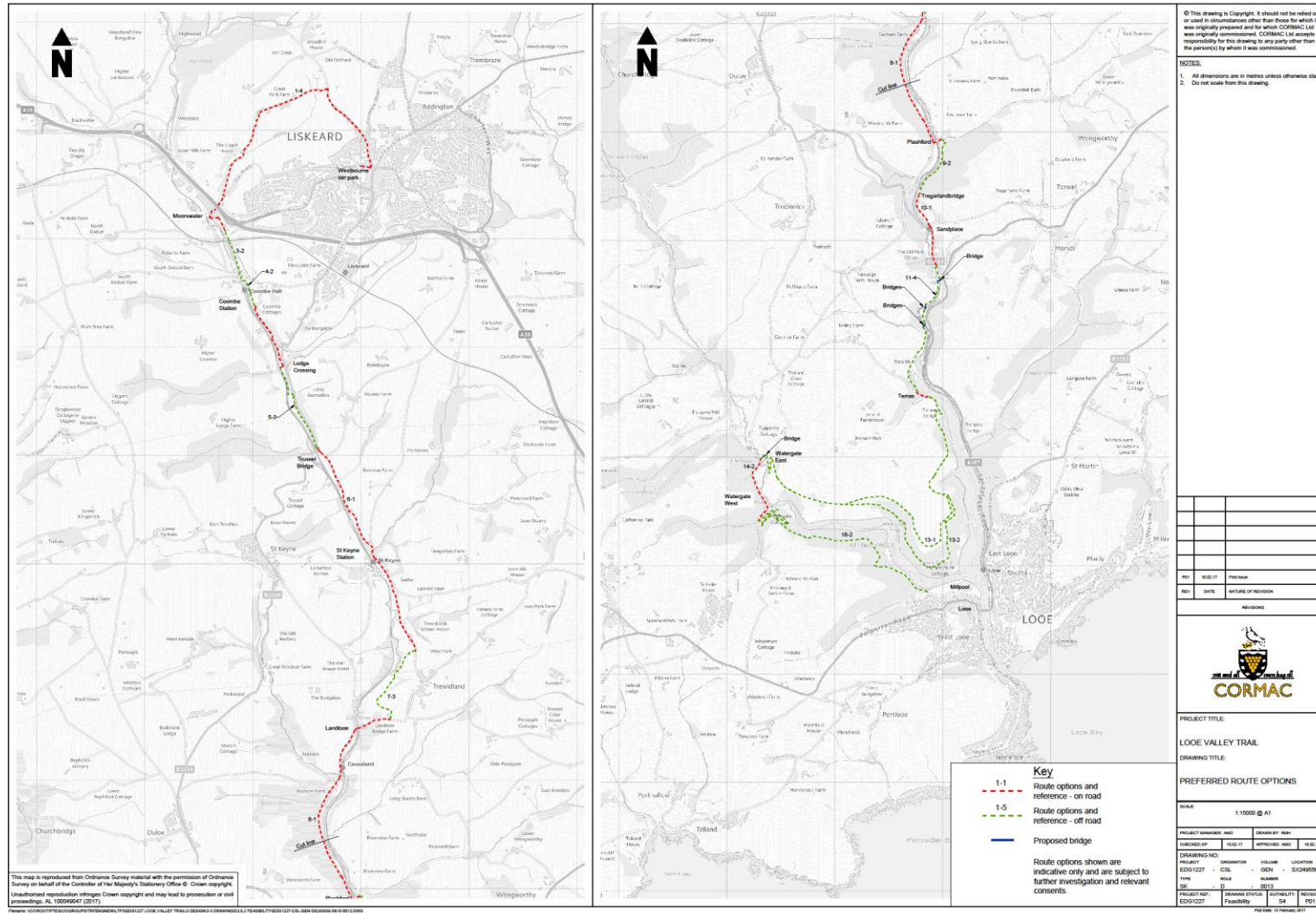
#### 4. Route options and preferred option

- 4.1 At the outset of the study, our route concept was to start in Liskeard town centre, proceed somehow to Moorswater then follow the valley bottom as closely as possible as far as Sandplace using a combination of quiet lanes and off-road sections. At this point we considered the main road (A387) unacceptable for potentially large numbers of family leisure cyclists and had identified the off-road alternative of accessing the adjacent Morval Estate with their consent and proceeding into Looe above the east side of the road through woodland believed to belong to the Diocese of Truro. The aim was to create a reasonably flat route accessible to family cyclists.
- 4.2 Our early site investigations and enquiries identified several key opportunities and issues that would have to be addressed to secure a deliverable route option:
- In consultation with Network Rail it became clear that their safety and operational requirements meant that new crossings of the railway line would be very expensive and should be avoided wherever possible. This included the need to avoid more intensive use of existing farm and footpath crossings and an unprotected level crossing.
  - The most obvious route out of Liskeard into the valley using the B3254 Lodge Hill was not considered safe for the target market, being narrow and a bus route. It would also mean visitors being routed away from the town centre and Moorswater, both of which would be important missed opportunities.
  - Moorswater has important heritage assets from its period as the main transport interchange between the Caradon Hill mining area and the canal / railway. This has the potential to be a basis for telling the story of the connection between the route and the industrial and agricultural history of the area, and with imagination provides an opportunity for communication of the “Wow” factor of the innovative engineering represented by the technologies when they were invented, building on the recent Man Engine experience.
  - Much of the land adjacent to the railway at the bottom of the valley is waterlogged and prone to flooding because it is also the route of the East Looe river and former Liskeard and Looe Union Canal, making construction of a trail more difficult and expensive along the valley bottom itself.
  - Below Sandplace, the initial route concept down the east side of the valley was more challenging than we have anticipated because of the topography of key parts of the Morval Estate, landowner constraints and a change in landownership of the woodland at the south. It was also not clear how a safe crossing onto this side of the road from the B3254 at Sandplace could be achieved, or how the final section into Looe could be navigated without using the A387.
  - Without landowner consent, no new off-road sections could realistically be achieved. We judged it unlikely that the local authority would have an appetite for Compulsory Purchase for a project of this nature, and it is anyway highly undesirable to proceed in this way. We therefore sought to create a coalition of the willing.



- The topography and available options meant that a flat, totally off-road trail was unachievable. It was clear we would have to revise our view of the target market for this trail from the very easy, young family market (as, for example, the users of the Camel Trail) and towards more experienced cyclists willing to use quiet lanes in places and to tackle some steeper gradients. Research of the cycling market revealed that this is a strong growth sector and still left plenty of scope for high levels of economic impact.
- 4.3 We divided the whole route into 16 discrete sections, running from north to south. For each section, all available options were identified and longlisted. This was in order that we could document the reasons why certain options were not preferred as well as just establish our preferred route.
- 4.4 After consultation with all landowners and with the public and local businesses, and initial investigation of the heritage potential, ecological impact and design and cost feasibility of each option, the team identified a preferred option for each section based on weighted score across a range of criteria. Full details of the reasons why particular route options were preferred or not are given in Annex A.
- 4.5 The preferred option is shown in Figure 4.1 and described in Table 4.2. The total length of the preferred route is 20.2 km of which 10.9 km is off-road with the remainder outside of the two towns on quiet lanes. Apart from the section leaving Liskeard, only 6.4 km of the route is on lanes. Below Sandplace, almost all of the preferred route is off-road.
- 4.6 The preferred option does involve the following steep sections where the amount of climb / descent is beyond what would be considered reasonable for it to be described as an easy cycling route:
- Venslooe Hill to the west of Liskeard – an acceptable descent on the way down but a moderate climb in the Looe to Liskeard direction
  - Fields and lane above Landlooe Bridge – moderate climb/descent through fields with short but steep climb/descent on lane to Landlooe
  - Path above Plashford – short steep climb or descent on track depending on direction
  - Several moderate climbs and descents between Sandplace and West Looe
- 4.7 Dialogue with landowners has continued after the options review, and we now believe that even better options may exist at Terras and at the crossing north of Watergate. There has not been time to pursue this during this phase of the study but we recommend that it is taken forward early in the next phase, before detailed design commences.
- 4.8 We have contacted all relevant landowners and the whole of the preferred route (noting the tweaks in paragraph 4.7) could, we believe, be implemented with the consent and cooperation of landowners. No legal agreements or heads of terms have yet been considered. Full details of landowners are given in the confidential Annex C.

