



ACTIVE FEOCK

FEASIBILITY STUDY

On behalf of Feock Parish Council

DATE: September 2024

Version 1.0



**Funded by
UK Government**



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1 INTRODUCTION: ABOUT ACTIVE FEOCK

Providing accessible, carefully considered local infrastructure is critical to supporting people's physical and mental wellbeing. This helps people to keep active, feel connected, be happier and healthier while being able to live longer in their own homes and communities. Providing local opportunities for a range of outdoor activities supports the work of the local Health and Social Care providers as well as complimenting work around Social Prescribing programmes.

Now, more than ever, many people have less disposable income and are feeling the effects of higher energy and food prices, higher inflation, rental prices, and mortgage rates. The provision of well planned, active trails available on the doorstep provides freely available recreational opportunities and greater commuting choice for all to enjoy.

To help accomplish this, Feock Parish Council have set the brief - **Active Feock**. The scheme will build on an existing Council initiative for Healthy Ageing through Innovation in Rural Europe (HAIRE) and the 20s Plenty Scheme, being introduced in the Parish with its emphasis on safety and opportunity for better walking and cycling activity.

The HAIRE project (Healthy Ageing through Innovation in Rural Europe) started in Summer 2020, an international EU project, part funded by Feock Parish Council and led by the University of Exeter. The Parish Council was invited to take part as a pilot area (one of only two pilots in the UK), in a European Interreg 2 Seas Project, which started in Spring 2020 and ended in Spring 2023, working in association with the University of Exeter and other European partners. The project will build on Community Connect, a wellbeing project which was previously run in the Parish, focusing mainly on people aged 60+ to develop services and facilities that are of benefit. The aim is to reduce the loneliness and feeling of isolation which can affect many of us as we grow older. An important part of the project is to focus on building on the strengths of our community and inter-generational activities.

The 20s Plenty Scheme is a Cornwall wide project looking to reduce average speeds on residential roads and in built-up areas. It will make roads, safer, healthier and greener for everyone. After a successful pilot run by Cornwall Council in Camelford, Falmouth and Penryn during 2022, a Cornwall wide programme was approved and Feock Parish Council encouraged the local community to get involved and take part in the consultation.

1.1 Aims

The aims of the project are to enhance and sustain:

- The health and wellbeing of local people.
- Increase safe walking and cycling, promoted through an education programme to encourage understanding, awareness, and use.
- Improve communication and connectivity throughout the Parish.
- The scheme will be intergenerational, working with people of all ages to design and implement the proposals.
- Enhancements to the natural environment.
- Provide an initial and ongoing programme of activities to raise awareness.

1.2 Funding support

Funding for developing this feasibility study has been allocated from Cornwall Council's Community Capacity Fund. The Community Capacity Fund is part of the Good Growth Programme, which is delivering the UK Shared Prosperity Fund in Cornwall and Isles of Scilly. <https://ciosgoodgrowth.com/funding-opportunity/community-capacity-fund-programme/>

1.3 Project Stakeholders

The Feasibility Study has been produced by Feock Parish Council with the support of Inner Circle Consulting. To inform the study, the following have been integral in helping to develop ideas and priorities for the Active Feock Project.

Feock Residents	Cormac
Feock Parish Council	Cornwall Wildlife Trust
Chacewater Parish Council	Coastal Primary Care Network
Perranarworthal Parish Council	Social Prescribing Link Workers
Cornwall Council	Chacewater and Devoran Surgeries
Councillor Martyn Alvey – Cornwall Council Portfolio Holder for Environment & Climate Change	NHS Cornwall and the Isles of Scilly Health Integrated Care Board
Sustrans	Arthritis Trust
Environment Agency	Feock Walk and Talk Walks
Devoran Pre-School	Devoran Village Hall

2 EXECUTIVE SUMMARY

2.1 Supporting National, Cornwall wide and Parish priorities

Active Feock is a Feock Parish Council project which seeks to improve the health and wellbeing of residents and the wider community. It will provide opportunities for more people to increase their physical activity and overall wellbeing through walking and cycling around the Parish and surrounding area. The project will create improved, well designed, accessible and attractive routes and paths which will enable and encourage more people to enjoy the local environment. These routes and related opportunities will be well promoted to ensure everyone is aware of what's available on their doorstep as well as the benefits of keeping physically active.

There is clear national evidence that being more active is beneficial to us as individuals. Some of the reasons include:

- **Public health concerns:** The UK faces a high burden of chronic diseases like heart disease, type 2 diabetes, and some cancers.
- **Sedentary lifestyle:** Modern life often involves a lot of sitting, both at work and during leisure time. This lack of movement contributes to the health problems mentioned above.
- **Mental health:** Physical activity has proven benefits for mental well-being, reducing symptoms of anxiety and depression and improving mood.
- **Economic benefits:** Physical inactivity costs the UK billions of pounds each year in healthcare costs and lost productivity.
- **Environmental impact:** Active travel options like walking and cycling have a lower carbon footprint compared to cars.
- **Social connections:** Active pursuits can foster social connections and a sense of community, which is important for overall well-being.

There is also a growing body of research that highlights the deep connection between human well-being and the natural environment. This connection is multi-layered, influencing both physical and mental health, as well as social and emotional well-being.

- **Physical Health:** Spending time in nature has been linked to lower blood pressure, reduced stress hormones, and improved immune function. Exposure to green spaces can also contribute to better sleep and overall physical health.
- **Mental Health:** Studies have shown that nature can have a positive impact on mood, reducing symptoms of anxiety and depression. Spending time outdoors can also enhance cognitive function and creativity.
- **Social and Emotional Well-being:** Nature can foster a sense of connection with others and the world around us. It can also provide opportunities for social interaction, relaxation, and a sense of purpose.

An abundance of key national policies, strategies and programmes which recognise the importance of 'active communities' and set out a strong evidence base to support the Active Feock project.

Across Cornwall, there are also key strategies and plans which recognise and prioritise initiatives which aim to help people to be more active within their local communities, support active travel, promote the protection and enhancement of the natural environment and support the local economy.

Active Feock is a new and innovative Parish led approach that is firmly rooted in local priorities. Over many years, Feock's residents have been keen to see improvements provided to deliver better connections, opportunities for walking and cycling and make travelling around the Parish safer. This is evidenced from 2007 in Feock's Parish Plan and subsequently in the Feock Neighbourhood Plan (2018).

Considering health benefits alone, Physical inactivity is associated with 1 in 6 deaths in the UK and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone) or £109.47 per person per year. For Feock Parish's population of 3,719 (2021 Census), there is an estimated cost to the NHS and other local health and wellbeing services of around £407,000 per annum within Feock Parish. Active Feock can help by providing opportunities and encouraging people to live more active and healthy lives.

This case for change and for delivering the Active Feock project is covered in more detail in Section 4 – Strategic Alignment.

2.2 Shaping the Active Feock Project

To help inform and shape the project, the Parish identified key stakeholder organisations and individuals and also offered Feock Parish residents the opportunity to take part in three themed focus groups.

The focus groups were themed around Cycle Links, Environment and Health & Wellbeing and held during March and April 2024. The information gathered through the focus groups were supported by a questionnaire which was sent out to stakeholders.

The views and suggestions from the stakeholder engagement informed the suggested improvements and interventions and shaped the design principles and priorities for the walking and cycling routes. More details on the methodology is covered in Section 5 – Active Feock Project Details.

2.3 Priorities for Active Feock

The stakeholder engagement informed the key improvements and interventions recommended to achieve the desired outcomes of Active Feock. This is summarised as:

Surfaces	<ul style="list-style-type: none"> • Good surfaces to reduce the risks of trips or falls. • Designed for brisk walking to maximise health benefits. • Wide enough for two users to pass each other comfortably. • Accessible for all.
Road Crossings	<ul style="list-style-type: none"> • Consideration of safe road crossings for the safety of all users.
Signage	<ul style="list-style-type: none"> • Good signage especially at key entry points. • Route way markers – to help people navigate. • Share with care – informing all road users to be mindful of others and to travel with care.
Supporting Nature and the Environment	<ul style="list-style-type: none"> • Enhance nature and wildlife corridors along these linear routes.
Resting Places and Seating	<ul style="list-style-type: none"> • Regular seating and resting places should be provided to enable more people to use the routes.
Shelter and Shade	<ul style="list-style-type: none"> • Providing areas of shade and shelter, particularly with seating or resting areas, provides relief from the weather. This will enable more people to consider using the routes knowing places to shelter from rain or the sun has been provided along the route.

Information on routes before people set out	<ul style="list-style-type: none"> • Having information on the available routes before people set out is important to provide potential users with essential information and to help them select the routes most suitable for them. This could include information on the how long the routes are, whether they are easy, moderate or hard, whether there are any styles or gate to negotiate etc.
Supporting the benefits of nature and the environment on health and wellbeing	<ul style="list-style-type: none"> • Enhancing or creating new opportunities for people to connect with nature and the local environment which is proven to have positive benefits for physical and mental health along with social interaction.
Other supporting initiatives	<ul style="list-style-type: none"> • Grading of routes – e.g. easy, moderate, hard • Opportunities for volunteering and local involvement – led walks and rides, increased local sense of ownership and participation. • Clinical Expertise – involve health care professionals in designs to optimise opportunities for health benefits.

More details are covered in Section 6 – Summary of Findings & Priorities

2.4 Prioritisation and Costs

A detailed prioritisation exercise and development of associated costs of interventions will be covered in the next delivery phase of the Active Feock project, however some indicative work to start shaping this has been developed in this feasibility stage.

An exercise was undertaken in order to provide an early indication of costs, how easy it would be to implement the interventions and what anticipated benefits could be expected. This is to help inform future prioritisation and develop a set of achievable short, medium and long term actions and objectives in delivering Active Feock.

Three assessment rankings were used:

1. Initial Indicative Costs
2. Deliverability
3. Expected Benefits

This is detailed in Section 7 - Deliverability and Indicative Costs of Improvements and Interventions.

2.5 Design Specifications

Research has been undertaken and recommendations made based on best practice guidance for designs such as for surfacing, seating and other improvements. This includes drawing upon national guidance such as in the Cycling Infrastructure Design Local Transport Note, Sustrans design guides, or Design for Streets with Older People in Mind Seating Guidance.

Along with national guidance, designs and specifications for recent local projects have also been provided including the National Trusts' recent Penrose Path refurbishment specification and design guide.

This guidance will help inform best practice when the project is taken to the more detailed design stage and more details can be found in Section 8 – Design Specifications.

2.6 Deliverability

Careful consideration has also been given to how this project can be taken forward through Feock Parish Council and the Active Feock Working Group.

This considers important factors including the experience needed to take the project forward, project governance, consents that may be required, land and property ownership matters.

Further advice has also been provided around considerations of equality and diversity. These issues are covered in Sections 9 – Deliverability and 10 – Equality and Diversity.

2.7 Risk Management, Monitoring and Evaluation

To further inform the future delivery phase of Active Feock, templates have been developed for capturing and managing risks along with a monitoring plan to track progress towards the agreed objectives of the Active Feock Project throughout the project lifecycle. An evaluation plan to outline how the overall success of the project will be assessed and guidance on a reporting plan and resource allocation has also been provided.

These are covered in Sections 11 – Project Risk Register, Section 12 – Monitoring and Evaluation Plan and Section 13 – Reporting Plan and Resource Allocation

2.8 Identification of Potential Delivery Partners

An exercise has been undertaken to identify potential delivery partners for Active Feock. This included key partners such as Cornwall Council who may own some of the land or assets and CORMAC who manage the adopted highway network across Cornwall. It also considers other partners who will be able to help deliver various aspects of the Active Feock project interventions.

This is captured in Section 14 - Identification of partners who could assist in the successful delivery of the project.

2.9 Support for Active Feock

Many partners contributed to the feasibility study and residents across the Parish were invited to participate in the working group sessions through the article in the Feock Connect Newsletter.

The feedback from the three themed working groups and the follow up questionnaire provide evidence of significant support for taking Active Feock forward.

- 91% of people felt that having local access to opportunities for outdoor activity was Very Important with the remaining 9% saying it was important.
- Many benefits were listed with the top responses being
 - Mental Wellbeing
 - Physical Wellbeing
 - Overall Wellbeing
 - Provision of free or inexpensive opportunities to be active.
- 87.5% of respondents felt the quality of the environment was Very Important or important.
- 87.5% of health practitioners felt that being active is Very Important for people's overall health and wellbeing.
- Indicators of success of the Active Feock project were seen as including
 - More people engaged in outdoor activity / enjoying outdoor spaces
 - Improved overall wellbeing of those who have engaged

Following the development of the Feasibility Study, it is the intention to use the information gained to advance the proposals and priorities and provide additional opportunities for residents and stakeholders to shape the project further.

2.10 Next Steps

Through this feasibility stage there has been clear support from key stakeholders including Feock residents, Health and Wellbeing professionals, Sustrans, Cornwall Council, the Cornwall Wildlife Trust and neighbouring Parishes. This report sets the framework for what the project can achieve and the benefits that can be gained.

To follow are some suggested next steps for the Active Feock Working Group and Feock Parish Council to consider:

- Present back to Feock Parish Council, summarising the findings and seeking endorsement to progress to the next stage of the project.
- Communicate the key findings and next steps back to the participants in the feasibility stage of the project and to the community through the Connect Newsletter. This can be used as an opportunity to provide a further chance to comment and make other suggestions which may be considered by the Active Feock Working Group.
- The Active Feock Working Group to decide how they wish to proceed with applying the recommended measures. This may include consideration of :
 - selecting which routes are to be progressed first and then developing detailed and costed improvement plans for the prioritised routes, or
 - selecting which improvements (i.e. seating, signage, surface improvements) could be progressed first across multiple routes and developing detailed costed improvements, or
 - deciding the required improvements and having these designed and costed for all routes.
- To consider commissioning ecological surveys along the routes to capture existing value and potential ways of further enhancing habitat, biodiversity and environmental benefits.
- To hold an Active Feock community event where ideas and proposals can be shared with the community. This could be done as an interactive event, where residents can try out bikes, e-bikes or other wheeled vehicles and the health benefits of keeping active can be shared. It can also be an opportunity to gain more volunteers to support Active Feock and perhaps lead certain projects, set up led rides / walks, nature talks etc.

- To develop a logo and branding concepts for Active Feock to help identify any features or improvements being delivered through the project. This could be done with the engagement of local schools and a design specialist.
- To consider how details about Active Feock will be made available to the community, whether this be through printed maps and guides, information made available to view and download online or both.
- Once a strategy for delivery has been agreed, to apply for funding to secure the resources to start to implement the improvements.
- To agree a monitoring and evaluation approach so the impacts and benefits of Active Feock can be tracked, monitored and shared.
- To agree how the community will be informed and engaged as Active Feock progresses, providing opportunities for more people to become involved and shape the proposals.

2.11 Sharing Best Practice

The Active Feock project is an exemplar of what can be achieved at the local level, with modest resources, the right project team and the determination to provide opportunities to improve the health and wellbeing of people in the community. Through the work undertaken to date, it is evident that there is interest from other neighbouring Parishes and it is expected that Feock's approach could also be of great interest to many other communities in Cornwall and further afield.

