

TRURO CITY COUNCIL



CITY OF TRURO

Town Clerk's Department
Municipal Buildings
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31 December 2025

To: Mr R Moore (Chairman), the Mayor (Councillor Wells), Chairperson of Planning and Licensing Committee (Councillor Swain), Vice-Chairperson of Planning and Licensing Committee (Councillor Wetherill), Mr M Bradbury, Councillor Biscoe, Councillor Mrs Carlyon, Mr P McCready, Mr A Robertson, and Mr M Wright.

NOTICE IS HEREBY GIVEN that the meeting of the **TRURO CONSERVATION AREA ADVISORY COMMITTEE (TCAAC)** will be held at the **TRAINING ROOM, FIRST FLOOR, TRURO PUBLIC LIBRARY, UNION PLACE, TR1 1EP** on **TUESDAY 06 JANUARY 2026** at **10.30am** for the transaction of the under mentioned business:

A G E N D A

1. ATTENDANCE AND APOLOGIES

To **note** apologies.

2. DECLARATIONS OF INTEREST

To **receive** and **resolve** on any dispensation requests.

3. MINUTES (Appendix A)

Consider the accuracy of the minutes of the last meeting and approve.

4. PLANNING, CONSERVATION AND LISTED BUILDING APPLICATIONS

- i. [PA25/07414](#) | Extension and reconfiguration of existing dwelling | 5 Prospect Place Truro Cornwall TR1 1HW
- ii. [PA25/08458](#) | Increase current HMO based on 6 occupants (Cathedral Choral Scholars) to 7 occupants making it a large HMO. | 1 Old Bridge Street Truro Cornwall TR1 2AQ
- iii. [PA25/09013](#) | Replacement roof coverings, chimney works, replacement windows and internal fireplace alterations. | 13 Falmouth Road Truro Cornwall TR1 2BL
- iv. [PA25/09014](#) | Listed Building Consent for a Replacement roof coverings, chimney works, replacement windows and internal fireplace alterations. | 13 Falmouth Road Truro Cornwall TR1 2BL
- v. [PA25/09302](#) | Works to Tree within a Conservation Area (TCA) - Birch - Reduce the height and remove a small amount of lower branches of the tree. | 29 Carclew Street Truro Cornwall TR1 2DZ
- vi. [PA25/09218](#) | Proposed conversion of offices, to 1 No. Apartment and 1 No. Dwelling, including rear single storey extension and general alterations with variation of condition 2 in respect of PA25/04186 dated 19/08/2025 | 23 Lemon Street Truro TR1 2LS
- vii. [PA25/08712](#) | Listed building consent for partial re-roofing | Southleigh House Lemon Street Truro Cornwall TR1 2PE
- viii. [PA25/09219](#) | Listed building consent for proposed conversion of offices to 1 No Apartment and 1 No. Dwelling including rear single storey extension and general alterations (as approved under PA25/04187) including dormer alterations at second floor level, removal and replacement of roof covering and replacement of render to rear elevation (Like for Like) and provision of mains gas feed and 2No. meters | 23 Lemon Street Truro TR1 2LS
- ix. [PA25/08712](#) | Listed building consent for partial re-roofing | Southleigh House Lemon Street Truro Cornwall TR1 2PE

5. **HIGHWAYS IMPROVEMENT SCHEME** (Appendix B)
To make recommendation to the Planning Committee.
6. **CONSULTATION ON CROSS PAVEMENT EV CHARGING** (Appendix C)
To review the government consultation and consider making representation.
7. **CHAIRMAN'S REPORT**
8. **DATE OF NEXT MEETING**
27 January 2026

A handwritten signature in black ink, appearing to be 'DR' with a stylized flourish.

David Rodda MBE
Town Clerk

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Truro Conservation Area Advisory Committee (TCAAC) Meeting held Tuesday 2 December 2025 at 10.30am in the Training Room, First Floor, Truro Public Library, Union Place, TR1 1EP

1 ATTENDANCE AND APOLOGIES

The attendance was as follows; Councillor Biscoe, Mr Bradbury, Councillor Carlyon, Mr McCready, Mr Moore, Mr Robertson, Councillor Swain, and Councillor Wells.

C/25/1093

Apologies received from Councillor Wetherill.

2 DECLARATIONS OF INTEREST

No members declared any interests.

C/25/1094

3 MINUTES

It was **RESOLVED** that the minutes of the last meeting held on 11 November 2025 were considered a correct record.