Figure 4.1 Preferred Route



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Table 4.2 Preferred route summary

Section 1 - Liskeard to Moorswater		Option 4	
		Start in town centre (Cattle Market or Westbourne), Parade, Barras Street, Barras Cross, Venslooe Hill, Lane via Old Park Farm and Ladye Park to Old Road, Old Road under A38	
distance onroad (km)		2.83	
distance offroad (km)		0	
Section 2 - Moorswater		Option 1	
		Access at Moorswater to: New parking, cafe and toilet facilities; Interpretation of key heritage assets around former canal basin; Innovative interpretation activity at Brunel Piers to appeal to active cyclist market	
distance onroad (km)			
distance offroad (km)			
Section 3 - Moorswater to Coombe Station		Option 2	
		Old Station Road, Footpath under viaduct to Coombe Station	
distance onroad (km)		0.16	
distance offroad (km)		0.45	
Section 4 - Coombe Station to Lodge Crossing		Option 2	
		Track through Devon and Cornwall Wool site, lane to Lodge crossing	
distance onroad (km)		0.61	
distance offroad (km)		0.3	
Section 5 - Lodge Crossing to Trussel Bridge		Option 2	
		New trail on Network Rail and private land to east side of track then adjacent to road, under canal arch at Trussel	
distance onroad (km)		0	
distance offroad (km)		0.91	
Section 6 - Trussel Bridge to St Keyne Station		Option 1	
		Lane to east of railway	
distance onroad (km)		1.14	
distance offroad (km)		0	
Section 7 St Keyne Station to Landlooe		Option 3	
		(East side) lane along valley bottom as far as school, new track in fields to footpath crossing, up footpath onto lane, lane down to Landlooe	
distance onroad (km)		1.27	
distance offroad (km)		0.86	
Section 8 Landlooe via Badham to Plashford		Lane	
		Lane	
distance onroad (km)		1.73	
distance offroad (km)		0	

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Section 9 Plashford to Tregarlandbridge		Option 2	
		Cross at road bridge over railway to east side footpath up to Canter Track / Coalyard Track, down to Tregarlandbridge	
distance onroad (km)		0.08	
distance offroad (km)		0.62	
Section 10 Tregarlandbridge to Sandplace Station		Option 1	
		Lane	
distance onroad (km)		0.32	
distance offroad (km)		0	
Section 11 Sandplace Station to Terras		Option 4	
		Lane to Polraen, onto Network Rail / Morval land between railway and A387, new bridge crossings of railway and river onto west side below woods, new track along bottom of fields to Terras Crossing (west side)	
distance onroad (km)		0.38	
distance offroad (km)		1.43	
Section 12 Terras to East Looe		Option 1	
<i>Note: this option is not feasible as a cycling route but it may be possible to negotiate access for footpaths to create a new circular walking route around Looe. Recommended for Looe Town Council and Morval Parish Council to further investigate.</i>		(east side) Morval estate new bridge across Steppes Pond, St Martin's Wood, Road into East Looe	
distance onroad (km)			
distance offroad (km)			
Section 13 Terras to Watergate (east side)		Option 1	Option 2
		Terras crossing west side, short section of foreshore, Tenant Farm land and wood, Woodland Trust new plantation, descent to Watergate	Terras crossing west side, short section of foreshore, Tenant Farm land and wood, Woodland Trust ancient woodland higher path, descent to Watergate
distance onroad (km)		0	0
distance offroad (km)		3.35	3.92
Section 14 Watergate E to Watergate W		Option 2	
<i>Note: Option 1 and Option 2 differ only in the crossing point of the West Looe. 1 would be a very acceptable alternative should 2 prove problematic on further detailed investigation</i>		New track through woodland to springs, new bridge crossing to land adjacent to restored Limekiln, lane to Watergate west side	
distance onroad (km)		0.45	
distance offroad (km)		0.32	
Section 15 Tregarlandbridge via Treworkey to Watergate (west)		Option 1	
<i>Not preferred option but could be used as interim step if delivery of main offroad route needs to be phased for financial reasons. Number of steep gradients makes it unattractive for family users</i>		Up steep lane from Tregarlandbridge to B4354; Lane to Treworkey and Sowden's Bridge; Lane to Kilminorth	
distance onroad (km)			
distance offroad (km)			
Section 16 Watergate W to West Looe		Option 2	
		New zigzag path from Watergate up to Kilminorth bridleway; bridleway to Polean	
distance onroad (km)		0.3	
distance offroad (km)		2.08	

## 5. Design engineering

- 5.1 CORMAC Solutions' Engineering Design Group (EDG) have been commissioned to help assess the identified route options, investigate outline engineering solutions for challenging sections and develop costings to recommend a preferred route from an engineering perspective. Specialist support has been provided by Sustrans.
- 5.2 Assessment of the existing situation indicates that there is a lack of safe access for cyclists and pedestrians between Liskeard and Looe. There is no footway along potential routes once outside of the town limits. The only cycle provisions in the study area are a 0.6 mile section of National Cycle Network Route 2 which leaves West Looe towards Kilminorth Woods (Ridgeway) and part of the Caradon Trail which runs through Liskeard.
- 5.3 In assessing the design feasibility of the route options, the following factors were considered:
- Engineering Requirements of Route
  - Design Fit With Family Friendly Off Road Aim
  - Safety
  - Security (Personal)
  - Use of the Existing Geometry / Road Corridor
  - Meeting Design Standards
  - Impact on Existing Structures
  - Land Take Requirements
  - Technological Requirements
  - Durability / Lifespan
  - Implementation Timescale
  - CDM – Construction Risks
  - CDM - Maintenance Risks
  - Buildability
  - Directness of Route
  - Highway Status/ Considerations
- 5.4 The cost estimation value quoted for each route is the works cost which includes materials and labour only. Cost estimations made at this stage of feasibility are necessarily high level. The estimations have been calculated based on costs per m for the assumed construction types as experienced on other similar schemes across the UK. An estimate of design fees, works supervision fees, risk and optimism bias is included in the figures and accounts for an additional 97% of the works cost ie very nearly half of the overall total. This was a desk-based assessment and no new surveys or investigations have been commissioned.
- 5.5 Engineering design solutions for each route option are discussed in the report at Annex B.
- 5.6 The total works cost of the overall preferred route is estimated as £4,848,600 broken down as shown in the Table 5.1 below. Including design and supervision fees, risk and optimism bias, the estimated cost of implementing this route is £9,571,442. An alternative route



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based solely on the preferred engineering solution, ignoring other factors, was costed at £3,779,900 works cost and £7,446,403 overall, but it should be noted that not all sections of this solution can be implemented due to lack of landowner consent or other constraints, and in a few sections the preferred overall route chooses more expensive off-road sections in order to improve the overall user experience and increase the economic impact of the Trail.

Section	Overall preferred route	
	option	cost
Liskeard to Moorswater	1.4	£2,600
Moorswater to Coombe	3.2	£246,100
Coombe - Lodge	4.2	£9,200
Lodge - Trussel	5.2	£379,800
Trussel - St Keyne	6.1	£900
St Keyne - Landlooe	7.3	£245,400
Landlooe - Plashford	8.1	£900
Plashford - Tregarlandbridge	9.2	£122,700
Tregarlandbridge - Sandplace	10.1	£900
Sandplace - Terras	11.4	£1,629,700
Terras - Watergate	13.1	£1,128,800
Watergate crossing	14.2	£416,200
Kilminorth	16.2	£675,400
<b>Total works cost</b>		<b>£4,858,600</b>
18% design and supervision		£874,548
35% risk		£1,700,510
44% Optimism Bias		£2,137,784
<b>Total cost</b>		<b>£9,571,442</b>

- 5.7 The main drivers of high cost sections in this route are the need to cross boggy or steeply sloping land. In sections 11 and 14, the route requires us to create new bridges over railway and river.
- 5.8 Full details of the rationale for all the route options costings are given in Annex B along with illustrations of sections of the route and options for route surface design.

## 6. Land ownership and consents

- 6.1 Landowners along all main off-road route options were contacted as part of the options analysis to sound out their willingness to cooperate with the trail going across their land. No detailed terms were discussed beyond the principle that this could be through a lease or purchase arrangement based on open market land values (ie no premium) and no additional costs, for example of fencing, insurance or maintenance liabilities, being incurred by the landowner. Detailed terms and legal agreements will be required at the next stage.
- 6.2 Options shown as preferred are believed to have the support of all the required landowners. In the main, landowners we contacted were supportive of the Trail proposal and willing, and in some cases positively keen, to play a part in enabling it to be developed. Detailed discussions about routes were undertaken to achieve routes that would not impact on the owners' or neighbouring properties, and with an eye to ecological impact and cost implications.
- 6.3 The main sections where at least one landowner ruled out particular options were in the upper part of the valley between Coombe and Sandplace, on the east side of Sandplace Road and in the area at Terras crossing and around Tenant Point. Details are given in a confidential Annex C. We respect the reasons why landowners felt unable to agree in these cases, which were mostly to do with the impact on their property or business interests.
- 6.4 Several institutional landowners have particular constraints which will have to be addressed in full at the next stage of development. Principal among these are Network Rail who have operational and safety requirements for any land adjacent to the track, and the Woodland Trust who have to balance woodland conservation and access at Tenant Point.
- 6.5 Offers of cooperation from some landowners have not been taken up at this stage because other routes were preferred. This information is included in Annex C and may be useful at a later stage should any parts of the preferred route prove infeasible after more detailed investigation.