It is therefore recommended that the Working Group promotes and shares its approach to enable others to find out more about it and possibly consider running a similar project in their communities. By working collaboratively, it would be possible to create a wide network of well-planned and interconnected paths and routes, delivering even greater benefits to local communities, visitors and the local economy.

3 PROJECT NEED

3.1 Overview

Over many years, Feock's residents have been keen to see improvements provided to deliver better connections, opportunities for walking and cycling and make travelling around the Parish safer. This is evidenced from 2007 in Feock's Parish Plan and subsequently in the Feock Neighbourhood Plan (2018). More details about these plans are provided in the Strategic Alignment Section below.

3.2 National Needs

The UK government has recognised the importance of these factors and implemented various policies and initiatives to encourage people to be more active. By increasing physical activity levels, the UK aims to create a healthier, happier, and more productive population. The Active Feock project looks to do this at a local level.

There is also strong and wide-ranging evidence that being more active is beneficial to us as individuals, including for the following reasons:

- **Public health concerns:** The UK faces a high burden of chronic diseases like heart disease, type 2 diabetes, and some cancers. Regular physical activity is a well-established way to prevent and manage these conditions, reducing strain on the National Health Service (NHS) and improving overall health outcomes.
- **Sedentary lifestyle:** Modern life often involves a lot of sitting, both at work and during leisure time. This lack of movement contributes to the health problems mentioned above. Encouraging people to be more active helps counteract this trend.
- **Mental health:** Physical activity has proven benefits for mental well-being, reducing symptoms of anxiety and depression and improving mood. In a fast-paced society, this is a crucial factor for national well-being.
- **Economic benefits:** Physical inactivity costs the UK billions of pounds each year in healthcare costs and lost productivity. By promoting active travel and exercise, the government aims to reduce these costs and boost the economy.
- **Environmental impact:** Active travel options like walking and cycling have a lower carbon footprint compared to cars. Encouraging a shift towards these modes of transport contributes to the UK's climate change goals.

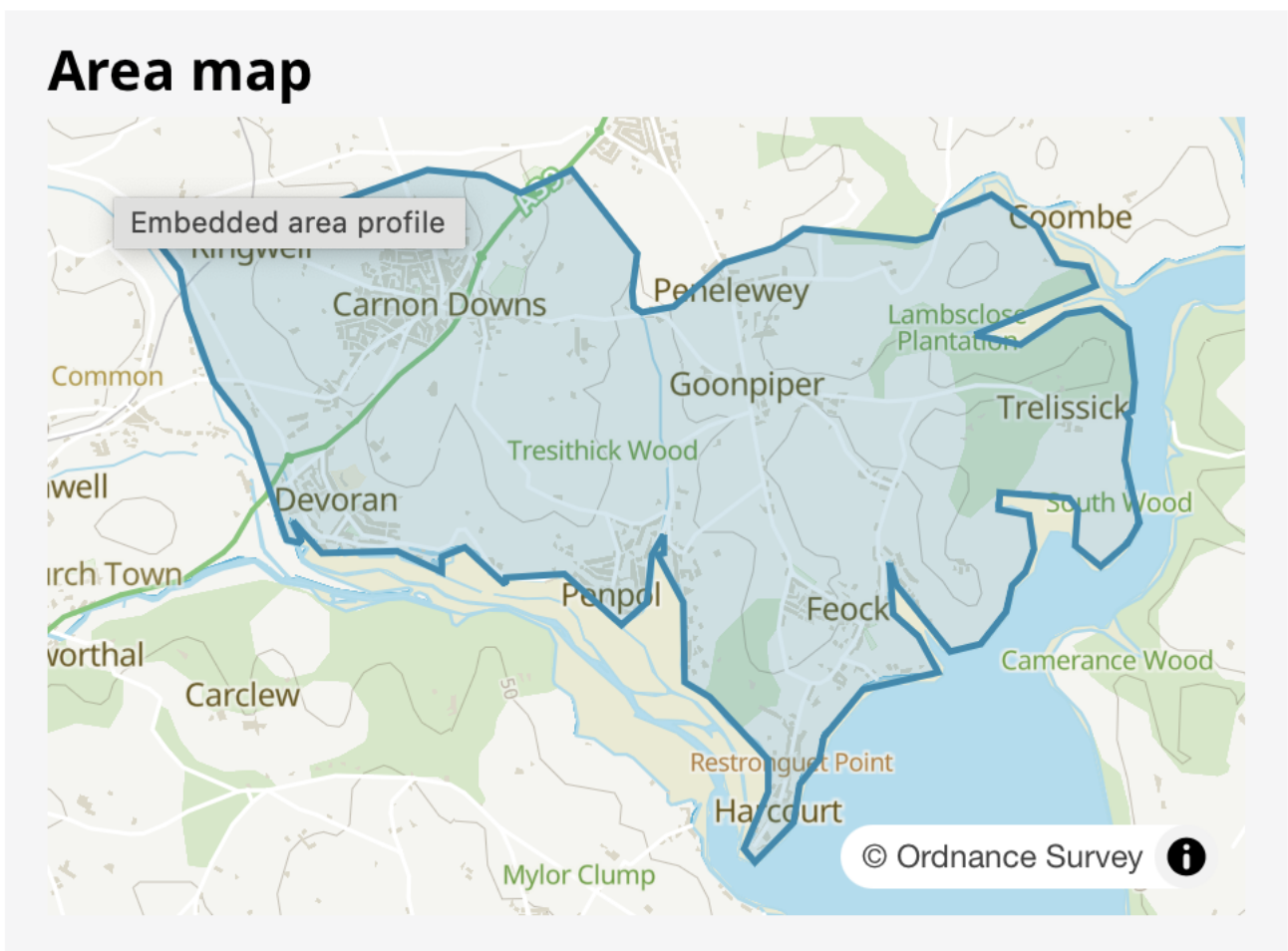
- **Social connections:** Active pursuits like team sports or group fitness classes can foster social connections and a sense of community, which is important for overall well-being.

3.3 Feock's Needs

The Parish of Feock is a coastal area situated on the River Fal about 5 miles south of Truro and is bordered by Restronguet Creek, Carrick Roads and the River Fal. Part of the Parish is an Area of Outstanding Natural Beauty.

It consists of the main villages of Feock, Carnon Downs, Devoran, Point and Penpol and has a population of around 3,500 residents.

Feock



Source: Office for National Statistics - Census 2021

3.3.1 Census data and maps

Feock's needs have been considered by investigating the ONS Census data from 2021. This helps to provide a picture about the area.

From this, we know that:

The Parish has more older people

- 38% of residents in Feock are aged 65 and above with the highest concentrations in Feock and Point (48% - 51%). The Cornwall average is 25%

and more people living alone

- 20% of households consist of an elderly individual living alone. The Cornwall average is 16%.

Residents in some areas report poor or very poor health

- Between 7% and 9% of people around Carnon Downs report poor or very poor health. The Cornwall average is 6%.

and some areas have higher number of people living with disabilities

- The highest concentration of disabled individuals, ranging from 23% to 28% is found in the Northwest area of Feock Parish. The Cornwall average is 21%

More people providing unpaid care

- 11% of Parish residents provide unpaid care with higher concentrations of between 14% and 15% in Carnon Downs, Point and Feock. The Cornwall average is 10%.

More people work mainly from home

- 35% of residents mainly work from home. The Cornwall average is 25%. However, around 70% of residents in the North West of the Parish commute to their workplace.

and fewer people walk or cycle to work

- Only 4% of people in the Parish walk to work. The Cornwall average is 10%
- 1.7% of people travel to work by bicycle. While this is slightly higher than the average for Cornwall (1.2%), it is below the national average of 2.1%.

However more people around Carnon Downs travel to work by car

- While 52% of residents across the Parish commute to work by car, compared to the Cornwall average of 56%, approximately 60% of residents around Carnon Downs rely on a car to get to work.

More people travel less than 2km to less than 10km to work

- The Parish average for commuting less than 10km mirrors Cornwall's average at 31%. This figure is higher for residents of Carnon Downs and Devoran at between 34% and 42%.

More details and maps relating to Feock's demographics, drawing upon the 2021 Census data in provided in **Appendix 1 – Demographics**.

3.3.2 Health Benefits

Physical inactivity is associated with 1 in 6 deaths in the UK and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone) or £109.47 per person per year.

For Feock Parish's population of 3,719, there is an estimated cost to the NHS and other local health and wellbeing services of around £407,000 per annum.

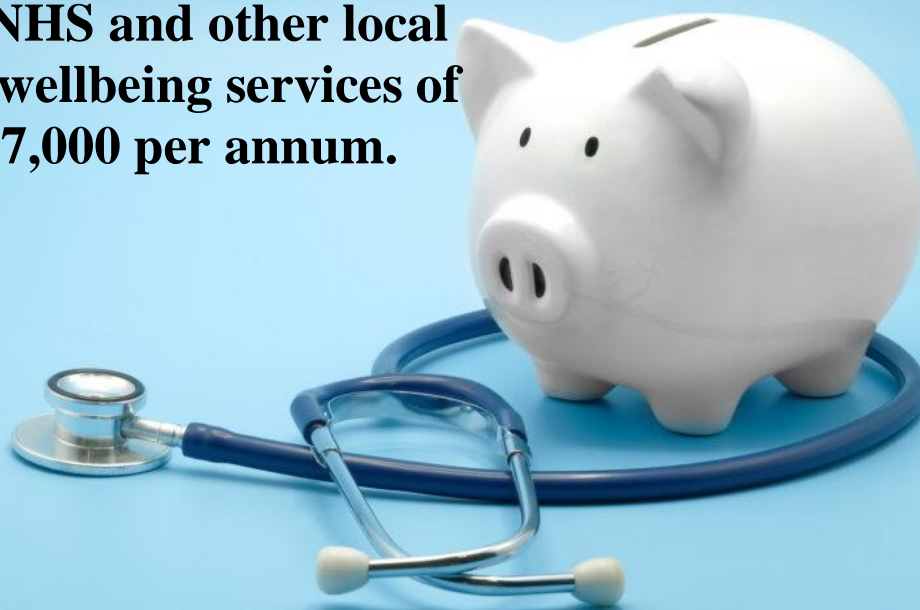


Image credit: <https://triagelogic.com/technology-solutions-to-lower-healthcare-costs-for-insurance-companies/>

By undertaking the Active Feock project, and enabling and encouraging more people to become active, the benefits won't only be felt by the individuals, but there is the high potential to reduce the amount of funding being used to support and treat people with conditions related to inactivity.

4 STRATEGIC ALIGNMENT

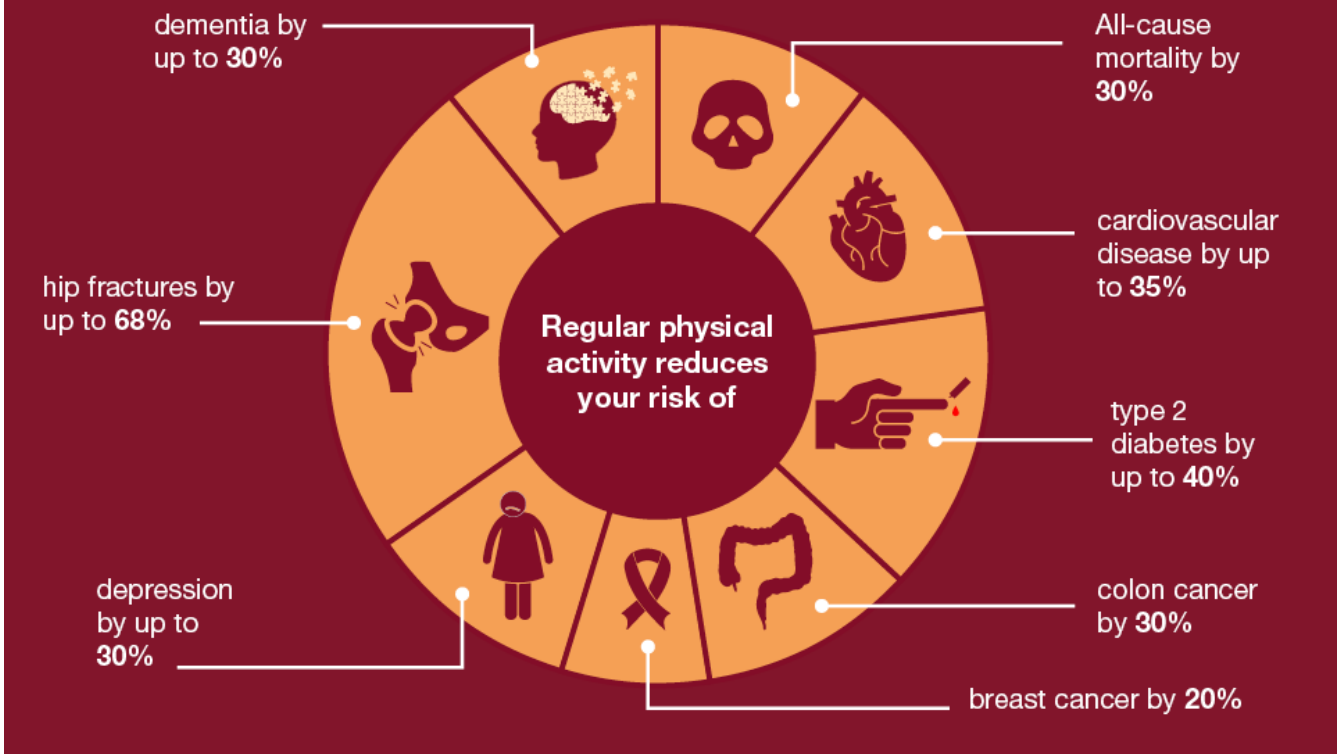
The Active Feock project is strongly aligned with National, Cornwall wide and Parish priorities, strategies, policies and plans. Active Feock will enable more people to be physically active right from their doorstep. Walking and cycling will become more of a natural choice for people and with more people out and about enjoying and respecting the local environment, a greater sense of community will be established, particularly helping those who may have limited opportunities for meeting people and experiencing meaningful social interaction.

4.1 Health, Wellbeing and Quality of Life Benefits

To follow are some key statistics and supporting information relating to health and wellbeing which supports the need for Active Feock.

- **The UK population is around 20% less active than in the 1960s.** If current trends continue, it will be 35% less active by 2030.
- **Many people don't realise that physical activity has significant benefits for health,** both physical and mental, and can help to prevent and manage over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes and depression.
- Physical activity varies with age and life stage. **People tend to get less active with age,** especially in older years and people with disabilities or long-term conditions are twice as likely not to be active enough for good health.
- However, **one in four people would be more active if advised by a healthcare professional** so this presents a unique opportunity to support people to be more active.
- **20 minutes of exercise per day cuts the risk of developing depression by 31%** and increases the productivity of workers.
- The UK Chief Medical Officers' Guidelines recommends that each week, adults do:
 - **at least 150 minutes of moderate intensity activity, 75 minutes of vigorous activity, or a mixture of both.**
 - strengthening activities on two days
 - reducing extended periods of sitting

What are the health benefits of physical activity?



