

Town Centre Group Draft Report.

Whilst the thematic approach to Community Plans is the preferred option, there is a perceived need to examine the issues of regeneration and development of the Town centre in a more holistic way.

Designation.

Initially it is necessary to determine exactly what comprises the town centre. There are currently several different boundaries of areas in the centre of the town that are used for different purposes. They include:

- The historical settlement (fig 1),
- The conservation area (fig 2),
- The “shopping core” as defined for policy LISK6 of the adopted Local Plan (fig 3) and
- The “town centre” as defined for policy H11 of the adopted Local Plan (fig 4).

The background to the precise definition of each area and the reasons for the often close but differing boundaries are not really understood but it is probable that the differing authorities responsible for the various areas have determined them without reference to the other zones. Equally, the reason for the “shopping core” excluding, for example, the western side of the Parade and Barras Street (and hence 3 of the branches of High Street banks) seems strange for a designation with this title.

Action : The boundaries of the Conservation Area and the Historic Settlement need to be reviewed to align them where possible.

Whilst the historic settlement and conservation areas are different premises and would probably only benefit from minor realignments, there is seen to be a strong argument for the designation of a single area covering the commercial core of the town and that proposed is shown at fig 5. This includes not only the majority of commercially occupied buildings in the middle of the town but also car parks and other open spaces which form an integral part of the infrastructure necessary for the town centre to fulfil its function. It is likely that policies such as LISK6 and H11, should they remain extant, will require changes to their wording in order to ensure that the original purpose is retained but the advantages of a single area are deemed to outweigh this.

Action : The Commercial Core as shown in Figure 5 should be adopted as the designated Town Centre. Extant planning policies should be reviewed and amended to reflect this.

Town Centre Business.

Professional Services

As one would expect from an existing market town and local centre, the town is currently relatively well provided with professional services such as banks, accountants, solicitors and the like although some of the premises that they occupy are far from ideal and, with the constraints of the conservation area and the listing of buildings, cannot readily be adapted to meet the requirements for disabled access. As the town expands it is unlikely that the demand for these services will decline, indeed it may increase and this will provide the opportunity for some of these

companies to relocate to bigger, more modern premises. The recent move of the Parade Surgery from its central position in the town to one on the outskirts has resulted in transport issues for residents of the town who do not have access to their own car and has also reduced the opportunity for multi-purpose journeys, particularly for residents of the surrounding parishes needing to access the surgery, as espoused by PPS6; this move has had a detrimental effect on the footfall in the town centre. It is thus seen as important that provision for any additional facilities should be made within the town centre where their presence will have a beneficial effect on the vitality and viability of the centre as a whole.

Retail Stock

The current stock of retail premises has grown over many years from the original heart of the town in Market Street. Individual units are generally small and, whilst the opportunity of combining several of these into larger premises cannot be ruled out, the piecemeal way in which development has taken place, together with conservation and listing issues, would make this difficult and expensive. Unfortunately the topography of the town centre and its narrow streets also results in shops that are unattractive to major retailers due to awkward frontages and an almost total lack of rear or side access for servicing their business. The requirement to service existing business on these premises through the front door contributes significantly to congestion of the narrow streets, which in turn has the potential of making the town less attractive to shoppers.

The future of, in particular, Market Street, Pike Street and Fore Street is thus seen as providing for specialist small retailers, niche and boutique shopping and the like; current provision of units for this sector is considered adequate if not slightly excessive. There would appear to be the opportunity to cover Fore Street to provide a shopping arcade that would be attractive in all weather conditions; this would seem to a particularly attractive setting for this sort of shop.

Action : Feasibility study of project to cover Fore street.

Retail Need

The provision of better shopping facilities, including branches of High Street names, ranks high on the list of issues raised in the Residents' Survey.

Previous studies such as those done by Atkins have indicated that there was little interest from major High Street names in opening branches in Liskeard even if suitable property were to be made available.. The reasons for this were mainly given as the small population of the town and its catchment population. Whilst the latter is of a quite significant size, issues of competition from major nearby centres (Plymouth) were seen as affecting peoples' choice. It is also of particular significance that a relatively large number of people leave town every day to go to work and thus are unable to access the local shops during normal business hours except at weekends. The bi-annual Shopping Centre Yield analysis undertaken by the Valuation Office Agency, in which Liskeard's rating was consistently low (high risk percentage), was also seen as contributing to the lack of interest.

With the expected rapid growth of population, it can be expected that interest from this sector of the retail economy will grow. Issues of congestion and accessibility in major centres such as Plymouth are also likely to encourage the growth of such business in local centres. The provision of a significant area of land for employment

use will also mean more local jobs and thus more people who have the opportunity to shop in the town.

The opportunity thus exists to attract retail business that will itself add to the shopping experience of Liskeard and fulfil an expressed local need. However, this will only be achieved if suitable premises can be made available in the town centre that have good access for both shoppers and for deliveries.

Footfall

The Shopping Centre Yield figures would indicate that footfall in Liskeard is not as high as might be expected which is probably due to the number of people who work away from the town, particularly as these would be expected to be people with the more significant disposable income. Employment in Liskeard has been blighted for the last decade or so by the failure to provision sufficient employment land that has resulted in a growth rate that is little better than stagnation. At the same time, employment in the actual town centre has been affected by the conversion of previous employment space for residential use. The advent and growth of out-of-town shopping has also had a negative impact on town centre footfall, as has the decline of the cattle market and the changing lifestyles of the farming community for whom market day is no longer a day in town for the family. All these factors have contributed to a retail sector that struggles for survival and suffers from a lack of investment.

The circumstances of the town are currently very similar to those detailed in the report on “Ghost Town Britain”.