## 7. Summary of community and business consultations

- 7.1 During the course of the feasibility study, consultation was carried out with the local community through:
- Two well-attended public consultation meetings which attracted more than 100 attendees including potential Trail users, supported by social media
  - A focus group session with young people from Liskeard School and Community College
  - 1-1 business consultations with cycle hire and sale businesses in the area
  - Consultation through structured questionnaire with a small sample of local tourism businesses
  - Consultation with tourism sector representative organisations SECTA and Visit Cornwall
- 7.2 Specific local interest groups in the heritage and ecology fields were also consulted and this was used to inform the technical reports in these areas.
- 7.3 The aims of consultation in this phase of the project were to raise awareness of and support for the project and to gain useful feedback on potential route options from local residents and stakeholders who know the area best. Some of our final preferred route options were not on our original plans and were identified only as a result of suggestions from consultees. This was not a statutory consultation for planning or other purposes, which if required will have to be conducted at a later stage of the work when the chosen route is finally decided.
- 7.4 Based on feedback from the consultation events and through social media, we are confident that the Trail has widespread, although not completely universal, support. The local community appears to share the ambition to offer more in the local area to attract more and higher spending tourists, and to perceive the Trail as a very good way of achieving this. There is a high level of enthusiasm among many for increasing the opportunities for safe cycling for local residents as a consequence, and support for the notion of designing the Trail for use by local equestrians and walkers as well where possible. A number of consultees mentioned the positive impacts on health and wellbeing if this could be achieved, valuing this as highly as economic gains.
- 7.5 Local cyclists were, unsurprisingly, highly enthusiastic. They were particularly supportive of the wider intention to link a Trail in the East Looe valley to Lanhydrock and Plymouth, and saw this as having a big multiplier effect on the impact of just the East Looe Valley section.
- 7.6 The consultation surfaced many direct offers to be involved in the future stages of the development of the Trail project, particularly from the heritage, environmental and cycling communities and this provides a good platform for the formation of the proposed Friends of the Trail organisation.
- 7.7 People voicing concerns about the Trail were very small in number but it is important to record two main areas of concern expressed:

- The potential for conflict between trail users and other road users and local residents, particularly where the route involves quiet lanes. A particular concern was expressed in respect of the West Looe route if traffic tries to access the route through the village at Herodsfoot which we agree could cause significant congestion problems in busy periods. We believe this problem can be addressed through very clear signage.
- The potential impact of the Trail and Trail users on the environment and ecology of the valleys, and on the enjoyment available to local residents from what are currently some very quiet rural areas. Details are given in Annex D and are largely concentrated in the West Looe valley and at Trenant Point. Creation of the Trail will undoubtedly impact negatively on some of these areas but, set against this, it will also increase access to the countryside to many who do not currently visit. The Preliminary Ecological Assessment sets out these impacts in respect of Trenant and recommends steps that can be taken to mitigate their effects and provide balancing enhancements. The issues raised over the West Looe should be given further consideration in the detailed feasibility study of this route.

- 7.8 Young people were consulted particularly to establish their level of awareness of the local industrial heritage and to test their reaction to the emerging ideas for the heritage hub location at Moorswater, as well as their general views about the creation of a Trail. Unsurprisingly, they said that there was poor provision for off-road cycling in the area and they would welcome the Trail as giving them something safe, fun and active to do in their leisure time particularly if this was accessible from their homes rather than somewhere they had to be driven to.
- 7.9 Influenced by the high profile “Man Engine” initiative in 2016, awareness of the area’s mining heritage among young people was high although this tended to be associated with Bodmin Moor and less with the East Looe valley from Liskeard to the coast. Young people were excited by the possibility of active, hands-on heritage interpretation at Moorswater, rejecting “boring” ideas of a museum or online resources. The Brunel railway piers and the canal were thought to have potential for “Wow” factor activities. The school was also very supportive of the idea of the site as a location for Science, Technology, Engineering and Maths (STEM) visits, and Colleges have shown interest in involving students in survey and creative project work experience.
- 7.10 Cycle hire and sale businesses saw clear opportunities to grow their business as a result of the Trail and would consider investing in expansion on the back of the increased market. Liskeard, Looe and Deerpark (West Looe valley) were identified as key target locations for at least three new or expanded cycle-related services to Trail users, with opportunities for collaboration to solve the constraint of cycle carriage on branch line trains to facilitate one-way trips. Publicly-owned cycle hire buildings in Liskeard and Looe could offer scope for raising revenue to support Trail maintenance in future years.
- 7.11 The Tourism business questionnaire was not a representative sample but elicited useful and structured insight from a small group holiday cottage owners, guest houses and others

servicing the tourist industry. Without exception businesses responding felt that their business would benefit from the Trail and that it would help to create a distinctive identity for the area in the tourism market. Businesses in Liskeard were particularly keen to see the Trail route encouraging footfall in the town centre so that the town can capture a higher share of visitor spend – the comparison to how the Camel Trail has impacted on the fortunes of Wadebridge was drawn. Care was advised not to create new businesses that could simply displace spend from existing operators, particularly with regards to café provision in Liskeard town centre.

- 7.12 Tourism representative organisations (SECTA and Visit Cornwall) were highly supportive of the Trail proposal. They identify lack of a clear brand for the area and lack of tourism product as key challenges to increasing the visitor economy. They are currently working together to develop new branding, and the emerging theme of outdoors and active tourism building on the strengths of the outstanding environment of the moor and coast in South East Cornwall fits well with the proposed Trail. They endorsed the view that the longer route connecting to Lanhydrock and Plymouth would add significant impact to the core Liskeard to Looe proposal.



## 8. Economic Impact

### 8.1 The economic impact study (Annex E) analyses:

- The South East Cornwall economy
- Recent trends in Cornwall's visitor economy
- The market for and economic impact of cycle-related tourism
- Specific business opportunities arising from the Looe Valley Trail

and draws conclusions about the potential economic impact of the proposed Looe Valley Trail.

### 8.2 The local economy in South East Cornwall is weak in terms of locally-earned incomes, with no local residents in the Liskeard and Looe area living in the top 40% of neighbourhoods nationally and almost 1500 residents living in the worst 10% of neighbourhoods for income deprivation. The contrast between those commuting to better-paid employment in Plymouth and those working locally is stark: average gross weekly wages for those living in SEC is c. £480 (still low by national standards) but only £376 for those working in the local area. Women working locally fare particularly badly in terms of earnings.

### 8.3 Very small businesses dominate and almost 50% of the local economy is in the agriculture, retail or hotel and catering sectors.

### 8.4 South East Cornwall attracted almost 494,000 UK visitors and a further 30,000 overseas staying visitors in 2015. This accounted for around 2.65 million nights and £156 million spend in the same year. Although these figures look substantial, the area attracts fewer staying visitors than any other Cornwall district with the exception of Kerrier. Visit Cornwall estimate that in 2015, total visitor-related spend in South East Cornwall was almost £240 million, accounting for more than 4,500 FTE jobs and 18% of all local employment.

### 8.5 Both in respect of staying visitor numbers and day visitors, South East Cornwall performs worse than most other districts of Cornwall, the latter despite its relative accessibility because of proximity to Plymouth and Devon. By any measure we must conclude that this is a seriously underdeveloped market. Where tourism businesses or events have invested in creating a quality product or brand, there are many individual examples of success but this is not yet showing through in impact on perceptions of the whole area as a tourism destination.

### 8.6 Cornwall has increased its presence in the large and growing cycle-related tourism market in recent years, rising to compete with the best cycling destinations in the UK and now only just behind market leaders Scotland and Yorkshire in public perception.

### 8.7 Many studies are now published on the impact of cycling on local economies in the UK and Europe, and these are reported in detail in Annex E. This includes very recent studies of the Camel Trail and of a series of trails in Devon. The evidence suggests that a Trail such as that proposed here – including the wider Lanhedrock and Plymouth link sections – could

generate up to 500,000 trips per year with a gross value to the local economy of £10,000,000. The net economic impact could be between £2,000,000 and £3,000,000 per year, with most of this additional spending benefiting the area within a 30 minute travel distance of the Trail. Reality-checking this against the current visitor economy in South East Cornwall, this would represent a growth in gross visitor spend of £10,000,000 on £239,300,000 which equates to a growth of just over 4% of the total current market. This does not seem an unrealistic aim.

- 8.8 It is important to consider this benefit in the context of the cost of creating the Trail project. Given the estimated cost for the Liskeard – Looe section of c. £9.5 million, and a much less reliable estimate of perhaps £5 million to create the Lanhydrock and Plymouth linking sections (where much less complex construction is expected to be required), the total capital cost of the project could amount to around £15 million. Assuming based on the above estimates that the project grows to generate a net additional spend of £2,500,000 after three years and annually thereafter, and using a discount rate of 4% per year, the total net additional spend after 10 years is around £17.5 million, generating a positive Net Present Value of around £2.5 million for the project as a whole. No significant additional capital investment in the Trail would be required until +25 years after initial construction so we believe this to be a conservative estimate.
- 8.9 In the medium to long term, the Trail has some potential to contribute to increased private investor confidence in the area. The experience in Wadebridge shows that, partly on the back of the Camel Trail, perceptions of the town have changed over time and this has led to additional private investment in unrelated local business and property initiatives. While unquantified, this strategic impact could be very significant if the Trail is supported by effective place marketing.
- 8.10 We conclude that the wider project to create a network of linked Trails across South East Cornwall would represent a good investment for the public purse generating significant additional revenues to the local tourism economy and a positive NPV after just a short period. The impact of developing just the Liskeard to Looe section is very hard to estimate; the Camel Trail between Wadebridge and Padstow performs well in economic terms on a stand-alone basis, but there are other examples of shorter unlinked trails that are much less well used. We strongly recommend pursuing the wider project to achieve the most significant net economic gains.