C/25/1095

4 PLANNING, CONSERVATION AND LISTED BUILDING APPLICATIONS

i PA25/08085 Meeting House Cottage Friends Way Truro Cornwall TR1 1HF

The committee were fully supportive of what was considered a much needed and sensible proposal.

C/25/1096

ii PA25/08253 2 Belmont Villas The Avenue Truro Cornwall TR1 1HS

Members felt the application was an improvement on the existing boxy extension but queried why the sill for the new sash window was lower than the rest of the fenestration. No objection was made by the committee.

C/25/1097

iii PA25/08426 First And Second Floor Offices 9 River Street Truro Cornwall TR1 2SQ

It was noted that permission for two flats separate at this site was recently granted. Members first observation was that the proposed layout was not ideal, further to this the committee felt that having four double bedrooms could lead to eight occupants and therefore utility space for that many bikes and adequate bin store was required in addition to more than the illustrated three seats at the dining room table.

It was recommended to refuse the application as a result of the scale, lack of amenity, access routes to sanitary facility and clear provision of bikes and bins. It was suggested that a 50/50 ratio of living to sleeping space was optimal.

C/25/1098

iv PA25/08426 First And Second Floor Offices 9 River Street Truro Cornwall TR1 2SQ

Item omitted from the meeting as a duplication of above — included in error. C/25/1099

v PA25/08427 First And Second Floor Offices 9 River Street Truro Cornwall TR1 2SQ

This item was discussed alongside its partner application. C/25/1100

[Councillors Wells and Carlyon joined the meeting at 11:04.]

vi PA25/08440 9 De Luci Park Truro Cornwall TR1 2FB

The lack of a report or survey for the works was noted. Members recalled a condition on the boundary trees of the original planning consent for the location.

It was agreed to follow the defer to the tree officers as yet published comment and raise any detail of the condition. C/25/1101

vii PA25/08634 Devington Hall Agar Road Truro Cornwall

Members felt that as the root system had little support and was susceptible to falling it was acceptable to remove the tree, suggesting that although it would be inappropriate to replace in the same location that wasn't to say that an alternative site in Truro could not be found to host a tree. C/25/1102

viii PA25/08761 22 Union Place Truro Cornwall TR1 1EP

The committee supported the proposal. C/25/1103

5 CHAIRMANS REPORT

The reply to correspondence on iron street nameplates, stating that a commitment to a funding contribution would be needed, was noted. The Conservation Area policies on street furniture were to be examined.

Councillor Biscoe requested that the implications of across footpath channels to facilitate on-street EV charging be investigated as this was currently in a government consultation on permitted development rights.

[Mr Bradbury left the meeting at 11:44.]

It was agreed to discuss the councils scheme for submission to the expression of interest in the Highways Improvement Scheme funding at the next meeting. C/25/1104

6 DATE OF NEXT MEETING

6 January 2026 10.30am C/25/1105

The meeting closed at 11:49.

Subject: INFO: Community Highways Improvement Programme

Information Classification: CONTROLLED

To: CAP representatives [Roseland & Truro Community Area Partnership]

Please find below a message from Councillor Dan Rogerson, Cabinet Member for Transport, regarding the Community Highways Improvement Programme, which he has asked us to circulate to you. As he indicates, please let Naomi Belert, Community Link Officer know if you have any queries.

Dear colleagues

Community Highways Improvement Programme: 2026-2029

I'm pleased to share with you the arrangements for the **Community Highways Improvement Programme** for the duration of this administration. This initiative will see over **£3 million** invested across the **Community Area Partnership (CAP)** areas to deliver local highway improvements aligned with our **Local Transport Plan (LTP)** objectives.

This programme builds on the success of the previous "Community Network Highways Scheme", which has delivered over 800 schemes in local communities. Following feedback from councillors and a review of our experience to date, the approach has been refined to ensure it better reflects our priorities and gives Cornwall Councillors a clearer role in deciding how funding is spent. The CAPs will generate ideas for and bring forward potential schemes. Cornwall Councillors in each CAP will decide which schemes will be developed and costed. Once this has taken place, they will then make a final recommendation on the allocation of funding to schemes.

Before we launch the programme next week, I wanted to write to you to outline the key elements. Details are in the **attached briefing note**.

Programme Overview

- **Funding:** £1 million per year from 2026/27 to 2028/29. As you will see, there is an opportunity for Town & Parish Councils to make contributions to local schemes where they are in a position to do so.