With an expanding population and the prospect of new local jobs, the opportunity exists to reverse the situation. This is, however, dependent upon the retention and, hopefully, creation of employment in and around the town centre. It is also important to attract a better range of outlets than currently exists and to ensure good access to the town centre businesses.

It is worthy of note that the large number of people who will visit the town centre when there is some form of event or attraction taking place would indicate that the potential footfall is probably considerably higher; recent continental markets have done good trade despite their prices being significantly higher than those of similar goods available elsewhere in the town. It would thus appear that there might be an issue of customer service standards, enthusiasm, presentation, etc which depresses normal footfall; certainly it would not appear to be one purely of price. People will use the facilities if the “package” is right; price is not the sole driver, although it might be of greater significance on a day-to-day basis.

Parking.

Current off-street parking provision is adequate for the current users of the town except, perhaps, on market days when the Cattle Market car park is not available to the public and the usage of the other car parks nears capacity. Whilst every effort to minimise the use of private cars is encouraged, for the foreseeable future, the lack of any really good public transport system will mean continued reliance on the motor car and thus any increase in population is likely to result in increased demand. The vitality and viability of the town centre is inevitably affected by the convenience of parking which requires not only easy access from a car park to a destination, but also ease of access to the car park from the point of origin. Traffic congestion and the siting of car parks is thus an issue for consideration.

The transport theme group report advances the option of creating further parking in the Sungirt valley but this is seen to have relatively poor access that cannot easily be improved and is also not conveniently placed for accessing many of the town's facilities.

There is also an issue with on-street parking in the streets of and surrounding the town centre. The provision of housing without adequate parking spaces (reduced parking standards), regular and significant conversion of garages for residential use, and an unwillingness of people to pay even the low charges of the long term car parks lead to far more on-street parking than is desirable. The recent announcement by the police of their withdrawal from enforcement of parking regulations and the proposed decriminalisation of on-street parking offences is regrettable. The upshot of all these things is that the streets of the town become cluttered and congested, thereby reducing its attractiveness and potentially damaging its economy

Traffic Congestion and Access Issues.

Liskeard is a town that has naturally evolved over centuries to meet the changing needs of the people of the town and its hinterland. The resulting layout has occurred with little thought for the design of its infrastructure and the arrangement of the town is unsuited to modern traffic conditions. Whilst minor alterations have occurred within the centre to accommodate increasing traffic flows, the large number of architecturally significant buildings, together with the constraints of both the conservation area and historic settlement, create problems in modifying the town to meet the needs of the 21st Century. In particular three issues combine to cause problems;

- All traffic arriving in the town from the north or east and wishing to access off-street parking without using narrow and unsuitable streets has to pass through the Parade,
- All traffic from the western and southern areas of the town wishing to egress onto the A38 eastbound also has to pass across the Parade,
- Goods vehicles bound for or from addresses in the south or west of the town (including employment sites and many shops in the town centre) or in nearby settlements are unable to do so without passing through the Parade. This includes significant traffic using the cattle market on market days when parking is at a premium.

The carriageway widths of several streets in the town centre, including some radial access routes are also inadequate for existing traffic flows., let alone any increase resulting from the enlarged population.

The result of this is congestion. Various proposals have previously been advanced such as access to/from the A38 from Station Road, but most have proved impractical for one reason or another. Probably the only remaining feasible option is the improvement of the junction between the A38 and New Road at Moorswater to provide a "full flow" junction. This was proposed by means of an objection to the Dobwalls Bypass scheme, but was rejected by HM Inspector at the Public Enquiry on the grounds that it was outside the boundaries of the subject scheme. However, it is noted that both the Secretary of State for Transport and the Secretary of State for Communities and Local Government have acknowledged by way of the directed letter

approving the Dobwalls Bypass that the need for this improvement is compelling although it is not considered one which should be funded solely by central government as it is not a purely Trunk road issue. By improving access to Lamellion (and thus the south of the town), to the western residential areas and to Dean Street and the Cattle Market area, this junction would significantly reduce traffic flows across the Parade and also (by way of the A38 and the Eastern Relief road) provide an alternative route for livestock transporters travelling between the cattle market and the nearest abattoir.

Figures presented to the Public Enquiry by the Highways Agency estimated that the “net present value” of such a scheme to the town would be somewhere in the region of £80 million. The problem lies in how it might be funded.

Public Transport.

The “Parade Scheme” carried out some ten years ago provided dedicated bus stops on the Parade for use by both National Express coaches and local buses. It was recognised at the time that there was likely to be a conflict as the lay-bys were insufficient for simultaneous use by both operators. This has proved to be the case and also it has become apparent that, with the large number of albeit infrequent local services, the current designated stops are insufficient if the Parade is used as the interchange node for local buses. The result is that there are frequent occasions when traffic flow is stopped by public service vehicles stopping other than in the designated lay-bys; this adds to the congestion problem in the area.

Various solutions have been proposed since the scheme was carried out but these should be revisited with a view to determining a viable solution that still provides convenient interchange in the town centre but with reduced congestion. Routing services (particularly of the larger vehicles) to avoid the narrow Castle Street may provide an option of additional stopping sites in Greenbank Road.

Leisure.

With over 100 clubs, societies and associations covering a wide range of interests, Liskeard is well served in the provision of this type of leisure activity. However there is a paucity of the more general, commercial facilities with, for example, no cinema, bowling alley etc.. The lack of such facilities to cater for all sections of the community (youth, families, or any other group) was the biggest single issue raised in the residents’ survey. As with the range of retail outlets, this is probably mainly due to the population size being insufficient to make such facilities commercially viable; this is compounded by little or no evening public transport to enable residents of the catchment area to access the town without recourse to the motor car.