## 9. Preliminary ecological assessment

- 9.1 Phil Collins Associates was commissioned as part of the Trail feasibility study to carry out a Preliminary Ecological Assessment (PEA) to inform the evaluation of route options. The aim of this aspect of the study is to identify a deliverable Trail route which will minimise and mitigate the potential negative environmental impacts and provide enhancement, access and interpretation opportunities where possible. A more detailed assessment of the preferred route will be required at the next stage and the PEA suggests the scope of this work.
- 9.2 The aim is to achieve at minimum no net loss of biodiversity, and ideally a potential biodiversity gain in line with current Government policy. Evidence from other Trails in Cornwall eg the Clay Trails suggests that biodiversity gains are achievable through careful project planning and implementation.
- 9.3 The PEA was conducted through extensive desk research and a habitat survey of conditions on the ground along the Trail route. Full details are given in Annex F.
- 9.4 The majority of the area is designated as an Area of Great Landscape Value. There are no sites of international importance within the study area, and just one SSSI (at Rosenun near Terras). Much of the valley woodland, floodplain, watercourses and estuary south of Sandplace are designated as County wildlife sites. Kilminorth Wood is a Local Nature Reserve. The Woodland Trust owns an extensive section of the southern end of the land between the two rivers, including Trenant ancient woodland. The estuary is a voluntary Marine Conservation Zone.
- 9.5 The area supports a range of habitat of national importance including ancient woodland, species rich hedgerows, rivers, ponds and estuarine communities. The most significant and irreplaceable habitat is the ancient upland oak woodland particularly at Trenant and Kilminorth. In the estuary there are extensive tidally exposed mudflats of importance to birds.
- 9.6 The area supports a range of protected and notable species. There is a heronry and egret nesting site along the north bank of the West Looe river above Trenant, and an unconfirmed report of great crested newt near Moorswater. On a precautionary basis this has been treated as of County importance. The Looe catchment has high quality salmon and trout fishery. The valley is of District importance as a habitat for bats, otter and hazel dormice. The invasive plant species Indian Balsam is prevalent in the East Looe valley and it is important to prevent this spreading to unaffected areas.
- 9.7 These factors present challenges and constraints to the Trail route but also opportunities for increased access, interpretation and enhancement from an ecological perspective.

- 9.8 Annex F contains full details of the ecological appraisal and the potential impacts of each route option both before and after mitigation. This assessment formed the ecology input to the overall team selection of the preferred option. A summary of the impacts after mitigation of the preferred route is shown in Table 9.1.
- 9.9 No internationally or nationally significant sites will be directly impacted by the construction of the Trail. There may be an opportunity to conserve and interpret the Rosenun Lane Geological SSSI which is near to but not directly on the Trail route.
- 9.10 The preferred route passes through a number of non-statutory County Wildlife Sites and Habitats of Principal Importance. There are also some areas where there will be unavoidable local or site-level impact, and there may also be opportunities for enhancement. The only areas where some adverse impact of county significance after mitigation is unavoidable are:
- A possible impact on protected species (unverified) in the area between Moorswater and Coombe
  - Saltmarsh in the East Looe estuary below Sandplace, where the exact routing and use of boardwalks will need to be considered carefully after detailed surveys at the next stage to minimise the impact. In this section, we have chosen a high cost option from an engineering perspective to reduce the potential ecological impacts as far as possible. Late discussions have identified a further potential enhancement site in this area
  - Woodland around Trenant Point, where use of existing high level tracks will reduce the impact and the consideration is about balancing some disturbance to wildlife against the benefits of increased access and amenity.
- 9.11 The PEA includes detailed recommendations on design to minimise impact:
- Minimise the width of the zone of impact of the Trail.
  - Use low impact solutions such as boardwalks particularly where the Trail crosses wetlands.
  - Ensure construction techniques and materials are appropriate when the Trail is located in areas liable to flooding and scour in the flood plain.
  - Locate construction compounds on existing hardstanding or areas of grasslands of low floristic diversity.
  - Minimise construction disturbance by restricting the construction access corridor to one that is as narrow as possible. Restrict construction works to daylight hours.
  - Use existing gates, access roads and tracks wherever possible.
  - Minimise the use of imported materials. Ensure that materials that are imported have a neutral impact on e.g. water quality.
  - Restrict the use of any lighting to key access points and use only low level security lighting.

These recommendations should be built into the next stage of detailed Trail design.

- 9.12 Further surveys of habitats and protected notable species will be required, leading to Ecological and Environmental Impact Assessments as required by planning and other authorities. We believe based on other recent precedents in Cornwall that the next stage of survey work will from a planning perspective be able to focus only on areas of particular sensitivity rather than requiring a full EIS for the whole route. This should be tested with the planning authority by seeking a screening opinion early in the next stage of the work.
- 9.13 Sustrans advise that parts of the Goss Moor NNR and China Clay Area have witnessed an increase in biodiversity as a result of creating new woodland glades and path edge margins, and the Looe Valley Trail can learn from these practices. Guidance is given in their Greenways Guide ([www.sustrans.org.uk](http://www.sustrans.org.uk)). Opportunities for mitigation and offsite enhancement are identified in the report. These include:
- Creation of compensatory habitats eg saltmarsh, swamp and woodland creation adjacent to areas affected, and opportunities for restoration of water bodies and watercourses.
  - New woodland planting and the restoration of other areas of derelict ancient woodland not affected by the trail route, perhaps involving local conservation volunteers.
  - Salvaging ancient woodland soil and reusing to connect other fragmented sections
  - Creation of new habitat and nesting facilities for protected species if required
  - Avoiding trail construction during the breeding season for nesting birds
  - A valley-wide initiative to control Indian Balsam, perhaps working with Cornwall Wildlife Trust and in partnership with local landowners and the railway

Funding for these initiatives will be required.



Table 9.1 Ecological Impacts of preferred route

Route Option	Key effects	Potential reduced impact post mitigation	Notes
<b>Liskeard to Moorswater</b>			
1-4	None – on road	Not significant	On road or existing path
<b>Moorswater</b>			
2	Not assessed – primarily new visitor facilities at Moorswater	Not significant	Building works could impact bats Mitigation and enhancement for bats as necessary
<b>Moorswater – Coombe Halt</b>			
3-2	Habitat: Potential hedgerow removal Crossing and short section along small tributary Small areas of tree and scrub removal Hedgerow may need to be removed	Not significant	On tow path – pond v close May have impact on newts Manage construction works to avoid impacts Habitat enhancement and mitigation
	Protected and notable species: Potential impacts on bats and breeding birds using trees and scrub, reptiles, amphibians, invertebrates using the adjacent remnant canal, leat and pond	Unlikely significant adverse –site	Great crested newt records in proximity to this section – unverified Possible risk of on-going low level mortality and disturbance to GCNs if their presence is verified
<b>Combe Halt – Lodge Crossing</b>			
4-2	None – on road	Not significant	On road
<b>Lodge Crossing – Trussel Bridge</b>			
5-2	Habitat: Wet woodland, scrub and carr Semi-improved grassland, marshy grassland, swamp, tributary crossing, minor streams, ditches and pond. CWS ancient woodland at S end adjacent	Not significant	E side along railway then below road avoiding main swamp area Avoids ancient woodland CWS impacts dependent on exact routing route within field preferable to one on Railtrack land at north and one back over Railtrack land avoiding wood at south Habitat creation and management of swamp etc
	Protected and notable species: Potential impacts on bats and breeding birds using trees and scrub and otter. Wetland species, amphibians, invertebrates and fish using watercourses.	Not significant	Appropriate mitigation and enhancement implemented