- **Allocation Method:** Funding is distributed to CAP areas using a formula based on population and road length, a fairer reflection of local need than the previous population-based approach.
- **Eligible Improvements** (key points):
 - Schemes must support Local Transport Plan (LTP) goals and relate to the local highway network (carriageways, verges, footways — excluding trunk roads).
 - Public rights of way improvements are eligible where they enhance everyday access and connectivity.
- **Key exclusions:**
 - Isolated on-street parking restrictions (e.g. yellow lines); such restrictions will only be considered as part of a wider scheme.
 - Feasibility studies, for value for money reasons. However, options appraisals may be considered if they clearly define the issue and location.
 - Residents' parking schemes, due to their strategic nature and complexity.

Process and Timeline for first round:

- **w/c 3 November 2025** Programme will be launched to CAP members.
- **By 31 December 2025:** Each CAP member (Cornwall Councillors and Town/Parish Councils) may submit one Expression of Interest (EoI) via an online form*
 . **Please note that the online form will not be available before 3 November 2025.** **See paragraph 4.2 of the briefing note.*
- **By early February 2026:** Cornwall Councillors in each CAP will make a final decision on which EoIs should be developed and costed
- **By end of March 2026:** Cornwall Councillors will recommend budget allocations.
- **By April 2026:** Final programme signed-off
- **Ongoing:** CAPs will receive monthly monitoring reports on scheme progress through to completion.

I'm confident that, with Members working with you through your CAPs, we can bring forward a diverse and impactful range of schemes that support our transport objectives and deliver real benefits for highway users across Cornwall.

If you have any further questions about this Programme, please contact your Community Link Officer in the first instance.

Best wishes

Dan

Cllr. Dan Rogerson
Bodmin St Mary's and St Leonard | Cornwall Council
Cabinet Member for Transport
E: cldr.dan.rogerson@cornwall.gov.uk



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Guidance Note

Community Highways Improvement Programme 2026-2029

1. Introduction

- 1.1. Since 2018, Community Area Partnerships - CAPs (and their predecessors Community Network Panels - CNPs) have each received a share of £1m per annum of Local Transport Plan funding to deliver local highway improvement schemes.
- 1.2. To date the programme has successfully delivered over 800 local schemes which help to meet the Local Transport Plan objectives.
- 1.3. The Portfolio Holder for Transport has reviewed this programme and this updated guidance sets out the budget and procedures for the programme for 2026-2029.

2. Budget

- 2.1. The funding of £1m per year for the period 1 April 2026 to 31 March 2029 has been distributed across CAPs using a formula which takes into consideration both the population of the area and the road length. The annual allocation to each CAP area is shown in the table below.

Community Area Partnership	Annual Allocation 2026/27 to 2028/29
Camel Valley	£97,538
China Clay Area and Luxulyan	£47,320
Cornwall South	£75,189
Falmouth and Penryn	£60,176
North Cornwall	£65,805
North Kerrier and East Penwith	£104,022
Penwith	£82,779
Roseland and Truro	£89,296
Saints Coast	£85,734
South East Cornwall	£134,659
South Kerrier	£67,684
Tamar to Moor	£89,798
TOTAL	£1,000,000

- 2.2. A further £50,000 per year has been set aside to cover the cost of assessing expressions of interest and any other unexpected costs.
- 2.3. CAPs can offer up match funding to increase the funding available (e.g. Town/Parish Councils may wish to make contributions to local schemes). The budget can be split between multiple schemes within a CAP or amalgamated towards a larger scheme.
- 2.4. Allocations should be spent within the financial year, unless approval has been granted by Cornwall Council's Highway Asset Manager to roll forward or bring forward future funding. This is to ensure that the programme is deliverable within the capacity of the Highways team. Where funding for multiple years is combined, it should be noted that delivery may not be possible until later in the programme period.
- 2.5. Cornwall Council can recover VAT on purchases; this includes highways improvements. Scheme costs are therefore net of VAT.

3. Eligible schemes

- 3.1. The funding is top sliced from Local Transport Plan (LTP) funding allocated to Cornwall Council by central government. Local authorities have a statutory duty to prepare and implement a Local Transport Plan (LTP) under the Transport Act 2000. The funding should therefore be used to deliver the goals of the [Cornwall Transport Plan](#) (latest version approved by full Council in April 2022):

- **Tackle Climate Change** - *Respond to the challenges of climate change by ensuring we have a resilient, carbon neutral transport network, and we support communities to live locally.*

This can include schemes that support walking, cycling and public transport, reducing the need to travel or switching to electric or cleaner fuels.