Source: <https://www.gov.uk/government/publications/physical-activity-applying-all-our-health/physical-activity-applying-all-our-health>

- **The costs to the NHS and social care in England as a result of the effects of air pollution on the population could reach as much as £18.6 billion in the next 15 years.**
- **Social inclusion – In England, 48% of households in the lowest income quintile do not have access to a car.**

4.2 The Benefits of Nature and the Environment on Health and Wellbeing

One of the aims of Active Feock is to provide enhanced opportunities for people to connect with nature and the local environment.

By incorporating nature into our daily lives, we can gain the numerous benefits for our physical, mental, and emotional well-being. It's a simple yet powerful way to improve our quality of life and contribute to a healthier planet.

There's a growing body of research that highlights the deep connection between human well-being and the natural environment. This connection is multi-layered, influencing both physical and mental health, as well as social and emotional well-being.

- **Physical Health:** Spending time in nature has been linked to lower blood pressure, reduced stress hormones, and improved immune function. Exposure to green spaces can also contribute to better sleep and overall physical health.
- **Mental Health:** Studies have shown that nature can have a positive impact on mood, reducing symptoms of anxiety and depression. Spending time outdoors can also enhance cognitive function and creativity.
- **Social and Emotional Well-being:** Nature can foster a sense of connection with others and the world around us. It can also provide opportunities for social interaction, relaxation, and a sense of purpose.

The Environment Agency's report, State of the Environment: Health people and the Environment (Updated 26th January 2023) key findings highlights that:

- **Nature benefits:** Spending time outdoors improves mental and physical health.
- **Greener living:** Living near nature reduces mortality and improves mental wellbeing.
- **Coastal benefits:** Proximity to water increases mental health, physical activity, and overall health.
- **Access matters:** Access to nature is essential for health and wellbeing, especially for those who wouldn't exercise elsewhere.
- **Green spaces:** Creating and connecting people with nature benefits health, jobs, and the economy.
- **Children and nature:** Children are engaging less with nature, despite its benefits.
- **Equality of access:** Equal access to nature can save billions in healthcare costs.

A study on the recreational physical activity in natural environments and the implications for health notes that:

- Natural environments should be protected and managed for health promotion.
- A considerable amount of physical activity already takes place in natural environments.
- It is estimated that over 8 million English adults engage in such activity per week.
- Considerable public health gains are linked with this level of physical activity.

Source: Recreational physical activity in natural environments and implications for health: A population based cross-sectional study in England (M.P. White et al)

The Woodland Trust have also undertaken research which is set out in their report GPs urge policymakers to invest in green space to reduce NHS pressure.

This included a poll of 255 doctors from practices across the country and some of the key headlines from the study was:

- 96% of GPs surveyed want the Government to take action to combat health threats from climate change and extreme weather.
- 70% say they should be able to prescribe time out in nature to ensure the health of future generations.
- 77% believe that more trees could help reduce the financial burden on the NHS.
- Almost half of doctors (45%) have seen a rise in patients reporting climate anxiety...with the survey results clearly showing that against the backdrop of a changing climate.

The Mental Health Foundation has also conducted research which is addressed in its report Nature: How connecting with nature benefits our mental health.

Some of the key statistics from this report find that:

- 70% of UK adults agreed that being close to nature improves their mood
- 65% agreed that they experience positive emotions from being in nature (i.e. calm, joy, excitement or wonder)
- 62% felt the benefits of spending time in the countryside
- 49% said being closer to nature helps them to cope with stress.

Links to the sources referenced above and further studies have been included in **Appendix 17** – Supporting Research and Links.

4.3 Local Business, Economy and Tourism

Active Feock has the potential to support the existing local economy and businesses, create the opportunity for enhanced or new ventures and also support wider growth and prosperity.

While Feock, being a small rural community which has its population dispersed across a number of settlements, doesn't have the equivalent of a high street, there are a number of existing small shops and businesses who could benefit from Active Feock. This could come from increased footfall and trade to business diversification and Active Feock possibly being the catalyst for new commercial ventures to be set up locally.

There is limited available data on the specific benefits of increased walking and cycling in rural communities however, some key benefits drawn from other parts of the UK include:

- **Up to 40% increase in shopping footfall** by well-planned improvements to the walking environment.
- **Cycling contributes £5.4bn to the economy per year** and supports 64,000 jobs.
- **Cornwall and the Isles of Scilly (CioS) attracts 14.5 million day trips a year creating 45,000 jobs. This equates to 4.5million overnight visitors. In 2019 the total visitor spend in CioS was £2billion with the sector accounting for 9% of the regional GVA.** <https://ciosgoodgrowth.com/wp-content/uploads/2022/08/Good-Growth-UK-Shared-Prosperity-Fund-Investment-Plan-WEB.pdf>

*“Active travel is good for the environment, our economy and public health. It's emission-free, which reduces toxins in our air and makes our towns and cities nicer places to live. It eases congestion, which is a drag on our economy. And it makes us healthier, helping to keep us fit and preventing thousands of premature deaths from physical inactivity and poor air quality while saving our NHS billions of pounds each year. **It's one of the best return on investment decisions governments can make**, which is why this government has committed an unprecedented £2 billion of funding for active travel over 5 years. Our aim is similarly ambitious – 50% of all journeys in towns and cities should be walked or cycled by 2030.” – Gov.uk*

<https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2>

-
- **Boosting the high street and local town centres**
 - **Improved accessibility to or from locations** (i.e. people may use the infrastructure to help access local shops, resulting in improved footfall for retail businesses), or people may use the infrastructure to commute from home to work, thus making housing near to schemes more attractive.
 - The infrastructure may also **provide amenity benefits if it results in modal shift from motor-vehicles, thus raising the attractiveness of location** – to shoppers or homeowners.
 -
 - [Sustrans' Walking and Cycling Index](#) showed that **walking, wheeling and cycling created £6.1 billion in economic benefits for individuals and Index cities in 2021**. Extrapolating these figures to the whole of the UK, assuming similar walking, wheeling and cycling levels, equates to an overall annual benefit of around £36.5 billion.
 - **Sustrans suggests that cycle tourism represents a growing and valuable tourist market, particularly in rural areas**, and can provide new incentives for people to visit an area and help support local trade and businesses. **Long distance cycle routes, which are predominantly rural, can generate as much as £30 million per year to the local economy**; enough to sustain over 600 full time equivalent jobs.
 - **Reducing absences and increasing productivity**
 - **Employees who are physically active take 27% fewer sick days than their colleagues** (National Institute for Health and Care Excellence, 2012)
 - **Employees who cycle regularly take 1.3 fewer sick days** each year than those who don't; this is worth £128m every year to the national economy (Source: Hendriksen et al., 2010)
 - **73% of employees who cycle felt it makes them productive at work** (Source: The Prince's Responsible Business Network, 2011)

4.4 Environment, Air Quality and Climate Change

- **Meeting targets to double cycling and increase walking would lead to savings of £567 million annually from air quality alone and prevent 8,300 premature deaths** each year and provide opportunities to improve green spaces and biodiversity.
- **Mode shift to active travel is one of the most effective ways of reducing transport emissions.**
- **Reduced Greenhouse Gas emissions**
 - [Sustrans' Walking and Cycling Index](#) showed that **420,000 tonnes of greenhouse gas emissions are saved every year by walking and cycling.**
- Road transport is responsible for around a fifth (21%) of the UK's total greenhouse gas emissions; and **air pollution is the fourth biggest killer in the world**, contributing to more than six million deaths every year.


To follow in Sections 4.5, 4.6 and 4.7 below is a summary of how Active Feock will support and help to deliver some of the key National, Cornwall wide and Parish priorities.

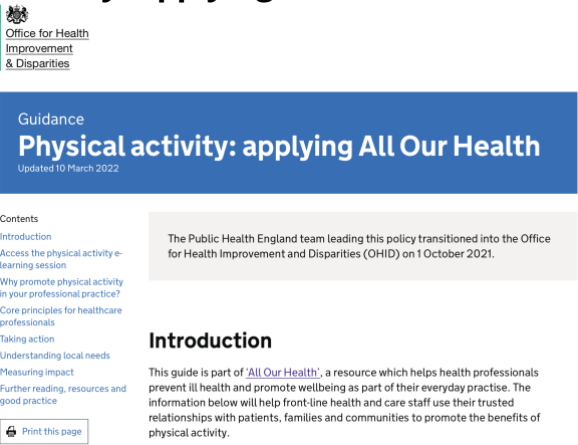

More details are also provided in **Appendix 2 - Strategic Case Links to National, Cornwall and Parish priorities, policies, strategies and plans**

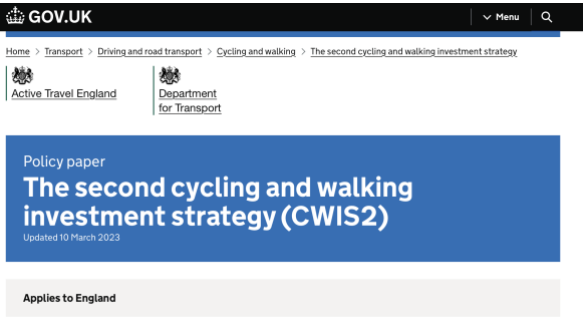
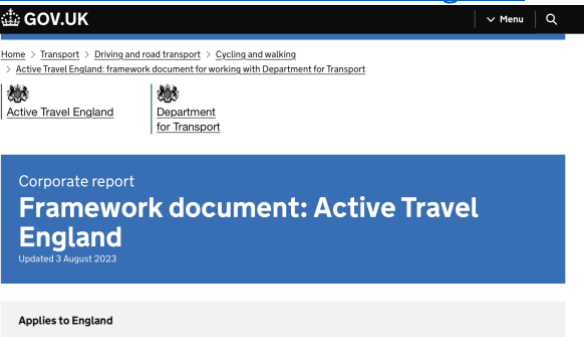
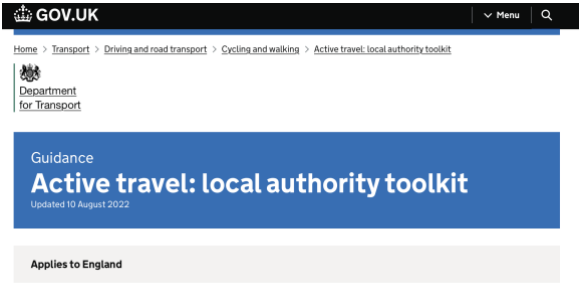
4.5 National


The UK government has several national policies in place to promote active travel, which includes walking, cycling and wheeling. These policies are aimed at making these modes of transport more accessible, safe, and attractive for people of all ages and abilities. There are also some key evidence bases for the importance of physical activity.

Some of the key national policies are:



Document	Active Feock supports this through
<p data-bbox="235 555 963 630">Everybody active, every day - An evidence-based approach to physical activity</p> 	<ul data-bbox="1120 555 2038 1157" style="list-style-type: none">• Providing opportunities to increase physical activity.• Making it easier for people to achieve the minimum of 30 minutes of activity a day.• Helping to increase the number of adults taking at least 150 minutes of physical activity a week.• Providing opportunities for incidental activity into daily lives such as short trips on foot or by bicycle.• Supporting the vision and actions across the four key areas:<ol data-bbox="1164 949 2038 1157" style="list-style-type: none">1. Active Society: creating a social movement2. Moving professionals: activating networks of expertise3. Active environments: creating the right spaces4. Moving at scale: scaling up interventions that make us active.


Document	Active Feock supports this through
<p>Physical activity: applying 'All Our Health'</p>  <p>Office for Health Improvement & Disparities</p> <p>Guidance Physical activity: applying All Our Health Updated 10 March 2022</p> <p>Contents</p> <ul style="list-style-type: none"> Introduction Access the physical activity e-learning session Why promote physical activity in your professional practice? Core principles for healthcare professionals Taking action Understanding local needs Measuring impact Further reading, resources and good practice <p>Print this page</p> <p>The Public Health England team leading this policy transitioned into the Office for Health Improvement and Disparities (OHID) on 1 October 2021.</p> <p>Introduction</p> <p>This guide is part of 'All Our Health', a resource which helps health professionals prevent ill health and promote wellbeing as part of their everyday practise. The information below will help front-line health and care staff use their trusted relationships with patients, families and communities to promote the benefits of physical activity.</p>	<ul style="list-style-type: none"> • Helping people to understand how being physically active has significant health benefits. • Providing local opportunities for people to achieve at least 150 minutes moderate intensity activity, 75 minutes' vigorous activity, or a mixture of both. • Supporting health professionals in their work to get people more active and therefore be healthier for longer.
<p><u>Gear Change: A bold vision for cycling and walking (2020)</u></p>  <p>Department for Transport</p> <p>Gear Change</p> <p>A bold vision for cycling and walking</p>	<ul style="list-style-type: none"> • Help to work towards a step-change in cycling and walking in the coming years. • Improving air quality, combating climate change, improving health and wellbeing, addressing inequalities and taking congestion off our roads. • Creating better connected, healthier and more sustainable communities. • Help deliver clean growth by supporting local businesses.

Document	Active Feock supports this through
<p>Cycling and Walking Investment Strategy (CWIS2) (2022):</p> 	<ul style="list-style-type: none"> • Supporting the Government’s ambition that walking, wheeling and cycling are the natural choices for shorter journeys, or as part of a longer journey by 2040. • Supporting environmental benefits, helping to reduce carbon emissions, improving air quality, reducing congestion and noise pollution on our roads.
<p>Framework document: Active Travel England</p> 	<ul style="list-style-type: none"> • Supporting the objective in Gear Change for half of all journeys in towns and cities to be cycled and walked by 2030... and making England (Cornwall) a great walking and cycling nation. • Supporting the provision of active travel infrastructure.
<p>Active Travel Local Authority Toolkit</p> 	<ul style="list-style-type: none"> • Supporting improvements in active travel infrastructure. • Promoting behaviour change to enable active travel. • Through Active Travel opportunities, make roads quieter, safer and more attractive for people to walk, wheel or cycle. • Increasing walking as a percentage of total distance travelled (currently 5% across England). • Reducing the number of short car trips; a quarter of car trips in England are less than 2 miles.

Document	Active Feock supports this through
<p>School Streets</p> <p>Health Benefits</p> <p>Active travel</p> <p>Active travel champion Dr Adrian Davis from Napier University likes to remind people that children should be free from disease. Also that 'jumping up and down' is rather important in order to achieve that. The report from the International Journal of Behavioural Nutrition & Physical Activity, is a stark reminder that physical activity amongst 5-18 years old has reduced drastically in the past 30 years, with walking trips to school falling by 31% since 1995-97. In addition, evidence shows time and again that cycling and walking reduce mortality by 10% in adults. Going to school is the most regular and consistent trip children do, making it the ideal opportunity to make it an active one.</p> <p>Active body, active brain</p> <p>Dr Davis described how the Peach Project has shown how activity habits taken up as children last throughout a lifespan as well as throughout the day. Starting your school day by a walk or a short cycle ride to class, he says, is better than having to digest your cornflakes sitting at the back of a car. Furthermore, there is evidence of a link between more physical activity and enhanced academic attainment and cognitive performance.</p> <p>The latest Chief Medical Official Report, shows that "children in England are among the most overweight in Europe: 24% of children start primary school overweight or obese, rising to 33% by the time they leave primary school." Exercising vigorously at least once a day is key to a long lasting good health and this could be so easily achieved by having an active journey to school. Active travel also has the potential to transcend poor health inequality as the distribution of obesity in children is strongly linked to levels of deprivation.</p> <p>Consecutive policies have led to children being advised to be off the road, missing out on the opportunity to be more active, losing the freedom to be children and grow into independent adults. It's time to turn away from these damaging ill-thought decisions and reverse the trend.</p> <p>RECENT POSTS</p> <p>Dear School Streets...</p> <p>DfT on moving traffic offences are finally here!</p> <p>Emergency School Streets</p> <p>SEARCH INFORMATION</p> <p>Search ...</p>  <p>PLEASE SHARE :)</p>	<ul style="list-style-type: none"> • Providing opportunities for more active and safer travel to school. • Supporting active lifestyles in the young which sets the pattern for later life. • Supporting children to achieve daily vigorous exercise to combat obesity.