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Route Option	Key effects	Potential reduced impact post mitigation	Notes
<b>Trussel Bridge – St Keyne Station</b>			
6-1	None – on road	Not significant	On road Geological SSSI adjacent
<b>St Keyne - Landlooe</b>			
7-3	Habitat: Improved grassland, semi-improved grassland, marshy grassland, hedgerow	Not significant	<ul style="list-style-type: none"> <li>On road to Reedy Mill then high level to Landlooe</li> <li>Mainly through improved grassland</li> <li>impacts dependent on exact routing</li> </ul>
	Protected and notable species: Potential impacts on bats, hazel dormouse and breeding birds using trees and scrub	Not significant	<ul style="list-style-type: none"> <li>Requires very limited hedgerow removal</li> </ul>
<b>Landlooe - Plashford</b>			
8-1	None – on road	Not significant	<ul style="list-style-type: none"> <li>On road</li> </ul>
<b>Plashford – Tregarland Bridge</b>			
9-2	Habitat: CWS Ancient woodland	Not significant	<ul style="list-style-type: none"> <li>On bridleway – through wood</li> <li>Impact dependent on width of works</li> <li>assumes no tree clearance required</li> <li>Woodland management as mitigation</li> </ul>
<b>Tregarland Bridge - Sandplace</b>			
10-1	None – on road	Not significant	On road Part adjacent to CWS
<b>Sandplace – Terras Bridge</b>			
11-4	Habitat: Within CWS – improved grassland and semi-improved grassland, inundation grassland, reedbed saltmarsh, tall herbs, ancient woodland, wet woodland, scrub and hedgerows, river and canal crossings	Certain significant adverse - site	3 river crossings + railway + canal 300m through saltmarsh or on towpath and river bank Across foreshore at south end Use boardwalks to minimize damage Assumes compensatory habitat restoration of upper saltmarsh S of Sandplace, N of Gillhill Wood

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Route Option	Key effects	Potential reduced impact post mitigation	Notes
	Protected and notable species: Potential impacts on bats, dormouse, badger and breeding birds that use the woodland, trees and scrub Potential impacts on riverine estuarine species including otter, wading birds, heron, egret and fish	Probable significant adverse - site	Residual impact on estuarine birds alone
<b>Terras Bridge – Watergate</b>			
13-2	Habitat: Species poor foreshore for 200m - CWS and VMPA. Halls Wood ancient woodland in CWS Semi-improved, improved grassland, tall herbs and scrub, recent broadleaved woodland plantation, hedgerows Woodland near Watergate ancient + CWS	Not significant	Initial 100m causeway on species poor intertidal Assumes section routed through Halls Wood on the existing track Then existing track through Deepark and Trenant Woods Woodland planting and grassland management as mitigation
	Protected and notable species: Potential impacts on bats, dormouse, badger and breeding birds Possible impacts on reptiles Potential but limited disturbance impacts on species associated with species using foreshore including otter, wading birds, heron, egret and fish	Unlikely adverse - site	Possible residual impact on estuarine birds due to section on foreshore
14-2	Habitat: Both banks CWS ancient woodland largely on existing track, scrub, semi-improved grassland and hedgerow. Tall herbs with occasional scrub on both banks. Crosses valley wet woodland and scrub with small areas of swamp	Not significant	Assumes uses existing track through ancient woodland Woodland planting and management and grassland management as mitigation On road from lime kiln to Watergate
	Protected and notable species: Potential impacts on bats, dormouse, badger and breeding birds Bridge has potential disturbance impact on otter, kingfisher and fish	Not significant	Good detail design and mitigation as above
<b>Tregarland Bridge - Watergate</b>			
15-1 Alternative on road route from Tregarland to Watergate	Habitat: Within CWS	Not significant	On road – included as possible interim step if delivery of off road route has to be phased
	Protected and notable species: Increased disturbance to breeding birds and estuarine species at Watergate	Not significant	
<b>Watergate – West Looe</b>			

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Route Option	Key effects	Potential reduced impact post mitigation	Notes
16-2	Habitat: CWS/LNR. Potential impacts on small areas of ancient woodland ground flora and limited numbers of trees	Not significant	Through Kilminorth Wood LNR using existing bridleway. Includes short length of new track to from Watergate zig zagging up hillside to existing bridleway. Woodland management as mitigation
	Protected and notable species: Potential limited direct and disturbance impacts on bats, dormouse and breeding birds that use the woodland trees and scrub	Not significant	Woodland management as mitigation and enhancements for protected species such as dormice
	Protected and notable species: Limited to potential disturbance of breeding birds due to increased usage if no tree works carried out	Not significant	<ul style="list-style-type: none"> <li>• Potential impacts on bats if tree work is undertaken</li> <li>• Bat enhancements</li> </ul>

## 10. Heritage engagement and interpretation plan

- 10.1 Andrew Thompson Heritage was commissioned as part of the Trail feasibility study to develop a heritage engagement and interpretation plan in view of the significance of the proposed route as the link between the Caradon Hill mining area and the port of Looe. The report sets out an initial strategic framework for targeted intervention to conserve the East Looe Valley's heritage and for developing learning and interpretation programmes which engage both the local community and visitors. It updates the earlier heritage study of the Looe and Liskeard Canal by assessing the current condition of the assets and making costed recommendations for restoration and capital investment. The full report is at Annex G.
- 10.2 Considerable work was done around the turn of the Millennium reported on the condition of heritage assets at Moorswater and along the canal and documented the history of the canal in detail. This work was used as our starting point. Since the condition surveys, some of the assets have continued to deteriorate.
- 10.3 The industrial archaeology of the East Looe Valley lies just outside the World Heritage Site boundary. It is extremely significant in the contribution it made to the Cornish mining boom in East Cornwall, centred on the South Caradon Mine from where ores were transported to the coast at Looe using the Liskeard and Looe Union Canal and later the Liskeard – Looe Railway, with Moorswater as a significant hub for transport interchange. The canal was originally conceived as an agricultural enterprise and the transformation of the valley from agriculture to industrial and back again forms an important part of the overall story of the valley.
- 10.4 Although now largely abandoned and derelict, several stretches of the canal can be seen from the proposed Trail route together with locks and limekilns. A series of bridge arches carry the railway, canal and river under minor road crossings to the north of the proposed route.
- 10.5 Moorswater and the area south of it to Coombe contain by far the most significant collection of extant heritage features in the East Looe valley, revealing centuries of change going back to the Middle Ages. Much remains which is of great significance. The most accessible section of canal is between Moorswater and Coombe. There are two surviving limekilns, both listed Grade II, and the Grade II\* listed railway viaduct piers. A full review of the heritage assets is included in the report at Annex G.
- 10.6 One of the opportunities the project offers is the potential to engage with new audiences who will be attracted by the Trail i.e. cyclists and outdoor enthusiasts. Active practical engagement with heritage and explanation of the science, engineering and technology has the potential to appeal to this audience; this should be tested during the next stage of development of the heritage plan.



10.7 There are clear opportunities to link with local museums in Liskeard and Looe and to add content to the proposed development of the Sardine Factory in Looe. Active local heritage groups have already been engaged through the feasibility study and we believe there is considerable scope for them to continue to play a practical role as volunteers in delivering the project along with local schools, colleges and universities.

10.8 Interpretive themes have been identified to convey the essential meanings of the valley's cultural heritage, more details of which are set out in Annex G. These are:

**Overarching theme: Industrial Highway – global connections, local solutions**

**Water worries** – locks and leats

**Views from the tracks** – tall tales and small stories

**Changing direction** – Joseph Thomas and the Coombe Junction loop

**Engineers and entrepreneurs** – “the era of improvement and energy”

**Limekilns and limeburners** - Zephaniah Job the Lime King (and Smugglers Banker)

**Rural scenes** – livings from the land

10.9 The report provides an outline conservation and interpretation strategy in the form of eight specific recommendations which should form the basis for further work:

**1. To consider listing selected assets for which an application should be made to Historic England for statutory protection.** This appears not to have been done for any of the features for which this was recommended in the 1999 British Waterways report or the Moorswater archaeological survey. Suitable candidates which should be investigated further are:

- Landlooe Bridge with lock 9 and tail bridge.
- Lock 13 and lock tail gate at Landreast Bridge/St Keyne station.
- Lamellion Bridge
- Moorswater – granite copings to the edge of the old canal wharf.
- Moorswater goods railway platform
- Moorswater - former station platform.

**2. To produce a targeted programme of conservation work to consolidate and, in the longer term potentially restore, key features.** In the first instance it is suggested that, based on the observations in section of this report the following candidates should be investigated further.

- Both sets of limekilns at Moorswater
- Moorswater – granite copings to the edge of the old canal wharf.
- Moorswater goods railway platform.

- Moorswater - former station platform.
- Selected canal locks. Surveys, further consultation with Railtrack and private landowners and more detailed interpretation planning are required to prioritise these. On the basis of current knowledge and the difficulty of accessing those adjacent to the railway track the priorities would appear to be: Locks 8 &/or 22 at Causeland station and Coombe Level Crossing with interpretation; Lock 21 - as a community archaeology/restoration project; Lock 8 at Badham Farm as an interpretation point.
- The canal channel between the Moorswater viaducts and Coombe Level Crossing.
- Late in the project we also identified a potential project to investigate for consolidation and restoration a wharf and quay adjacent to the limekiln near Watergate, at the site of the proposed new bridge crossing. This could be an important heritage access and interpretation point on the southern part of the Trail

**3. To develop innovative outdoor interpretation which engages target audiences especially those groups who are not usually attracted to heritage.** Segmentation based on attitudinal data suggests that a significant proportion of the market for the proposed Trail contains a large number of people who would not usually visit heritage sites. They are people who are more likely to 'do' something rather than read about it. The indicative interpretation themes were chosen to highlight the potential to create robust working outdoor models, sculptures and installations inspired by the heritage or the chance to climb into a lock chamber. The success of Cornish Mining's Man Engine shows how people can be inspired by a creative fusion of industrial heritage and artistic imagination. It is proposed that the next stage of interpretation planning should (a) produce a developmental model based on that used for the Man Engine by the Cornish Mining WHS Office who held a design competition within a tightly drawn heritage brief; (b) examine the opportunities to work with outdoor activity and creative arts providers to deliver interpretive experiences.