Whilst only a relatively small market town, Liskeard also suffers to a greater or lesser degree from most of the issues raised in “NightVision”, the Civic Trust report on its study into the 5pm to 9am urban economy. This acknowledges that few town centres meet the vision that they should be places “where everyone should be able to go out at any hour - young and old, families and children” and should not be “no-go areas for anyone at any time”. The picture that emerges, however, is one in which, “after hours, town centres are dominated by alcohol-based and youth-orientated entertainment, with a limited range of other activities available”. This report has much to offer but none of this will be achieved without effective public policy and

leadership combined with partnership working between both public and private sectors.

Even if the will and resources were available, Liskeard suffers from a shortage of suitable town centre sites for leisure facilities. It is important that these are found or created and that, as a rule, edge of town or out of town sites are allowed to draw yet another aspect of the community far from its heart.

Hotel Beds.

Liskeard currently has no NQAS rated hotels, although there are three NQAS (national quality assurance scheme) rated Bed & Breakfast establishments in or adjacent to the town centre. This is largely historical as tourism has not played a significant role in the town's economy in the past, but with an increased interest in green tourism and with the designation of the Caradon Hill area as part of a World Heritage Site (WHS), the opportunity exists to capitalise on this. The town is ideally situated between the moor and the coast and, sitting as it does astride both the rail main-line and a trunk road with National Express coach services, is well positioned to become the gateway to the WHS. It would appear, therefore, that a good hotel with the full range of services might well be a viable proposition. The forthcoming "travel lodge" facility at Tencreek is not seen to affect this argument as it is not designed to cater for the same market. Not only would such a hotel be attractive to visitors but it might also provide a venue for functions in the town; currently there is no facility than can accommodate in excess of about 50 people for wedding receptions, dinners and the like.

To succeed, the siting of such an establishment is crucial; it must be easily accessible, centrally located and have an attractive outlook. As with the provision of other facilities, this presents some difficulties but there are possible sites which are discussed further below.

Events.

A range of events is held in Liskeard throughout the year. Whilst some of these like ST Matthew's Fair are historic in their origins, others such as the Chamber of Commerce Christmas event and the continental markets are more recent. Most are organised and run by voluntary organisations and involve considerable work, a factor which occasionally creates concern for their survival. Recently the principal groups involved have got together in order to rationalise and co-ordinate their efforts but it is noticeable that a declining number of people either have or are prepared to give the time necessary to ensure the success of the various events. With the Parade being such a crucial transport artery, however, its use as a civic space is limited - but Liskeard currently lacks any other similar civic space in the town centre.

Footfall on the days of events in the town is considerably enhanced, as discussed above, and they are seen as beneficial to the economy of the town as well as their social benefit.

Streetscape, Heritage and User Friendliness.

Liskeard is an ancient market town, whose original centre in and around the Pipewell and Market Street is now bypassed by its current principal thoroughfares. As the town expanded over the centuries it spread out and, with successive surges of prosperity, development, much of it of high quality, took place both around its changing focal points and on its periphery. The progress of this is easily seen by looking first at the defined historic settlement, then at the established conservation area, and finally at the modern town. Unfortunately much of the recent development has not, by any means, lived up to the quality of that of, for example, the mining era.

This historic legacy results in a town whose original heart is characterised by narrow streets, many of which rise steeply from the well; Whilst much of this area has been redeveloped in the past, some remains and it is surrounded by areas containing significant numbers of buildings of architectural merit. Whilst this heritage is of great importance to the town, the plethora of listed buildings and other constraints inevitably complicate any process of regeneration, making it not only more difficult, but also adding significantly to cost.

The advent of motor transport and other issues in the early 20th Century necessitated further change and shifted the focus of the town yet again; the current town centre area realistically remains structurally unchanged since then.

The result of this is that the main shopping streets are tucked away from the main thoroughfares with much of the attractive face of the town hidden from the view of people passing through the town or coming to it for the first time – indeed, many visitors are initially of the impression that the Parade and Barras Street are all that Liskeard has to offer. Car parks are inevitably slightly remote from many of the shops and access is often by way of the steep and narrow streets. To the modern citizen or visitor and to those with mobility problems this can be seen as presenting problems although recent improvements in signage have helped to ameliorate this.

The streetscape of the historic core, however, is pleasing and with enhancement this area could be made more attractive. The Bay Tree Hill improvement scheme proposed by Atkins must be completed and the idea of turning Fore Street into an arcade has been mentioned above. This latter proposal raises issues of vehicular access but it is believed that if the current prohibition between 1000 and 1600 were to be extended such that access outside this period was limited to “deliveries only” with no parking permitted at any time, the street could become a greater focus. The addition of architectural lighting in this area would also be beneficial.

A Conservation Area Partnership scheme was managed by the District Council some years ago in order to encourage property owners to renovate their buildings and although many took advantage of the grants on offer, few have subsequently maintained them to the same high standard that was achieved by the scheme. Whilst another similar scheme might be appropriate for those who did not take advantage of the last one, constant grants for owners to carry out their maintenance responsibilities cannot be condoned and it is suggested that the use by the local planning authority of orders under Section 215 of the 1990 Town and Country Planning Act would be appropriate, particularly for those who have already received assistance from the public purse.

(Other Atkins schemes)

Housing.

The town centre of Liskeard is developed to a high density. The existence until recently of national planning guidance which promoted the provision of small residential units with restricted facilities (parking etc) in town centres is still reflected in the Local Planning Authority's policies and has recently been reinforced by an appeal decision. Despite the aim of improving the vitality of town centres, these policies have, in fact, had the opposite effect in the town; fundamentally the provision of units which, in any other setting, would be described as under-sized and sub-standard has a propensity to attract the type of residents some of whom do little by way of making a positive contribution to the area. This has resulted in many residents, particularly the elderly, fearing for their safety, particularly at night. The conversion to residential use of previous employment space has also reduced the space available for people to work in the town centre.