- **Support economic prosperity** *by improving sustainable transport links for business and access to employment, education and training.*

Suitable schemes include those that improve sustainable transport access to shops, education, tourism and business activities. This can be for customers or deliveries.

- **Respect and enhance the beautiful natural and historic environment** *through the way in which we travel and deliver transport.*

Suitable schemes include those that deliver a town and village street scene that respects our Cornwall heritage and culture, provides a safe, accessible, and attractive place for residents whilst substantially reducing environmental harm from vehicle operations including air pollution. Transport schemes that support nature recovery can be included.

- **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*
Improvements to make walking and cycling easier and safer will be supported. Measures identified in the [Healthy Streets tool](#) can be considered. Schemes that improve access to the environment for more people, especially those who

currently have limited access e.g., children, people with disabilities, can also be considered.

- **Support community and road safety** - *Ensure our communities are safer and more enjoyable places to live by reducing the negative impacts of transport.*

Suitable schemes include those that reduce speeds or traffic volumes (e.g. village gateways or vehicle activated signs -see [guidance note](#) for more information) or reduce anti-social behaviour and the fear of crime whilst travelling. Physical measures to support existing 20mph routes may be considered.

- **Provide equal opportunities for everyone**, *regardless of age, postcode, income level or ability; to access the services they need and to have a say on transport solutions in their communities.*

Suitable schemes include those which particularly benefit people with limited transport options due to geography, disability, age or affordability.

- 3.2. **Extent:** Improvements to any part of the highway network (e.g. carriageway, verge, footway) qualify (i.e., A, B, C and Uclass roads, excluding trunk roads). Improvements to public rights of way (PROW) may be considered where the proposal improves everyday access and connectivity linked to the goals listed above.

- 3.3. Funding **cannot** be used for the following:

- **Schemes involving purchase of third party land** as these have resulted in significant delay and cost in previous programmes.
- **Schemes including on-street parking restrictions (often yellow lines) in isolation.** On-street parking restrictions work best when they free up road space to improve access for public transport or visibility for pedestrians crossing or vehicles at junctions. It should be noted that parked cars can help keep vehicles speeds down and removing them may make a road less safe for vulnerable users. Yellow lines are best delivered as part of a wider package rather than for small changes such as protecting access to individual properties, as they can be expensive in isolation, due to legal costs for the required Traffic Regulation Order (TRO).
- **Schemes which significantly harm nature.** To support delivery of the Nature Recovery Strategy, schemes should be designed to avoid harm to nature, enhance biodiversity, and contribute positively to nature recovery by integrating green infrastructure, protecting habitats, and supporting ecological connectivity.
- **Feasibility studies**, as these do not always offer value for money; option appraisals will be considered however, if they can clearly define the problem and location.
- **Residents' Parking schemes (and related feasibility studies)** are not eligible due to the need for these schemes to be considered on a strategic rather than local basis. These schemes are often complex in nature, cost more than the available budget and can result in delay in the delivery of the programme.
- **Off Street Parking** (as this is not on the Highway)

- **Drainage improvements** – these are included within the Council’s capital maintenance programme
- **Relining of white or yellow lines** - this is funded from the Highways maintenance budget. Areas of concern should be identified by reporting this online [Report a problem with a road or pavement - Cornwall Council](#) or via the Highways & Environment Manager.

3.4. Examples of good practice from previous programmes are attached as Appendix 1.

3.5. A wider Local Transport Plan programme delivers a mixture of strategic programmes and larger schemes, which are prioritised against the LTP goals. Community Area Partnership (CAPs) can nominate schemes for this programme and they will be assessed against the prioritisation criteria set out in the LTP, although need always exceeds funding so there is a long list of unfunded schemes. More significant, strategic schemes are often funded via separate government funds.

3.6. The Council also has a separate government funded highway maintenance programme, so Community Highways Improvement Programme funding cannot be used to meet this need.

4. Scheme identification, prioritisation and approval process

4.1. The process to request schemes to be included in the programme is set out in the diagram below. Dates are included for the first round of EOIs. Further rounds of EOIs will be launched in early autumn 2026 and 2027. The CAPs will generate ideas for and bring forward Eois. The Cornwall Councillors in each CAP will make the final decision on which Eois will be developed and costed. Once this has taken place, they will make a final recommendation on the allocation of funding to schemes, for final sign-off by Cornwall Council.