**4. To provide more conventional interpretation at selected sites.** The audience analysis suggests that there is a need for this using more traditional methods such as interpretation boards and listening posts etc. It is proposed that the next phase of interpretation planning should include:

- Discussion with the Devon and Cornwall Rail Partnership about installing interpretation panels at stations. A new board at Sandplace is a priority given its importance in the valley story. One of the locks visible from the platform at Causeland or Coombe would also merit a board.
- Working with the owners of the Moorswater and Shallowpool limekilns to install an interpretation panel. Because of its location the rare Moorswater kiln would appear to be the most appropriate following conservation works. The Shallowpool kilns are right on the proposed cycle route and have space for picnic tables subject to the owner's permission and cover for any potential liabilities.
- A large panel under the viaduct by one of the Brunel piers.

**5. To develop digital interpretation for the Trail.** The interpretation audit shows that a number of organisations are producing printed or downloadable leaflets for self-guided walks in the valley and there is little purpose in duplicating these. It is suggested that a

more important priority is to develop (a) online interpretation on a Trails website, which could also be used to promote the project, and (b) apps which can be preloaded into users' mobile phones and used when exploring the valley on a bike on foot. Both approaches offer a real opportunity to layer information so users can explore in as much or as little depth as they wish. Moorswater and the evolution of the valley's landscape would be good subjects for this.

- 6. To develop community heritage programmes that engage local people of all ages in the project.** The proposed Trail is a long term project. In the shorter term it is suggested that a community heritage programme is needed which should aim to harness and maintain residents' enthusiasm for the project, not least because the local area has a high proportion of people who heritage organisations have conventionally found it hard to reach. The programme could include:

- A community history or oral history project which could contribute to interpretation content.
- Events programme including guided walks, Living History days, tales on the tracks - storytelling for children on the train
- An artistic project inspired by the local heritage and culminating in an exhibition or permanent indoor or outdoor display.
- Working with local schools.
- Heritage volunteering on conservation projects such as lock 21 or adopting a station.

- 7. To create a viable supporters organisation that ensures the proposed Trail is sustainable in the future.** Many of the recommendations for heritage in this report rely heavily on voluntary effort as will the longer term maintenance and possibly management of the Trails. This reflects the current financial, political and cultural climate which is reflected in funders' expectations that their significant investment will create a sustainable legacy. It is recommended that a working group or shadow board should be established to begin work on the organisation which could adopt the working title of Friends of the Looe Valley (Trails). It is strongly advised that members of this initial group are selected according to their skills and experience rather than the interests they represent and this should form the template for the organisation's later recruitment of Trustees/Directors.

- 8. To further explore the potential to create a Trail hub at Moorswater.**

The business Annex shows that the Trails have potential to attract a large market. There are good practical and logistical reasons why they will not all be able, or wish, to start using the Trail at either Liskeard or Looe. A hub is therefore required with space for parking and facilities such as toilets and potentially a refreshment outlet or café. Additionally, family members who are not intending to cycle at all or as far as others will need something else to do. On practical grounds Moorswater would appear to be suitable as Railtrack have an area of space just north of the viaduct which could offer space for parking and could be resurfaced at a modest cost. It is also easily accessible from the A38.

From a heritage perspective Moorswater is the best location for this on the proposed Trail because it:

- Provides a physical link to the Cornish WHS via the Caradon trail.
- Is the focal point in the valley story as the canal and railway terminus.
- Boasts the valley's greatest concentration and most significant heritage features including the viaducts and limekilns.
- Gives easy and level access to the best preserved section of the canal, which can be followed along the towpath to Coombe.
- Offers space along the towpath for outdoor activities and artistic interpretation as outlined in point 3 above.
- Provides excellent opportunities for conventional interpretation.

## 11. Indicative Implementation Budget

- 11.1 This section of the report sets out the indicative implementation budget for delivering the Trail project, based on our best current estimates. It should be noted that there is currently a high degree of uncertainty about these costs which needs to be resolved through further detailed feasibility and design. The estimates included are therefore very high level and further work is required to refine our understanding of many of the costs before the project construction can commence.

### *Capital and revenue costs of implementation*

- 11.2 We have provided estimated costs for three options for implementation of the Trail: an engineering preferred route ignoring other factors; a minimum cost solution which makes use of existing highway where feasible, and a preferred option taking into account deliverability, quality and economic impact. These cost estimates are shown in Table 11.1 below:

**Table 11.1 indicative cost options, trail implementation**

Section	Engineering preferred (not all feasible)		Minimum cost using lane where feasible		Overall preferred		notes
	route option	cost	route option	cost	route option	cost	
Liskeard to Moorswater	1.4	£2,600	1.4	£2,600	1.4	£2,600	
Moorswater to Coombe	3.1	£1,300	3.1	£1,300	3.2	£246,100	
Coombe - Lodge	4.2	£9,200	4.2	£9,200	4.2	£9,200	
Lodge - Trussel	5.4	£206,100	5.3	£379,800	5.3	£379,800	5.3 costs reduced because preferred option is hybrid of 5.2 and 5.3 and goes under lock not via embankment. 5.4 not feasible due to lack of landowner consent
Trussel - St Keyne	6.1	£900	6.1	£900	6.1	£900	
St Keyne - Landlooe	7.3	£245,400	7.3	£245,400	7.3	£245,400	
Landlooe - Plashford	8.3	£108,800	8.1	£900	8.1	£900	8.3 = Duchy - not preferred because of conflict with Forestry operations - impact on trail closure and damage to surface
Plashford - Tregarlandbridge	9.1	£900	9.1	£900	9.2	£122,700	
Tregarlandbridge - Sandplace	10.1	£900	10.1	£900	10.1	£900	
Sandplace - Terras	11.5	£2,041,900	11.4	£1,629,700	11.4	£1,629,700	11.5 station crossing not feasible. Cost of offroad is due to river and railway crossings and lengthy sections of boardwalk
Terras - Watergate	13.4	£1,300	13.1	£1,128,800	13.1	£1,128,800	Lane option not included in min cost option - highly undesirable. Cost of offroad is due to ascents and descents
Watergate crossing	14.1	£747,100	14.2	£416,200	14.2	£416,200	
Kilminorth	16.1	£413,500	16.1	£413,500	16.2	£675,400	
<b>Total works cost</b>		<b>£3,779,900</b>		<b>£4,230,100</b>		<b>£4,858,600</b>	
18% design and supervision		£680,382		£761,418		£874,548	
35% risk		£1,322,965		£1,480,535		£1,700,510	
44% Optimism Bias		£1,663,156		£1,861,244		£2,137,784	
<b>Total cost</b>		<b>£7,446,403</b>		<b>£8,333,297</b>		<b>£9,571,442</b>	

### *Maintenance costs*

- 11.3 Sustrans indicate that a budget of approx £2 per linear metre per year should be allocated for ongoing routine maintenance of the kind of Trail envisaged in this report, with an average width of 3m. Given that the preferred route has an offroad distance of 10.9 km, the estimated annual maintenance budget required is therefore £22,000. It may be possible to reduce this through the involvement of volunteers through a Friends organisation.

- 11.4 If constructed with a bound surface as recommended, the Trail would have an estimated life of c 50 years and would require a thorough overhaul after 25 years. A budget of approx. £500,000 should be allowed for this.

***Indicative costs of development and implementation phases***

- 11.5 An indicative draft of the project budget for the development and implementation phases is shown in Table 11.2. Some further work is required to estimate capital project development costs and to firm up some of the other unspecified items. Some parts of the table are therefore intentionally incomplete or blank at this stage. As with capital costs, these are very high level estimates at this stage.
- 11.6 The heritage implementation budget incorporates capital investment in consolidation and restoration as indicated in the report, assuming some of the work is done by volunteers under professional supervision. Revenue funding for community engagement is a vital component of this activity and we have included an indicative budget for the proposed STEM / arts / activity initiative at Moorswater based on the costs of the Man Engine project. Much more work is required to specify this work at the next stage.
- 11.7 The environmental and ecological budget assumes that detailed surveys will be required only at key sensitive locations not along the whole route. This is in line with the local authority's recent planning practice for Trails. Funding will need to be sought to support mitigation / enhancement schemes.
- 11.8 A budget is included for legal and planning advice, and for marketing and PR which is a vital component of making the trail and economic success.
- 11.9 A corporate body will be required to own / lease / hold on license any land used for offroad sections of the Trail. This body will need to ensure that any public liabilities are covered and will bear responsibility for the ongoing Trail maintenance. In other cases, this is usually done by the Local Authority but for some long distance Trails, Sustrans fulfils this role.