In addition to these national policies, there are also a number of other initiatives that are helping to promote active travel in the UK, such as:


Initiative	Active Feock Links include
<p>Sustrans</p>  <p>We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.</p>	<ul style="list-style-type: none"> • Making it easier for everyone to walk, wheel and cycle in Feock Parish. • Making Feock Parish a healthier place creating happier lives for everyone. • Supporting improvements to National Cycle Route 3.
<p>Moving the Nation – The Walking and Cycling Alliance Manifesto</p> 	<ul style="list-style-type: none"> • Supporting the vision where everybody should be able to live, work and play in places that are healthy, vibrant and that make walking and cycling the natural choice for short journeys – now and for future generations.



Initiative	Active Feock Links include
<p>Living Streets</p> 	<ul style="list-style-type: none"> • Supporting the vision of a nation where walking is the natural choice for everyday local journeys. • Supporting the mission to achieve a better walking environment and inspire people to walk more.


4.6 Cornwall

Cornwall recognises the importance of active travel and has implemented several policies and strategies to encourage residents to walk, cycle and use public transport as well as living more active, healthy lifestyles:

Some of the key strategies and documents that support the ambitions of Active Feock are summarised below.

Document	Active Feock Links include
<p data-bbox="293 555 1016 632">Cornwall and Isles of Scilly Health and Wellbeing Strategy - Our Vision for 2030</p> 	<p data-bbox="1099 555 1272 592">Supporting</p> <ul data-bbox="1151 600 1995 986" style="list-style-type: none"> • everyone having access to... community assets and built environment that support wellbeing. • Living sustainably and reduce our carbon footprint. • Everyone has the opportunity to enjoy a healthy and active lifestyle. • People living with disabilities or long-term conditions, and their carers, enjoy better wellbeing. • Loneliness and isolation are reduced through meaningful social contacts at all life stages.

Document	Active Feock Links include
<p data-bbox="235 220 1019 295">Cornwall Council Business Plan 2022-26 (Update Feb 2024)</p> 	<ul data-bbox="1153 223 2016 829" style="list-style-type: none"> • Increase children’s physical activity and participation in sports. • Walk and cycle wherever possible and help young children be active. • Make our highways safe and healthy with more people choosing to walk, cycle and use public transport. • Support communities to help each other live well and independently. • Shift investment from acute services into community-based prevention. • Help create healthier workplaces, schools and communities. • Support people of all ages to develop positive mental wellbeing.
<p data-bbox="235 861 1019 933">The Cornwall Transport Plan Local Transport Plan to 2030</p> 	<ul data-bbox="1153 861 2016 1292" style="list-style-type: none"> • Encourage slower speeds in residential areas, creating a safer environment for walking and cycling. • Provide active travel maps of safe walking and cycling routes. • E-bike rental schemes making cycling more accessible and convenient. • Identifying priority areas for investment in infrastructure improvements. • Initiatives to encourage walking and cycling to school, including cycle training, walking buses and safer routes.

Document	Active Feock Links include
<p data-bbox="232 220 1039 300">Streets for People Design Code - Delivering Quality of Life</p> 	<ul data-bbox="1106 226 1998 523" style="list-style-type: none"> • People choosing to travel in ways that will have a low impact upon the environment and people. • Support healthy active lifestyles and wellbeing by providing the right facilities and environment for walking and cycling to become the natural choice for local trips. • Ensure our communities are safer and a more enjoyable place by reducing the negative impacts of transport.

4.6.1 Supporting Good Growth

As part of the UK Government's Levelling Up agenda, Cornwall and Isles of Scilly were allocated £137 million to spend on local investment through the Shared Prosperity Fund. With a focus on green and inclusive growth, the programme is looking to provide opportunities for communities and businesses along with giving residents access to new jobs and training.

The three investment priorities are:

1. Community and Place
2. Support for Local Businesses
3. People and Skills

More details can be found in the [Good Growth UK Shared Prosperity Fund Investment Plan for Cornwall and Isles of Scilly](#)

Investment Priority Areas	Key elements	Active Feock's Links
Community and place	Challenges: <ul style="list-style-type: none"> • Remoteness... difficultness in travelling to learn and work. • Health & wellbeing can limit opportunities to access employment and skills. • Coastal communities, including CloS, have some of the worst health outcomes in England 	Active Feock will: <ul style="list-style-type: none"> • Provide safe and attractive walking links through the Parish and connecting to the wider network. • Encourage people to be more active and healthier and provide the facilities for them to do so.
Community and place	There are 26,000 (15%) workless households in CloS and ill health and caring responsibilities are key factors.	Active Feock will: <ul style="list-style-type: none"> • Help people live healthier lives and be better connected to nature and the environment.

Investment Priority Areas	Key elements	Active Feock's Links
Community and place	Our communities and places matter... and all have a role in delivering "good growth" that will move us towards net zero...and where nature recovery and strong communities mean everyone can start well, live well and age well.	Active Feock will: <ul style="list-style-type: none"> • Provide opportunities to enhance and protect the local environment and wildlife, creating even better places to live and age well.
Community and place	Unique cultural assets and distinctive local communities: CloS has a rich tapestry of local distinct cultural heritage assets...and landscape which makes up this remarkable part of the UK. It strengthens community pride in place and impacts positively through growth in tourism and the visitor spend that can be generated.	Active Feock will: <ul style="list-style-type: none"> • Provide links for people to be able to be even more connected with local landscape and heritage. This will increase the amount of local people and visitors being physically active outdoors and supporting existing and new local businesses.
Supporting Local Business	The high number of workless households (26,000 or 15%) in CloS is in part caused by ill health or caring responsibilities. By expanding the focus on productivity improvements to include health and well-being, we aim to improve opportunities for all households across CloS, thereby contributing to reducing long term ill health and worklessness to generating employment, in and from, less affluent areas of CloS as a route to closing the gap in healthy life expectancy.	Active Feock will: <ul style="list-style-type: none"> • Create more opportunities for people to live healthier lifestyles and be more active. • Help to reduce long term ill health, enable people to live longer in their own homes. • Support existing businesses and create the opportunities for business diversification or new ventures.

Investment Priority Areas	Key elements	Active Feock's Links
	<p>Due to our dispersed geography, we also have a high reliance on private transport (car travel). This is in part due to an under-investment in infrastructure across CloS. Transport remains Cornwall's largest source of carbon emissions.</p> <p>CloS attracts 14.5 million day trips a year. There is a desire to improve productivity and the quality of the jobs in the sector...to become a global leader in higher value but lower carbon experience for visitors and residents throughout the year capitalising on the unique heritage and cultural assets (and) natural capital...</p>	<ul style="list-style-type: none"> • Help reduce carbon emissions by enhancing the local routes and trail network so that walking and cycling becomes the obvious choice for getting around. • Enabling more people to get out and about, enjoy the environment and local heritage and explore locally rather than travelling by car to honey-pot sites.
People and Skills	<p>CiOS has a rapidly ageing population, ahead of the national curve. Reduced life expectancy is strongly related to deprivation.</p>	<p>Active Feock will:</p> <ul style="list-style-type: none"> • Provide opportunities for people of all ages and abilities to access well designed and laid out routes and paths, keeping them healthier and living longer.
Delivering Good Growth	<p>All SPF funded projects will contribute to Good Growth in particular: By 2030, the CiOS creative and carbon neutral economy will be realising opportunities for its people, communities and businesses to thrive, benefiting the environment and providing an outstanding quality of life for all.</p>	<p>Active Feock will:</p> <ul style="list-style-type: none"> • Provide a better quality of life, help support carbon reduction and a better environment including improved air quality.

Investment Priority Areas	Key elements	Active Feock's Links
	<p>Deliver inclusive growth, clean and circular economic development...</p> <p>Progress towards net zero jobs...provide equality of outcome and ensure nature recovery.</p> <p>Reducing the gap in healthy life expectancy, a healthy start in life and maximising opportunities for people with disabilities and health conditions.</p>	<ul style="list-style-type: none"> • Create opportunities for existing businesses to grow and new ventures to be set up. • Create local jobs and ways for people to get around without relying on a car. • Provide opportunities for people of all ages and abilities to access well designed and laid out routes and paths, keeping them healthier happier and living longer.

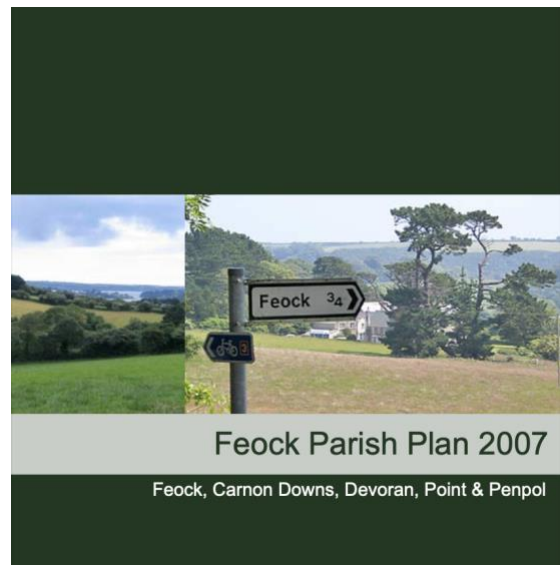
4.7 Feock

Feock Parish Council has its own plans, projects and activities which demonstrate its long-term dedication to supporting its residents in living happy, healthy and active lives.

4.7.1 Parish Plan (2007)

The Feock Parish Plan was developed over 2005 – 2006 and was widely consulted on. Over 350 residents, around 10% of the Parish population attended public meetings and 770 households returned questionnaires representing 46% of the total households in the Parish area. Over 60 local residents and all 14 Parish Councillors subsequently formed community working groups to work on the evolution of the Parish Plan.

While produced in 2007, this is still an important document that captures what residents felt were important at the time.



Some of the key priorities in the Parish Plan relating to Active Feock are as follows:

Section	Priorities & Actions
Planning and the Local Environment	<p>Priorities</p> <ul style="list-style-type: none"> • Clean, peaceful and safe local environment. • Importance of landscapes, open spaces, grass verges, the lanes and hedgerows, trees and local wildlife contributing to the quality of life in the Parish area.
Traffic, Roads and Public Transport	<p>Priorities</p> <ul style="list-style-type: none"> • Carnon Downs <ul style="list-style-type: none"> ○ Too much commuter traffic and fast traffic. ○ Concerns about safety when walking or cycling. • Devoran <ul style="list-style-type: none"> ○ Traffic speed & pedestrian and cyclist safety ○ Poor public transport links ○ Greenbank Road needs improvements to sustain increased use from cyclists, walkers and additional traffic. • Feock <ul style="list-style-type: none"> ○ Traffic speed along narrow roads and lanes. ○ Concerns about safety when walking or cycling. ○ Poor public transport links
Village Facilities	<p>Priorities</p> <ul style="list-style-type: none"> • No facilities for younger children at Point and Penpol. • Facilities for older children need improvement across the Parish. • Improved communications to develop a greater sense of community.

4.7.2 Feock Neighbourhood Development Plan 2017 - 2030 (Published 2018)

The Neighbourhood Development Plan (NDP) defines the community vision for how Feock Parish will develop in the future. It was adopted by Cornwall Council in 2018 and therefore stands alongside the Cornwall Local Plan Strategic Policy Document to guide development within the Parish until August 2030.



Some of the key policies in the NDP relating to Active Feock are as follows:

Objective	Policy Number	Policy Title	Summary of details relating to Active Feock
Objective 1: Natural environment (biodiversity - flora and fauna)	BIO3	Improving wildlife areas and green spaces	Ensure there is potential to retain, restore and re-create habitat linkages such as Cornish hedges. Look for enhancement opportunities to create, expand, buffer and link semi-natural habitats Consider the potential for creating new semi-natural habitat
	Sustainability These policies aim to contribute to sustainable development by: <ul style="list-style-type: none"> • Enhancing biodiversity (wildlife and habitats). • Maintaining existing Cornish hedges and field boundaries, trees and woodland • Conserving and enhancing the natural environment. 		
Objective 3: Landscape and seascape (including creeks and coast)	LS2	Protecting and Enhancing the landscape	Development will only be supported where it safeguards the significance and conserves and enhances the natural beauty and special qualities of the AONB and its setting.
	Sustainability These policies aim to contribute to sustainable development by: <ul style="list-style-type: none"> • Protecting and enhancing the quality of the landscape and seascape. • Advocating an approach to the conservation and enhancement of the AONB based upon landscape and seascape character. 		

Objective	Policy Number	Policy Title	Summary of details relating to Active Feock
Objective 4: Green and open spaces	G1	Local green spaces	<ul style="list-style-type: none"> • Named green and open spaces to be protected from development. • Proposals to create new green spaces, including allotments, will be supported where they are accessible from settlements and meet local needs.
	<p>Sustainability These policies aim to contribute to sustainable development by protecting the provision of green and open spaces in order to:</p> <ul style="list-style-type: none"> • Enhance the quality of the natural, historic environment and the landscape and seascape of the parish • Provide areas for recreational use purposes, sports, leisure and cultural activities by the community and visitors. • Promote active and healthy communities. 		
Objective 5: Quality of design	<p>Sustainability These policies aim to contribute to sustainable development by:</p> <ul style="list-style-type: none"> • Promoting high quality, locally distinctive design, sustainable land use and sustainable built environment. • Protecting the natural and historic environment and its use and enjoyment. • Ensuring as far as is reasonable that homes and the local environment provide adequate amenity for the wide range of families in the community, reducing the need for such amenity to be sourced outside the area. 		