Community Highway Improvement Programme - Initial Scheme Development



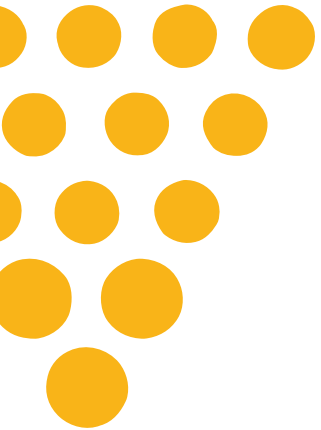
- 4.2. **Expressions of Interest (EOIs):** Scheme nominations must be submitted by the deadline through an online Expression of Interest form available on the Council's [Local Transport Plan webpage](#). *These forms should reflect the issue/problem affecting the community not the proposed solution.* Technical advice will be available from Cormac's Highways Managers, supported by Cormac's Designers, about potential solutions which reflect the concepts of the LTP and resolve the issues communicated. Only **one** EOI per Cornwall Councillor and **one** per parish/town council may be submitted per round of funding.
- 4.3. Cornwall Councillors are encouraged to reach a consensus view at all stages where they are involved. Where the Chair/Vice-Chair of the CAP is a town/parish councillor, Cornwall Councillors are encouraged to invite them to their discussions on the EOIs. Cornwall Councillors will have the final decision on which schemes are recommended to proceed.
- 4.4. **Consultations**
- 4.4.1. The level of consultation will be dependent upon the impact the scheme may have on the highway network. Those requiring a Traffic Regulation Order (TRO) will have to follow the agreed statutory process. Please see Appendix 2 note on TROs for more detail. However, with the Cornwall Councillor and CAP both being aware of the agreed proposals at the outset this should shorten the time frame for the informal consultation and before formal consultation commences.
- 4.4.2. Schemes will vary in complexity and as such their consultation phase may vary in length. It is therefore intended that clear timelines are agreed for each scheme upon commission and where these timelines are affected by increased complexity at consultation stage this is to be made clear as soon as possible to the Cornwall Councillor and CAP.
- 4.4.3. For efficiency, where possible, approved schemes will be in one package per CAP, per EOI round, for the TRO procedures. This will enable economies of scale but could increase delivery times. Where a scheme within a TRO package increases in complexity, causing delay; so as not to prejudice the package delivery in a timely manner, the Highway Asset Manager will mitigate these circumstances by moving such schemes into the following year's list of schemes.
- 4.5. **Design and delivery** of schemes will be managed by Cormac on behalf of Cornwall Council. Value for money will be achieved by undertaking a single TRO consultation per CAP and packaging the schemes together. Cormac will also ensure that, where possible, synergies with other programmes such as planned maintenance are factored into construction programme leading to cost savings in areas such as Traffic Management by combining schemes. This will also have the benefit of reducing local disruption for communities affected by the works through effective programme management. The findings of an independent report on Cormac were generally

positive and showed that core business areas of Cormac are performing adequately and delivering value for money. The overall conclusion for the highway maintenance service is that Cormac are delivering good performance in national benchmarking and surveys but there is a need to improve local public perception

- 4.6. **Timescale for delivery:** Implementation of works on the highway causes disruption to traffic flow. Therefore, the aim is to maximise efficiency and minimise disruption. Implementation will be linked to maintenance regimes if practicable. Timescales will therefore be variable but the aim is to complete delivery within 12 months of the completed project brief.
- 4.7. A **monitoring report** will be submitted to CAPs each month setting out progress from formal consultation to scheme completion.

5. Notes:

- 5.1. This note and particularly any timescales are for guidance only and adjustments may need to be made to the programme as it is progressed. The deadlines introduced for the rounds of Community Highways Improvement Programme funding are to ensure that resource issues within Cormac can be planned to avoid, as far as possible, foreseeable time delays. Phasing over three years is therefore proposed. Early delivery of EOIs and decisions on budget allocations (within the timescale protocol) will significantly assist the delivery teams in programming the specialist resources available to these tasks.
- 5.2. TRO enforcement can only commence once the necessary lines and signs are in place and the legal order is in place. If an area of new parking restriction falls into an existing priority enforcement route, it will be included in regular patrols by Civil Enforcement Officers. However, if the restrictions are in a location that is patrolled on an ad-hoc basis or in an area that does not have visits, it is very unlikely the area would receive regular patrols at present. Speed limits and other moving restrictions are enforced by the police and are prioritised on the basis of risk.