***Potential sources of funding***

- 11.10 The extent to which this project can be realised depends to a great extent on the appetite of potential funding bodies for different levels of investment, and the availability of grant funding to support the scheme. Some observations can be made at this stage:
- The next stage in development of the capital project will be to commission engineering investigations to gain greater cost certainty and to prepare detailed design solutions, as well as obtaining the necessary planning, legal etc agreements to take the project to "shovel ready" stage. Very few if any grant funders are willing to support this work in the current financial climate, although once the project is ready to deliver, many more local and national funding sources open up
  - Various EU funding programmes remain available in Cornwall at the moment but Brexit means that time is tight. The following possibilities should be further explored:



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- LEADER – LEADER is capped at £50,000 and is unlikely to offer additional investment to the Trail development phase. A stand-alone project could be put forward for investment if it delivered against LEADER outcomes. Projects which boost rural tourism and deliver cultural and heritage activities are eligible, and for non-profit making cycle paths etc the programme can offer up to 100% funding. End date unclear but could be as early as end 2019
- RDPE Growth Programme – just opened in Cornwall and can offer funding for tourism infrastructure at values between £50,000 and £250,000. LEADER and RDPE Growth Programme cannot both be claimed for the same project. Cycle trail projects are specifically encouraged and can be funded up to 100%. All funds must be spent by December 2019. An early expression of interest to this programme should be given serious consideration eg for the Moorswater to Coombe section to be implemented alongside an HLF bid for the heritage hub (see below)
- ERDF – available for larger projects although not specifically set up to fund tourist infrastructure or heritage so economic impact evidence will be critical. Currently stating that all projects approved up to the time of Brexit will be honoured.
- Early discussions have taken place with Heritage Lottery Fund about a range of investments to support both capital projects involving heritage consolidation and interpretation and revenue projects to encourage community engagement and establish the Friends organisation. For the most part, these projects are not essential to the implementation of the cycle trail and we have not assumed any additional visitor numbers from the heritage activities in our economic estimates. So while we believe that they are desirable in their own right as heritage activity and will generate additional local brand value for the trail project, should this funding not be forthcoming the trail could still go ahead on the basis proposed.

11.11 The following potential sources of funding should be investigated to support the development and implementation of the project:

Project activity	Potential funding sources
Detailed design and engineering	Cornwall Council CIOS LEP
Heritage projects and governance advice for Friends organisation	Heritage Lottery Fund Cornwall Historic Buildings Trust Other local heritage trust funds Local landfill trusts (capital only) GWR Communities Fund (interpretation at stations) Arts Council
Ecological surveys and mitigation / enhancement projects	Cornwall Council Natural England Local environmental Trust funds
Legal and planning professional support	Cornwall Council CIOS LEP

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Project activity	Potential funding sources
Trail capital build, marketing	Cornwall Council EU funding (ERDF and/or Rural Growth Programme) CIOS LEP – Growth Deal Coastal Communities Fund Local landfill trusts GWR Communities Fund (marketing and facilities at stations only)
Commercial buildings for cycle hire and café facilities	CIOS LEP – Growth Deal ERDF / Rural Growth / LEADER Private match (only if revenue surplus not required for maintenance)
Ongoing maintenance and marketing	Friends organisation Rental from lease of commercial buildings Some subsidy likely to be required – Cornwall Council

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Table 11.2 Indicative project budget

	Development phase	Implementation phase	Total	Notes
<b>HERITAGE</b>				
<b>Conservation</b>				
Studies of physical structures	£7,500		£7,500	
Locks	£9,000	£30,000	£39,000	includes Lock 21
Limekilns	£10,000	£55,000	£65,000	excludes second phase of waterwheel
Other assets consolidated		£20,000	£20,000	costs of restoring wharf near Shallowpool limekiln unknown
	<b>£19,000</b>	<b>£105,000</b>	<b>£131,500</b>	
<b>Moorswater infrastructure</b>				
Pier consolidation		£300,000	£300,000	Moorswater x3 piers, very rough estimate only
Canal and structures Moorswater to Coombe		£30,000	£30,000	
Welcome facility & toilets		£100,000	£100,000	includes open air display panels
Parking area resurface		£10,000	£10,000	
		<b>£440,000</b>	<b>£440,000</b>	
<b>Specialist advice</b>				
Specialist archaeologist	£2,000	£8,000	£10,000	overseeing the work of volunteers
Specialist bid writing (HLF)	£10,000		£10,000	
	<b>£12,000</b>	<b>£8,000</b>	<b>£20,000</b>	
<b>Interpretation</b>				
Interpretation and signage design brief	£15,000		£15,000	
Picnic table & board Watergate		£3,000	£3,000	
Panels at stations, limekilns, locks, climbs	£45,000		£45,000	assumes £3,000 x 15 panels
Installation under Moorswater viaducts		£15,000	£15,000	conventional interpretation
Heritage materials for website	£5,000		£5,000	
Podcasts	£5,000		£5,000	x4
	<b>£70,000</b>	<b>£18,000</b>	<b>£88,000</b>	
<b>Community engagement</b>				
Capacity / governance development for Friends organisation	£10,000		£10,000	not limited to heritage objectives
Development of learning & interpretation plan	£10,000		£10,000	
Community engagement projects	£15,000	£75,000	£90,000	implementation of learning and interpretation plan
Learning and interpretation officer	£12,000		£12,000	1 day pw x 2 years
Active Arts / STEM interpretation project		£300,000	£300,000	costs based on Man Engine. Additional in-kind support
	<b>£47,000</b>	<b>£375,000</b>	<b>£422,000</b>	
<b>TOTAL HERITAGE</b>				
	<b>£148,000</b>	<b>£946,000</b>	<b>£1,101,500</b>	
<b>ENVIRONMENT, ECOLOGY AND PLANNING</b>				
Planning application - Trail	£25,000		£25,000	scoping and preapplication advice; full application
Planning and listed building consent; heritage assets	£5,000		£5,000	
Planning for newbuild at Liskeard, Moorswater, Poleyn	£10,000		£10,000	
Protected species surveys, key locations	£50,000		£50,000	assuming EIS required only for key sections, not whole Trail
Marine consents	£5,000		£5,000	
Flood risk assessment and environmental permits	£20,000		£20,000	
Mitigation and enhancement projects		£50,000	£50,000	includes professional facilitation / supervision
<b>TOTAL ENVIRONMENT, ECOLOGY AND PLANNING</b>	<b>£115,000</b>	<b>£50,000</b>	<b>£165,000</b>	
<b>Land ownership legal agreements</b>	<b>£20,000</b>		<b>£20,000</b>	
<b>Marketing and PR</b>	<b>£15,000</b>	<b>£60,000</b>	<b>£75,000</b>	includes website development
<b>GRAND TOTAL PROJECT BUDGET excluding trail capital build</b>	<b>£298,000</b>	<b>£1,056,000</b>	<b>£1,361,500</b>	
<b>Trail capital project development</b>				
Planning application - Trail	£25,000		£25,000	scoping and preapplication advice; full application
Planning and listed building consent; heritage assets	£10,000		£10,000	
Planning for newbuild at Liskeard, Moorswater, Poleyn	£20,000		£20,000	
Detailed design and costing for Trail sections	Not yet estimated			
Detailed design and costing for commercial buildings	Not yet estimated			
Detailed design and costing of route signage	Not yet estimated			
Detailed design and costing of cycle and car parking	Not yet estimated			
Capital project funding bid development	Not yet estimated			
Land acquisition agreements (leasehold, license or purchase)	Not yet estimated			
Land acquisition costs (leasehold, license or purchase)	Not yet estimated			
<b>Trail capital build</b>				
Trail construction		£9,571,442	£9,571,442	
Associated capital costs (buildings, facilities)		Not yet estimated	Not yet estimated	
Trail interim refurbishment (25 years)		£500,000	£500,000	one-off expenditure, 25 years after trail construction, current prices
<b>TOTAL TRAIL CAPITAL BUILD</b>		<b>£10,071,442</b>	<b>£10,071,442</b>	not complete
<b>TOTAL PROJECT CAPITAL PHASE</b>				
<b>ONGOING ANNUAL REVENUE</b>				
Part time ranger		10000		assumes to cover all three sections of wider trail
Annual maintenance costs		22000		
Ongoing marketing and PR including website maintenance		5000		
		<b>37000</b>		

## 12. Long term management options

12.1 We envisage that where the Trail runs across privately owned or corporately owned land, this will for the most part be achieved through permissive rights of way and lease or license agreements, although it may also be possible to buy some sections outright. Landowners have made clear that they would not be willing to accept additional liabilities or costs associated with the Trail which will have some financial implications for lease arrangements. A corporate body such as the local authority or Sustrans is usually involved in this role for other Trails we have investigated.