Objective	Policy Number	Policy Title	Summary of details relating to Active Feock
Objective 7: Economy and jobs	Sustainability These policies aim to contribute to sustainable communities by: <ul style="list-style-type: none"> • Supporting a balanced and low carbon economy that meets the needs of the area. • Promoting a diverse range of quality employment opportunities. • Maximizing accessibility for all to the necessary education, skills and knowledge to play a full role in society. • Promoting and achieving high quality, locally distinctive design, sustainable land use and sustainable built environment. 		
Objective 8: Getting around	GA2	Pedestrian and cycle routes	Development will be supported where it would improve pedestrian and cycle connections within Feock Parish and surrounding areas as shown on the Feock Parish existing and proposed routes map in figure 12 of Appendix 2, by: <ul style="list-style-type: none"> • Promoting the use of pedestrian routes and cycle ways within the parish and surrounding area. • Improving the maintenance and signage of public rights of way within the parish. • Improving existing and recommending new footways adjacent to highways to improve pedestrian safety. • Providing safe and pleasant cycle ways and connecting points within the parish and connecting to surrounding areas. • Where development opportunities allow, creating new walking and cycle ways to connect with the existing route network (for example through

Objective	Policy Number	Policy Title	Summary of details relating to Active Feock
			<p>Section 106 agreements with developers) to enhance accessibility (and green infrastructure) within the parish and to surrounding areas. These should be sympathetic to local character.</p> <p>Sustainability These policies aim to contribute to sustainable development by:</p> <ul style="list-style-type: none"> • Encouraging the use of more sustainable forms of transport • Promoting safer communities • Promoting community engagement in a diverse range of health and wellbeing, educational, sporting, recreational and cultural activities, creating active and healthier communities for all.
<p>Objective 9: Village Hearts and gateways</p>			<p>Sustainability These policies aim to contribute to sustainable development by:</p> <ul style="list-style-type: none"> • Promoting and achieving high quality, locally distinctive design, sustainable land use and sustainable built environment. • Protecting the natural and historic environment and its use and enjoyment.

Objective	Policy Number	Policy Title	Summary of details relating to Active Feock
Objective 10: Community health and well-being (facilities and services)	C1	Protect existing and support new community and cultural facilities and services to meet local needs	<ul style="list-style-type: none"> • Development proposals will be supported where they provide or contribute to new or improved community and cultural facilities.
<p>Sustainability These policies aim to contribute to sustainable development by:</p> <ul style="list-style-type: none"> • Protecting existing and supporting the provision of sufficient community facilities and services to meet the present and future needs of all sections of society in the local community and visitors • Promoting community engagement in a diverse range of health and wellbeing, educational, sporting, recreational and cultural activities 			
Objective 11: Sustainability and climate change	<p>Sustainability These policies aim to contribute to sustainable development by:</p> <ul style="list-style-type: none"> • Helping to reduce Cornwall's contribution to climate change • Increasing resilience and adapting to climate change • Reducing the risk of flooding and vulnerability to flooding, sea level rise and coastal erosion. • Protecting and enhancing the quality of the natural, historic and cultural landscape and seascape. • Encouraging local food production. 		

4.7.3 Feock Trails

<https://www.feockpc.com/feocktrailsproject>

The Parish Council completed a project called Feock Trails – Walking History which produced a series of walking trail leaflets which are available free of charge from the Parish office and online.

There are 9 walks in all covering the whole of the Parish, with starting points in Carnon Downs, Devoran, Point & Penpol and Feock. The leaflets give information about the history of the Parish, including history from the Bronze Age, mining and shipbuilding, the historic houses and the creeks and regattas.

4.7.4 Community Connect Feock and Healthy Ageing through innovation in Rural Europe (HAIRE)

<https://www.feockpc.com/wellbeing>

Community Connect

Feock Parish Council has been committed to supporting residents and their well being for a number of years. The Council collaborated with Truro City Council and local medical surgeries to improve links between health professional and community activities in a project entitled Community Connect. A community navigator was appointed to develop a robust and resilient community response to well being which led to social prescribing being introduced. As a direct result of the council's leadership in this project it was invited to participate in an EU Interreg Project led by the University of Exeter which examined ways to support and encourage the well being of older people in the parish. This project known as HAIRE (Healthy Ageing through Innovation in Rural Europe).

HAIRE

The HAIRE wellbeing project started in the summer of 2020. It supported the ANCHOR project in connection with the local PCN Network (Carnon Down Surgery) and like HAIRE, also worked with the University of Exeter.

The HAIRE Project

- promotes social activities
- brings people together
- encourages new wellbeing opportunities and services, including volunteer schemes in the community.

“The aim is to provide a healthier place to live in, reducing isolation and loneliness”

Although the project completed in March 2023, outcomes and learning from the project are still being taken forward and implemented.

5 ACTIVE FEOCK PROJECT DETAILS

5.1 Methodology

5.1.1 Focus Groups

To inform the Active Feock project, three focus groups, held between the 26th of March and 2nd April 2024, were arranged to bring together experts, interested parties and members of Feock's communities together to discuss the following topics:

- Cycle Links
- Environment
- Health & Wellbeing

Feock Parish Council compiled a list of individuals and organisations to invite to attend and inform the sessions. An article and invitation for members of the public to participate the was placed in the Spring Edition of the Feock Connect Newsletter.

Published by Feock Parish Council
Spring 2024

Active Feock, a new opportunity for progress
by Cllr Keith Hambly-Staite, Feock ward

The Parish Council are starting to look at a new project to support the physical and mental well being of residents of all ages and how our natural environment can help. Connecting people, coming together, supporting our well being; these have been themes behind recent projects supported by the Parish Council. The Repair Cafe, new gym equipment in our recreation areas and the appointment of a Information and Well Being Officer are just three initiatives arising from Community Connect and HAIRE. For the later project we received significant European funding and for our new project we have been able to take advantage of the 100% funding offered by the Growth Fund.



National research has shown that the countryside and the seaside are good for our health and wellbeing. In the parish of Feock we are fortunate to have access to both. The Parish Council has sought to improve our public spaces and help people to enjoy the facilities in the parish but more remains to be done.

In the coming weeks, at the end of March and beginning of April, we will invite residents to play their part in workshops for a new project called Active Feock. These will provide an opportunity for residents to meet representatives of Inner Circle Consulting* and members of the Parish Council to help work out the priorities of the project. The workshops will be held in the Parish Council office in Devoran and last a maximum of 1.5 hours each.

The themes will be (1) Environment and planting, (2) Health and wellbeing including short walks and (3) Cycle links. If you would like to take part in one of the workshops please get in touch with Debra Roberts, Parish Clerk who can give you more details.

The project is about our wellbeing. It will aim to improve and sustain our physical and mental well being at all ages. We will improve the public footpath network in the parish together with the cycle path and public spaces. The emphasis will be on safety, relaxation and providing more opportunities for the enjoyment of our lovely natural environment.

We have started by identifying 12 short walks in different parts of the parish. These are based on existing pavements and footpaths and include a range of views and landscapes. We need to start to determine the requirements we should aim for to make the walks safe, enjoyable and interesting and how the experience of using them could be further enhanced with trees, shrubs and flowers. In addition, we are looking at improvements along the national cycle path as it passes through the Parish to make it easier to navigate and secure better links with neighbouring parishes and beyond. Not everything can be done at once; indeed some things may not be possible at all! That is why we need to draw up our priorities. The workshops, together with meetings with people responsible for our health, education and well being will play an important part in determining these priorities for the future.

Active Feock has started well. The Parish Council are delighted to announce the gift to the parish of a field beside the creek on the Tramway. Generously donated by the Dyson family, the field is being planted as a woodland with space for relaxation. The views across the creek are breathtaking and will make an important break for walkers and cyclists who use the Tramway for recreation. The woodland will be planted with a range of species to attract flora and fauna to the area. The species have been selected in collaboration with the family to provide an educational resource for the future. Seating will be provided for people of all ages. The field will make an important contribution to the physical and mental well being of all who enjoy the peace and tranquillity of our countryside.

*Inner Circle Consulting is a Cornish based consultancy appointed by Feock Parish Council funded by the Community Capacity Fund.

This funding has been allocated from Cornwall Council's Community Capacity Fund. The Community Capacity Fund is part of the Good Growth Programme, which is delivering the UK Shared Prosperity Fund in Cornwall and Isles of Scilly.






Source: [Feock Connect Newsletter Spring 2024](#)

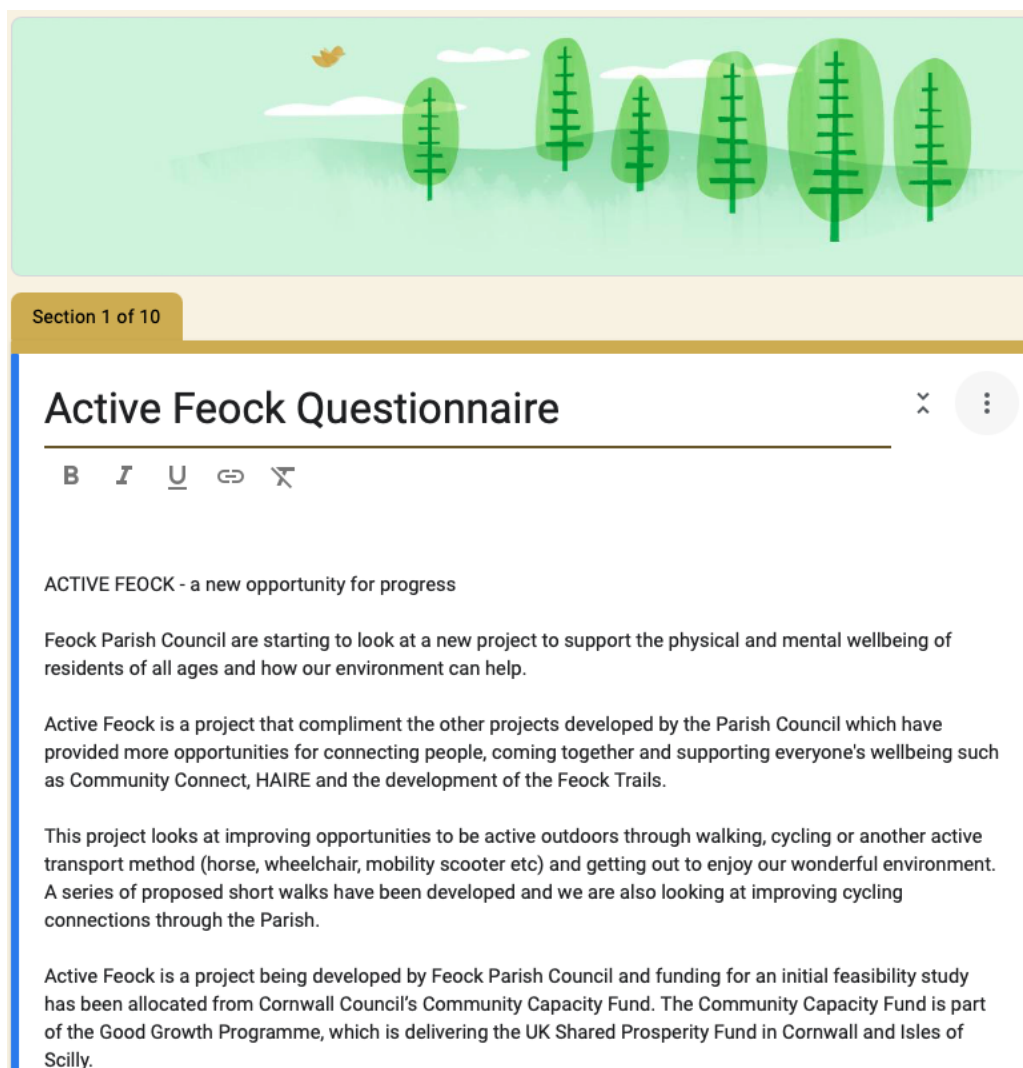
Each Focus Group consisted of an introduction to the Active Feock project by the lead Parish Councillors, a themed presentation on the focus group topic and a facilitated discussion which was set around some key, open questions for attendees to discuss.

The presentations and summaries of the key notes of the three focus group sessions are provided in **Appendices 3 and 4**.

5.1.2 Questionnaire

As a number of people who expressed an interest in participating in the focus groups were unable to attend the sessions, an online questionnaire was set up in order to enable these people to feed in their thoughts and views.

A link to the questionnaire was sent out and an additional eleven responses were received, adding to the information gathered at the focus group sessions.



Active Feock online questionnaire introduction page

A copy of the full questionnaire, a summary report of responses and a copy of the full transcript of responses received (note – contains name and job titles) are provided in **Appendices 5 – 7**.

5.1.3 Other expert / specialist input

In addition to the focus group sessions and questionnaire, one-to-one follow up conversations were also held with a number of key individuals to seek their views and suggestions on various aspects of Active Feock. Feedback received has been incorporated into the findings and recommendations.

6 SUMMARY OF FINDINGS & PRIORITIES

Taking account of all the information gathered through the focus groups, questionnaires and supporting conversations, a summary of the key interventions have been provided below.

6.1 Walking Routes- Design and Features

Below are a summary of the key design and features which are felt are required to provide walking routes suitable for most people to become more active in the Parish. More details including examples of interventions are included in **Appendix 8 – Walking Route Intervention Summary**.

6.1.1 Surfaces

Good surfaces are needed to reduce the risk of trips or falls. Surfaces should be generally smooth without obstructions, ruts or potholes which could create hazards to users. They should be well drained and as much as possible designed to avoid flooding, making them usable by a majority of users throughout the year.

Designed for Brisk Walking

Paths need to be set out to enable opportunities for brisk walking as this brings about improved health benefits. Regular brisk walks can benefit people in many ways including:

- Improved cardiovascular health
- Weight management
- Stronger bones and muscles
- Increased energy levels

Path widths

Paths should generally be wide enough to enable users to walk or ride side-by-side or for two walkers travelling in opposite directions to pass each other safely.

Access for all

Routes should be made as accessible as possible to enable more users of all physical abilities to use and enjoy them. This means careful consideration should be given around entrance points and where there are any boundaries. Steps, styles and other barriers should be avoided as much as possible to allow free access to all legitimate users.

Access also incorporates providing information about the routes in advance of people setting out as well as at the key entry points to enable users to make informed choices of which routes may be suitable for them. This is addressed below in Sections relating to **Information on Routes Before People Set Out** and **Grading of Routes**.

6.1.2 Road crossings

Particular attention should be given at road crossings to protect the safety of all users. There should be good visibility for route and road users and suitable refuge spaces for users intending to cross the roads. Where appropriate additional signage and/or road markings, such as a change in tarmac colour should be deployed to emphasise the intersection of the cycle and road network.

It is recognised that some road crossing points are particularly challenging and may require a longer-term vision in order to develop a deliverable improvement. In the meantime, it may be that route detours are considered in order to facilitate safer routes for users which use roads which generally have fewer and slower moving vehicles.

6.1.3 Signage

There should be good signage on the routes to help people navigate them.

Key Entry Points

Information signage should be provided at any key entry points to the routes to help people find out about the route, where they can get to, things of interest along the way and possible places to visit off the main route.

Route way markers

Regular route way-marking signs should be provided to help people navigate the route and also provide visual reassurance that they are on the right route. This can be particularly useful for new or visiting users.

Share with care

Where routes merge with the existing highways network, there should be regular reminders for all users to share with care. This provides a useful reminder to all that there may be other users on the route and to be extra careful, particularly on narrow sections, junctions and bends.

6.1.4 Supporting Nature and the Environment

Along with creating walking and leisure routes, there is the opportunity to also enhance nature and wildlife corridors along these linear routes. This can be achieved through interventions such as:

- Commissioning ecological surveys along the routes to map what's there, what should be protected along with opportunities for further enhancements.
- Considerate management and maintenance of adjacent vegetation and land along the routes. While keeping route users safe by appropriately maintaining vegetation likely to encroach the route surface, a more natural approach to management elsewhere enables nature and species to thrive.
- Provision of nesting boxes for species such as birds, bats and invertebrates.
- Leaving log and branch piles to create habitats for insects.
- Allowing pollinator species to thrive.
- Providing information en-route about how it is being looked after to support the environment as well as people.
- Setting up a way in which users can record their wildlife observations and share them with other people. This creates an interest and also helps to raise awareness of what species are present in the area.

6.1.5 Resting places & seating

Regular seating and resting places should be provided along the routes, especially where there are points of interest, opportunities for great views or, for example, at the top of inclined sections. These resting places, which must be suitable for older people and the less mobile, could be either manufactured seats or more natural material such as large tree trunks, logs or boulders. These seating areas can also be used to display any agreed Active Feock branding as well as providing additional route or local information.

6.1.6 Shelter and shade

Providing areas of shade and shelter, particularly with seating or resting areas, provides relief from the weather; be it rain, wind or sunshine.

6.1.7 Other facilities

Other facilities which will be of benefit and encourage and enable more people to use the routes could include:

- Outdoor gym equipment along certain routes
- Access to clean public toilets
- Places for coffee and refreshments
- Access to basic cycle tools
- E-bike charging facilities

6.1.8 Maintenance

Surfaces

Surfaces should be free of hazards and obstacles as much as possible and maintained to reduce the occurrence of ruts, potholes or flooding. There should be frequent inspections to check surfaces and a way in which users can report issues to the appropriate authority.

Overhanging Vegetation

Vegetation directly along the edges of routes should be managed appropriately, paying consideration to both the path users and the environment. Vegetation which causes a hazard to users in terms of impact or entanglement as well as obstructing forward visibility, should be cut back as required to reduce risks and help create a safe and pleasant experience. Excessive or unnecessary cutting back of vegetation should however be avoided recognising the environmental and habitat value as well as the routes creating valuable wildlife corridors.

6.1.9 Other supporting interventions

Information on routes before people set out

Having information on the available routes before people set out is important to provide potential users with essential information such as where to join the route, where to park, where they can get to, how long it may take and what they can see or do along the route.

In order to cater for a wide range of potential users, information could be provided using the following mediums:

- Website
- Leaflets
- Route Guides – extension of Feock Trails pack
- Posters – to be displayed on notice boards, bus stops, shop windows etc
- Connect Newsletter article and regular updates

Grading of routes

Providing information on how easy or hard routes are, is seen as a key factor to consider. Having this information in advance will enable people to choose the route most suitable for them before setting out. A bad experience can often put people off and discourage them from doing it again. Some general information about the routes is therefore recommended and this should be made available before people set out as well as at any key entry points to the routes. The grading system should reflect the local environment, topography and nature of the routes.

Collective responsibility, ownership and volunteering

For people to feel engaged, it is important to provide them with a meaningful way of being involved. This helps to foster greater participation, ownership, pride and motivation. Partnership working and volunteering also helps to add capacity and the ability to do more. It is therefore recommended that the public and stakeholders are provided the opportunity to become actively involved in the planning and delivery of Active Feock as it develops.

Volunteers and engaged individuals can help with monitoring, reporting, basic maintenance tasks as well as taking the initiative to set up supportive groups, talks, walks and rides to increase participation. They can work alongside the Parish Council, Social Prescribing practitioners and others to promote, support and grow Active Feock.

Led Walks

A barrier to people participating in outdoor activity may be that they either don't have the confidence or anyone else to do an activity with. To encourage and enable more people to get out and be active, regular led walks could be set up, possibly with volunteer leaders. These would be advertised in advance and provide those who may lack confidence, not know the routes or may not have anyone else to walk with, the opportunity to walk and be active.

Clinical Expertise

It is suggested that when seeking to formalise the routes and consider any additional features or grading, that GP's, Occupational Therapists or others with clinical expertise working in the area, are asked to assess the walks to help evaluate the opportunities for making them as suitable for patients and the general public as possible. This will help to improve the routes, future planned upgrades and also provide the local clinicians with first-hand knowledge of the routes so they can confidently recommend them to their patients.

Step / Distance / Performance indicators

Opportunities for users to track or measure their steps, distance covered or performance were also seen as positive additional features. This will enable users to reach their goals and also potentially monitor and track their progress as they are able to either reach more steps or improve their duration or speed. This could be achieved through integrating some information on any signage boards, the use of QR code markers or potentially through setting something up either through established or a bespoke App.

6.2 Cycle Routes- Design and Features

Below are a summary of the key designs and features which are felt are required to provide cycling routes suitable for most people to become more active in the Parish. More details including examples of interventions are included in **Appendix 9 – Cycle Routes Intervention Summary**.

Initially there is a priority route being proposed which seeks to connect Feock through the Parish of Kea with Truro to the North and out to the Bissoe Trail and mining trails network to the South and West of the Parish. Future plans will also consider other potential cycle routes both through the Parish of Feock and extending through connections with contiguous Parishes, helping to create an enhanced local cycling network.

6.2.1 Surfaces

For cycling, the top priority is suitable and safe surfaces to ride on. These should be generally smooth without obstructions, ruts or potholes which could create hazards to users. They should be well drained and as much as possible designed to avoid flooding, making them usable by a majority of users throughout the year.

Path widths

Paths should generally be wide enough to enable users to ride side-by-side or for two riders travelling in opposite directions to pass each other safely.

Road crossings

Particular attention should be given at road crossings to protect the safety of all users. There should be good visibility for route and road users and suitable refuge spaces for users intending to cross the roads. Where appropriate additional signage and/or road markings, such as a change in tarmac colour should be deployed to emphasise the intersection of the cycle and road network.

It is recognised that some road crossing points are particularly challenging and may require a longer-term vision in order to develop a deliverable improvement. In the meantime, it may be that route detours are considered in order to facilitate safer routes for users which use roads which generally have fewer and slower moving vehicles.

6.2.2 Signage

There should be good signage on the routes to help cyclists wishing to use them navigate.

Key Entry Points

Informational signage should be provided at any key entry points to the routes to help people find out about the route, where they can get to, things of interest along the way and possible places to visit off the main route.

Route way markers

Regular route way-marking signs should be provided to help cyclists navigate the route and also provide visual reassurance that they are on the right route. This can be particularly useful for new or visiting riders.

Share with care

Where routes merge with the existing highways network, there should be regular reminders for all users to share with care. This provides a useful reminder to all that there may be other users on the route and to be extra careful, particularly on narrow sections, junctions and bends.

Signage Strategy

A Cycle Route signage scheme has been developed for Devoran to Truro Safe Cycle Route - Newham Trail to Mining Trails link. This proposes what signs are required at specific locations along the route along with some indicative costing. This schedule can be found in **Appendix 10 – Cycle Route Signage Schedule (FPC)**.

6.2.3 Supporting Nature and the Environment

Along with creating safe cycling travel and leisure routes, there may also be the opportunity to also enhance nature and wildlife corridors along the current priority route and any future linear routes. This can be achieved through interventions such as:

- Commissioning ecological surveys along the routes to map what's there, what should be protected along with opportunities for further enhancements.
- Considerate management and maintenance of adjacent vegetation and land along the routes. While keeping route users safe by appropriately maintaining vegetation likely to encroach the route surface, a more natural approach to management elsewhere enables nature and species to thrive.
- Provision of nesting boxes for species such as birds, bats and invertebrates.
- Leaving log and branch piles to create habitats for insects and allowing pollinator species to thrive.
- Providing information en-route about how it is being looked after to support the environment as well as people.
- Setting up a way in which users can record their wildlife observations and share them with other people. This creates an interest and also helps to raise awareness of what species are present in the area.

It is noted that cyclist safety is paramount and must be taken into account when any interventions are considered.

6.2.4 Resting places & seating

Regular seating and resting places should be provided along the routes, especially where there are points of interest, opportunities for great views or, for example, at the top of inclined sections. These resting places could be either manufactured seats or more natural material such as large tree trunks, logs or boulders.

6.2.5 Shelter and shade

Providing areas of shade and shelter, particularly with seating or resting areas, provides relief from the weather; be it rain, wind or sunshine.

6.2.6 Cycle racks

The provision of cycle racks is also seen as desirable in combination with resting places and seating. This is to provide safe places to stand bikes up and reduce the need for them to be leant against the seats or lay on the ground, creating potential obstacles or trip hazards.

6.2.7 Other facilities

Other facilities which will be of benefit and encourage and enable more people to use the routes could include:

- Access to clean public toilets
- Places for coffee and refreshments
- Access to basic cycle tools
- E-bike charging facilities

6.2.8 Maintenance

Surfaces

Surfaces should be free of hazards and obstacles as much as possible and maintained to reduce the occurrence of ruts, potholes or flooding. There should be frequent inspections to check surfaces and a way in which users can report issues to the appropriate authority.

Overhanging Vegetation

Overhanging vegetation presents a significant risk to cyclists as it can snag the rider or bike, causing injury or obstruction. Vegetation directly along the edges of routes should be managed appropriately, paying consideration to both the path users and the environment. Vegetation which causes hazard to users in terms of impact or entanglement as well as obstructing forward visibility should be cut back as required to reduce risks and help create a safe and pleasant experience. Excessive or unnecessary cutting back of vegetation should however be avoided recognising the environmental and habitat value as well as the routes creating valuable wildlife corridors.

6.2.9 Other supporting interventions

Information on routes before people set out

Having information on the available routes before people set out is important to provide potential users with essential information such as where to join the route, where to park, where they can get to, how long it may take and what they can see or do along the route.

In order to cater for a wide range of potential users, information could be provided using the following mediums:

- Website
- Leaflets
- Route Guides – extension of Feock Trails pack
- Posters – to be displayed on notice boards, bus stops, shop windows etc
- Connect Newsletter article and regular updates

Grading of routes

Providing information on how easy or hard routes are, is seen as a key factor to consider. Having this information in advance will enable people to choose the route most suitable for them before setting out. A bad experience can often put people off and discourage them from doing it again. Some general information about the routes is therefore recommended and this should be made available before people set out as well as at any key entry points to the routes. The grading system should reflect the local environment, topography and nature of the routes.

This is particularly important as Active Feock seeks to provide cycling opportunities for new, novice or perhaps people who wish to get back on a bike after an extended period of not riding. Having graded routes will help users decide what they feel comfortable with initially before they progress onto longer or perhaps more challenging rides.

7 DELIVERABILITY AND INDICATIVE COSTS OF IMPROVEMENTS & INTERVENTIONS

An exercise was undertaken in order to provide some early indication of indicative costs, how easy it would be to implement the interventions and what anticipated benefits could be expected. This is to help inform future prioritisation and develop a set of achievable short, medium and long term actions and objectives in delivering Active Feock.

Three assessment rankings were used

4. Initial Indicative Costs
5. Deliverability
6. Expected Benefits

While these rankings are all subjective, they do offer a helpful way of providing a *first cut* when considering prioritisation of the interventions suggested through the Active Feock engagement process.

7.1 Initial Indicative Costs

At this feasibility stage, initial indicative costs have been provided as a general guide. The actual costs of implementing any improvements or intervention will vary depending on the specific location or route. Site specific consideration including ground conditions, accessibility, gradient, land ownership etc will all need to be taken into account when a schedule of prioritised interventions is developed.

A detailed costing exercise will be required as part of the delivery stage.

The possible indicative costs of implementing the improvements or interventions used for this feasibility stage are based on the following guide:

- Low cost £0.00 - £5,000
- Medium cost £5,000 - £10,000
- High cost +£10,000

7.2 Deliverability

A deliverability ranking was applied to assess the factors which could affect whether the proposed intervention would be easy or more challenging to provide.

When considering deliverability, the following factors were considered:

- **Funding availability** – When will funding be available for it?
- **Stakeholder support** – Does it have support from relevant landowners and key stakeholders?
- **Technical Feasibility** – How easily technically is it to deliver – i.e. is the land available, are any legal agreements needed, are there any significant site challenges - i.e. topography & steep slopes, drainage or flooding issues, sensitive habitats etc

Considering the above factors, the deliverability score for each proposed intervention was then based on the following guide:

- Easy
- Some Challenges
- Significant Challenges

7.3 Expected Benefits

The final factor considered focus around the anticipated benefits that could be expected by providing the intervention. When assessing expected benefits, the following were given consideration:

- How many people will benefit?
- Will priority groups and/or individuals' benefit?
- Will the interventions provide opportunities for more people to participate in outdoor activities?
- Will the interventions provide positive benefits to nature and the environment?
- Will the interventions provide opportunities for greater community cohesion and participation?
- Could the interventions provide opportunities to support existing businesses or help to create the environment for new commercial ventures?

7.4 Indicative Cost, Deliverability and Expected Benefits

To follow are tables are exemplars which show details of the main suggested interventions based on each of the focus group themes and additional suggestions provided in the questionnaires and follow up discussions. More details are provided in **Appendix 11 – Active Feock Prioritisation Exercise**.

