

Cllr Edwina Hannaford Report to Looe Town Council July 2018

Community Clean Up Millpool

I have organised a clean up of weeds, litter and vegetation around the Millpool, behind the park and the path behind the toilets. I have notified Clean Cornwall who will provide public liability insurance and arrange for green waste and litter to be collected by Biffa.

Saturday 28th July 2.00pm meet by the Play Park.

2 minute beach clean

Thanks to Jolyon Sharpe in the Environmental team in Cornwall Council, I have secured a 2 minute beach clean board which The Island View Cafe have agreed to manage. The cafe already encourage their customers to litter pick on Hannaford beach providing an incentive of a free ice cream. 2 minute beach clean is a not for profit organisation which has grown enormously since its inception in 2014. Since then thousands of people all over the globe have used their hashtag for their beach cleaning activities.

The board is equipped with a litter picker and bags kept stocked up by the sponsor business in this case Island View Cafe at Hannaford. They have agreed to keep the board stocked and put out and take back in the board daily.

The South Coast of Cornwall is not as well served as the North Coast other than Talland and Portwrinkle, Looe will be the only one in SE Cornwall. You can see which beaches which have boards on the 2 minute beach clean website. www.beachclean.net

Polvellan Manor pre app consultation

I attended the public engagement event 2 weeks ago to see what the developers were proposing as part of their pre application consultation process.

The building has been in a sorry state for several years now and I welcome moves to bring it back to its former glory. It was interesting to hear the memories of its previous life as a nursing house from people who used to work there.

The owners have engaged a team of landscape designers, transport experts and architects to come up with designs befitting this landmark building and extensive woodlands. I was encouraged that their approach is being led by the landscape and woodlands and that any future development would include a tree management plan.

My understanding is that the development will be specifically designed for occupation by people aged over 55's with apartments arranged over 3 areas; the main House will be restored to recreate its original architecture, with several homes on props behind, working with the gradient, a small Mews to the left of the site and a Boathouse development to the northern end above the old turning circle.

I am particularly interested in the walking routes and links to the library and town and have requested that the developers contribute to reopening the footpath below that have been closed so some time because of cracking to the path. I am also concerned about the narrowness of the access road into the Millpool and the pinch point at the Polvellan entrance which also needs improvements.

Residents will be able to comment further when the application comes before Looe Town Council and subsequently before Planning East to a final decision.

I would welcome residents views on what is proposed and will publish the designs on social media.

Hedges at top of West Looe Hill

The road in from Tencreek to West Looe Hill is very overgrown as is a triangle of land at the top of west Looe hill in junction of Barn Meadow Park.

I have asked that Highways cut these back for safety. It's very narrow here on an official walking route from Tencreek. The town does advertise this route and there is signage by Tencreek. We don't want people walking down the main road where the path peters out.

Cornwall & Devon Police to Merge with Dorset?

On Tuesday 10th July at Cornwall Council there is an 'emergency' debate on the question of merging the two police forces. Under the Cornwall Councils constitution! If 20 or more members request an emergency debate, then this has to be organised. I am not convinced about this, as I feel that while Cornwall & Devon have appropriate geographic, social and cultural links - we just don't have the same with Dorset. I also feel that there is a danger that Cornwall will be pushed into a corner and left with poor service and resources just because with the bigger towns and cities lying in Devon and Dorset they will always find a priority out trumping ours. The 2 forces already collaborate on back office functions which makes sense, but a full merger?

The consultation seems very one sided 7 good reasons to merge but where are the 7 good reasons not to merge if the Police and Crime Commissioner Ms Hernandez is still sitting on the fence?

I would welcome your feedback and please respond to the consultation.

#HaveYourSay on this important issue www.futurepolicing.co.uk

#FuturePolicing

Two events to be held for residents to get involved in the final shaping of new electoral divisions in Cornwall

Cornwall Council is holding two events so that residents can talk to us about the electoral review of Cornwall Council and the Local Government Boundary Commission for England's proposed division boundaries from 2021.

The two events are from 6pm to 8pm on

- 10 July 2018 Judge's Dining Room, Shire House, Bodmin Town Council
- 13 July 2018 Council Chamber, New County Hall, Truro

The Chairman of the Council's cross party Electoral Review Panel Cllr Malcolm Brown said: "I urge people to come along to these public events. We want to make sure that the Council's response to the LGBCE consultation on the new boundaries reflects what our residents tell us.

We will be evaluating the feedback and using the comments made by the public, local groups and parish and town councils to shape our submission to the LGBCE consultation."

At the two events, we'll be asking

- What you think good boundaries would be?
- How community identity can be reflected best

The LGBCE public consultation runs until 17 September 2018, following which the Commission intends to publish final recommendations for Cornwall Council in December 2018.

You can also let the Council know what you think by sending in your comments so that it can take account of them when it formulates its response to LGBCE.

Please send in your thoughts by emailing electoralreview2018@cornwall.gov.uk

Residents and organisations can make their own submission to the LGBCE by contacting them direct via the LGBCE website.

There is an alternative proposal for the Looe East Division, but the Looe West remains as proposed with West Looe, Lansallos, Lanteglos joining with Pelynt. I have asked that Pelynt is added to the division name.

Supporting Culture and the Arts in Cornwall

In 2008 Cornwall Council's Creative Unit presented Arts Council England with a detailed proposal for a new community based arts programme in Cornwall. Arts Council England accepted the plan and FEAST began operating.

The Localism Service has supported FEAST since Cornwall Council became a Unitary Authority in 2009. FEAST and the Localism team have a shared ambition to support healthy, vibrant and cohesive communities across Cornwall.