Action : Current planning policy H11 MUST be repealed.

Employment Space.

For some time now there has been talk of the County and District Councils both examining the possibility of developing larger, improved and more economic accommodation from which to undertake their functions. With the changing structure of local government, this might mean that any redevelopment would free up employment space in or adjacent to the town centre. It is important that, as with other central employment space, this is not allowed to be used for residential development to the detriment of town centre footfall, vitality and viability. **It is also an absolute imperative that these numerous and well paid jobs should not be allowed to leave Liskeard or even to move to peripheral employment sites but that they remain within easy walking distance of the town centre.**

Apart from the above possibility, there are virtually no unused and undeveloped sites in the centre of the town that can simply and easily be used for employment. A significant amount of previous employment floorspace, particularly workshops and storerooms associated with shops, has been converted to residential use due to planning policy and the lack of any protection or requirement for sequential testing of uses. As a result, employment in the core of the town has fallen. This has had a detrimental effect on footfall within the town centre as fewer people work in an area from which they can "pop out" to the shops. Fortunately this effect has, to a certain extent, been offset by some significant employment sites on the edge of the centre; it is considered absolutely vital that these are not permitted to be redeveloped in the same way. The report on employment lists specific sites where conversion for residential use should not be permitted, but it is believed that this should be reinforced. Recent changes to Planning Policy have removed the previous encouragement contained in PPG3 of such conversions and it is felt that this should be reinforced by the deletion of Policy H11 from any future plan. Instead, there should always be a presumption AGAINST any redevelopment in the centre that would reduce the employment opportunities therein. Similarly, employment sites close to the town defined town centre must also be protected.

Action: Ensure no County or District Council jobs move any further from centre than now.

Action: Develop policies to preserve and enhance employment space and employment in and on the edge of the town centre.

Development Sites.

If Liskeard is to be equipped with modern town centre facilities to meet the needs of its expanding population in the 21st century, some radical thinking is required to free up the necessary sites for development. The constraints of the historic settlement, conservation area and many listed buildings make this more difficult but not impossible. Sites previously identified by Atkins include both the Cattle Market and the area between the Parade and Fore Street although development subsequent to those reports may make the latter unviable, at least in the short term.

Cattle Market.

A study carried out by Smiths Gore for Caradon district Council in 2000 included the following conclusions:

- 1) Liskeard Market continues to have a future, although this is essentially short to medium term (say 2000 – 2010), the reasons being:
 - The role of the livestock market is declining,
 - Competition for the remaining trade will centralise onto new or much improved locations,
 - Liskeard's current market site is not suitable as a competing site in the future.
- 2) Although the outcome is inevitable, the timescale is necessarily uncertain.....

It is believed that these conclusions remain valid.

This was, of course, prior to the 2001 Foot and Mouth Disease epidemic and the increased bio-security rules that have since been applied; the result of these has been to reduce the space available for use as a car park. It is believed that the role of livestock marketing continues to decrease and that throughputs at Liskeard have continued to decline in line with or even faster than the trends identified in the report. The loss of car parking, despite higher usage rates, has also resulted in a reduction of revenue for the District Council who currently own most of the site. With this loss of car parking and the increased area occupied by the market, there is a much greater differential between the return achieved by the owner on the two parts of the site. It seems, therefore, that a better use of this site, providing both better value for the public purse and better facilities for the town would be to consider its redevelopment sooner rather than later.

The people of the town have told us in no uncertain manner that what they want to see in the town are “High Street Names” and NOT more supermarkets. Any idea of disposing of the cattle market for development as a single large retail unit is thus unacceptable to the community. However, a possible scheme for a redevelopment is shown at fig 6 which provides for

- modern retail units that will be attractive to “High Street” retailers,
- increased car parking,
- modern and convenient office accommodation,
- a pannier market as espoused by PPS6, and
- a civic space.

The redevelopment of this site along the lines of this scheme is seen as key to the provision of much of what the town needs.

Action : Feasibility study and project development for cattle market regeneration project

Lower Sungirt Car Park.

Provides long stay parking but is relatively remote from the town centre with poor access. Surplus capacity in the other long stay park at Rapson's together with increased capacity in the Cattle Market would make this site worthy of consideration. Whilst too far from the centre to conveniently provide for other uses, it is advanced as a possible site for an hotel. Access is not ideal but with a view down the Sungirt valley over a protected "green finger" it has a pleasant outlook. Partly because of services crossing the site and the soil structure, development would probably be based upon a "bridge" across the valley at the height of Sungirt Lane, with parking beneath; this would also improve access from Heathlands Road. Another possible use for this site would be some form of entertainment complex incorporating, say, a bowling alley and small multi-screen cinema; the proximity of adequate parking might improve the viability of such a scheme.

Pendean/Graylands/ and Luxstowe Sites.

It is understood that both the County and District Councils are examining the possibility of new offices in Liskeard and that the option of a shared facility is seen as having significant advantages both in terms of cost and access for residents to a "one-stop shop". Both are understood to be occupying buildings that present problems with meeting their duties to both their staff and visitors. Should such a development take place, then it is likely that either Graylands and Westbourne House or Luxstowe House would become surplus to requirements. It is also understood that Pendean is considered unsuitable for its current use and relocation of this service is likely. There is thus the possibility of one of two large sites, both of which are currently in Public Sector ownership, becoming available for redevelopment. Both sites contain listed buildings which, to many developers, would seem to be a disadvantage but the incorporation of such a feature into an hotel complex could be used to significant advantage. It is seen that either of these sites would be the optimum place for an hotel and that such redevelopment would provide best value for the town in their disposal.