Community Network Highways Scheme

Examples of Best Practice

Pendeen

School Road, Pendeen safety improvements – Enable safer crossing route between main housing estate and local primary school. Widened footway, installed a build out to slow traffic and help with crossing, reduced speed limit to 20mph for Pendeen with associated signing. Total cost = £42,000, including £10,000 from 20 mph programme.

Before



After



Mylor

Lemon Hill, Mylor – The aim was to improve pedestrian safety along Lemon Hill which had narrow lengths of pathway where pedestrians are unable to pass each other and access the shops safely. Following a feasibility study, a new footway was constructed, with a traffic build out to slow traffic. Parking bays to formalise existing parking and updated street lighting also enhanced the impact of the scheme. The cost was £36,000 with £11,000 contribution from Mylor Parish Council.



After implementation



Chacewater

Kerley Hill, Chacewater – The aim was to provide an improved informal crossing to facilitate safer passage from/to Trelawney Road/Kerley Vale, particularly for children walking to school. Following a feasibility study, the scheme installed a buildout at the crossing point to slow traffic and new waiting restrictions. The cost was £23,000 with a contribution of £1300 from Chacewater Parish Council.

After installation



Bude

Kings Hill, Bude – The aim was to improve safety for pedestrians crossing the road from the housing areas to the canal. A pedestrian refuge and realignment of the carriageway with new road markings narrowed the carriageway reducing speeds. Dropped kerbing with tactile surfacing (for visually impaired users) on either side of the road also improved accessibility for all users. The cost was £15,000.

After installation



Looe

In Station Road, Looe, parking on the footway led to several near misses with pedestrians. Cornish Crest bollards have been installed to prevent parking on the footway. The cost was £2300.

Before



After



Saltash

Old Ferry Road, Saltash. The aim was to improve pedestrian safety. This small scheme provided a connection between two footways on the shore side of the road with a virtual footway. Road lining was also repositioned. The cost was £1500.

Before



After



St Blazey

Rundles Walk, St Blazey – The aim was to encourage more cycling and walking through improving a public right of way which connected to other multi use trails. The slippery path was resurfaced and upgraded, costing £22,000 including a £8,700 contribution from the Local Transport Plan.

Before



After



St Austell

Trevanion Road, St Austell – the aim was to reduce speeding and therefore safety on a key transport route around the town. A vehicle activated sign was installed, costing £10,000.

After installation



Godolphin

Godolphin – The aim was to provide safe access to the primary school for pedestrians, particularly school children. Following a feasibility study, a new section of footpath was installed with new village name plates. The cost was £12,500.

After installation



Newquay

Bishops School pedestrian crossing – The aim was to create a safer junction and pedestrian crossing facilities in the vicinity of the busy school. Following a feasibility study, a raised table was installed at the junction to slow traffic, replacing speed cushions further along the road. A crossing point was also installed and street lighting updated. The total cost was £62,500 with a contribution of £40,000 from the Local Transport Plan.

Before



After



Withiel, Bodmin

Withiel – The aim was to reduce delays and congestion on a single track road. A fully surfaced passing place was constructed on Whitehay Hill. The cost was £21,000.

Before



After



Trevarrian, near Mawgan Porth

Trevarrian Traffic Calming – the aim was to reduce speeding through the village. Gateways were installed on on all 3 entrances into the village, costing £15000.

Before



After



Community Highways Improvement Programme Appendix 2 - Briefing Note on Traffic Regulation Orders

Highway Authorities have the legal power to introduce various traffic restrictions within their areas through the creation of Traffic Regulation Orders (TROs). These restrictions can include:

- Waiting and loading restrictions
- Speed limits
- Access and moving restriction controls

Such measures may be included in the Community Highways Improvement Programme (CHIP), provided they align with the broader objectives of the Local Transport Plan. However, residents' parking schemes are not eligible for funding through this programme.

All TROs must be justified by one or more of the following statutory reasons:

- To avoid danger to road users
- To prevent damage to the road or a buildings
- To facilitate the safe and efficient movement of traffic including pedestrians
- To prevent unsuitable traffic from using certain roads
- To preserve the character or amenity of an area including improving air quality.

In line with legal requirements, TROs are subject to a minimum 21 day public consultation. In Cornwall this process is usually managed by Cormac on behalf of Cornwall Council.

Consultation notices are:

- Displayed at the proposed site/s
- Published in local newspapers
- Made available online at: <https://letstalk.cornwall.gov.uk/hub-page/transport>

Statutory bodies such as the Police and Fire Brigade are also notified.

Anyone may support or object to the proposals by submitting written comments, online, by email or by post, within the consultation period. All consultation feedback is carefully reviewed by Cornwall Council before any decision is made on whether to implement the proposals in full or in part.

A TRO scheme developed by a Community Area Partnership (CAP) could cover multiple locations and include a range of restriction types. Combining multiple measures into a single TRO scheme, offers efficiencies such as fewer site visits, a

single public notice covering all proposals and a streamlined consultation and delivery.

When a package of TRO proposals is consulted upon at the same time, individual elements can be amended or removed before the Order/s are formally sealed. Not all proposals need to be supported to proceed. For example, if six waiting restrictions are proposed in a town, the outcome might be that three are implemented as advertised, one is modified, and two are withdrawn based on consultation feedback.

Modifications are generally limited to making a restriction less severe, for instance, changing a 'No Waiting At Any Time' restriction to apply only during daytime hours.

If an increase in restrictions is requested following consultation, a further consultation is usually required to ensure all affected parties are informed. This will add costs to the scheme, depending on the scale and extent of the changes.

To achieve economies of scale, all Order/s within a TRO scheme need to be progressed at the same time same time. If delays occur with one or more elements, it is possible to progress the remaining proposals but this will incur additional costs.

A TRO does not become legally enforceable until the Order/s are formally sealed. This must take place within two years of the consultation start date and only once all required signs and road markings have been installed.

The typical consultation cost for a single waiting restriction is around £7000. While the consultation costs for other types of restrictions are generally similar, construction costs can vary considerably depending on the type and scale of the restrictions. As more locations and types of restrictions are included in a TRO scheme, overall costs will increase accordingly.

The stages for a TRO are set out below

Stage 1 – Scheme Inception

- Project management - scheme set up / invoicing / order requisition / archiving / scheme close down
- Client updates
- Checking / Approvals

Stage 2 – Preliminary Design and Consultation

- Stakeholder meeting
- First Site visit for Scope out/measurements/check buildability
- New Road and Street Works Act (NRSWA) searches/checking/collation (to locate utilities which might affect the buildability)

- Review waste disposal implications
- Production of consultation plans
- Agree preliminary designs with stakeholders
- Drafting of TRO / Notice / Legal documentation
- Production of Consultation Package / Lets talk (online consultation finder)
- Second Site Visit to erect site notices
- Submit public notice/advertise in local press
- Dealing with enquires /responses to consultation
- Third site visit to remove site notices

Stage 3 – Scheme Approval

- Collating feedback and production of Consultation Report
- Scheme feedback meeting
- CC Approval to proceed with TRO
- Reply to Consultation respondees
- Let's talk updates

Stage 4 – Construction Package

- Land searches update
- Production of Construction Package/ drawings/ Short Duration Project Management Plan
- Production of Final TRO / Final Notice
- Collating / checking of NRSWAs

Stage 5 – Post Construction

- Fourth Site visit (post-works check)
- Sealing of Order (by Cornwall Council solicitor)
- Confirm Order/s in Appyway
- Submit final notice/advertise in local press
- Final Distribution of Order including issue press notice
- Create 'as built' plans
- Letter advising TRO operational date to all responders to consultation

Taken from <https://www.gov.uk/government/consultations/electric-vehicle-charging-changes-to-permitted-development-rights/changes-to-various-permitted-development-rights-for-ev-charging>

Cross-pavement charging solutions

Reliable and comprehensive charging infrastructure is needed to support the transition to zero emission vehicles. The majority of EV charging takes place at home, and we expect this to continue. As the number of EVs on the road increases, government wishes to ensure that legislative frameworks support chargepoint installations in a timely and affordable manner.

Charging an electric vehicle at home is the most convenient and affordable option for most drivers, and the majority of EV charging currently takes place at residential properties. However, many households do not have access to off-street parking, making it difficult to access domestic EV charging.