12.2 The Heritage and Interpretation report Annex G includes advice about the establishment of a “Friends” organisation for the Trail. This would have a wider remit than just heritage and its work could include coordinating volunteer support and fundraising through:

- Engaging the local cycling community in activities and events associated with the Trail
- Engaging with local heritage groups to support specific local project activity and events
- Engaging with local environmental enthusiasts to generate volunteering activities to develop and maintain the areas around the Trail and undertake specific ecological projects

Experience suggests that it is best to allow the remit of a Friends organisation to evolve as committed individuals come forward who are willing to participate in areas of activity. Some initial and ongoing professional facilitation is likely to be required to maintain momentum.

12.3 The feasibility study of which this report is a part has been generated through the enthusiasm and commitment of a small group of people supported by the Looe Development Trust. As the Trails initiative evolves there are good reasons for a specific supporting organisation to be established whose functions will develop with the project. In the short to medium term, while the project is in its further development and construction phases, there will be an important advocacy and PR role promoting the Trails and sustaining and growing local support. In the longer term potential funders will, quite rightly, expect assurance that, once established, the Trail will be sustainably managed and maintained. Funders of the proposed heritage initiatives such as Heritage Lottery Fund and Arts Council England will also expect robust legacy planning as a condition of grant.

12.4 In the current policy and financial environment, these considerations require the establishment of an appropriately structured organisation that will be able to harness and manage voluntary support for the Trails. According to Sustrans’ Connect2 and Greenway Design Guide (p161) “Our own ambition in Sustrans is to have every section of the 10,000 mile National Cycle Network seen as the responsibility of a local ranger or group of rangers. As far as possible, this principle should be extended to all local Greenways and parks, where the volunteer rangers should be answerable to the Local Steering Group or Friends of the Greenway/Park. The resources available in this way are considerable, for example Sustrans

has the support of 2,500 voluntary Rangers (2007) who between them put in the hours of nearly 100 full time staff. Imagine the value of multiplying this 100 fold across the country!"

- 12.5 Local education institutions including schools, Cornwall College and Plymouth College of Art have indicated that they would be interested in further discussions about involving students in aspects of the Trail project to support their learning and help with trail activities – particularly in the areas of ecological surveys (Cornwall College), practical environmental, heritage and outdoor leisure activities (Liskeard School and RIO) and art interpretation / installations on the trail (Plymouth College of Art). These leads should be followed up in the next stage.
- 12.6 The Annex offers several examples of Friends organisations as potential models including the Bude Canal and Harbour Society, Friends of the Camel Trail, Friends of the Path (Marlborough Downs and North Wessex Downs), the Tamar Community Trust and the Friends of the Tamar Valley.
- 12.7 Several important issues emerge from these brief case studies.
- Most of these organisations focus their activities on a specific route or asset such as the Camel Trail or the Bude Canal. The Tamar Community Trust has a broader remit within the Tamar Valley. A key early question for a putative Looe Valley organisation, therefore, is whether its remit should focus on the Trail or more broadly on the East and West Looe valleys.
  - The examples also differ in the level of their commitments. Some, such as the Friends of the Camel Trail support Cornwall Council and a wider partnership who have responsibility for management and maintenance. In other cases, such as the Tamar Valley, the Tamar Community Trust has taken over the responsibility for maintaining trails from the local authority.
  - The case studies vary in the range of their activities. Some focus on practical route management and conservation while others also have a wider remit to promote learning and community engagement. It is recommended that a decision is made about the breadth of the Looe Valley group's remit early in the planning process, not least as it will determine its charitable objectives if, as would seem advisable, it was decided to seek some form of charitable status.
  - Even a rapid assessment of the publicly available evidence suggests that the challenges of establishing and sustaining a supporters' organisation need to be recognised from the outset. Several of the organisations looked at are small with limited financial resources and, in at least one instance, appear to be struggling to recruit officers and committee members. It should be emphasised that the last point is a cause for realism rather than pessimism.
- 12.8 Realism is also required as to the level of cash revenue that could be generated by a supporters' organisation. Somewhere in the range of £5,000 - £10,000 per year might be achievable. More than that would be exceptional by comparison with other examples.

More usefully, a supporters organisation can generate willing volunteer labour for environmental and heritage activities that could significantly reduce the costs of some ongoing simple maintenance tasks and help deliver environmental improvements.

- 12.9 It follows from these observations that the first critical question which the potential body will need to address in consultation with others is the scope of its remit and particularly: whether it should focus on the Trails or on the Looe Valleys more generally; the nature of its relationship with the Trail's providers i.e. will it take over the management and maintenance or provide a supporting role. The Annex offers a range of suggested functions that a supporters organisation could choose to include in its remit.
- 12.10 The purposes of the organisation will need to determine the governance model and legal structure which will be adopted. The importance of selecting a model which is rigorous and fit for purpose from the outset cannot be overstated. Some fundamental governance questions to be addressed at an early stage in this process are set out in the Annex. Some professional advice and facilitation will be required to set this up.
- 12.11 The current level of local enthusiasm for the Trail is a good place to start this exercise but it will require intelligent facilitation to convert this into a viable organisation. It is suggested that planning for this organisation, which might be called Friends of the Looe Valley (Trails) should start as soon as possible so that an entity is created which can support the Trails project as it develops. It would seem advisable that this process includes early discussions with existing local bodies who can feed into the process, such as the Caradon Hill Area Partnership and SECTA, as well as those individuals and groups who have already expressed an interest in supporting the Trail.



**13. Related routes: West route to Lanhydrock; Looe to Plymouth**

- 13.1 As part of the study we have conducted a preliminary, and very “light touch”, investigation of the possibility of a route from Looe / Liskeard to Lanhydrock to connect to the Camel Trail, and a route from Looe to Plymouth. We conclude that these sections are highly desirable if not essential to increase the overall economic impact of the proposal. We believe both are in principle deliverable, very attractive, and merit further feasibility study using a similar methodology to the current work. Funding has recently been secured from Looe Town Council and Cornwall and Isles of Scilly LEP to undertake this work.
- 13.2 From the proposed Liskeard to Looe trail there are two possible points of connection to Lanhydrock, described in more detail in Annex I:
- From West Looe, up the West Looe river on existing bridlepaths and a short section of converted footpath to Deerpark Forest at Herodsfoot, then on roads across the A390 at East Taphouse and into the woods south of the A38 Glynn Valley and main railway line, all the way to Bodmin Parkway station and Lanhydrock. This route crosses land almost all of which is either owned by the Duchy or in the management of the Forestry Commission, both of whom have indicated a willingness to work with us on a more detailed feasibility study.
  - From Liskeard, using an existing cycle path to Dobwalls and Doublebois then across private land south of the A38 Glynn Valley where it meets the Glynn Valley route above to Lanhydrock.
- 13.3 Sustrans have revisited an earlier route concept for a link between Looe and Plymouth via the coast road and Cremyll Ferry. Most of this would use existing lanes which are already frequented by cyclists. About a mile section immediately east of Looe would benefit from investigation to see if an off-road solution exists, perhaps adjacent to the South West Coast Path. Further details of this route are also given in Annex I.

## 14. Conclusions and next steps

- 14.1 This report sets out the case for investment in a new cycle Trail between Liskeard and Looe and identifies a feasible and very attractive route which we believe would be attractive to the large and growing market for cycle-related tourism for those with moderate ability. The Trail could result in a significant increase in new visitors to the area with a consequential long term economic impact, and would create some directly related business opportunities along the route.
- 14.2 It is important to establish with potential main funders of the project whether they might in principle be willing to invest the sums indicated in this report. If positive indications are given, some immediate next steps are recommended.
- Commission engineering work, environmental studies and planning advice, to achieve greater cost certainty around the capital costs of the scheme
  - Approach local and institutional landowners to secure written agreements over land access arrangements. A priority should be to begin negotiation with Network Rail in the areas from Moorswater to Trussel and between Sandplace and Terras where access to and over their land is required to achieve the preferred route
  - Begin work to establish a Friends organisation, ideally supported by some small scale “early win” funded projects on heritage and ecology to stimulate community engagement, and the development of a web and social media presence
  - Develop a heritage interpretation and engagement plan, and investigate further the condition of the assets recommended for consolidation to achieve greater cost certainty
  - Complete the feasibility study into the Lanhydrock and Plymouth linked trails to establish more certainty about whether the wider network of Trails can be developed
- 14.3 This will be a significant and costly engineering project, the implementation of which is beyond the capacity of local partners. Two aspects of the way in which this feasibility study has been conducted are strongly commended as responsibility for the project is handed over to a larger corporate body. Firstly, the multidisciplinary approach involving agreement between engineering, heritage and ecology professionals has served the project well and we believe it is important for the project development and delivery phases to be managed in the same way, with a multidisciplinary team working under single management. Secondly, approaches to landowners should build on the good relations established through this phase of the project.
- 14.4 We acknowledge with thanks the support of funders of this initial feasibility study whose early-stage investment has enabled us to complete this work:



