

**MEETING OF TRURO CITY COUNCIL HELD ON
MONDAY 07 JUNE 2021 at 7.00 pm AT THE MORESK CENTRE, ST CLEMENT STREET,
TRURO**

PRESENT: The Mayor (Councillor Steven Webb), Deputy Mayor (Mrs Stokes), Honorary Freeman Cllr Wells, Councillors Ambler, Mrs Carlyon, Mrs Eathorne-Gibbons, Green, La Borde, Nolan, Mrs Nolan, Pascoe, Rabey, Rich, Roby, Roden, Sealy, Smith, Ms Southcombe, Mrs Swain, Unwin

APOLOGIES: Apologies of absence were received by Councillors Tamblyn and Wilkins

Also in Attendance: Roger Gazzard, Town Clerk;
Nikki Santolamazza, PA to the Town Clerk
Joanne Wheildon, Administrative assistant
Members of the public in attendance: Mr and Mrs Collette
Alun Jones; Truro BID

PRAYERS

Prior to the formal business of the Council the Town Clerk said prayers.

1 DISCLOSURES OR DECLARATIONS OF INTERESTS

None were disclosed.

2 OPEN SESSION FOR THE ELECTORS OF TRURO

Mr and Mrs Collette highlighted the difficulties that some members of the public encountered when accessing the main streets of Truro. In particular when trying to navigate with a wheelchair.

3 HEALTHY STREETS WORKING GROUP REPORT

The Town Clerk introduced his report and gave a brief summary of the working groups current recommendation. The group had met six times since January 2021 with other stakeholders and members of Cornwall Council. In a most recent meeting Cornwall Council had proposed 15 options which were measured against the current Cornwall Council and national policies. Proposal 13 was the favoured option offering a shuttle lane up and down the centre of Boscawen Street and a right turn only from Lemon Street into Boscawen Street.

Councillor Roden highlighted that the proposal he had asked Councillors to consider had been made reluctantly as he favoured a complete pedestrianisation in Boscawen Street. However, he understood, and accepted, the need for the need of buses and it would be necessary to do something rather than nothing. The agreed crossing at the war memorial in Boscawen Street would increase some groups' ease in navigating Boscawen Street. Councillors would need to agree on whether to proceed with a Experimental Traffic Regulation Order (ETRO). The legally required consultation process would take 21 days. Councillor Mrs Eathorne-Gibbons highlighted that she had been reluctant to settle for one of the proposed options but felt that there was a need to do something has the survey had indicated this is what many wanted.

Some councillors felt disappointed that Cornwall Council had not proposed an option for the reduction of buses through Boscawen Street and requested whether there was a real need for approximately 420 buses to pass daily through Boscawen Street. Perhaps less frequently used buses could be removed or rerouted?

Many councillors presented the advantages and disadvantages of the trial and reasons why the preferred option was number 13.

The Town Clerk highlighted that introducing a scheme for the 21 June would not be possible. A traffic order to reduce traffic in the town centre would take 21 days and therefore the earliest potential start date for the trial would be 19 July 2021. On the 21 June, the Government's Covid restrictions were due to be lifted and the town centre and Boscawen Street would return to pre-Covid access until the trial commenced.

The working group had met with representatives from Penzance and Falmouth town

council who were both trialling a traffic management scheme. In February 2021 both towns highlighted the trials were working well. However, some members claimed that now, in the second stage of the trial, failures and difficulties had been recorded. The Mayor gave permission for Alun Jones, BID, to address the Council. He highlighted that the survey had been circulated and the consensus, 76%, indicated that most felt the town centre was a more pleasant and safer environment with no traffic. Most people were currently unable to park in Boscawen Street and therefore, for most, reducing access would have little effect on their habits. In some smaller streets businesses had welcomed reducing vehicles as the existing pavement width were insufficient and caused difficulties for those less mobile. A reduction in vehicles would make this area safer for those using the streets.

Councillors discussed a range of negative and positive reason to both choosing option 13 from Cornwall Council's proposed plans and generally traffic management schemes in Truro town centre:

- A shuttle service through a narrow lane in the centre of Boscawen Street would create a 'pinch point' outside the HSBC bank. This may create a queue of buses
- Implementing option 13 would detract from Truro's unique selling point
- Buses brought people into the commercial hub of Cornwall; Truro. Without which the town's economic value would be at risk
- The majority of buses were new and did not contribute to town centre pollution; this was inline with Cornwall Council and the City Council climate change policies
- People relied on Buses to get in and out of the town centre and to the East and west of the town
- Traders in Duke Street had not been consulted about the plans but were not against the idea of the street being closed to traffic. The pavements were narrow which created a real danger to pedestrians; in particular those with mobility issues.
- Using option 13; shuttle in Boscawen Street, would create little additional space as the road islands were a permanent fixture and it would be costly to move them. The working group had requested details about this costs but Cornwall Council had yet to provide them.
- Currently only one bus stop in Boscawen Street therefore any diversion made would not affect passenger numbers.
- The town centre was not vibrant and currently did not attract many evening visitors. Many people would not choose to visit Truro in the evening; some form of traffic management would help create more attractions to the town.
- ETRO – any safety issues can be changed immediately.
- Councillors were reminded that this would be a 12-month trial where amendments could be made quickly
- The option 13 did not reduce loading bays or disabled parking.
- The project was a risk but something had to be adopted and tried
- Boscawen Street currently functioned well and provided good visibility from one of the street to the other

Following extensive discussion, it was proposed by Councillor Roden, seconded by Councillor Mrs Eathorne–Gibbons and

RESOLVED that

- i) Truro City Council note the Town Clerk's and the Healthy streets working groups' report
- ii) Agree to the implementation of a trial of the favoured option as shown below which obtained the highest rating when compared with the criteria used by Cornwall Council

iii) Cornwall Council is informed that the City Council wishes to proceed with an Experimental Traffic Regulation Order (ETRO) to be implemented from 19th July 2021.

iv) the favoured option 13 detailed in app 1 is submitted to Cornwall Council for implementation.

Option 13 (Appendix 1 attached)

- Shuttle Lane-Bus/Taxi/Loading/Disabled/cycle only
- Unrestricted access for Buses, taxis, loading, disabled & cycles
- Blanket restriction on general traffic
- Single Lane on Boscawen Street-priority or signalised operation right turn only from lower Lemon Street.

v) the Healthy Streets working group continue to monitor the ETRO and to make amendments or alterations as it deems necessary in consultation with Cornwall Council and BIDs

vi) the communication and media strategy is adopted.

vii) further regular reports are submitted to Council prior to the conclusion of the trial."

In consideration of Standing Order number 3 (s) the vote was recorded as below:

For

Councillor Ambler
Councillor Mrs Eathorne-Gibbons
Councillor La Borde
Councillor Roby
Councillor Roden
Councillor Sealy
Councillor Smith
Councillor Southcombe
Councillor Mrs Stokes
Councillor Webb
Councillor Wells
Councillor Unwin

Against

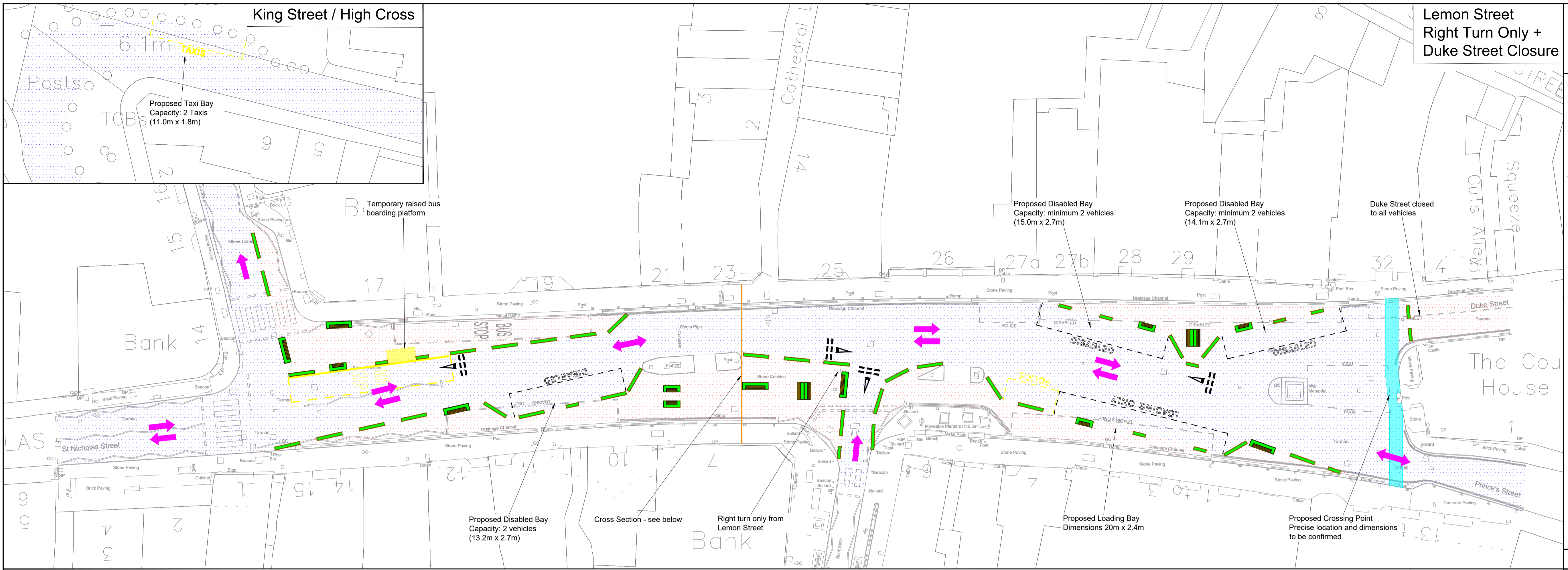
Councillor Biscoe
Councillor Mrs Carlyon
Councillors Green
Councillor Nolan
Councillor Mrs Nolan
Councillor Pascoe
Councillor Rabey
Councillor Rich
Councillor Swain

4 COMMON SEAL

RESOLVED that the Common Seal be affixed to any document or documents necessary to give effect to the resolutions passed by the Council at this Meeting.

The meeting closed at 8:40pm

MAYOR



**Lemon Street
Right Turn Only +
Duke Street Closure**

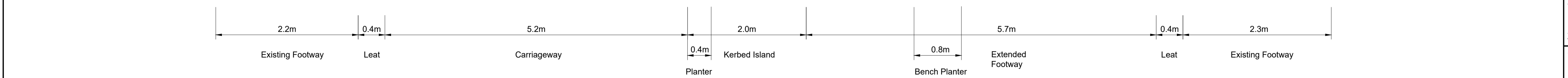
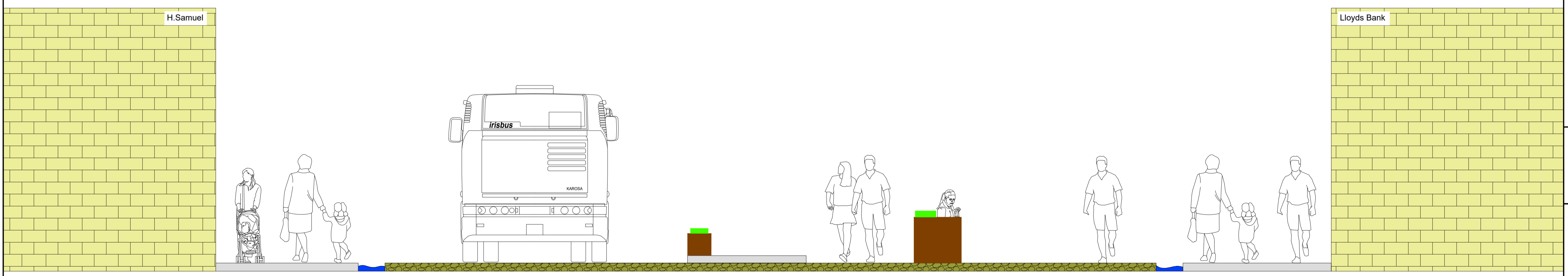
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- NOTES:**
- All dimensions are in metres unless otherwise stated.
 - Do not scale from this drawing.
 - Dimensions of disabled bays have been based upon minimum requirements stated in 'Inclusive Mobility (DfT)'; length 6.6m x width 2.7m.

- KEY:**
- Proposed extent of carriageway
 - Proposed new footway areas
 - Proposed crossing point
 - One way traffic movements
 - Two way traffic movements
 - Traffic gives way to opposing flow when required
 - Planters with gaps to allow permeability of pedestrians
 - Raised bus boarding platform
 - Bench Planter (3m x 0.8m)
 - Bench Planter (2m x 0.8m)
 - Bench Planter (2m x 0.8m)

DRAFT: For discussion purposes only

Lemon Street Right Turn Only - Example Cross Section at Western Traffic Island



REV	DATE	NATURE OF REVISION
P01		First Issue

REVISIONS



**CORMAC SOLUTIONS
AECOM**

PROJECT TITLE:
Boscawen Street
ETRO Study
DRAWING TITLE:
Shuttle Lane
Design Options
2 of 2

SCALE: 1:250 @ A1

PROJECT MANAGER: AR DRAWN BY: MS
CHECKED: APPROVED:

DRAWING NO:
PROJECT | ORIGINATOR | VOLUME | LOCATION
EDGXXX - CSL - HGN -
TYPE | ROLE | NUMBER
DR - -

PROJECT REF.: EDGXXX DRAWING STATUS: Feasibility SUITABILITY: S3 REVISION: P01