Cycle Link Interventions – Indicative Cost, Deliverability and Expected Benefits

Theme	Comments	Issue	Locations	Suggested Improvements / Interventions / Features	Likely Cost (Indicative) Low- £0-£5000 Medium- £5,000 - £10,000 High - >£10,000	Cost narrative	Deliverability Score Easy - no barriers Some Challenges - some agreement / permissions required Significant Challenges - Permissions or formal consultation etc required	Deliverability Factors: Funding availability Stakeholder / Landowner Support Technical Feasibility	Expected Benefits Rank	Expected Benefits Comments
Signage	Good at gateways / start of routes but not elsewhere	People who don't know the route unsure – no reassuring markers they are on the right route.	Cross roads at Carnon Downs	Frequent repeater signs or stickers – i.e. on lamp posts.	Low		Some Challenges	Permission to put stickers on lamp posts etc. CC, BT etc	High	Improved waymarking for all users
				Share with Care stickers Cycle graphics on path / road surface	Medium		Significant Challenges	Highways consent required, ongoing repainting costs, traffic management costs etc	High	Improved waymarking for all users
Road crossings	Need safe road crossings	Can be a major safety concern and barrier to usage	Devoran to Mineral Tramway	Improved crossing points Preference for signalised crossings.	High	Likely very high cost	Significant Challenges	Costs and viability will be main challenges.	High	Improved safety and connectivity.
Traffic Speed	Speeding traffic	Unsafe / feels unsafe for cyclists and other route users		Bring traffic speed down to 20 mph	Medium	If supported by CC, costs of signage, road markings etc	Significant Challenges	Highways Regulations would determine where could / couldn't be 20mph	High	Safer for all users Enable / encourage more people to use the routes
Feel of cycle route	Some parts feel part of cycle route and other parts just feel like road	Inconsistent experience and feel to the route	Various	• Signage and road markings for cyclists and for drivers.	Medium	Low if just stickers on posts but anything else is higher cost	Some Challenges	Permissions required. Maintenance costs etc	High	Improve wayfinding for all users. Remind drivers to be aware of other users
				• Change colour of tarmac at key junctions	High		Some Challenges	Permissions required – maintenance costs for repairs, replacement etc.	Medium / High	Clearer visual indicators for all users and motorists
Access Points	Parking and bike unloading / loading facilities.	Need more places where people can join the routes. Facilities to encourage children and families	Various	Parking spaces with space to unload / load bikes	Low	High Dependent on location	Some Challenges	Depends on land owner / permissions if on highway. Will be unable to enforce spaces are for cycle path users only. Risk of mis-use of spaces	Low / Medium	Benefits to some users.
Resting Places	Required	Need frequent places for people to stop and rest	Various	Resting places could include Seats, rocks, tree stumps etc	Low		Easy	Some Issues Depending on location / required permissions. Natural features can be cheaper to acquire and maintain.	High	Provision for all. Enable more people to use routes knowing there are designed in resting places. Can locate where possible with points of interest, views etc
Better route to King Harry Ferry	Current route to King Harry Ferry is challenging – safety and gradient	New safer / more suitable route required	Route to King Harry Ferry	Safer route	High	Options appraisal needed to assess what may be possible	Significant Challenges	Option identification, overcoming land owner issues, physical cost of setting out route	Medium	Opens up route to KHf but unless something is also done on the Philleigh side, will only be partially beneficial
Overgrowing vegetation	Hedgerows and verges overgrow	Reduces path width / passing width and reduces visibility	Various including Tramway	Active maintenance	Low	Possible friends of or volunteer groups to maintain areas or add to maintenance contract. Could be higher if have to go to contractors.	Easy	Establish volunteer group would be beneficial/low cost. If not able to get volunteers, maintenance costs will need to be covered	Medium / High	Safer routes all users. Wider paths to enable passing and wider permitted transport aids (wheelchairs, mobility scooters etc) to use them.
Grading of routes	Better if people know how easy / hard routes are before setting out	People may choose a route too long or hard for them and put them off. Terrain issues at coastal options – i.e. tides / mud	Various	Readily available information on how easy – hard each route is using a grading system. Information available before people set out.	Low	Explore existing grading systems i.e. Sustrans, Forestry Commission. Provide online and leaflet information Provide start of route signage	Easy	Relatively quick to implement. Costs need to be considered for website updates, printing leaflets, providing start of route signs etc	High	Will be of benefit to all, especially those unfamiliar with the routes, who have certain barriers – i.e. steep hills, beginners or those building up their fitness.
Led rides and walks	Led rides / walks can help people learn what's existing already and where they can go etc	People may not be confident, know routes or have anyone to go with. Led rides / walks can help enable people.	Various	Led rides/walks on a regular basis across different routes	Low	Possibly volunteer led with some publicity required	Easy	Easy to set up and promote across the Parish.	Medium / High	Important to help some people to be able to get out with someone who knows the routes and can help others participate.

Health & Wellbeing Interventions – Indicative Cost, Deliverability and Expected Benefits

Theme	Comments	Issue	Locations	Suggested Improvements	Likely Cost (Indicative) Low- £0-£5000 Medium- £5,000 - £10,000 High - +£10,000 *Note - these costs are provided as a general guide. A more detailed costing exercise will be required once the project reaches the delivery stage.	Cost narrative	Deliverability Score Easy - no barriers Some Challenges - some agreement / permissions required Significant Challenges - Permissions or formal consultation etc required	Deliverability Factors: Funding availability Stakeholder / Landowner Support Technical Feasibility	Expected Benefits Rank	Expected Benefits Comments
Footpath Surfaces	Drainage	Become waterlogged / muddy in winter and unpassable in places.		Improve path surfaces to be 'all weather' / well-drained	Medium	Site specific costs will need to be considered.	Some challenges	Assessment of technical feasibility will need to be undertaken in each proposed improvement location	High	Paths and routes accessible for use all year round.
	Health benefits from brisk walking / Don't want people to trip / fall	Paths need to be set out to enable brisk walking / Good surfaces and regularly inspected for hazards		Enhanced local maintenance plan - improved paths in Chacewater Parish. Surfaces are important. Have a sense or purpose – provide reasons for people to want to get out and use routes. Bespoke issue for each path needs to be developed	Medium	Site specific costs will need to be considered. Some routes may be easier to get to this standard while other more rural / countryside routes may be more of a challenge. Links to grading of paths.	Some challenges	Assessment of technical feasibility will need to be undertaken in each proposed improvement location	High	Paths and routes accessible for use all year round.
Accessibility	Make routes as accessible as possible.	Styles etc reduce accessibility for some users Resting places		Where possible – remove styles and other barriers to access	Medium	Site specific costs will need to be considered.	Some challenges	Assessment of technical feasibility will need to be undertaken in each proposed improvement location	High	Paths and routes accessible for use all year round.
Route Information	Provide people with information to choose most suitable route	People won't know what to expect before they set out.		Information on nature of each route – whether its level, hilly, how long it is, if there are any styles etc. Existing classification system- https://cornwalltrails.net/maps/routes/	Low	Investigate best practice and develop approach which will work best in Feock Parish. Promotion and signage will need to be part of costing so could go to a MEDIUM cost when rolled out.	Easy	Relatively easy to deliver. Some potential challenges of sighting signs - permissions etc	High	Essential information on routes before people set out. Help people to find routes suitable for them.
Increasing use and promotion	How do we get people to use improved routes? People not wanting to go alone or confident Community Connectors could be rolled out in Cornwall	Helping people know about the routes Social side is important https://www.communityconnectors.org/home/one-to-one/ Press opportunities		Find out where people like to get their information from. Information share via Newsletters, GP practices, website, schools, local clubs and societies etc Organised walks – write up in paper / newsletter (people like that). See Frome as an example - https://www.frometowncouncil.gov.uk/directory/health-connections-maps/	Low	Mainly research, discussions and organising walks etc - link in with volunteering	Easy	Really positive opportunity to get people involved and engaged in the community	High	Really positive opportunity to get people involved and engaged in the community.
Clinical Expertise	Can we get GPs / OTs out to assess routes and provide input.	Expert view from their option GPs have a Frailty project with a cohort of people they are working with to improve health and wellbeing. https://www.cornwallt.nhs.uk/frailty/		Seek active involvement of local clinicians to help assess and categorise routes.	Low	Time more than cost	Some Challenges	Dependent on ability of GPs to provide time.	High	Could provide some really insights into some specific features / improvements that could be done to support local PGs and patients.

Environment Interventions – Indicative Cost, Deliverability and Expected Benefits

Theme	Comments	Issue	Locations	Suggested Improvements	Likely Cost (Indicative) Low- £0-£5000 Medium- £5,000 - £10,000 High - +£10,000	Cost narrative	Deliverability Score Easy - no barriers Some Challenges - some agreement / permissions required Significant Challenges - Permissions or formal consultation etc required	Deliverability Factors: Funding availability Stakeholder / Landowner Support Technical Feasibility	Expected Benefits Rank	Expected Benefits Comments
Ecological Surveys	Ecological surveys along routes to help understand what's there and how it can best be protected.	Improve understanding of the existing environment value, suitable management regimes and potential for future improvements		Consider prioritisation of commissioning ecological surveys along routes to map what is there and what should be protected along with opportunities for enhancements	Low	Commission surveys based on agreed priorities of which ones to do first	Easy	CWT / CEC or others could do surveys. Need to prepare a brief	High	Understanding of existing habitat / environment, what need protecting and what specific enhancements / management can be undertaken.
	Education really important. Information that is reliable and understandable.	Help people to understand why things are important and how their actions (positive or negative) can impact upon the environment		Wider education and information programme – respecting nature. Available information online, via leaflets and on walks. QR codes/ information signs at points of interest e.g. Carnon Mine	Low Medium	Work in preparing materials, liaising with schools etc Installation of signs etc come at cost, include maintenance, replacement etc	Easy Some Challenges	Possibly need some permissions. Sympathetic approach - don't urbanise the countryside	High High	Educate, engage and provide that sense of local pride and ownership of the local environment Provides interest and reminds people about their impacts when out in the local environment
Collective responsibility, ownership and volunteering	Important to enable people to be actively engaged and have a sense of ownership and pride.	Doing things with people rather than for them helps create sense of ownership and helps things get looked after. Motivated volunteers can do great things		Establishing a volunteer network to help look after the routes, organise walks / rides, volunteering days etc. Social prescribing events – Nature Buddies with DEFRA or Nature Connects are good examples.	Low	Low cost BUT depending on willing volunteers.	Some Challenges	Depends on success of recruiting volunteers. Longevity depends on how long volunteers are able to continue to offer their time and support.	High	Community more informed and connected with local environment. Sense of community enhanced through volunteer led activities.
	Disturbance by dogs	Disturb wildlife, breeding grounds etc and not everyone is a dog lover		Dogs on leads areas as well as some designated dog exercise areas.	Low	Dogs on leads - Low cost if advisory rather than setting a Bylaw / Public Space Protection Order (PSPO)	Some Challenges	Would depend on voluntary compliance. Signage etc would be helpful but hard to enforce apart from informal supervision by other users.	Medium	Habitats protected particularly around sensitive areas
Minimise negative impacts to nature	Do as little as possible to disturb or negatively impact nature and habitats. Nature corridors side by side with human corridors. Respectful symbiosis	Intensive maintenance and management can be harmful and take away natural habitats. Finding that balance of enabling and encouraging people to access nature and the environment without harming it		Education Leave existing vegetation. No or minimal maintenance - messy / natural is good Careful consideration, particularly around sensitive areas	Low	Low cost - assessment needed where such low maintenance interventions could be most effective.	Easy		Medium	Creation / retention of natural habitats
	Hedgerows and surrounding farmland	Hedgerows are important, especially in Cornwall and need protecting.	Too many hedgerows have been lost so they need protecting	Work with farmers around protection of hedgerows and management of fields and boundaries	Low		Some Challenges	Would depend on engagement of landowners / farmers and availability of resources. Could possibly use volunteers along routes adjacent to public paths.	Medium	Some benefits to wider environment adjacent to paths and routes
Protecting Habitats	Some areas benefit from being fenced off and protected to allow them to restore.	Free access to all areas can degrade environment and not allow habitats to restore	Bisoe Trail	Identify areas which need protecting to be able to restore. Include signage / interpretation so people understand why and what the benefits are.	Medium	Cost of fencing, signage, repairs, replacements etc	Some Challenges	If currently freely accessible areas, likely to cause some challenge, upset from users. Education and information will be important along with local engagement.	High	high benefits for sensitive areas / areas needing regeneration.
Management of path surfaces	Keeping paths well maintained and passable is important	When paths get too muddy, people go round and erode surrounding areas.		Active maintenance of path surfaces to keep them usable around the year. Possible use of local aggregate or rubble to improve muddy / wet areas of paths to keep them available for use. Good example of a footpath surface is 305/91 Pengelly / Bissoe	High	Cost will be dependant on specific locations but likely to incur significant costs to repair, resurface and maintain / inspect paths. Suggest a prioritised programme of routes which are assessed and ranked in order of	Some Challenges	Some permission likely to be required if formal PROW or permissive path - CC / CORMAC / Land owner permission. Nature of surfacing to be used will need to be carefully considered - balance of appropriateness of material, cost, how level / smooth the surface will be, how robust in terms of wet / winter conditions etc.	High	Will help to keep paths open all year around and enable more people to use them on a regular basis
Wildlife observation	Could look at a bird hide / observation area	Provide an observation area as a point of interest and education for people to use. Another reason to get out and use the routes.	i.e. Carnon Mine, the creek	Consider opportunities for creating a bird hide or wildlife observation areas.	High	Provision of hide, path and foundations depending on location. Cost of maintenance, repairs etc will need to be factored in.	Some Challenges	Depending on location - may need land owner permission. Could be technical challenges - i.e., Ground conditions etc	Medium	Provide an interest along routes. A destination for people to go to observe nature. Another reason to go out.

8 DESIGN SPECIFICATIONS

In taking the Active Feock project forward, the Parish Council will be guided by, relevant best practice and design guidance to ensure that the most appropriate materials, practices and specifications are being used. This will help to ensure that all features meet design and access standards and help to reduce future maintenance costs as much as possible.

8.1 Surfaces

8.1.1 Specification Guidance

Resources such as Sustrans Path specification details and other tools can be found at [Sustrans traffic free routes and greenways design guide](#)

The [Cycle Infrastructure Design Local Transport Note 1/20 \(July 2020\)](#), which replaces LTN 1/12: Shared Use Routes for Pedestrians and Cyclists is now the most up to date National Guidance for design standards for roads including cycling infrastructure.

Other local examples will be used to help inform the final designs and specification such as advice received from the National Trust following their refurbishments of a path at Penrose. Details provided by the National Trust have been included in **Appendix 12 – National Trust, Penrose Path refurbishment specifications and guidance**.

8.1.2 Indicative costs

Cost of laying surfaces depends on the specification of materials used, ground conditions and other site-specific factors which can only be known once surveys have been undertaken. Site specific details will be explored in a future delivery phase of Active Feock.

Some indicative costings are however available by benchmarking other guidance and projects. Paths for All has a guide for estimating the cost of path projects which can be found here <https://www.pathsforall.org.uk/resources/resource/estimating-price-guide-for-path-projects>

This guide was first published in 2014 and updated March 2023. It is divided into sections; allowing you to calculate the cost of different types of work such as clearing vegetation from a path route, constructing a path with typical surfacing materials, erecting signage, building boardwalks or installing a gate.

This revised edition (2023) has reviewed and updated all prices whilst also including additional estimates for site welfare and storage facilities and a new section on costs that might be incurred in maintaining paths.

The guide picks up expected costs for all project elements including:

- Welfare and Storage
- Site Clearance
- Removing an old structure
- Earthworks
- Revetments
- Drainage
- Path Surfaces
- Boardwalks and Bridges
- Steps
- Fences
- Gates and Gaps
- Benches
- Signage
- Maintenance

A copy of the guidance is provided as **Appendix 13 – Paths for All – Estimating price guide for path projects.**

8.2 Seating and Resting Places

8.2.1 Specification Guidance

The need to provide seating and resting places along the routes came through strongly in the engagement and feedback. One of Active Feock's key aims is to provide facilities to enable more people to be active outdoors, and a barrier for many people can be that they can't travel far without needing to take a rest.

In the feedback, all types of seats and resting places were spoken about from formal benches to picnic tables as well as considerately placed tree trunks or even rocks; anything that provides the opportunity to stop and rest.

Consideration should also be given to the suitability of different types of seating or resting places depending on the location, so as to keep the more rural areas feeling more natural.

There was a general consensus that there is an opportunity, particularly in village areas, to decide upon a set style of bench which could be consistently used along the Active Feock routes. This could have a bespoke and distinctive Active Feock logo or branding on them to help promote the project.

Inclusive Design for Getting Outdoors (IDGO) was a research project funded by the Engineering and Physical Sciences Research Council. It explored if, and in what way, the ability to get out and about impacts on older people's quality of life and what barriers there are to achieving this day-to-day. IDGO research involved over 4,350 participants and was undertaken in two key phases over a ten-year period (2003-2013). The team involved research centres in the Universities of Edinburgh, Salford, Warwick and Heriot-Watt.

IDGO have produced a design guide called **The Design for Streets with Older People in Mind** and an element of this toolkit is on seating. This toolkit is for those who plan, design and maintain the public realm. It can be used as an aid to assessing the 'walkability' of local neighbourhoods, particularly with regards to the provision of comfort facilities to break up the pedestrian journey. Based on the views of over 200 older people, street audits and key sources of existing UK guidance, it includes advice on how much seating is sufficient, the effective positioning of seating on the footway and the most suitable styles and materials for public seating.