Should the opportunity occur, any development of the Westbourne / Graylands site should incorporate provision of the Dean street entrance to Westbourne Car Park. This was a strong recommendation of previous studies that was accepted by the County Council but has never taken place.

Westbourne Car Park.

Although initially this site appears to have some development potential, it suffers from the significant drawback of there being rights of way across it to access the rear of properties in the Parade, Barras Street and Dean Street. Most of these properties are commercial and some regularly receive deliveries by means of articulated lorries or other LGVs. This right of access and the manoeuvring space required by these vehicles is such that it reduces the space available and is likely to severely constrain any redevelopment of the site. When access to this car park is provided from Dean

Street, the possibility of redevelopment of the northern end with its frontage on West Street could be considered; the closing of this entrance to the car park would also help to reduce traffic on West street and at its junction with the Parade.

West Street (North) Car Park.

Currently used by County Council staff and providing access to commercial premises, it is possible that this site might become available if the proposal for new offices for County and District Councils goes ahead. The sloping nature of the site adds problems to its redevelopment prospects but it could become a site suitable for leisure use.

Unique Selling Point / Branding / Marketing.

Despite being an attractive market town, Liskeard is not really known for anything. People employed on previous studies have remarked on their inability to define a Unique Selling Point. There have been several attempts in the past to identify a theme which might provide a platform from which the town could be marketed but to no avail.

In the course of this study, the slogan “where there’s Moor, there’s more” has been adopted which demonstrates the links between the town and the World Heritage Site and should be used in advancing Liskeard as the gateway to this prestigious designation.

The other feature that has been advanced is the Pipewell with its allegedly beneficial waters. The legend surrounding this is strong and could be used to advantage in branding Liskeard as a “spa town” - indeed, the presence of the well provides greater credibility for such an idea than exists in many towns that already claim a similar designation. This could, perhaps, be carried forward and used by, for example, an hotel in the town as proposed above.

Action : The subject of branding needs further investigation and it is recommended that a separate study into this be undertaken, based upon these ideas.

(POSSIBLE) PROJECTS

Moorswater Full Flow Junction
Bay Tree Hill Enhancement
Enhance the approaches into town
Install more seats, especially around Fore St and Bay Tree Hill
Cover over Fore Street
Create architectural lighting in the town esp for Webbs, the Guildhall, Stuart House
Cattle Market Redevelopment
Create a pannier market
Make-over for Well Lane
HOTEL – Caradon will move 2008/2009 and then potential sites come on stream
Refurbish the Fountain
Refurbish Pipewell
Pedestrianise Market Approach
Review and improve street lighting then update and extend CCTV
Westbourne Car park access from Dean street
Castle Street
Sungirt Car park

On-Going Investigations / discussions:

Spa Theme
Invest in sculptures
Start a tree-planting scheme
MARKETING Liskeard!
Encourage more visiting markets – look for most suitable area to site
Toilets for Westbourne / Pigmeadow Lane
Refurbish murals / create new ones esp in Well Lane
Enhance the town with creative design and cosmetic projects, eg putting in granite sets
Focus on tidy-up for Fore Street (use Section 215!)
Improve car park accesses
Locate a bus/coach park
Look into effects of possible “park & ride” at Moorswater
Preserve employment & other sites.