For certain dwellings, a cross-pavement solution is a system that enables a safe passage between a home chargepoint and a vehicle parked on the street. It typically does this by allowing a charging cable to cross the pavement in a way that minimises trip hazards and maintains accessibility for pedestrians.

The use of cross-pavement solutions helps to minimise and remove the dangers associated with trailing cables across public footways, which can pose risks to pedestrians, especially those with mobility or visual impairments.

Permission for a cross-pavement solution is required from a local authority. Current law requires up to 3 separate permissions:

- permission from a local authority (in its capacity as highway authority) to lay a cable across the pavement (under section 178, Highways Act 1980)
- planning permission for the cross-pavement solution and associated EV chargepoint
- street works permissions to install infrastructure

Through the proposed changes, planning permission would be granted on a national basis via PDR. Those seeking to install a cross-pavement solution would not be required to submit a planning application. Section 178 permission and street works permissions would still be required for the installation of a cross-pavement solution.

The government believes it is important that local authorities retain responsibility for approving individual cross-pavement solutions, ensuring that decisions about street infrastructure consider the needs and opinions of residents. Under the proposed changes, local authorities would still have the power to refuse permission for a cross-pavement solution under section 178, Highways Act 1980 – this requires local authority permission for a cable to be laid across a pavement.

It is also important that cross-pavement solutions ensure continued accessibility of the pavement for the wider public, including those who are less mobile. To support this, in 2024, government published an addendum to the [Specification for the reinstatement of openings in highways \(SROH\)](#) relating to cross-pavement solutions. This addendum to the SROH sets standards for reinstating streets after completing the installation of a cross-pavement solution.

To ensure everyone can benefit from reliable and cost-effective EV charging, including those who have accessible on-street parking, the government is therefore consulting on introducing a PDR for cross-pavement solutions and also a dedicated chargepoint. The dedicated chargepoint will either be an electrical outlet or an upstand. In both instances, these will be off-street but not in areas lawfully used for off-street parking for example, due to absence of land available for a car parking space.

The PDR would allow for any engineering operations necessary to install the cross-pavement solution, to be undertaken by the relevant highway authority or cross-pavement solution provider on behalf of the relevant highway authority only. The PDR would be subject to limitations and conditions, including that the cross-pavement solution or the associated chargepoint would not:

- be within a site designated as a scheduled monument
- be within the curtilage of a listed building

These proposed changes will help ensure that more people, can access affordable and safe EV charging at home, supporting the transition to zero emission vehicles.

Q3. Do you agree or disagree that a new permitted development rights should be introduced for the installation of cross-pavement solutions to support on-street EV charging?

- Yes
- No
- Don't know

Provide your reasoning.

Q4. Do you agree or disagree that the new permitted development right should allow for an associated off-street EV chargepoint which is linked to a cross-pavement solution?

- Yes
- No
- Don't know

Provide your reasoning.

Q5. What, if any, further stipulations are required to ensure accessibility of the pavement for all users?

Q6. What, if any, likely impacts do you think should be considered if a PDR is introduced to allow for cross-pavement solutions and associated chargepoints?

Q7. In your view are what, if any, further changes are needed to reflect and ensure consistency with devolved policies in Scotland, Wales and Northern Ireland?

Taken from <https://www.gov.uk/government/publications/cross-pavement-solutions-for-charging-electric-vehicles/cross-pavement-solutions-for-charging-electric-vehicles>

The cross-pavement charging solutions market is at an early stage. However, a variety of solutions have been trialled by local authorities who have shared the processes they have adopted and learning points within this guidance.

The decision to allow the installation of a cross-pavement solution in the public highway rests with the relevant local authority. The suitability of an individual location is dependent on factors set out in this guidance.

For any cross-pavement charging solution, a local authority should be satisfied it meets construction, safety, accessibility, and other standards before agreeing to the apparatus being installed on a public highway.

Solution types

There are 2 main types of solutions that have been subject to trials and are currently on the market.

Cable channels embedded within the pavement

Sometimes referred to as 'gullies', these are proprietary systems designed to temporarily house the charging cable whilst the vehicle is being charged. The cable is removed once charging is complete. These are the most common solution used at present and trials have taken place in multiple local authorities using various suppliers.

Example of cable channels or gullies in the pavement



Permanent under pavement cables

Solutions where a permanent charging cable is laid below the pavement, connecting the domestic chargepoint via removeable bollards, a lance, or other connectors to the vehicle.

Removable chargepoint with cable laid under pavement