FEAST brings artists together with community volunteers to launch or invigorate local festivals and events that create inspiring opportunities for people to enjoy high quality arts as participants and audiences. The focus is on bringing the widest possible range of people together, reaching even the remotest, and leaving a legacy of strengthened local cultural life and connections.

FEAST also works with partner organisations to offer new creative ways of tackling some of the social, economic and environmental issues facing Cornwall. The Localism Service has provided FEAST with the local knowledge and contacts that have proved so successful in making FEAST recognised nationally.

The Localism Service in partnership with FEAST have explored a number of projects that have taken place as part of the Safer Towns initiative in Camborne and Penzance, aimed at tackling a range of antisocial behaviour issues and social inclusion.

<https://www.creativekernow.org.uk/feast/>

<https://feastcornwall.org/>

<https://feastcornwall.org/feast-stories/>

Rose Barnecut FEAST Director wrote to thank the Localism Service for their support and said

“the Localism team offers FEAST a strong voice on the specific needs of the communities we are approached by. It is true to say that the dialogue we have had with your team has helped define what FEAST is and made it relevant to Cornwall over the last ten years.

We really value the relationship you have built with local groups; it gives FEAST a better handle on the genuine concerns and priorities of people on the ground, and helps us decide where our support can be most effective.

Perhaps one of the greatest compliments we have been paid is that Sadiq Khan has seen fit to adapt the FEAST model you helped shape for use in London”.

<https://www.london.gov.uk/what-we-do/arts-and-culture/current-culture-projects/culture-seeds>

The Localism Service continues to support FEAST through providing continued local connections and supporting the creative arts to bring high quality events to Cornwall.

The Localism Service also supports FEAST through the Festivals Network, to ensure that the wide range of festivals now taking place in Cornwall are supported with the necessary public safety information and planning that is so necessary in today's world.

<https://feastcornwall.org/festivals-network/>

The Localism Service and FEAST work closely together to provide this important advice through the Local Safety Advisory Groups (LSAG) that engage with the many hundreds of events that local communities put on throughout the year.

Councils, LEPs and MPs join forces to make the case for investment in the A38

Councils, local enterprise partnerships, road safety campaigners, and MPs in Cornwall and Devon are joining forces to call for improvements to the A38 as part of the government's next Road Investment Strategy (RIS2) in a bid to boost the local economy, improve safety and cut congestion.

Secretary of State for Transport Chris Grayling was recently presented with a copy of the 'A38 Case for Action – Wider Economic Case for Investment in the A38' by Sheryll Murray MP and representatives of the A38 Case for Action Group as part of his recent visit to Cornwall.

The A38 between Bodmin and Exeter is a critical strategic road link for the South West Peninsula, linking Cornwall, Plymouth, Torbay and Devon with the rest of the UK. The majority of the region's current economic activity and planned future growth is on or around the A38 corridor.

Cornwall Council, Plymouth City Council, Devon County Council, Torbay Council, West Devon Borough Council, Safe38, Cornwall and Isles of Scilly Local Enterprise Partnership and Heart of the South West Local Enterprise Partnership, along with key business stakeholders in the region, are all backing the A38 Case for Action, chaired by Sheryll Murray MP. The A38 Case for Action also has the support of MPs in Cornwall and Plymouth including Steve Double, George Eustace, Scott Mann, Sarah Newton, Derek Thomas, Luke Pollard, Gary Streeter and Johnny Mercer.

The 'A38 Case for Action – The Wider Economic Case for Investment in the A38' study indicates that the historic lack of strategic investment in the road is holding back regional economic growth. It shows that nearly £900m of productivity growth and induced investment would be gained by improving the A38 between Bodmin and Exeter. It would encourage new investment, business start-ups, and benefit growing industries such as aerospace marine science, engineering and renewables as well as the area's well established tourism sector.

Councillor Geoff Brown, Cornwall Council's Cabinet Member for Transport, said: "It's time for central government to recognise that as a region our economy depends on the A38. It gets people to and from work, education, hospital visits, services and leisure activities. It's also vital for our businesses, helping them to get their goods to the rest of the UK and the world. But single lane sections, speed restrictions, congestion and road closures due to accidents mean that journey times between Bodmin and Plymouth are slow and unreliable. It takes 35-50 minutes by car while the same distance on the A30 takes just 25 minutes. Investing in improvements to the A38 would bring huge benefits to local people and the regional and national economies, while failing to act will mean we miss out on opportunities for growth and lead to a widening economic gap in the region."

In addition to the significant economic benefits, investing in the A38 would also improve safety on a road which has sections with accident rates of more than twice the national average. Over five years there have been 830 accidents involving injury between Bodmin and Exeter, including 100 serious accidents and 16 fatal accidents. Highways England estimates that the cost of the collisions on the worst performing section of the A38, from Bodmin to

Marsh Mills, is nearly £8m per year. We simply cannot wait to bring down the unusually high rate of collisions and fatalities on this road.

We also want to see a dual carriageway bypass from Saltash to Trerulefoot included within RIS2, seeing construction start no later than 2025. Currently this is not in Highways England's plans. RIS2 priorities are finalised in early 2019, therefore we have eight months to convince Highways England that this is the only viable solution for this dangerous and congested section of the A38. Safe38 will be working with the local communities to campaign to see this realised."

The A38 also suffers from serious congestion issues. Nearly 70,000 hours a year are lost due to delays on the section of the A38 around Plymouth. Traffic in the peak tourist season in August is already up to 30% higher than in winter months. Forecasts show that year round traffic on the A38 is set to increase by 30% by 2041. Without improvements to the road, vehicle delays on the majority of the A38 are forecast to increase by over 100 hours lost per mile by 2041.

Improving the A38 would also provide a more resilient transport network for the region. Two high quality roads into Cornwall would offer greater flexibility between routes and support the resilience of the mainline rail network, which has seen significant disruption in recent years.