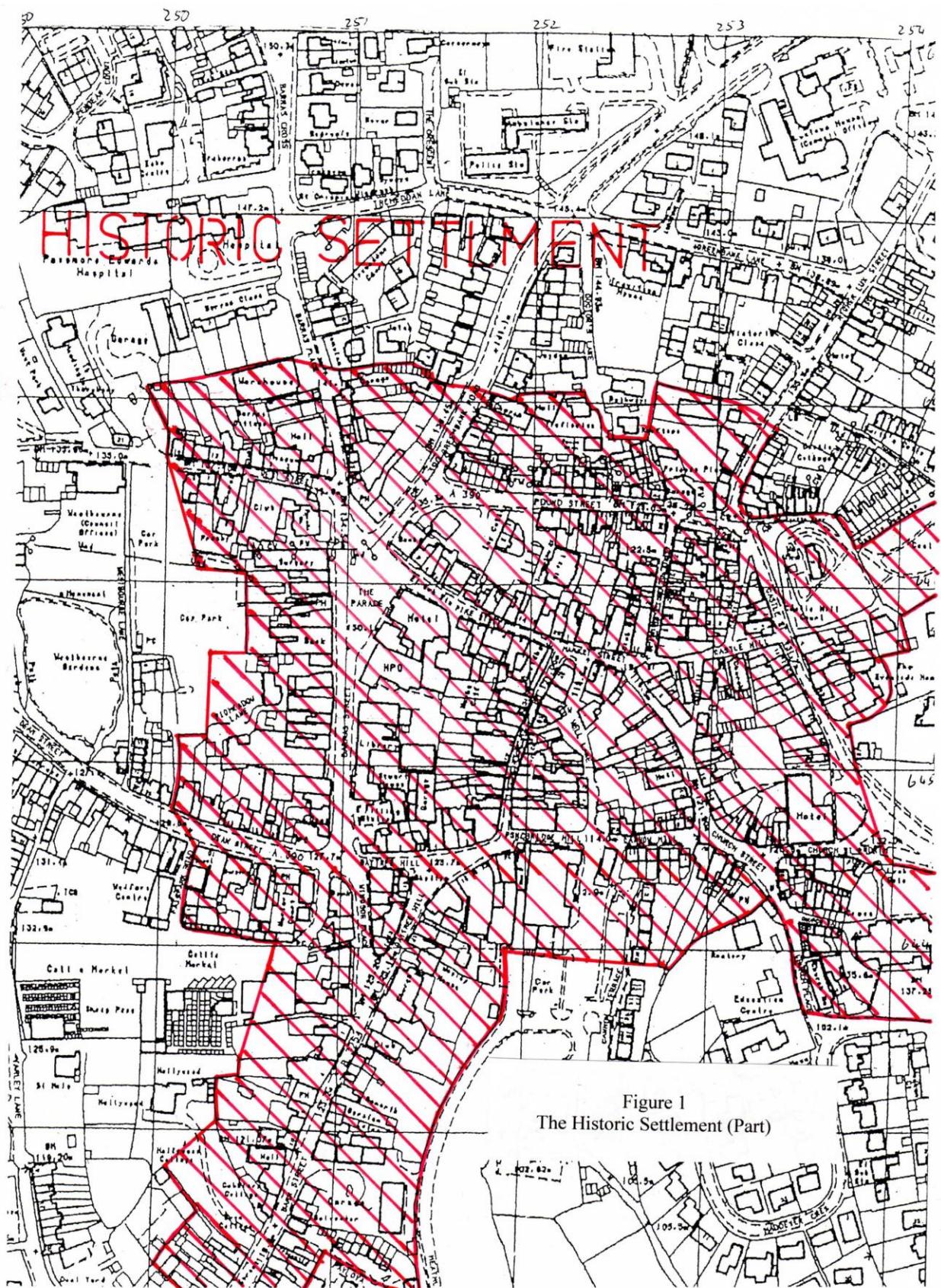


Figure 1
The Historic Settlement (Part)

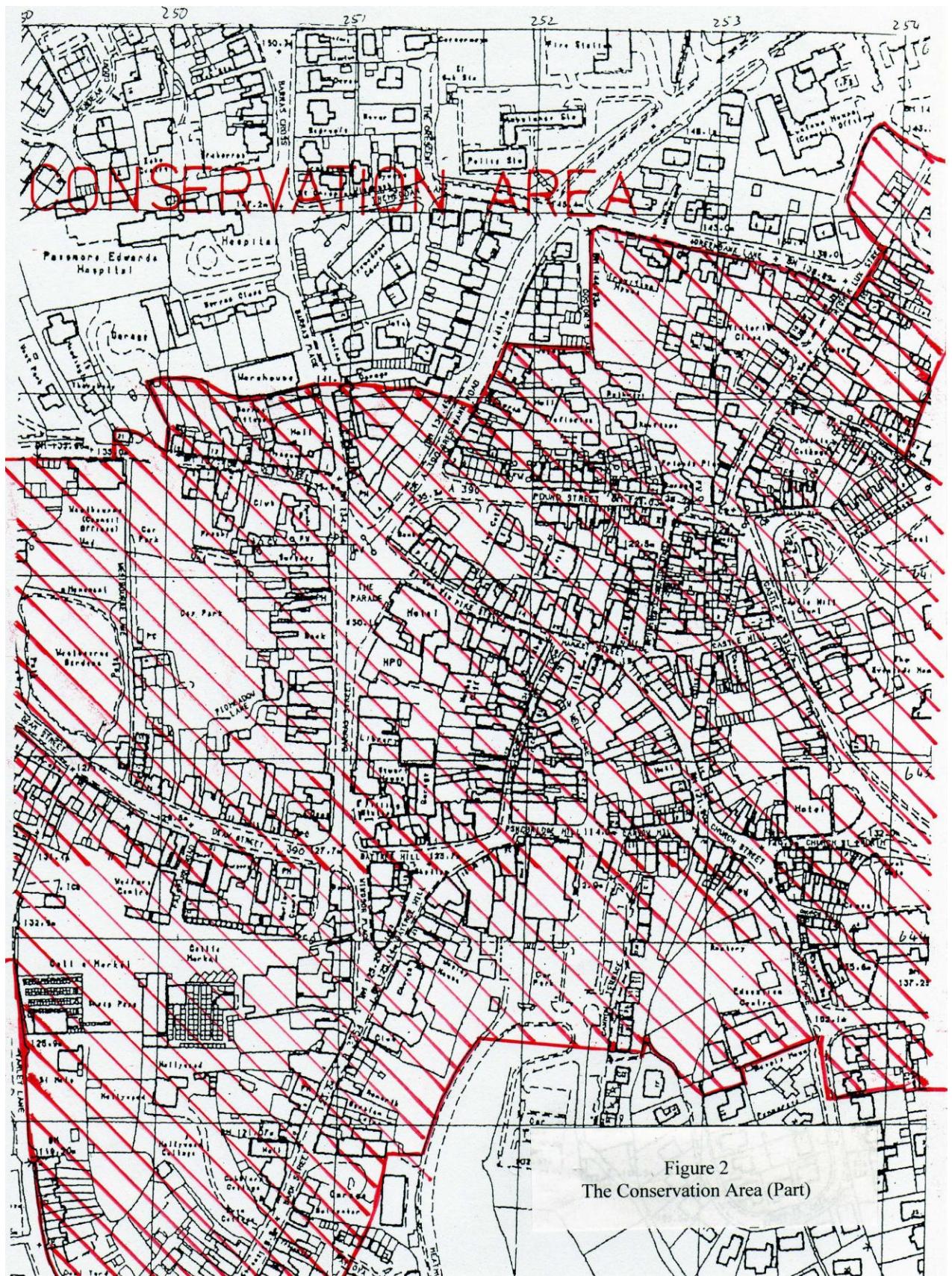


Figure 2
The Conservation Area (Part)

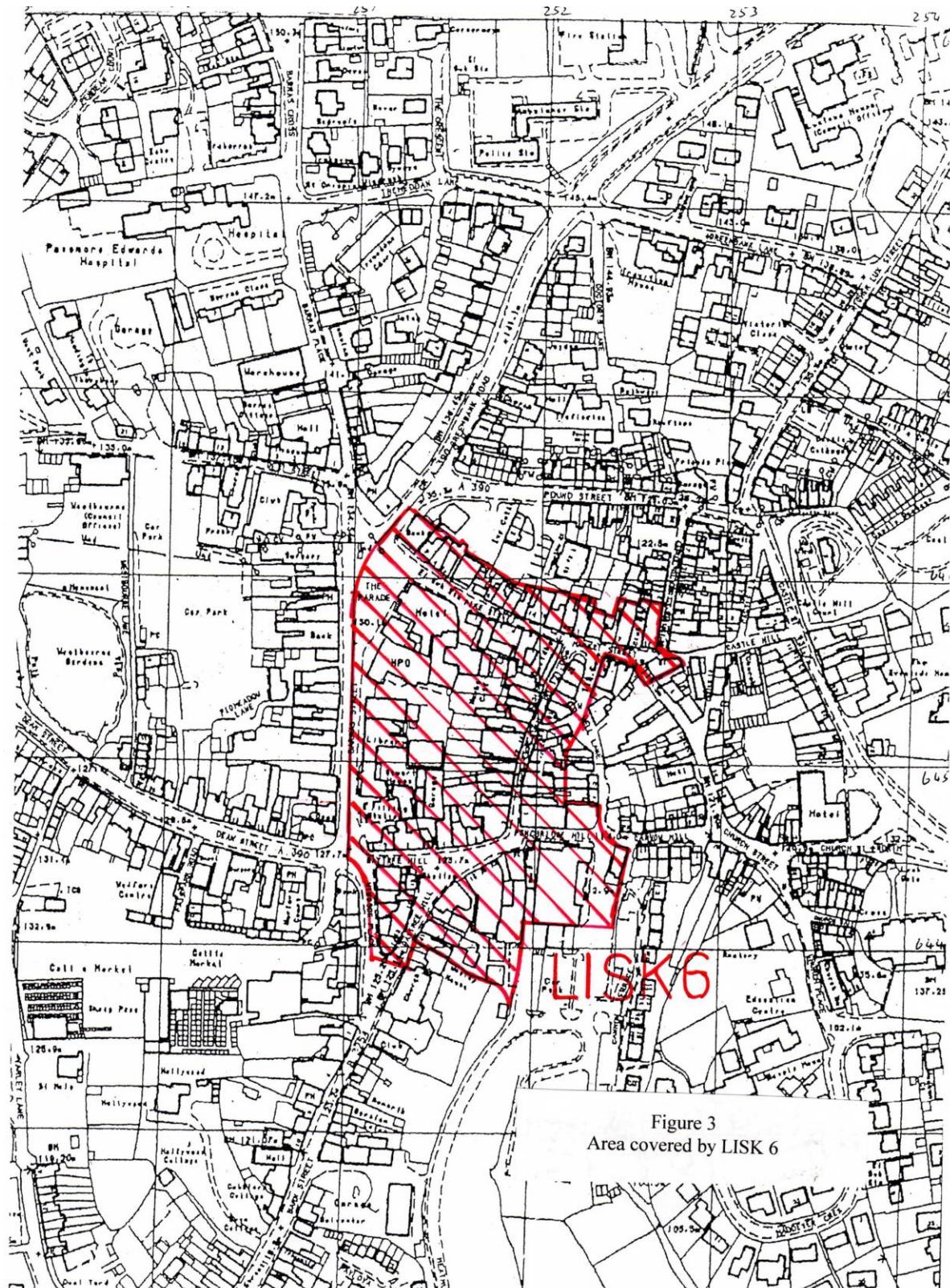


Figure 3
Area covered by LISK 6

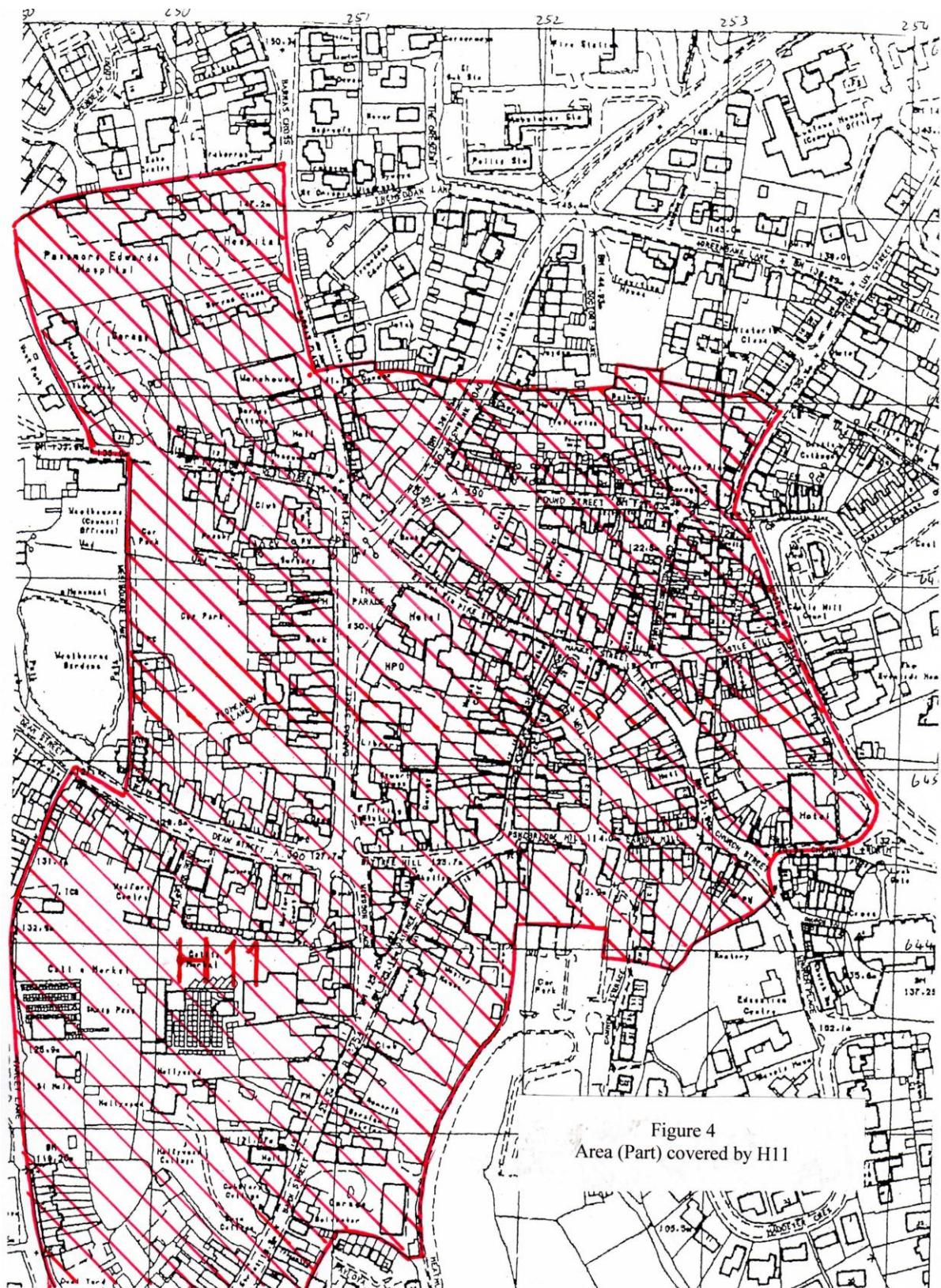




Figure 5