As Active Feock is very much about providing facilities suitable for all, this guidance will be referred to when choosing specific designs at the delivery stage of the project. A copy of the guidance is included in **Appendix 14 – Design for Streets with Older People in Mind – Seating Guidance.**

8.3 Planting

To enhance the routes and support nature, the environment and climate change, where appropriate, new planting will be introduced along the routes. This will be carefully planned out with the support of local expert partners to optimise the benefits that can be gained.

Much like planning specifications for paths, each route and location will need to be considered on its own merits and costs will vary depending on various factors. With regards to trees, there are potential grants that the Parish Council could apply for.

To help support consideration of planting some guidance has been prepared to help inform the Active Feock project in **Appendix 15 - Planting costs and potential grants - Indicative guidance.**

8.4 Other facilities and features

There will be other facilities and features provided as part of the improvements along the routes. These may include items such as signage, bike stands, bins, viewing platforms, wildlife observation areas etc which be defined and costed during the development phase.

8.5 Active Feock Interventions Schedule Template

Through the feasibility stage of the Active Feock project, a set of improvement themes have been developed for the proposed 30-minute walks based on feedback and suggestions during the themed focus group sessions, follow up questionnaire and other related discussions.

A template which could be used to assess each of the 30-minute walks against has been provided in **Appendix 16 - 30 Minute Walks - Applying the suggested improvements Template.**

9 DELIVERABILITY

Feock Parish Council is in the process of applying for an award from the National Association of Local Councils (NALC) under the Local Council Award Scheme. This scheme is designed to celebrate the successes of the best local councils and provide a framework to support all local councils in improving and developing to meet their full potential. The scheme allows councils to show that they meet the standards set by the sector, assess them by their peers, and put in place the conditions for continued improvement.

There are three levels to the award:

- **The Foundation Award** demonstrates that a council meets the requirements for operating lawfully and according to standard practice.
- **The Quality Award** demonstrates that a council achieves good practice in governance, community engagement and council improvement.
- **The Quality Gold Award** demonstrates that a council is at the forefront of best practice and achieves excellence in governance, community leadership and council development.

The Parish Council has the capacity and capabilities, systems and processes and governance arrangements in place to successfully deliver the Active Feock project. This is evidenced by its wealth of experience in running and delivering projects, strategies, plans and initiatives which improve the lives of residents. Examples include:

- Community Connect Feock and Healthy Ageing through Innovation in Rural Europe (HAIRE)
- Feock Trails
- Feock Neighbourhood Development Plan
- Health and Wellbeing Project
- Feock Parish Local Transport Scheme

It also delivers services either directly or through procured contractors including managing community parks and open spaces and a community library.

Staffing:

The Council employs a Clerk and Deputy Clerk. The Clerk is a previous winner of the National Association of Local Council's Clerk of the Year Award.

The Council also employs a designated Information and Wellbeing Adviser who enables and supports the residents with activities and guidance to help with their wellbeing. Feock Parish Council is also currently developing a policy statement for its Health and Wellbeing programme.

9.1 Project Governance

Active Feock is a Feock Parish Council project. It will be led by the Active Feock Working Group members including Councillors Keith Hambly-Staite and Philip Allen. The working group may opt to co-opt other Councillors of Feock Parish Councillors or representatives from adjacent Parish Councils to support the delivery of the project. It may also co-opt other stakeholders including representatives from relevant bodies or organisations or members of the public.

9.2 Consents

Feock Parish Council will have consents in place to undertake improvements or other works on land and assets in its direct ownership. Where improvements are proposed on land not owned by the Parish Council, consents will be applied for and agreed before any works take place. This will include works on the public highway network and any other land in private ownership.

9.3 Land and Property Ownership

Feock Parish Council owns land and assets which may be improved under the Active Feock Project. It is recognised however that many of the routes which form part of Active Feock are either in public or private ownership, but accessible to the public as formal or permissive rights of way. Funding from the Active Feock project will therefore be able to be spent on land outside of the Parish Council's ownership, where it is publicly accessible and will provide wider community benefits at no cost to the user.

10 EQUALITY AND DIVERSITY

The Active Feock project will positively support all in the community to provide opportunities to live happier, healthier and more active lives.

10.1 Age

The equality and diversity of ages will be considered at all stages of the project; from project planning and implementation, as well as delivery through to monitoring and evaluation activities. The proposals will be created with all ages in mind. The public realm design and landscape features will be designed to promote access for everyone, from children to elderly and disabled groups of all ages to be more active enjoy nature and connect with others.

10.2 Disability

The enhancement of walking and cycling routes will be designed to be as accessible to everyone as possible to enable all to connect with nature and enjoy, placing the community at the heart of this project. The routes will be designed to be wide with good sightlines, ensuring it is accessible for pedestrians, cyclists, wheelchair users, and buggies and welcoming for all.

Roue information will be made available including a grading system to enable users to choose the most suitable routes for them before setting out. This will advise on characteristics such as where routes follow natural gradients and may therefore be more challenging for some users. The series of routes will provide suitable opportunities for users of all abilities.

10.3 Gender Reassignment, Marriage and Civil Partnership, Pregnancy & Maternity, Race (inc. Cornish Minority), Religion & Belief, Sex, Sexual Orientation

The Public Sector Equality Duty and Equalities Act of 2010 will be implemented at all stages of the project. [Public Sector Equality Duty Guidance for Public Authorities](#)

11 PROJECT RISK REGISTER

A project risk register will be developed as part of the next stage of the Active Feock project.

The risk register is created to consider possible risks to the delivery of the project and considers:

- **Probability:** This can be rated as Likely, Possible, Unlikely, or Rare.
- **Impact:** This can be rated as Severe, High, Moderate, or Low based on the project's goals.
- **Risk Rating:** This is calculated by multiplying the probability and impact scores (High x High = High, etc.).
- **Risk Owner:** This is the person responsible for monitoring and mitigating the risk.
- **Status:** This indicates the current state of the risk (Open, Mitigated, Closed).

By maintaining a project risk register and proactively managing potential issues, the project's chances of success are increased.

An example of a risk register is provided below.

Example Project Risk Register

Risk ID	Risk Description	Risk Category	Probability	Impact	Risk Rating	Mitigation	Risk Owner	Status
Risk 1	Delay in securing grant funding	Funding	Possible	Moderate	Medium	Early identification and engagement with possible funding partners.	Project Manager	Open
Risk 2	Consents aren't granted for sections of the preferred of the routes	Delivery	Possible	High	High	Early engagement with key stakeholders where permissions or consents are required	Project Manager	Open
Risk 3	Exceeding the budget due to unforeseen technical challenges	Budget	Possible	High	High	Define a clear project scope and budget upfront. Include contingency funding within the project budget. Establish a change management process.	Project Manager	Open

12 MONITORING & EVALUATION PLAN

12.1 Monitoring Plan

A monitoring plan will be created to track progress towards the agreed objectives of the Active Feock Project throughout the project lifecycle.

The plan will include the following:

- Defined key activities for each project objective.
- Identified relevant indicators (quantitative or qualitative) to measure progress for each activity.
- Data collection methods (surveys, interviews, reports, etc.) will be agreed for each indicator.
- The frequency of data collection (weekly, monthly, etc.) will be determined for each indicator.
- Responsibility for data collection and analysis will be assigned to a named person or persons.

12.2 Evaluation Plan

An evaluation plan will be created to outline how the overall success of the project will be assessed.

The plan will include the following:

- Defined evaluation questions that the Active Feock Working Group agree they want answered (e.g., Did the project achieve its objectives? What were the key challenges and lessons learned?).
 - Appropriate evaluation methods (surveys, focus groups, cost-benefit analysis, etc.) will be chosen.
 - The timeline for conducting the evaluation will be determined.
 - Responsibility for conducting the evaluation and reporting results will be assigned to named person or persons.
-

12.3 Example Evaluation Plan

Some examples of how the Active Feock Project may be monitored and evaluated is provided below:

Example 1 = Cycling

- **Goal:** Increase the number of people walking and cycling in Feock Parish by 10% within one year.
- **Objective 1:** Increase the awareness of the Active Feock Project and the benefits of walking and cycling by 20%.
 - **Indicator:** Number of residents who report to have increased the amount of walking or cycling they do (measured through a pre/post survey).
 - **Data collection method:** Survey distributed through articles in the Connect Newsletter, at Parish meetings (monthly) and at any community events.
- **Evaluation Question:** Did the project lead to a measurable increase in the number of people walking and cycling in the Parish?
 - **Evaluation method:** Analyse data from the surveys collected.

Example 2 – Health & Well Being

- **Goal:** Enhance the overall sense of well being of residents
- **Objective 1:** Increase the amount of people who say they have an improved sense of well being by 25%.
 - **Indicator:** Number of residents who report to have a better sense of well being through being more physically active in the local environment (measured through a pre/post survey).
 - **Data collection method:** Focus Groups with participants to gather feedback on the project and identify areas of improvement.
- **Evaluation Question:** Did the project lead to a measurable increase in the number of people reporting that they have a better sense of well being in the Parish?
 - **Evaluation method:** Analyse data from the surveys collected. Secondary data – analysing data (e.g. health records, census data) to provide context and benchmark results.

These are simplified examples. The complexity of the Active Feock monitoring and evaluation plan will be discussed and agreed by the Working Group.

13 REPORTING PLAN AND RESOURCE ALLOCATION

13.1 Reporting Plan

A reporting plan will be created and agreed to set out how the progress, achievements and evaluation findings of the project will be reported back to relevant bodies including Feock Parish Council and any relevant funding organisations.

The plan will include the following:

- The types of reports that will be generated (e.g., status reports, final evaluation report) will be defined and agreed.
- The frequency of reporting will be determined.
- The target audience for each report will be specified and agreed.

13.2 Resource Allocation

The resource needed for monitoring and evaluation activities (e.g., staff time, budget for surveys) will be defined and determined to ensure adequate resource is provided within the budgets.

14 IDENTIFICATION OF PARTNERS WHO COULD ASSIST IN THE SUCCESSFUL DELIVERY OF THE PROJECT

Feock Parish Council is the originator of the Active Feock project and the driving force behind it. The Parish Council recognises the need to work collaboratively with other key stakeholders and partners to achieve the best and most long-lasting outcomes and benefits.

Partners who could assist in the successful delivery of the project have been identified and listed below. This is not an exhaustive list and it is anticipated that more potential partners will be identified as the project moves into the delivery phases.

Category	Partner	Details
Local Authority	Cornwall Council	<p>The project is aligned to many of Cornwall Councils objectives including active travel, healthy communities, protecting nature and the environment and supporting the local economy.</p> <p>Cornwall Council is also the</p> <ul style="list-style-type: none"> • Highways Authority • Local Planning Authority • Responsible body for the Good Growth Fund.
Highway Management and Maintenance	CORMAC	<p>CORMAC is Cornwall Council appointed highways management and maintenance organisation. It is responsible for maintaining a safe highway network, including public rights of way.</p> <p>Any proposed improvements or interventions on public highway will need to be done in partnership and engagement with CORMAC.</p>

Category	Partner	Details
Parish Councils	<ul style="list-style-type: none"> • Kea Parish Council • Chacewater Parish Council • Perranarworthal Parish Council 	In order as to optimise the benefits of routes and trails within the Parish of Feock, consideration of how these extend into neighbouring Parishes should be considered. There are great opportunities for the Active Feock project to be another partnership project for connected Parishes, extending the benefits and opportunities for more people.
Cycle Charities	SUSTRANS	<p>The body responsible for promoting and enhancing the National Cycle Network.</p> <p>They have great experience and many useful tool and resources, including recommended design specifications when improving or creating new multi-use trails and paths.</p>
Health Partners	<ul style="list-style-type: none"> • GP Practices • Social Prescribers • ICB 	To continue to liaise with and develop the project elements which will support the priorities and outcomes of health partners. Potential collaboration and funding opportunities.
Schools	<ul style="list-style-type: none"> • Devoran School • Devoran Pre-School • Kea School 	<p>To continue to liaise and develop the project elements which will support the needs of the local schools.</p> <p>Opportunities to enhance walking and cycling routes to school, promote healthy and active lifestyles.</p>
Existing Parish Organisations	<ul style="list-style-type: none"> • Feock Walking Group • Feock ECO • Feock Action Climate Today (FAC-T) • Feock Action on Speed & Traffic 	To continue to liaise and develop the project elements which will support the objectives of existing groups and project teams in Feock. Explore shared ambitions and how these can be prioritised and delivered in partnership.

Category	Partner	Details
Existing Businesses	Various	To explore opportunities to work with existing businesses in Feock to find potential partnership opportunities. This could be through sponsorship, financial or other pro-bono support, agreement to locate project elements on their property (e.g. signage, seating, bike racks etc). There could also be opportunities for existing businesses to provide additional offers which support Active Feock; i.e. refreshments, café, cycle hire, cycle repair, meeting places for led walks or rides, training courses etc.
Wheeled vehicle hire businesses / charities	<ul style="list-style-type: none"> • Wheels 2 Work • BikeChain • Clive Mitchell Cycles • The Cornwall Bicycle Project CIC • Cornwall Life Recycle 	To explore opportunities for the short or long-term hire of cycles and other wheeled vehicles for the community to use. Not having access to a bike can be a barrier for some and having the opportunity to hire one can be an option which will encourage and enable more people to be active.
Universities and Colleges	<ul style="list-style-type: none"> • Exeter University • Falmouth University • Truro College 	To explore opportunities of working with higher education establishments in developing the project as well as the monitoring and evaluation. This could be an opportunity for students to use a real-life project to undertake research, evaluation and develop further ways in which Active Feock can benefit even more people.
Voluntary and Community Sector Organisations	Various	To explore opportunities of working with existing VCS partners. This could include Hidden Help or other organisations such as cycle repair groups. This may bring about opportunities to create a cycle workshop and hire facility within the Parish. Discussions with the Voluntary Sector Forum (VSF) would help to explore possible suitable partners to talk to.

15 APPENDICES

- Appendix 1 – Demographics
- Appendix 2 - Strategic Case Links to National, Cornwall and Parish priorities, policies, strategies and plans
- Appendix 3 – Active Feock Focus Group Presentations
- Appendix 4 – Active Feock Focus Group Notes
- Appendix 5 – Active Feock Questionnaire
- Appendix 6 – Active Feock Questionnaire Feedback Summary
- Appendix 7 – Active Feock Questionnaire – full response ****Note contains names and job titles***
- Appendix 8 – Walking Routes Intervention Summary
- Appendix 9 – Cycle Routes Intervention Summary.
- Appendix 10 – Cycle Route Signage Schedule FPC
- Appendix 11 – Active Feock Prioritisation Exercise.
- Appendix 12 – National Trust, Penrose Path refurbishment specifications and guidance
- Appendix 13 – Paths for All – Estimating price guide for path projects.
- Appendix 14 – Design for Streets with Older People in Mind – Seating Guidance
- Appendix 15 - Planting costs and potential grants - Indicative guidance.
- Appendix 16 - 30 Minute Walks - Applying the suggested improvements template
- Appendix 17 – Supporting research and links