Proposed Commercial Core

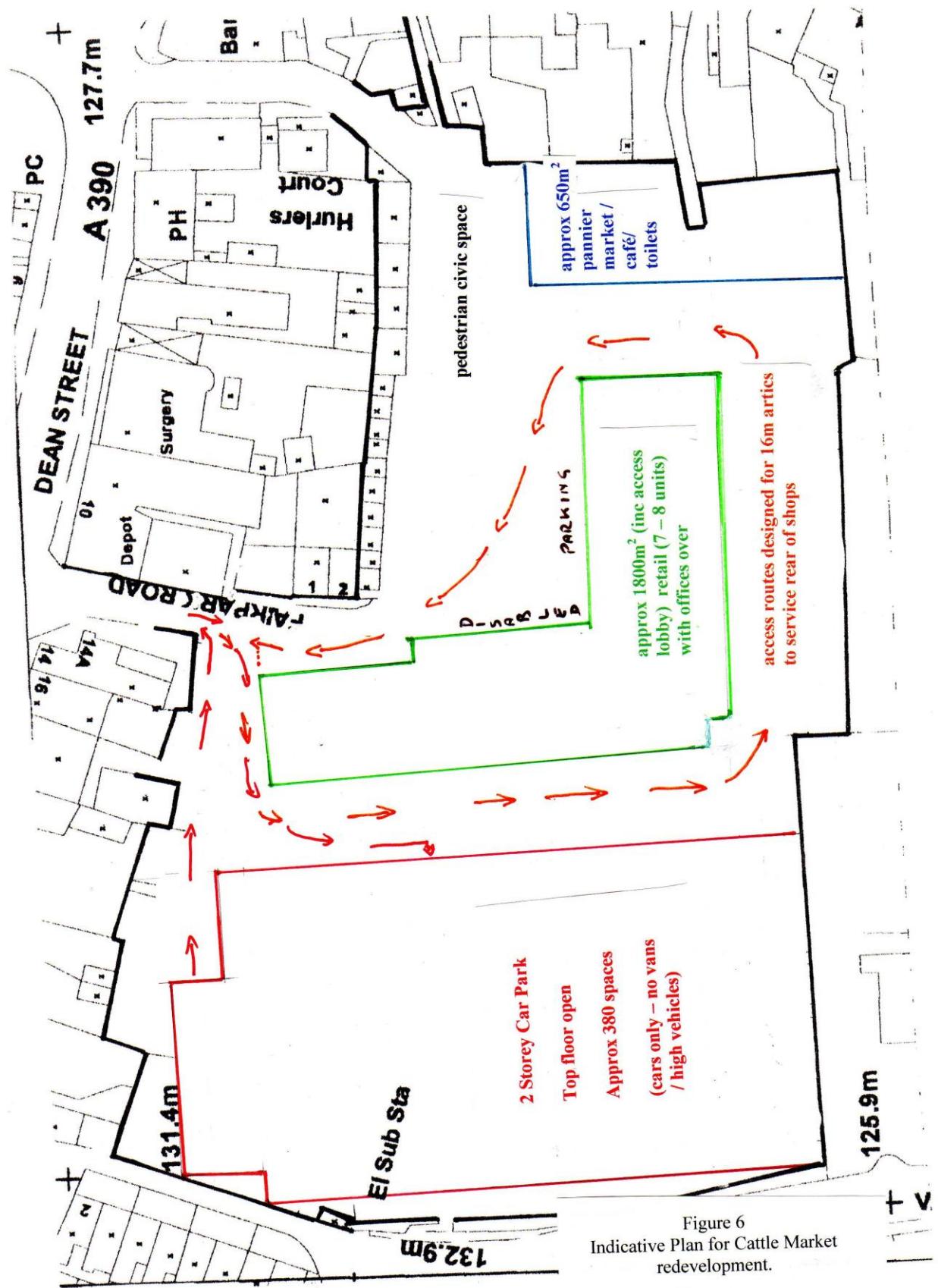


Figure 6
Indicative Plan for Cattle Market
redevelopment.